

# COMBAT AIR MUSEUM

## → → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Forbes Field Topeka, Kansas

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### You want to build and fly a what? Replica aircraft and the Dawn Patrol

A record crowd of 57 people turned out for the December Membership Luncheon to hear **Mr. Richard "Dick" Starks** talk about building and flying World War I replica aircraft and his association with a group known as the **Dawn Patrol**. As you may recall, Dick donated the replica Taube to the Museum last May. Accompanying him to the luncheon was his wife, **Sharon**, and several members of the Dawn Patrol who fly replica World War I aircraft.

Dick started his talk by saying his interest in aircraft went back to his childhood when he built model aircraft, including radio control planes. As an adult he began building experimental aircraft. One of his childhood friends who had the same passion for airplanes as a youngster also carried that passion into adulthood. Dick and his friend met others who

wanted to build their own planes and eventually the Dawn Patrol was formed. Everyone brought a particular talent to the group. A couple owned a machine shop. One was, as Dick put it, a "cover Guru" meaning he knew how to do the fabric covering over the metal and wood frameworks of aircraft.

The Dawn Patrol located its organization at a small grass airstrip near Missouri City, Missouri on the banks of the Missouri River. Dick and other members refer to the strip as Liberty Landing International Airport. It is actually about seven miles west and a little south as the crow flies from Liberty, Missouri. The proximity to the Missouri River proved nearly catastrophic to the Dawn Patrol during the 1993 flood. Four aircraft had to be rebuilt after that event. Dick said the planes had some two feet of mud in them and all the engines were ruined. But the planes were rebuilt, in a home basement, and all flew again.

**"Replica aircraft," con't. on page 4**

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**Museum Hours**

Monday - Saturday

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

Last Admission 3:30 P.M.

Sunday Noon - 4:30 P.M.

Last Admission 3:30 P.M.

**Plane Talk**, the official newsletter  
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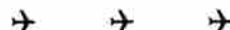
Your questions and  
 comments are welcomed.

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

**February Membership Luncheon  
 will feature WW II fighter ace**

Mr. George Chandler of Pratt, Kansas will be our guest speaker for the February Membership Luncheon. Mr. Chandler, a Kansas native, is a World War II fighter Ace. He flew Lockheed P-38 Lighting fighters with the 339<sup>th</sup> Fighter Squadron, 347<sup>th</sup> Fighter Group, 13<sup>th</sup> Air Force. This group operated from Guadalcanal in the Solomon Islands, South Pacific theater.

Mr. Chandler's brother is CAM member **Anderson Chandler** of Topeka, President of Fidelity Bank. The luncheon will be held **11:30 A.M. Monday, February 12** in the Jean Wanner Education and Conference Center. As part of his visit, Mr. Chandler will present some art prints of aircraft of the 347<sup>th</sup> Fighter Group to the Museum.



**Visitors**

During **November**  
 the Museum had  
**513** visitors  
 from **31** states  
 and  
 Brazil  
 Canada

During **December**  
 we had  
**378** visitors  
 from **29** states and  
 Washington, DC  
 and  
 Australia  
 Brazil  
 Great Britain



**Join the  
 Combat Air  
 Museum!**

**Your membership  
 and support  
 are important  
 to us.**

## Extra! Extra! Read all about us!

### CAM photos and stories are in the news

More articles about **Combat Air Museum** appeared in December in two magazines, we took part in a calendar photo shoot, and the Secretary of the State of Kansas had a family photo taken at the Museum..

The Museum was the feature article in the Winter Issue of *Kansas! Magazine*. Our Canadian Car Foundry Harvard MkIV is on the cover of this issue and the Lockheed EC-121 Super Constellation is pictured on the inside front cover. The article is six pages long with 14 photos of aircraft and volunteers. The sixth page features CAM member **Bob Kaps** and the Grumman F9F-5 Panther on loan from the National Museum of Naval Aviation. Bob flew this aircraft during the Korean War. The page tells of Bob's experiences flying Panther jets over Korea and how CAM acquired the aircraft and had it restored from a derelict to its present Korean War livery.

**Carol Cupper** wrote the article and **Diane Guthrie** did the photography. Both made multiple visits to the Museum, sometimes spending hours at a time to prepare the article.

This winter also saw the premiere issue of *Topeka Magazine*, and CAM has a two-page write-up with six photos of aircraft and volunteers in this inaugural issue. **Debra Simon** wrote the story and **Richard Daley** did the photography.

Local radio station **V100 FM** (KDVV FM 100.3), billed as "Topeka's Rock Leader," held a photo shoot at the Museum in December for their V100's 2007 Calendar Girls poster. Yes, you read correctly, a December photo shoot. On the afternoon of the shoot, the temperature in the hangars was 46

degrees. In consideration of possible hypothermia issues, this was not a swimwear photo shoot. Seven ladies made up the Calendar Girls, and the photographer used a different aircraft for each of their individual shots. While the focus of the camera was on Casey, Jesika, Jessica, Kara, Kate, Melissa, and Sierra, readers familiar with our collection of aircraft will recognize snippets of the Blue Angel, Jenny, Kilroy (C-47), SNB (Twin Beech), MiG-15, and OTW. A group photo of the seven ladies in their V100 attire was taken inside the CH-53 Sea Stallion.

**Ken Doll** was the photographer. **Carla Newman** of Cumulus Broadcasting and **JC (Lunceford)** from the V100 morning show were also present for the photo shoot.

Less than a week after the Calendar Girls photo shoot, **Kansas Secretary of State Ron Thornburgh**, his wife, **Annette**, and sons **Grey** and **Tanner** were at the Museum for their own photo shoot. The family photo was taken for their annual Kansas Day card. The Blue Angel and Harvard served as background for their photo. **Nathan Ham** was the photographer.

At the January Membership Luncheon, guest speaker **Richard Starks** gave us a copy of the Summer 2006 issue of *The 'Great' Times*, a periodical of **The Great War Aeroplanes Association**. In the Letters section, there was a full page about the donation of the Taube by Dick to Combat Air Museum. The page included a photo of Dawn Patrol members who traveled to Topeka to assemble and put the Taube on exhibit last May. →

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Visit our website at [www.combatairmuseum.org](http://www.combatairmuseum.org)

## "Replica aircraft," con't. from page 1

Dick used a power point projector during his presentation and showed still photographs and video of the planes and Liberty Landing International. The airstrip is literally located in cropland with corn and soybeans, and Dick had more to say about the corn later.

In 1985, Dick built a Nieuport 11 replica. Others of the Dawn Patrol had also built this type. The 7/8 scale replica aircraft fly at 60 miles per hour. Dick said the aircraft are taken to airshows and flying events by trailer and are mostly flown during summer. He said it takes about 80 minutes to assemble the aircraft. In 1985-1986, the cost of building the replica was about \$2900. Today, it would cost about \$10,000. The first replicas used Rotax engines and were started with a pull rope mounted in the cockpit. Today the aircraft fly with Volkswagen engines.

One of the flyers, **Dick Lemons**, mounted a camera to his plane, and Dick ran a short video of a flight from takeoff to landing. Music was put to the video and Dick pointed out during the landing that the plane bounced three times to the beat of the music.

The replica Nieuport aircraft are not aerobatic capable. They are stressed for 4 to 5 positive Gs, but the flyers do not try to approach that limit. Dick said the Dawn Patrol has flown Nieuports at the Columbia (MO) Memorial Day Air Show for nine years and showed some footage from one of those shows. It was rather humorous. One of the Nieuports ground-looped. It looked like the aircraft recovered with minimal damage, and the pilot of a second Nieuport got out of his plane to see if the pilot in the first aircraft was all right. Now without its pilot, the second Nieuport started to slowly taxi off on its own. The pilot quickly returned to the plane and stopped it. Dick and others of the Dawn Patrol have also flown the Nieuports at the National Museum of the United States Air Force in Dayton, Ohio.

In early December 2006, The Dawn Patrol took part in the opening of the National World War One Museum in Kansas City, Missouri, designated by Congress as the nation's official World War I museum. The museum is located in the restored Liberty Memorial and the opening featured some of the Dawn Patrol aircraft. Some members had donated their replicas to the museum. Dick said that the Dawn Patrol received excellent news coverage by WDAF Channel 4 (FOX 4) Televi-

sion of Kansas City, Missouri.

Dick then spoke about the Taube replica that he donated to CAM. He said he had built a plastic model of the aircraft as a youngster, and it had always impressed him. It took him a year to draw the plans for the 52% scale replica. He built the plane for his wife Sharon to fly. But as it turned out, the Taube was a tough plane to fly. Dick said the first flight was terribly out of balance, and this was corrected. But it always took a lot of strength for the ailerons. He and Sharon both flew in the Taube (it is a two-seater), and Dick flew it at airshows for a few years before donating it to CAM.

Remember the cornfield mentioned earlier in this article? Dick and the Taube had a close-up and personal experience with the field one summer day. Dick said the day was about 99 degrees Fahrenheit with 100% humidity, and the corn was very tall. There just was not a lot of lift that day, and the wheels of the Taube hit the corn. Dick said the plane settled into the field like a mattress and finally got down into the corn far enough the plane flipped over. Dick got out of the plane but could not see out of the corn, and the others could not see in to know what happened. They finally hooked up with each other. The Taube had to be taken apart to get it out of the field.

Now that CAM has the Taube, Dick is building a replica of a 1915 French Morane-Saulnier "L" Parasol fighter for Sharon to fly. He also told us another member of the Dawn Patrol, **Ron Werner**, is building a full scale replica of a 1915 German Fokker E III fighter.

Dick talked a bit about the cinema movie *Flyboys* that came out in the fall of 2006. Dick had very high praise for the movie and its attention to accuracy, and those of us who have seen the movie will probably agree. Dick said he worked some with the director, **Tony Mill**. His comments about the movie led into some comments about actual aircraft of World War I. He briefly talked about the use of machine guns on the aircraft. Originally, the guns were mounted such that they fired over the arc of the propeller so as not to shoot off the blades. Then French ace Roland Garros put metal sheathing over the backs of his wooden blades and fired through the arc of the propeller. Of course, many of his shots hit the blades as well as passing between them. The big problem was he had no real idea where the ricocheting bullets would go. When word reached the Germans of this primitive

method of firing through the propeller arc, aircraft designer Anthony Fokker went to work and in about a week's time developed a synchronized machine gun. The gun had an interrupter that prevented it firing into the propeller blades. Such was some of the aviation technology developed during the First World War.

**Dick Starks is the author of**

***You Want to Build  
and Fly a What?  
Or...How I Learned to Fly,  
Built a WWI Replica,  
and Stayed Married.***

Dick also commented on the construction of the real Nieuports. He said there was a problem with the wing construction such that during extreme maneuvering and high G loads the planes shed their wings. In regard to pilots, Dick said that World War I pilots lasted an average 10 hours in combat.

For five years, Dick was an FAA instructor. At the end of his teaching his students gave him a blue ball cap with big yellow FAA letters on it. Dick said he has enjoyed wearing that hat on occasion around various airports. It is a definite attention getter and either sends people scurrying off in all directions or brings others to him wanting to know how they can help him.

Dick is also an author. He wrote *You Want to Build and Fly a What? Or...How I Learned to Fly, Built a WWI Replica, and Stayed Married*. He told us the original transcript included a chapter the publisher would not print. It dealt with an airsick passenger, and the publisher felt it was too graphic.

This was both a delightful and informative talk and just made it a great luncheon. After a question and answer period with Dick, a number of door prizes were given out to attendees.

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## ***New Supporters***

Scott Brock & Julie Benedick  
& Ashley, Mitchell & Grace

Lee Dodson

The Judge Family

Gregory, Barrie, Isabella, & Emma

Richard Keeney

Michael & Patricia Kozubek

Robert & Margaret McKitterick

Robert Nall

Kipp & Tracy Van Camp

## ***Renewing Supporters***

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Ethan, & Logan

H. Phillip & Darlene Elwood

LC Hinthier

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Jim & Ruby Leighton

Colonel Hollis Logan, USAF (Ret)

Michael Madden

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Dave & Judy Murray

The Naylor Family

Gary, Susan, Desiree,

Patricia, & Rachel

Nick Nickerson

Tad Pritchett

Carl Quarnstrom

Marion Raper & Catherine David

The Sliter Family

Gerald, Jane,

Kurt, & Stephen

Tom & Mary Anne Witty

→ → →

## Work on Museum exhibits continues with the completion of an exhibit case for one of our target drone engines

**Gene Howerter** completed an exhibit case for one of three target drone engines in our collection. **Martin Moyer** and **Amos Page** built the case and Gene did its finishing work. This particular engine is a Righter Aircraft Engine type 2-GS-17 (Army Air Force Model O-15-1), two-stroke cycle, developed by Walter Righter. The Righter Manufacturing Company of Burbank, California built the engine in May 1943. It has wooden, two blade, contra-rotating propellers.

Gene did a lot of Internet research for both the engine and the type of drone it powered. The 2-GS-17 was used on a Radioplane OQ-2 target drone, used by both the US Army and Navy. The difference between the drones used by each service was that the Army drone had wheels and the Navy drone had none and was catapult launched.

The drone was radio-controlled and had a parachute recovery system. Radioplane Company developed the design in the late 1930's. It was an offspring of the 1935 "Dennyplane," named after the original designer, movie star Reginald Denny.

The data plate for our engine reads that it used eight parts of 73 to 100 octane gasoline to one part of SAE 30

oil.

Through his research efforts, Gene came up with some excellent photos of OQ-2 drones powered by 2-GS-17 engines. Some of the photos were taken aboard the battleship USS PENNSYLVANIA in 1943. One shows a drone being launched from an airplane catapult on PENNSYLVANIA. The catapult was modified with a launch rig on its outer end. Another launch rig with a drone is shown on a smaller ship. This drone was launched by shock cord (bungee).

A couple of photos show a gun crew on a 3 inch/50-caliber deck gun firing on a target drone. Gene included one photo of a drone in flames and another with a drone floating under its parachute.

We happened to have a wooden mock-up of a 3 inch naval round acquired from the former Old Olathe Naval Air Museum. Gene did some minor repairs to the round and cleaned it up while Martin built a walnut cradle for it. It is included in the exhibit.

Other projects going on in the workshop remain much as reported in the last issue of *Plane Talk* with a couple of exceptions. **Don Dawson** finished his inside work on the Hiller helicopter engine and moved it back into the hangar by the helicopter. Remaining work will be done outdoors once the weather warms up again. Don

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*The Wright GS-17-2 exhibit completed by Gene Howerter.*

is now working on wing tip fuel tanks for the T-33. We acquired a couple of extra tip tanks last summer to augment the two we already had. The two recent additions are in pretty rough shape, but one served as a training aide to see how we could remove the nose and tail sections from the main tank. The “new” tanks also have fittings on them we will need to restore the good tanks.

Don and **Martin Moyer** removed the nose and tail sections from one of the good tanks and Don removed dents from these sections. He is in the process of doing the same for the other good tank. Martin lightly sanded down the first tank to prepare it for painting. When Don is done with the dents on the second tip tank, it too will be sanded down, and we may start repainting the tanks.

The large model aircraft carrier acquired from the former Old Olathe Naval Air Museum was moved into the shop. **Dick Trupp** and **Ted Nolde** plan to get some detail work done on the carrier while it is there. Ted continues to scratch-build an island superstructure in his home. The detail work going into this is something to be seen. **Darren Roberts** of Olathe, Kansas and some of his friends have certain work they agreed to build for the model, including its deck load of aircraft. The model is roughly 1/96 scale and we have purchased a number of 1/100 scale model aircraft to put on the flight deck.

**Tom Witty** continues putting the Naval Air Station Olathe (KS) exhibit together and has been helping **Andrew Padavich** of Kansas State University work on the Hap Arnold exhibit.

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## 2007 Events Calendar

*Event dates subject to change*

### March

19-22 Aviation Education Class

### April

28 Celebrity Pancake Feed

### June

4-7 Aviation Education Class

### July

9-12 Aviation education Class

### August

6-9 Aviation Education Class

### September

29 Winged Foot 5K Run/Walk

→ → →

# Letters from a war

## The families of missing airmen exchange letters

### WESTERN UNION

Mrs Anna M Higgins      Washington D.C. 729PM  
Genl Delivery,                      7/18/44  
Potosi MO.

The secretary of war desires me to express his deep regret that your son Staff Sgt Joseph S Higgins Jr has been reported missing in action since five July over France. If further details or other information are received you will be promptly notified.

Ulio The Adjutant General.

*Two sentences, four lines of information, a family's world turned suddenly upside down.*

*This summer Member Joe Higgins donated a notebook and packet of materials dealing with his becoming a Prisoner of War in Germany after his Consolidated B-24 Liberator bomber was shot down over occupied France during World War II. Joe was in the 776<sup>th</sup> Bombardment Squadron, 464<sup>th</sup> Bombardment Group (H), Fifteenth Air Force. The aircraft on that mission over Toulon, France was a four-engine B-24G Liberator bomber, serial number 42-52484, and carried the name "Free Delivery."*

*After the initial telegram, official letters followed, including one from the Chaplain's Office of the 464<sup>th</sup> Group, one from the War Department, The Adjutant General's Office, and one from the Fifteenth Air Force Office of the Commanding General. The letters from the Chaplain's Office and the Fifteenth Air Force offered hope that Joe survived the shoot-down because they included information that crewmen from other bombers in the formation saw at least several parachutes come from the burning bomber before it exploded.*

*The focus of this article, though, is a group of family letters. The next of kin of the 10 men aboard*

*Joe's B-24 were mailed a list of names of all the crew members. The list included the names of their next of kin and their respective addresses so the families could write to each other about the status of their loved ones. Not all received telegrams at the same time nor did all the telegrams contain the same information. But the families now had someone else with whom they could communicate who had a loved one on the same plane as their son, husband, or brother.*

*The letters in Joe's donation were written to his mother, Anna, and to his sister, Margaret. They also wrote letters to the other families. The letters have been edited for format only. All spelling, punctuation, and grammar have been left unedited. They present a view of the war from the home front seldom seen in the histories of that conflict.*

\* \* \* \* \*

(Typewritten)

Hamilton, Ala.  
Aug. 19, 1944

Dear Mrs. Higgins,

I'm writing you about your son that's "missing in action" over Toulon, France since July 5. Our son was in that group, too, and we're so anxious to hear about him.

Your son was a special friend of Foy Lee's. He mentioned him many times while he was home and also in his letters.

We've had two letters that stated the boys in the accompanying planes saw 8 parachutes emerge from the plane. Today we heard from the Chaplain; he said one gunner said he saw 6 parachutes. He also said that the plane caught fire and exploded in the air shortly after.

If you get any further news we will appreciate it very much if you'll write us.

Sincerely Yours,  
(signed) Francis Holcombe

*Francis Holcombe's son, Staff Sergeant Foy Lee Holcombe, was the ball turret gunner on the plane.*



\* \* \* \* \*

(Handwritten) 20 Kingsbury Street  
Framingham, Mass  
August 21, 1944

Dear Mrs Higgins

This morning I received a letter from Chaplain Eastwood telling me of the last flight of Lt. Grunewald's plane.

My son Lt. Porter was the navigator on that plane, and I am happy to tell you that I received a telegram on August 4<sup>th</sup> stating that he was a prisoner of the German Government. I hope that you may (had) have had similar good news. If not, I hope that you will soon.

I should like to hear from you and my hopes and prayers go out to you.

Yours sincerely,  
(signed) Helene B. Porter

*Second Lieutenant John D. Porter was navigator on the plane.*

\* \* \* \* \*

(Handwritten) Aug. 25/1944

Dear Mrs. Higgins.

I am writing You in regards to Your Son He was a member of my Brothers Crew, who was reported missing over France July 5<sup>th</sup> 1944. I am wondering if You received the same messages from the War Department as we think You did. But If You didn't please let me know and I will send you copies of the letters.

I am sure You are as anxious as we were about our Boys and any little information makes one feel better this afternoon I received a Telegram from my Brother Walter. He is saying .

All well and Safe.

Hope to see You soon.

Thanks to God for His Safty. My Prayers go out to You that You may soon hear that Your Son is Safe. And may God look after All of them.

I Bertha Wasinlewski Walters Sister am writing for my Mother because She can't read or write.

May God Bless You

(signed) Mrs. Bertha Wasinlewski

346 East 14<sup>th</sup> St.  
Erie, Pa.

*Bertha Wasinlewski's brother was Staff Sergeant Walter Lubiewjewski. He was nose gunner on the plane.*

\* \* \* \* \*

(Typewritten)  
Mrs. Anna Higgins  
Box 219  
Potesi, Mo.

August 26, 1944

Dear Mrs. Higgins;

My Brother was a member of a B-24 Bomber crew, based in Italy, and reported missing in France of July 5<sup>th</sup>, 1944. We had a letter from his Chaplain and one from the War Department last week, stating that their plane received damage from enemy antiaircraft gun fire over their target which was Toulon, France. Their plane exploded in the air, but the War Dpt. said eight parachute were seen to emerge from the decending plane, and the Chaplains letter stated that six were seen. We will hope there were many more.

My Brother was the engineer-gunner on the plane. What position did your son hold?

If you did not get the above information, please let me know, and I will mail you copies of the letters. If you have received any further information, will you please inform me, or my Brother's wife Mrs. Miriam I. Creswell, of 6709 Division Avenue Birmingham 6, Ala/. We shall be very happy to hear from you from time to time.

There are only two of us kids, and Brother is the baby, so you can see why I would be so concerned, so is our Mother and Father, Mr. and Mrs. W. W. Creswell, R# 1 Munford, Alabama.

Trusting that our loved ones are safe some where and will be home before too long, I am

Sincerely,

(signed) (Mrs) J. B. Underwood  
(Iva Creswell)  
7324 2<sup>nd</sup> Ave. South  
Birmingham 6, Ala.

*Iva Underwood's brother was Technical Sergeant Ory. E. Creswell, flight engineer and top turret gunner on the plane.*

\* \* \* \* \*

(Handwritten) September 3/1944

Dear Mrs. Higgins.

Received Your letter and was glad to hear from You.

We rejoice with You that Your Boy is Safe.

Although a prisoner but alive, May God be with Him and bring Him safely Home to You.

As up to now I also have heard from the same families.

This morning I received a letter from Mrs. Allen She tells me that Her Boy is a German Prisoner. I also hope to hear from the remaining families I wrote to all. according to the Telegram

I received, I don't think He is a prisoner, I mean was, the Telegram came on Aug 29. It said

Am Pleased to Inform You Your Brother S.Sgt. Walter Lubiejewski returned to Duty on 19<sup>th</sup> Aug.

Adjutant General

On Aug 6<sup>th</sup> in our city newspaper, We also had a write up about our Brother Joe was awarded an Air Medal, and authorized to wear the European African East Theater ribbon with one battle star for His part in the Italian campaign.

My Brother Walter thought the World of His Crew. He always bragged so much about Them They were Tops

If I'll know any more news I will let You know.

Please excuse my scribbling and spelling

I never was much of a letter writer But now I am deeply concerned about My Baby Brother so I wont let that stop me.

Thank you for your letter, and May God Bless you and Your Family

Yours Sincerely

(signed) Mrs. Bertha

Wasinlewski

*Sergeant Lubiejewski evaded capture after landing in German occupied France. He hooked up with members of the Free French and successfully returned to England.*

\* \* \* \* \*

(Handwritten) Sept 3, 44

My Dear Margaret, (Joe Higgins' sister)

I will call you Margaret as I feel I have known you years. Your most appreciated letter reached me

Saturday, and you will never know just how much it meant to me. I, too, have often heard "Cres" speak of Higgins, I knew he was very fond of him. In fact, they seem to be so attached to each member of their crew.

"Cres" is the only Brother I have, in fact there is only the two of us, and he is the baby, which makes him the most important member of our family. Our Mother and Dad, is just sick from Worry Concerning him. To date we have had no news, regarding him, but five families, including yours, have heard that their boys are safe, that still leaves five to be accounted for, I am still holding on to the hope that he is Ok, In fact, he has just got to be Ok, I love him too much for it o be otherwise. He seems a part of me, as he is 32, and I 34, and until he married we were inseparable.

To date, the information I have received from families are:

Dennis Porter, Mass.

Kenneth Allen, Kearney Nbr.

Walter Lubiejewski

Pfc. Rosenfield, and

Joe Higgins (safe)

I had a letter from Mrs. Jane Gruenwald, and she still has not had any favorable messages. You asked what became of Kirkland I have been wondering that too, but it seems that Dennis Porter straightened that out for us. In a letter dated July 2, 1944 to his Parents, he said that Kirkland had been transferred, and Co-Pilot—Gruenwald was made Pilot. It figures out according to the date, that the Mission they were Missing on, might have been one of Gruenwald: first, however, I'm guessing. Brother never wrote much either, regarding what they were doing, but he did tell me that they had lost their Girl friend, and surely felt bad about it. In the last letter I have from him dated July 1, he said "Sis" I'm still ok but living on borrowed time it seems. I knew thing were getting tough, as he is not a boy to complain.

No we have not gotten any letters other than the ones previously mentioned.

Their tail gunner, who went over with them was killed in a plane crash while doing extra duty on another plane. Brother wrote me that Tail end Charlie had gone for a long rest, and that many others were there when he got there, and many had gone since. He also told me the Crew would never forgit Vienna and Polesti, so I can well imagine they were plenty hot missions.

He too said they had a rest on Capri, but at that time did not say why.

Brother's wife, hasent done much writing to the families, so that is the reason, I have contacted each one, I have relayed all news to her, or her mother whom she lives with.

I see by the newspaper item, regarding Joe that he was an engineer, so I am sure he and Brother had much in common. Private Rosenfield was a waist gunner, Dennis Porter was the Navigator, and Lt Wooding is the Bombardier, but I havent heard from his Mother yet to know if she has had any news. I don't know the other's positions.

I am rejoicing with you, over the fact that Joe is safe, and I hope I can soon feel the same joyful feeling. I shall welcome any messages from you, and would enjoy hearing from you, from time to time.

My position is that of a Dental Hygienist and it is one that keeps me plenty busy these days, but I can always take time to talk with a friend. If you are ever coming this way I should be so very happy to see you.

Best of everything to you and your mother, father, and Brother Albert, and hope he is more fortunate that Joe and the rest of the Crew. Hope you can soon Contact Joe. By for Now,

(signed) Iva Underwood

\* \* \* \* \*

(Handwritten) 5279 Magnolia Ave.  
Riverside, Calif  
Sept 7, 44

Dear Miss Higgins

In regardsto your letter concerning Lt Grunwald's crew, I received word july 29, that my husband is also a prisoner of war. Lt. Porter is a prisoner also. Lubiejewski sent a telegram to his family stating that he was safe. The others have not been heard from yet. The others might be under cover, I do hope so. If you hear anything further please let me know.

Sincerely  
(signed) Mrs. Edmund Charles Wooding

*Mrs. Wooding's husband was 2<sup>nd</sup> Lieutenant Edmund Wooding, bombardier on the plane.*

\* \* \* \* \*

(Handwritten) 20 Kingsbury Street  
Framingham, Mass  
Sept. 11, 1944

My dear Miss Higgins,

Just a few lines to tell you that I am so glad that you have had word of your brother.

About Walter Lubiejewski, he reported back at his base on Aug. 19<sup>th</sup>, so he must have escaped, that will make quite a story when it can be told. Prisoners are your (???) brother, T.Sgt. Allen, P.F.C. Rosenfeld, Lt. Wooding and my son. Those in a missing status are Lt. Grunewald, T.Sgt. Creswell, and S.Sgt. Holcombe, I haven't heard anything about the Copilot. I hope and pry that those who are missing may soon be heard from. In our local paper to-night there was an article about one of our home town boys, a flyer, who had been missing since June 24 and had returned to his base. So sometimes it takes a long time. Lt and Mrs Grunewald became the parents of a baby daughter on the 30<sup>th</sup> of August, I hope that he may soon hear the good news.

Yes our local paper had word from the War Dept about the Air Medal and the letter I received from the Major General said John had the Air medal with the Oak Leaf Cluster. It will probably turn out that your brother also has the same.

As yet I have had no direct word from John, however about a week ago I had another telegram from the War Dept. saying they had picked up a short wave broadcast, saying that John's plane was shot down over Europe and that he was in a German prison camp. Mrs. Wooding had a similar telegram. I also had a card from a woman in Penn. And one in N.J. who had picked up the message. I would like to get an address to which I could write. I guess it is always about three months before any word comes from them, but some people get an address very quickly to which they can write. At the red Cross they told my daughter that when you do not get an address for a long time it means they are not in a permanent camp, and that they will not send out addresses until they are settled permanently. Let me hear from you when you can.

Yours sincerely,  
(signed) Helene B. Porter

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*To be continued in the next issue of Plane Talk*

## *February / March Calendar of Events*

### February

**Monday, February 12**

Membership Luncheon

Jean Wanner Education Conference Center

11:30 A.M.

### March

**Monday-Thursday, March 19-22**

Aviation Education Class

Jean Wanner Education Conference Center

9 A.M. – 11:30 A.M.

There is no Membership Luncheon in March.

The next luncheon is **Monday, April 9**. Our

speakers will be students from Seaman

High School.

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## Aviation Education Class for young people

Over the last several years Combat Air Museum has conducted classes for students between the ages of 7 and 15 in its **Aviation Education Class**, focusing on the history of aviation, principles of flight, parts of an airplane and how they work, weather and weather forecasting, aviation communications and flight control. These four-day long classes are conducted over schools' spring break and three times in the summer.

The cost of the class is \$40.00 per student. For an additional \$40.00, a student can take a real airplane flight and experience much of what is covered in the class curriculum, including communicating with a control tower and handling the flight controls. This is the kind of experience that hopefully might encourage a young person to pursue a related career in a physical science, physics or mathematics.

If you would like to have a child, a grandchild, and/or a young friend enroll in the Museum's Aviation Education Class, call the Museum at 862-3303. Our first session for 2007 begins in March. See "2007 Events Calendar" (page 7) for the complete schedule. →



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