

# COMBAT AIR MUSEUM

## → → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

June/July 2004 • Vol. 20, No. 4



### The Wildcat arrives

On May 1, a major, new exhibit flew to Forbes Field and was placed in Hangar 602. This was a World War II Grumman F4F-3 Wildcat fighter, owned and piloted by lifetime member **Steve Craig**. The 61 year-old fighter is on loan to CAM.

Built by Grumman Aircraft Engineering Corporation and assigned Bureau Number 12260, the Wildcat was delivered to the US Navy on February 25, 1943 as a fighter-trainer. It was in the last batch of 100 F4F-3 versions built by Grumman. The dash 3 differed from follow-on Wildcat versions mainly in that it did not have folding wings. Initially, 12260 flew coastal anti-submarine warfare patrols along the US coast. Later, it was assigned to Naval Air Station Glenview, IL, north of Chicago. There, the Wildcat was used to train pilots in aircraft carrier landings and takeoffs using two paddle-wheeled carrier platforms, the WOLVERINE and SABLE.

On March 1, 1944, during operations aboard WOLVERINE, 12260 ground looped, digging the right wing into the deck and putting the aircraft on its nose before going over the side of the ship into Lake Michigan. The pilot escaped the Wildcat before it sank 216 feet to the bottom of the lake, joining what would be over 200 other aircraft by War's end.

In the 1980s the US Navy decided to recover some of the Lake Michigan wrecks for exhibit in the

National Museum of Naval Aviation and other Navy museums. A firm was hired to find and raise x-number of aircraft from the lake. In return, they were allowed to keep two Wildcat airframes to sell, one of them being 12260.

**See "Wildcat," continued on Page 3**

---

#### Inside This Issue

---

<i>Money still coming in from auction</i>	2
<i>We appreciate our volunteers</i>	2
<i>Supporters</i>	4
<i>Speaker shares another aspect of War in the Pacific</i>	4 & 5
<i>June/July Calendar</i>	6
<i>Letters and mission logs from Korea Part 5</i>	6 & 7
<i>2004 Calendar of Events</i>	7
<i>Visitors</i>	7
<i>Pancake Feed draws a big crowd</i>	8

## 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.

## Money still coming in from auction

Although it has been almost three months since the benefit auction for the Museum, we are still receiving monies from auctioned items thanks to **Martin Moyer** and **Gene Howerter**. Total proceeds have now gone over \$4500.

Martin and Gene have diligently been rounding up items—sometimes by the truckload—for the fall auction. Some of these items are being fed into the regularly scheduled auctions at the Old Mill Auction Center, which accounts for the additional monies.

A local business has been renewing furniture for its waiting room areas and needed an outlet to which it could remove its old furniture. This business' first choice for the furniture removal was another local business that is currently doing a major renovation of a warehouse and could not take the materials. However, the second

business had donated items to us for the Museum and the first auction. They called Gene and Martin about the first business.

For about a month, we did not see much of Gene and Martin. We just knew if Martin's white pickup was not by Hangar 604, he and Gene were moving furniture to the auction house. One day they did not even get out of the parking lot with a new load of items when they were approached by two ladies wanting to know if the items in the truck were for sale. Gene and Martin told them they were, and some sales were made on the spot. There are probably at least a few city ordinances that address such sales.

The point is, Martin and Gene have been putting a in a lot of time rounding up items for the fall auction, and their work has been benefiting CAM. We truly appreciate their time and efforts. ➔

## We appreciate our volunteers



Gene Howerter, Bob Mills, Chris Fulton and Chuck Urban pause from their landscaping cleanup. Not pictured: Larry McCormick

“Spring Has Sprung” at the Combat Air Museum! April 28<sup>th</sup> was a big day at the Museum. In spite of a little rain, a work party of five men spent the best part of the day cleaning the front of the Museum. Members **Gene Howerter, Chuck Urban** and **Larry McCormack**, along with volunteers for the

day, **Bob Mills** and **Chris Fulton**, turned soil, raked the flower beds, trimmed trees and plants, washed the sidewalks, cut down a tree, and planted lots of flowers. After a late lunch, some of the volunteers replaced the little white fence around the entrance sidewalk (which really looks great) while other workers cleaned the inside of the Museum for the annual “Celebrity Pancake Feed.”

If anyone has an interest in volunteering for the next work party, please call the Museum and get your name on our volunteer list. Make sure that Gene Howerter knows you are willing to help with hangar maintenance. Future tasks will include painting of the external concrete pillars around Hangar 602. We need your help, so call soon. There is always work to be done, come join the fun.

—Gene Howerter  
 Vice Wing Commander

**Wildcat****continued from Page 1**

On December 12, 1991, 12260 broke the surface of Lake Michigan for the first time in 47 years. The salvage firm sold both Wildcats very quickly. Two warbird pilots, **Dick Hansen** and **Jim Porter**, teamed up to purchase 12260 and by January 1992 it was in a hangar in Aurora, IL.

The new owners found that the cold, fresh lake water had kept the Wildcat in a remarkable state of preservation. The right main tire was still inflated, and the left main tire held air after it was inflated. The battery could still hold a charge. Fuel was still in the fuel tank, and oxygen was still in the oxygen bottle. But the plane also showed the damage from the ground loop and from hitting the bottom of Lake Michigan. Damage to the right wing, engine cowling, and rear fuselage in the vicinity of the tail wheel structure was rather extensive. Hansen and Porter set a goal of having the aircraft restored to flight by the 50<sup>th</sup> anniversary of its crash and began sending pieces and sections of the Wildcat to various rebuild and restoration facilities in the US. The owners wanted as much of the original airframe as possible to be used in the rebuild/restoration.

The wings, tail surfaces, and engine cowling went to Texas. Only about 25 percent of the original wings was kept in the rebuild, and a new cowling was fabricated. The fuselage went to Wisconsin for rebuild where much of the original structure was kept. Rebuild was necessary in the area of the fuselage around the tail wheel mount. The paint, stenciling, and label plates in the fuselage and cockpit interiors were so good that most of them were kept and

preserved. The landing gear struts went to Florida for rebuild.

The original Pratt & Whitney R-1830-96 engine was not reusable, and because that particular dash number was known for problems with its two-speed supercharger, the decision was made to use a similar R-1830-92 engine. A zero-time R-1830-92 engine was assembled in Minnesota.

By spring 1994, the rebuilt components of 12260 were put back together at the Wisconsin facility. By mid-July the plane was considered ready for flight. On July 18, 1994 the Wildcat took to the air for the first time in 50 years and four months. The flight was considered an unqualified success. The final step was painting the exterior of the aircraft. Rather than putting the plane back into the paint scheme and markings it carried when it crashed, the owners chose the early World War II paint scheme and markings of the Navy's first ace of World War II, and Medal of Honor winner, Edward "Butch" O'Hare. After much research, the colors and markings were matched to the World War II originals. With its fresh paint, the aircraft was flown to the annual summer fly-in at Oshkosh, WI.

The 1994 Oshkosh debut of 12260 was where Steve Craig first saw the Wildcat. He talked at length with Dick Hansen and Jim Porter about the restoration. Eight years later, the co-owners put 12260 up for sale, and in April 2002, Steve became the proud owner of this vintage fighter. It was flown from Illinois to Van Nuys, CA where additional work was done to the plane,



*Steve stands in the cockpit as Dick Trupp looks on.*

and during 2003, it was flown to Lawrence, KS where Steve hangared it with his Beech Staggerwing.

**Dick Trupp** began talking with Steve about a year ago about the possibility of bringing the Wildcat to CAM. We hoped to have it fly in during the April 24 pancake feed, but inclement weather prevented that from happening. The weather was much better the following Saturday, and Steve flew the rare fighter to Forbes. In 2003, Steve donated some of the original aircraft pieces that could not be used in the restoration. And prior to the Wildcat's arrival, Dick brought over two story boards with photos and parts and pieces of the aircraft found in or removed from the aircraft during restoration. These are also on exhibit in 602.

For the time being, we have examples of the first and last of the famous Grumman "cat" family on exhibit, the Wildcat and the Tomcat. Forty years separated the delivery dates of the F4F-3 and F-14A, and the fighters are a marked contrast in changes in design and technology over those four decades. This brings to four the number of "cats" on exhibit at CAM. →



George  
Crocker

## Speaker shares another aspect of the War in the Pacific

Our guest speaker at the April Membership Luncheon was **Mr. George Crocker** of Emporia, KS. Mr. Crocker spoke of his World War II experiences as a crewmember of Consolidated PB4Y-1 and PB4Y-2 patrol bombers. The PB4Y-1 was the U.S. Navy version of the U.S. Army Air Force B-24 Liberator. The silhouette of the PB4Y-1 looked just like a B-24, with the exceptions of ERCO or Emerson bow gun turrets on the nose, not found on B-24's. The PB4Y-2 was a descendant of the B-24, but had a longer fuselage, a large single tail fin, round engine cowlings, and more armament. It presented a silhouette different from a B-24. The "four by two" was officially named the *Privateer*.

Mr. Crocker was a Petty Officer Second Class and flew as a radio and radar operator and top turret gunner. He went to war in the Pacific with patrol bombing squadron VPB-106. He told the audience about his assignment to VPB-106 and training at Camp Kearney, CA. He then talked about the squadron's flight to Hawaii in late 1944, where it was initially based. The flight from California to Hawaii was the squadron's first real experience with long, over-water flights. Mr. Crocker flew in the Squadron Commanding Officer's (CO's) aircraft. They were to fly into Kaneohe Bay Naval Air Station on the island of Oahu, but as the time of arrival approached, they were not finding the island. Fuel was running low, and the situation looked bad enough that there was talk of ditching the aircraft because of its low fuel state. The navigator was still trying to determine their position when the pilots spotted land through a break in the clouds. The island below also revealed an airfield, and they headed

directly for it. The runway was considerably shorter than the pilots and a PB4Y were accustomed, but they successfully landed.

A young Army lieutenant came out to the aircraft under a full head of steam to tell the errant Navy crew they had landed on a restricted airfield without authorization. He cooled a bit when the Squadron CO, a few ranks senior, deplaned and requested their location and fuel. The plane had landed on the island of Molokai, then a leper colony. When the fuel tanks were sounded, the sounding sticks were barely wet with fuel. Once refueled, the plane and crew proceeded to Kaneohe without incident.

Mr. Crocker told us something about friendships that occurred while training at Kaneohe. One of his closest friends had gone out on a flight that had a number of personnel on it for the purpose of remaining current in order to collect flight pay. The PB4Y developed mechanical trouble and had to ditch in the ocean. A number of people were injured, others killed in the water landing. Mr. Crocker's friend got out on the wings and went to the life raft compartments to release the life rafts. One of these was missing, and the remaining life raft did not have room for everyone who survived the crash. As people were getting into the life raft, it floated away from the plane. Mr. Crocker's friend was the last to enter the water and started swimming for the raft. He was unable to catch up to it, and returned to the plane. The last he was seen, he was standing on one of the plane's wings. An air search the following morning did not find any sign of the plane or Mr. Crocker's friend.

Mr. Crocker said that after that incident, he and other veterans of the outfit did not form friendships with new people, or even among themselves. He said that even to this day, surviving members of his crew are not friends. They have a tremendous respect for each other, and look forward to reunions to get together again, but do not maintain steady contact with each other.

In late 1944, the squadron deployed to Tinian Island in the Mariana Islands. Tinian is perhaps most remembered as the island from which the B-29 *Enola Gay* flew its mission to drop the first atomic bomb on Japan. From Tinian, VPB-106 flew single plane long-

range, over-water reconnaissance patrols to Japanese held islands, including off the home islands of Japan. If the opportunities came up, which they did, the PB4Ys bombed and strafed Japanese shipping and coastal targets. Most flights covered over 1400 miles and 12 hours round trip.

In March 1945, VPB-106 deployed to Iwo Jima. Their mission from Iwo was primarily to seek out and destroy Japanese picket ships stationed from Iwo Jima to Japan. These picket ships relayed information about U.S. B-29 Superfortress bombers flying from Iwo Jima to bomb Japan. The ships were heavily armed with anti-aircraft guns and could lay down accurate fire against the large and relatively slow PB4Ys. To counter the Japanese guns the PB4Ys paired up with Lockheed PV-1 *Ventura* twin engine bombers. The *Venturas* were smaller, faster, and more nimble than the four-engine *Privateers*. Working as a team, the PV-1s drew anti-aircraft fire from a distance outside the effective range of the Japanese guns. Once the gunners were firing high, the *Privateers* came in low firing all guns. The Japanese gunners did not have time to depress and target the PB4Ys before their strafing took its toll. The *Venturas* then joined the attack with guns and rockets. The tactics proved very effective.

Mr. Crocker related one mission when they were attacking shipping in a coastal area in the Bonin Islands with a Japanese airfield nearby. As they were ending their attack, the PB4Y crew could see fighters taking off to come after them. One fighter caught up to the *Privateer*, but flew parallel formation for what Mr. Crocker said was at least a few minutes. No one really knew why the Japanese pilot did this, but Mr. Crocker offered that the pilot might have been admiring the nose art on the left side of the *Privateer's* nose. The artwork was of a rather scantily clad lady wearing an Indian Chief's war bonnet. The name of the plane was "*The Super Chief*." At any rate, this and another fighter attacked the PB4Y and both were shot down.

During May-June 1945, VPB-106 transferred to Palawan Island in the southwest Philippines. Flying from Palawan and Mindoro Islands, the crews flew reconnaissance and anti-shipping missions to Singapore, the Gulf of Siam [Thailand], and to the southern reaches of Indochina. Their last combat mission was on August 10, 1945. On August 11, the crews began flying non-offensive patrols and also began rotational relief back to the U.S.

Mr. Crocker then answered questions from the audience, capping an excellent presentation on another aspect of the War in the Pacific. →

## **Noller Dealerships of Topeka**

Laird Noller Ford  
23rd & Topeka 785-235-9211  
[www.nollerford.com](http://www.nollerford.com)

Noller Lincoln-Mercury-Mazda  
2946 S. Kansas 785-267-2800  
[www.nollersales.com](http://www.nollersales.com)

Noller Automotive on the Mall  
West Ridge Mall 785-228-0812

## **New Supporters**

Gary & Sharon Blitsch  
Walt & Nancy Cole  
Richard Gates

## **Renewing Supporters**

Bill Davis  
Wayne Dodson  
Donald & Olga Fluke  
Philip Hotzel  
The Kincaid Family  
Frank, Rebecca, Adam,  
Sam, Sarah, & Zach  
Scotty Larimer  
Martin Moyer  
Amos Page  
Danny San Romani  
Dick & Jeanne Trupp  
David Trupp  
The Robert Trupp Family  
Robert, Andrea,  
Mariah, & Katy  
The Rick Trupp Family  
Rick, Rhonda, Taylor,  
Morgan, & Hailey

→ → →

## **CASA**

**Authentic Mexican Food**  
Topeka's Finest Margaritas

Domestic & Imported Beers \* Wines & Mixed Drinks  
Mexican & American Appetizers  
Fine American Foods \* Children's Menu  
Fajitas...Our Speciality

266-4503 3320 S. Topeka Blvd.

**OPEN 7 DAYS A WEEK**

Major Credit Cards & Personal Checks Accepted

## Letters and mission logs from Korea

*This is the fifth installment of letters and combat mission logs written from South Korea in 1952 by John Walker Hatcher, then a USMC Second Lieutenant flying Corsair fighter-bombers. Times are based on a 24-hour, military clock. The letters are reprinted as written. USS BATAAN (CVL-29) was a light aircraft carrier and Pacific veteran of World War II.*

**Letter No. 5 [Itami, Japan]**

**Thursday, 15 May**

Dear Folks,

As you can tell by the new address, I have changed squadrons. I am now at Itami, bouncing FCLP in preparation for going aboard the carrier. We (the 11 transfers) arrived here last Friday, and have been rather busy since then.

I am now just recovering from the worst attack of dysentery or stomach virus that I've ever had. Yesterday I went to the "stool" 6 times, passing water each time. On the 6<sup>th</sup> one, at 11 o'clock last night, I gave water from the lower end, and solid from the oral cavity (just about choked to death). I'm weak as a kitten today, so I'm not bouncing. I should be well by tomorrow.

Kiser transferred from 212 also, so you all and his folks should still have news from us alternately. Incidentally, he was sick yesterday too, but "barfed" the night before. Consequently, his illness was not as bad as mine. To make mine worse, I was being treated for the worst sore throat I've had (penicillin, gargle, etc.). Really in sad shape, eh? Getting better, tho.

You should see the tan I have now, what with my basking at K-6, and much exposure out at the bounce field now for the past 3 days. Brown as a berry!

It should ease your minds considerably to know that the carrier does not lose as many planes as K-6. You see, they work 10 days, and are in port 10 days, compared to a 7-day week at K-6. So don't worry about a thing; I'm not. I'll write again Sun. or Mon.

Love Johnny

**Letter No. 6 [USS Bataan]**

**Tuesday, 20 May**

Dear Folks,

We are now cruising in the Yellow Sea about 50 miles south west of Haeju,

and in that general area south of the promontory-type coast-line where it goes west, then north. [NOTE: This was in the southwest sector of North Korea, just above the 38<sup>th</sup> parallel.]

Where at K-6 we did rail-cuts, flak suppression, and close air support (mostly high altitude stuff—6,000' except for close air support), here we do road & river reccies [reconnaissance] (low level—1000' or below) and some strikes.

We qualified aboard this carrier Sunday, with about 6 landings apiece. I didn't do a red-hot job (in fact, I broke a tail-wheel on my first landing), but I got aboard OK. We are now all checked-in and aboard in one piece, and today is our first operating day on this cruise. I am scheduled as standby on a TARCAP (target combat air patrol— which works over the target of the day), and as regular for CAP (combat air patrol—circles over the carrier for 2 hours, guarding it). There is a CAP on station all day— it is just changed every 2 hours. So there shouldn't be any strain there. Tomorrow I'll probably get my first reccy hop, and am looking forward to it. You see, I have not had a mission since May at K-6.

Life aboard the carrier is certainly different than the "beach". The living conditions are much better, and the food is supposed to be better (but I haven't seen it as yet—the food at K-6 was very good). . . It is pretty exciting during operations; watching the launches and recoveries, emergencies, etc. It is quite an experience being part of this little community or machinery (or whatever you want to call it). Everything works very smoothly and quickly.

As you may have noticed, my last letter was mailed in Japan, and had postage on it. Now that we're at sea, postage is free again. In writing me, you don't have to include my serial number—that just has to be there when I send it free (authentication, etc.).

Enclosed is a picture (not very good) taken of me as I was leaving Itami to go aboard the airplane for Korea (K-3, K-6). A Friend took it, and gave it to me when I came back to Itami to "bounce". Also is enclosed a "G", in case you're running short on money. Well, I'll write again in a few days.

Love, Johnny

P.S. I have now received your letters including 2 May.

**Mission #8 CVL-29 [USS Bataan]**

**20 May**

**Combat Air Patrol**

**Armament—6 .50 cal. 1 Rescue Kit**

**TO—1655 Land—1845**

A 2 plane CAP. (Sinclair) It was somewhat like a GCI hop, with "Uphill" (Ship's

### June/July Calendar of Events

#### June

#### Monday-Thursday June 7-10

Aviation Education Class

Jean Wanner Education

Conference Center (JWECC)

9—11:30 a.m.

#### Monday, June 14

Flag Day

Membership Luncheon

(JWECC)

11:30 a.m.

This will be a potluck luncheon.

Dick Trupp is arranging for a guest speaker.

#### July

#### Monday-Thursday July 5-8

Aviation Education Class

(JWECC)

9—11:30 a.m.

There is no Membership

Luncheon in July.

The next luncheon is

**Monday, August 9.**

It will be a

potluck luncheon.

→ → →

Code Name) giving vectors. Uneventful hop. Area checkout, also.

**Mission #9 [USS Bataan] 21 May**  
**Target CAP XC - 802642**  
**Armament 1500# bomb, 85" HVARs, 6 .50's**  
**TO - 0730 BL - 0800 Land - 0945**

A 2-plane TARCAP (Togerson) We reported in to "Sitting Duck" and "Crowfoot" (2 ships in that vicinity of Chodo & Chokto). We dropped our 500#ers on pre-briefed target, 3 gun positions on a mountain ridge. Then we found a warehouse by a canal, and I got only 2 hits with rockets. We strafed some suspected gun positions along the coast.

**Letter No. 7 [US Bataan]**

Dear Folks,

I have more spare time here than I did at K-6 (not really, but you notice it more aboard ship), so I'll just write more often, probably.

Well, I've had a couple of missions now, but we don't fly as often (or as much, I should say) as we did in 212, for we only get 1 hop a day here. I had an early TARCAP this morning, and we took off (were catapulted, I mean) at 0530. We reported in to "Sitting Duck" and "Crowfoot" (a couple of DD's (Destroyers) cruising near the enemy shore), and they told us to go ahead and hit our pre-briefed target, which was 3 gun positions on a mountain, at the intersection of 2 ridges. (Naturally, we have very accurate and detailed maps, and can target with our 500 pounders, and I pumped a couple of 5" HVAR's in there, too. (HVAR is High Velocity Aircraft Rocket.)

Then we reported back to S.D. & Crowfoot, and they told us to search & patrol the coastline between 2 grid coordinates. We did this for an hour, and soon spotted a warehouse by a canal. The leader (a Captain) missed with 8 rockets, his were hitting in the canal & vicinity. I fired 6 rockets, and got 3 direct hits. The thing was still burning when we left. Then we worked over some suspected gun positions where Crowfoot said he had gotten some counter-battery fire 2 days ago. I was strafing around, and put some bullets right in the door (it was open) of a big house near there. I thought it was pretty funny; the sun was just coming up and behind me, shining in the door. Those bullets went right inside. What a rude awakening, eh? After that, we came on back to the carrier. Some fun! ( By the

way, as you can guess by my description of the door, etc., you can see that I was right on the deck. I still think that is more fun eating, flying low and fast. Don't worry, I'm careful.)

When I first wrote you all from K-6, I mentioned that it was just like training hops back in the States. Well, that was only the first hop. On several hops thereafter, I saw 37 mm bursts right on in altitude and line of flight - they had us bracketed. The first time, it scared the poop out of me (almost), in fact, it still does. All the fellows are afraid of that flak. On one hop in particular, I was in a dive-bombing run with 2 1000 lb. VT (variable time) fused bombs (set off at 500' on this one). I looked up, and they were exploding above me. Then they stopped, and I didn't have any chance to pinpoint the position, but I dropped in the general area, and we didn't have any more trouble there.

It's a policy now to strafe anything that moves in our area (unless you can definitely spot it as women or children), but you'd be surprised at how still things are up that way. They're really dug in, hidden, and camouflaged. As I told you before, every hill, ridge, and mountain has several trenches all along it. We kill oxen whenever we see them, because they're worth 20 men (ox is used for labor & transportation, etc.). Anything that looks valuable or usable, we hit it. We're constantly looking for machine-guns, though, cause they give us a lot of trouble. We've had a few come back recently with holes in the canopy, etc.

Well, it's great sport; I enjoy it! Don't worry any.

P.S. I have now received mail up to 12 May.

**Mission #10 [USS Bataan] 22 May**  
**Reconnaissance XC-646280**  
**Armament - 1 Napalm, 4 260# "Daisy-Cutters"**  
**TO - 1630 BL - 1700 Land - 1830**

A 4-plane recco. (Devereaux) We dropped our Napalm and "Daisy-Cutters" on Target Area, -470 troops and bunkers, in a small valley between 2 high hills. We reccied "Coast", then came south & reccied west of Haeju. We strafed many oxen in the fields there. I saw many workers & people in white in the fields, trying to hide. (squatting down & doubled up).

→ → →

## 2004 Calendar

*Events subject to change*

### 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

→ → →

## Visitors

During **March**  
the Museum had  
**1257** visitors  
from **29** states  
and  
Canada  
Germany

During **April**  
we had  
**1221** visitors  
from **35** states  
and  
Australia  
Canada  
Germany  
Japan  
Jordan  
Mexico  
Sweden

→ → →

## Pancake Feed draws a big crowd of hungry folks

This year's Pancake Feed had one of the highest attendance figures in recent years with 383 people coming in to enjoy the hotcakes and sausage. We were quite pleased with the turnout, as it was raining throughout the day. A good number of celebrity flippers were also on hand during the five-hour feed, flipping and serving pancakes and sausage. The event raised over \$1,100 for the Museum.

**Bob Carmichael** of Perkins Restaurant provided the grill, pancake batter, syrup, butter, and his flipping expertise. Bob has an excellent rapport with the celebrity flippers and visiting public and is always a welcome part of this annual fund-raiser. Other celebrity flippers included:

**Dick Barta**, Shawnee County Sheriff; **Ed Klump**, Topeka Chief of Police; **Ted Ensley**, Shawnee County



*Kelly Lenz of WIBW-Radio and Ron Harbaugh of WIBW-TV serve pancakes to a line of hungry folks.*



*Dan Schneider, Tyrone Barrett and Rude Sué, of the Washburn University Ichabod football team, in control of the grill.*

Commissioner; **Lisa Stubbs**, Topeka City Councilwoman; **Ed Coker**, Director of the Topeka Zoo; **Jan McKenzie**, Director of the Great Overland Station; **Ron Harbaugh**, WIBW-TV Channel 13; **Bruce Jones** and **Steve Beylon**, KSNT-TV Channel 27; **Eric Holcomb**, KMAJ-AM Radio 1440; **Kelly Lenz**, WIBW-AM Radio 580; **Raymond Irwin**, Owner of Heartland Park Topeka Raceway; **Tyrone Barret**, **Dan Schneider**, **Rude Sué** and Defensive Line Coach **David Trupp** of the Washburn Ichabods Football Team.

This is a major participation event for our volunteers, who turned out in force to ensure the events success. To all of you, thank you for supporting this major fund-raiser. ➔



Combat Air Museum  
P.O. Box 19142  
Topeka, KS 66619-0142

Non-Profit Org.  
US POSTAGE  
PAID  
Topeka, KS 66603  
Permit #181