

THE OFFICIAL NEWSLETTER OF THE

# COMBAT AIR MUSEUM

# PLANE



# talk

April | May 2018 • Vol. 34, No. 2

TOPEKA REGIONAL AIRPORT, FORBES FIELD, TOPEKA, KANSAS

## John Musgrave on aviation and Vietnam

*By Dennis Smirl*

Chairman Gene Howerter called the Combat Air Museum February membership meeting to order at 12:25. After a few brief updates on projects and improvements, Gene introduced Ralph Hipp from WIBW-TV. Ralph began with a few comments, and then went on to introduce John Musgrave, our speaker for the day.

John is a Marine who was severely wounded while serving in Vietnam. He remains permanently disabled after being shot in the chest, the third time he'd been wounded in action. Ken Burns and Lynn Novick featured John in their recent PBS 18 hour 10 part documentary, "The Vietnam War."

John began his presentation by telling us of the impact aviation has had on his life. He told us of a much different time – 1955 - when he was seven years old and a passenger on a Lockheed Constellation flying from Kansas City Municipal Airport (now the Charles B. Wheeler Downtown Airport) to Los Angeles International. He said the crew invited him into the cockpit, which was separated from the passenger compartment by a curtain, and allowed him to sit on the pilot's lap - a sequence of events which would be utterly impossible in today's world!

His next experience aboard an airplane was when he flew to Vietnam. There his world became one of combat as a Marine in the 1st Battalion, 9th Marines; the unit later taking such heavy casualties that it became known as "The Walking Dead."

Close air support was essential to the Marines in Vietnam. John told of a mission in which air support was so near that the heat from the napalm singed his eyebrows. He then entertained us with a joke that went, "If you see an airplane way up in the air, and it's dropping bombs on the enemy, that's the Air Force."

"Musgrave," con't on page 10



*John Musgrave speaking at CAM. John will be a guest chef at the Celebrity Pancake Feed at CAM on April 28 (photos by Klio Hobbs)*

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Stu Entz

Ted Nolde

Bill Stumpff

Dick Trupp

Mike Welch

### **Museum Hours**

January 2 - February 28/29

Mon. - Sun. Noon - 4:30 P.M.

Last Entry Every Day is 3:30 P.M.

March 1 - December 31

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

Sun. Noon - 4:30 P.M.

Last Entry Every Day is 3:30 P.M.

Closed New Year's Day, Easter,

Thanksgiving, Christmas Day

### **Newsletter**

### **Layout & Design**

Toni Dixon

**Plane Talk**, the official newsletter

of the Combat Air Museum

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is published bi-monthly.

We welcome your comments.

## From the Chairman's Desk

*By Gene Howerter, Chairman, Board of Directors*

The Combat Air Museum is getting back into full swing after surviving this unusual winter season. Even though we did not have to deal with much snow, we had more ice than usual and some very cold days in January and February. These conditions caused us to close the Museum two days, reducing attendance from the previous year. The good news is the Museum returned to normal operating hours on March 1. It is always good to give our gift shop volunteers a break from their normal duty day each January and February when the Museum opens at noon during those months.

So what's new you ask? As I write these words, area schools are taking spring break and our hangars have been abuzz with the sounds of youngsters, college-aged students and their parents. It is always great to be in the Museum when we have many visitors. Today, we have guests from Alaska, Nebraska, Wisconsin, Missouri and Texas. Yesterday, people from various states and Puerto Rico toured the Museum. Our volunteers agree that one of the real pleasures of working at the Combat Air Museum is visiting with people from around the United States and the world, and most of our guests, upon leaving, tell us how much they have enjoyed their visit.

There's no better time for a spring visit to the Combat Air Museum than our annual Celebrity Pancake Feed. This year, our 25th annual pancake feed will take place on April 28. This is one of our major fundraising events and a wonderful time for members and the community to enjoy a great Saturday morning around food, entertainment, special displays and our Fly-In Market. Area personalities from broadcasting, sports and government will serve you a great breakfast. We hope to see as many of you as possible at the Museum April 28 between 7 a.m. and noon.

I'd like to thank all of our members near and far for honoring my call for help when renewing your memberships. Many of you include an extra amount when you pay your dues. Thanks to you, 2017 was a very good year for CAM. It has taken a lot of hard work and planning, but the Museum has raised approximately \$200,000 over the past decade to maintain and improve our two historic hangars. And trust me, there is a lot more to do. Continue reading *Plane Talk* to learn of our recent progress thanks to some generous friends of the Museum. A little here and there can go a long way to support our facilities. Be sure to visit your Museum as often as you are able! →



## ***CAM to host 25th Annual Celebrity Pancake Feed!***

April 1993: the Holocaust Museum opened in Washington, D.C.; the World Wide Web was born; the New England Patriots drafted Drew Bledsoe; and the Combat Air Museum hosted its first annual Celebrity Pancake Feed! We'll host our 25th annual fundraising breakfast on Saturday, April 28 and we'd like your help. Celebrity flippers and CAM volunteers will serve breakfast from 7 a.m. to noon in hangar 602. For the usual \$6 admission fee, visitors will receive all the pancakes they can eat with an initial serving of sausage links, orange juice, and coffee; more sausage will be available for an additional charge. Visitors may also shop in the Fly-In Market and tour the Museum.

Proceeds from the Celebrity Pancake Feed and Fly-In Market, along with the Kansas Chocolate Festival fun run in September, support annual Museum operations.

Gene Howerter and Nelson Hinman Jr. have invited potential celebrity pancake flippers, and are setting the schedule for those who accept. Celebrities include city, county, state, and national office holders; local television personalities; law enforcement and military members; Washburn University faculty, administrators and sports representatives; and corporate and public personalities from the local area. Advance tickets for the Celebrity Pancake Feed are available in the gift shop or by calling Gene or Nelson at 785.862.3303. We have blocks of tickets for members to sell outside the Museum: call Gene or Nelson for more information.

Bob Carmichael of Perkins Family Restaurant will again supervise pancake production, providing on-the-job training to our celebrity flippers. The Museum provides juice, coffee, plates, eating utensils, cups and napkins. Bob provides the pancake batter, sausage, syrup, and butter at his cost. Some people assume Perkins donates these items; it does not, and we appreciate those who contribute over and above the price of a ticket to help the Museum defray the ingredient costs.

You can look forward to plenty of live entertainment during the pancake feed. CAM's own Dan Pulliam and friends, the Soul-full Singers from Countryside Methodist Church, and students from the Beverly Bernardi Post Conservatory of Dance & Pom are but a few of the performers. The 190th Air Refueling Wing, Kansas Air National Guard, will have one of their KC-135R Stratotankers open for tours. Take a moment to have Washburn University School of Nursing students and staff check your blood pressure and blood glucose for free in the Bob Dole Education Center.

Marlene Urban will run our Fly-In Market for its fifth year. The market will be open throughout the pancake feed. We are accepting smaller, new items and estate sale type items for the sale and placing them on tables in the gift shop office space. You're welcome to bring in smaller

items any time before Thursday, April 26, and large items can be brought in by April 27th. If you need to bring in a large item before the 26th, please contact Dick Trupp at 785.862.9899 to discuss where we can store it. If your donation does not sell and you would like it returned to you, please indicate on a note and attach it to the item with your name and phone number. We can market many of these items through the gift shop after the event. Take advantage of retail store sales, estate sales, etc. and purchase bargains for this event. We also welcome your home baked goods to sell. If you want to help but do not have an item to donate, consider making a cash donation. Questions? Call Marlene Urban at 785.379.5306 or email her at urban.marlene@att.net.

We're seeking volunteers to assist before, during, and after the event. If you'd like to help, please put yourself on the sign-up sheet for Saturday volunteers available in the gift shop.

We'll tow four aircraft out of the hangar on Wednesday, April 25. On Thursday we will sweep and scrub the floor

**"Pancake Feed," con't. on page 10**

### **DESIRED ITEMS**

Cash  
 Theme baskets or items suitable  
 for such baskets  
 Collectibles  
 Jewelry  
 Unique gift items  
 Gift cards  
 Antiques  
 Gift certificates  
 Gift cards  
 New or like new kitchen items  
 New or like new baby items  
 New or like new children's toys  
 Gardening items  
 Potted plants  
 Large lawn or garden items  
 New or like new bikes  
 New or like new tools  
 New electronic/tech items  
 New pet items  
 Sports memorabilia  
 New or like new camping gear

### **NOT DESIRED**

Clothing  
 Pictures or prints  
 Vases  
 Leftover garage sale items  
 Out of date/obsolete electronic items  
 Chipped, cracked, broken, worn  
 or dirty items

## CAM's Gift Shop: good-bye cash register, hello Clover!

Charlie Broughton, one of several volunteers in the Combat Air Museum's gift shop, said it best: "The new Clover system has brought us into the 21st century!" Upcoming changes in bank card and credit card processing would have rendered the gift shop's old system obsolete, so deputy chairman Dave Murray and office manager Nelson Hinman, Jr. looked into alternate systems.

Interested in a point of sale system called Clover, they visited the Monsoon Express Indian restaurant in Topeka to see how Clover worked. That visit made up their minds and our new Clover system arrived in early February. Dave and Nelson quickly set up the system and began training volunteers.

Clover uses a touch screen pad and operates like a smartphone or tablet. Charlie said, "The old system was unforgiving; this is much better. Mistakes are easy to correct, and we can print, email or text receipts." Clover's single card reader replaces two used on our old system. Stop by the gift shop to see our new Clover system in action for yourself!



Dave Murray (right) explains the Clover system to gift shop volunteers (left to right) Les Carlson, Bill Stumpff, Nelson Hinman Jr., John Moyer and Dan Pulliam *(photo by Kevin Drewelow)*



## Museum Notes

*By Kevin Drewelow*

**CAM to participate in Topeka Gives 2018:** The Topeka Community Foundation will host its 5th annual Topeka Gives event at the Fairlawn Mall in Topeka on Tuesday, June 5 from 7 a.m. to 6 p.m. Topeka Gives is a fun day of giving that provides an opportunity for community members to come out and support their favorite nonprofits. The Topeka Community Foundation will add 17% to your donation, so it's a great time to support the Combat Air Museum. Last year, CAM received \$3,136 from Topeka Gives. We will have an information table at the event and you're invited to help us tell the public about CAM; call the Museum at 785.862.3303 to volunteer.

**All new glass in 602's hangar doors:** Visitors will see the Museum's collection in a new light, now that City Glass and Mirror technicians have completed replacement of the 320 panes of glass in the doors in hangar 602. Gone are the old cracked and discolored panes; it really must be seen to be appreciated! As we mentioned in the February/March issue of Plane Talk, generous donations from Marcella Briery and City Glass and Mirror made the new windows possible.

**Aviation Day at the Capitol:** Several members represented the Combat Air Museum at Aviation Day at the Capitol on March 1. The purpose of Aviation Day was to showcase the positive impact that the aviation and aerospace industries have in the state of Kansas. The



Wes Barricklow, Ted Nolde and Dave Murray paint the art gallery *(photo by Kevin Drewelow)*

Kansas Department of Transportation and the Kansas Commission on Aerospace Education sponsored the event, and a wide range of Kansas aviation organizations participated, from schools and museums to manufacturers and aviation associations. Many people, including legislators, stopped by our display to learn more about CAM. They were especially interested in our Girls in Aviation Day. This was the first year CAM was invited to Aviation Day at the Capitol and we look forward to participating again next year.

**"Museum Notes," con't. on page 8**



## Young Aviators classes offered in 2018

Join the fun at our Young Aviators Classes for youth aged nine to thirteen years. The four-day courses run from 9 a.m. - 12:30 p.m. Classes cover a brief history of early aviation, fundamentals of flight theory, aircraft structures, including control systems and engines, weather, and how to read aviation charts and maps. There is hands-on time in the Museum's flight simulator; lessons on the phonetic alphabet used for aviation communication; and a guided tour of the Museum. Visits outside the classroom include the 108th Aviation Regiment of the Kansas Army National Guard (UH-60 Blackhawk helicopters), the 190th Air Refueling Wing of the Kansas Air National Guard (KC-135 Stratotanker air refueling tankers), the Metropolitan Topeka Airport Authority Fire, Rescue, and Security Station (fire trucks) and the Topeka Regional Airport air traffic control tower.

Enrollment in each four-day session is limited to 20 students per class. The Museum accepts youth on a first-come, first-served basis. The fee is \$50 per student, and class dates are June 4-7; July 9-12; and August 6-9. For details, please call Nelson Hinman Jr. at 785.862.3303 between 9 a.m. and 12 p.m. weekdays.

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## Upcoming Events

### APRIL

1-Easter, Museum closed

9-Membership Luncheon  
Seaman High School  
National History Day

Presentation by Susan Sittenauer & Students  
Another in our popular series of  
Seaman student presentations  
as part of  
the State and National  
History Day competition.  
Mrs. Sittenauer always brings  
some of the brightest and best  
Advanced Placement history students  
to the Museum's April luncheon  
as a "dry run" prior to  
the State History Day competition.

28-Celebrity Pancake Feed

### MAY

16-"Après moi, le déluge": 75th anniversary  
of the Dambusters raid  
A presentation by  
CAM Director Kevin Drewelow  
1 p.m. at the Combat Air Museum

### JUNE

4-7 Young Aviators Class  
5-Topeka Gives event at Fairlawn Plaza  
Shopping Center  
11-Membership Luncheon  
Presentation by Dr. John Curatola  
of the  
US Army Command and  
General Staff College  
on "1916: The Air War"

→ → →

Your membership is important to us.  
Join the Combat Air Museum.  
Learn more at [www.combatairmuseum.org](http://www.combatairmuseum.org)

# Après moi le déluge: 75th anniversary of the Dambusters

By Kevin Drewelow

May 16 will mark the passage of 75 years since the Royal Air Force (RAF) bombed several dams in the industrialized Ruhr river valley in Germany, better known as Operation CHASTISE. Twenty-four year old, but highly experienced Wing Commander Guy Gibson commanded 617 Squadron, a group formed to carry out this single, very specialized mission. Nineteen specially-modified Avro Lancaster bombers carrying 133 crew members departed RAF Scampton that night in 1943. They destroyed two dams; the subsequent flooding killed between 1200 and 1600 people and had a significant impact upon the German war effort, immediately and long-term.

The Ruhr dams were a key part of Germany's industrial might and important symbols of the nation's strength and progress. The RAF recognized the strategic value of the dams but lacked a suitable weapon to destroy them. Barnes Wallis, an engineer at Vickers who had designed airships and aircraft, designed a unique 9,000 pound cylindrical bouncing bomb named "Upkeep." Dropped from an aircraft at 230 miles per hour, at 60 feet above the water's surface and at a certain distance from the target with a 500 rpm backspin, the bomb skipped across the water's surface until it struck the dam. The backspin caused the bomb to hug the dam as it sank until it exploded.

Despite its initial reluctance, the RAF approved Upkeep for development. Water levels in the German reservoirs would be at their highest in mid-May, creating maximum damage if the dams could be breached; this left Wallis only ten weeks to deliver the operational weapon. As Wallis developed and tested the bomb, Guy Gibson had to assemble and train 617 Squadron to fly a mission against a secret target with an untested weapon, at night and at extremely low altitude. They devised a unique method for holding altitude and created very unique bombsights to ensure weapons release at the proper distance.

Contrary to popular belief, Gibson did not handpick the most experienced aircrews in Bomber Command. He selected a few crews, but many were there because they were available and volunteered. They were mostly British but also included members from Australia, Canada,



Upkeep bomb aboard a 617 Squadron Lancaster

New Zealand, Northern Ireland, Scotland, and the lone American, Joe McCarthy. The Upkeep bombs arrived just a few days before the mission, so only a few of the crews actually got to drop a practice Upkeep bomb before they dropped one in anger.

617 Squadron departed RAF Scampton at 9:28 p.m. in three waves. Low level navigation was extremely difficult at night; the full moon helped them find their targets but also made them more vulnerable to German night fighters and anti-aircraft artillery. Gibson led the first wave to the Möhne dam and dropped the first bomb. The fifth bomb breached the dam.

Other crews bombed and breached the Eder Dam. Only one Lancaster made it to the Sorpe dam; while its bomb damaged but did not breach the Sorpe, the Germans had to drain the reservoir to repair the dam.

Eight of the 19 bombers were lost; of the 133 airmen who attacked the dams, 53 were killed and three taken prisoner. Some historians noted the Germans repaired much of the damage quickly, but at quite a cost. Workers who were busy strengthening defenses on the Atlantic Wall in France were recalled to Germany to repair the damage. This left the defenses considerably weaker than they would otherwise have been when the Allies invaded at Normandy a year later.

617 remained an elite special operations squadron, dropping the Wallis-designed 12,000 pound "Tallboy" and 22,000 pound "Grand Slam" bombs on targets like V-weapons launching sites, submarine pens, transportation hubs and the battleship Tirpitz. The squadron remained in service after the war, flying a variety of aircraft and participated in the Gulf War.

"Après moi le déluge," con't on page 8

## The “Forgotten 500”

By Bill Stumpff

In 1943 and 1944, 512 Allied airmen were trapped behind enemy lines in the hills of Yugoslavia. Their rescue, the largest ever of downed American airmen, took place under the nose of the Nazis. Over 40 flights of C-47 airplanes rescued the airmen, landing on a hilltop air strip built by hands, picks and shovels. The U.S., British and Yugoslav governments purportedly hid their rescue from the public for decades.

The Allied bomber raids on the Ploesti oil fields and refineries resulted in hundreds of airmen parachuting out of damaged bombers, unable to clear the mountains and return to Italy. The first Ploesti raid of August 1943 sent 170 bombers, of which 55 bombers and 600 airmen did not return. The raid was particularly dangerous, planned to bomb slightly above tree-top height. The bombers were susceptible to the explosions caused at the refineries at that low altitude.

Chetnik fighters led by General Draza Mihailovich rescued and hid the airmen in the hills of Serbia. The Chetnik fighters and communist freedom fighters were battling the Nazi occupiers and each other. The British Special Operations Executive (SOE) oversaw intelligence gathering in the Yugoslav area. The SOE, infiltrated by communists, sided with the communists and did not act on the Chetnik notices of downed Allied airmen in the hills who needed rescue. Finally, “Wild Bill” Donovan, first director of the Office of Strategic Services (OSS) and forerunner of the Central Intelligence Agency, personally met with President Roosevelt and said, “Screw the British! Let’s get our boys out.” Roosevelt agreed, and the mission was on.

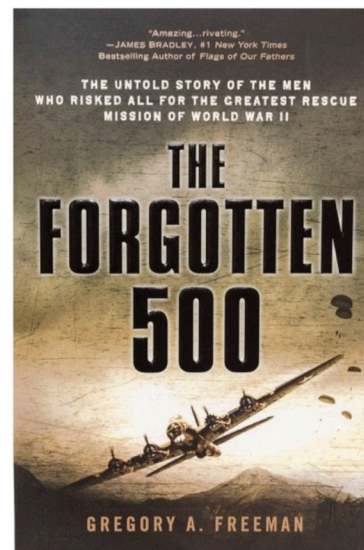
After the war, the Yugoslav communist government under Josip Tito captured, tried and executed Mihailovich as a traitor. Some of the rescued 500 airmen petitioned President Truman on Mihailovich’s behalf, and Truman awarded the Legion of Merit to Mihailovich, but the State Department stamped the matter

SECRET. In 2005, Mihailovich’s daughter Gordana received his Legion of Merit.

Terry McGinn, the son of one of the “Forgotten 500” recently visited the Combat Air Museum. During his tour Terry viewed CAM’s Douglas C-47 airplane, the same type of aircraft that rescued Terry’s injured father one August night in 1944. Terry then flew a C-47 on CAM’s flight simulator, repeating the rescue mission from Bari, Italy to the Serbian hills.

→ → →

*[The Forgotten 500: The Untold Story of the Men Who Risked All for the Greatest Rescue Mission of World War I by Gregory A. Freeman and published by New American Library, August 2007]*



## In Memorium

### Boniface J. “Bonnie Jo” Kreuter

November 14, 1944-February 2, 2018

CAM #246

We fondly remember Bonnie Jo at the Combat Air Museum. With love and joy, Bonnie Jo signed on as a member of the Combat Air Museum with her late husband, Mac Kreuter. One would often see her working alongside Mac, running our gift shop and taking admissions. Their pet dog was the love of their lives and he always accompanied them wherever they went, usually in Bonnie’s arms as they worked throughout the day. When the two of them were not at the Museum, they would spend time at the Topeka Public Library looking for used airplane books to donate to the Museum’s library. In 1990, we established the Museum’s reference library with Mac and Bonnie Jo’s initial donation of 160 books; the collection has now grown to over 2,200 books. It was only natural to name our Museum’s library after the Kreuters. Bonnie Jo also worked at the food service shop at Topeka’s Colmery O’Neil Veterans Administration Medical Center, serving veterans as she did at the Combat Air Museum.

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## Projects Update



*By Kevin Drewelow*

**North American F-86H Sabre:** Danny San Romani has been busy working on the jet's empennage and aft fuselage. He's currently concentrating on the Sabre's speed brakes.

**Singer-Link GAT-1 Trainer:** Don Dawson is now an expert at forming Lexan! He made a pattern for the trainer's windshield, used it to cut a sheet of Lexan, or polycarbonate plastic, and then used clamps and a heat gun to curve the ends of the Lexan to conform to the trainer's contour. It's always fun to learn something new, especially if your efforts turn out great on the first attempt!

**M56 Scorpion and DUKW:** The Combat Air Museum has acquired a lot of artifacts over its 41 years, including some vehicles. We have a DUKW or "Duck" amphibious truck and an M56 Scorpion airmobile self-propelled antitank gun parked between the hangars. With the imminent return of warm weather, Gene Howerter and Dick Trupp are making plans to clean and paint the vehicles. They would welcome your assistance; no special skills are required, just patience and a willingness to work. If you'd like to help return either of these vehicles to a more presentable condition, call the Museum at 785.862.3303 to learn more about our restoration plans.

People often ask how the "Duck" got its name. It is an adaptation of the General Motors Corporation (GMC) manufacturing code - DUKW - where D indicates the manufacturing year, 1942; U stands for the body code "utility, amphibious;" K for all-wheel drive; and W for dual rear axles.

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## "Museum Notes," con't. from page 4

**Art gallery closed for renovation:** The Museum's art gallery is closed for renovation. Chuck Watson, a working artist, retired art teacher and Museum member, is the Museum's art curator and artist in residence. He is progressing on his plan to make our art gallery bigger and better. At his request, the Museum's Capital Projects Committee recently painted the gallery's walls. We'll soon see more improvements with the return of warmer weather. Chuck is almost done painting the mural by the south door of hangar 602.

**Capital Projects Committee update:** In addition to painting the art gallery walls, the Capital Projects Committee cleaned, scraped and painted the walls and floors in the two storerooms on the south side of hangar 602. The second and fourth Fridays of each month are "Fix-It Fridays." The committee members - Wes Barricklow, Kevin Drewelow, Gene Howerter, Ted Nolde and Mike Welch - often aided by other Museum members, spend each "Fix-It Friday" working on a growing list of hangar repairs and improvements. We begin at 9 a.m. and welcome volunteers. Why not come out and lend a hand?

→ → →

Join the  
Combat Air  
Museum!

## "Après moi le déluge," con't. from page 6

Demobilized in 2014, 617 reformed in 2016 and began training in the United States on the new Lockheed F-35B Lightning II.

Two Dambusters survive to this day. Frederick Sutherland was the front gunner on the aircraft that breached the Eder dam; he is 95 and lives in Canada. George "Johnny" Johnson, also 95, is the last British Dambuster. He lives in England and made news last November when Queen Elizabeth awarded him the Member of the Most Excellent Order of the British Empire (MBE). Johnson was the bombardier on Joe McCarthy's crew, the only aircraft to bomb the Sorpe dam.

Kevin Drewelow, director of the Combat Air Museum, will offer a short presentation about the Dambusters and Operation CHASTISE at the Museum on Wednesday, May 16 at 1 p.m. Mark your calendar now and come to the Combat Air Museum for this interesting offering.

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## Pilot's Notes: A Book Review

### “On a Wing and a Prayer: The Untold Story of the Pioneering Aviation Heroes of WWI, in Their Own Words” by Joshua Levine

*Reviewed by Kevin Drewelow*

After watching director Christopher Nolan’s dynamic film “Dunkirk” last summer, I read Joshua Levine’s “Dunkirk: The History behind the Major Motion Picture.” Levine’s writing brought the characters to life while explaining the events on that French beach both in 1940, and again nearly eighty years later during the filming. Then I learned he’d written a number of other books involving aviation history.

“On a Wing and a Prayer: The Untold Story of the Pioneering Aviation Heroes of WWI, in Their Own Words” is Joshua Levine’s first book, published in 2008.

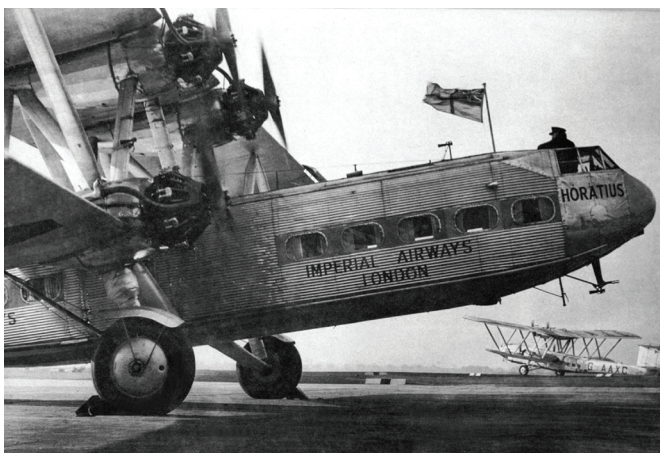
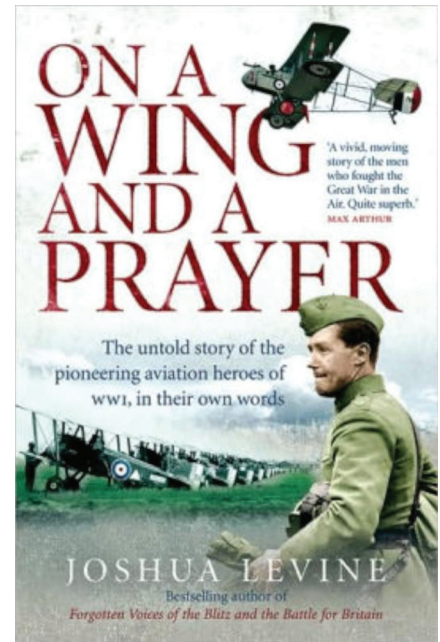
In the introduction, Levine says he “...tries to...place individuals in the foreground who can paint detailed pictures, whilst never losing sight of the chaos erupting in the background.”

Over the course of ten chapters, Levine takes the reader from the beginning of powered flight to the Armistice, and just beyond. His focus is upon the members of the Royal Flying Corps and Royal Navy who eventually merged to establish the world’s first independent air force, the Royal Air Force. [Read more about that on page 12.]

The book also explains how military aircraft, tactics and missions evolved very quickly from a novelty to a critical component of modern warfare. While these events unfolded a century ago, many of them extremely well known to members of our Museum, Levine’s writing makes the journey much richer and as fresh as today’s breaking news stories. Each reader, whether novice or expert, will find something new here. Levine’s writing style makes this a very compelling read.

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*On a Wing and a Prayer* published by Collins, 2008



## The Copilot

I am the copilot. I sit on the right.  
 It's up to me to be quick and bright;  
 I never talk back for I have regrets,  
 But I have to remember what the Captain forgets.  
 I make out the Flight Plan and study the weather,  
 Pull up the gear, stand by to feather;  
 Make out the mail forms and do the reporting,  
 And fly the old crate while the Captain is courting.  
 I take the readings, adjust the power,  
 Put on the heaters when we're in a shower;  
 Tell him where we are on the darkest night,  
 And do all the bookwork without any light.  
 I call for my Captain and buy him cokes;  
 I always laugh at his corny jokes,  
 And once in awhile when his landings are rusty  
 I always come through with, "By gosh it's gusty!"  
 All in all I'm a general stooge,  
 As I sit on the right of the man I call "Scrooge";  
 I guess you think that is past understanding,  
 But maybe some day he will give me a landing.

— Keith Murray

**"Musgrave," con't. from page 1**

If the plane gets low enough that you can read what it says on its side, that's the Navy. And if the airplane gets so close that you can see if the pilot has a mustache or not, that's Marine aviation."

As his year in battle went on, John was the victim of an air strike that got way too close. He told us that 500-pound bombs were dropping so close that the concussion waves were tossing him around and that his ears couldn't handle the noise and just stopped working. The bombs threw an incredible amount of dirt into the air; displaced soil and rocks completely covered him. Barbed wire that had been set out as protection flew around like knives and Claymore mines bounced around randomly. A mistargeted bomb fell on a bunker, killing everyone inside, including some of John's friends. During this action, the Marines lost two aircraft to small-arms ground fire; an F-8 Crusader crashed, killing its pilot, and an F-4 Phantom was damaged but made it to the South China Sea where the crew ejected safely.

John's third and most serious wound ended his war and nearly his life. Stretcher bearers moved him to an aid station for triage, or evaluation of his medical condition. In Vietnam there were three categories of triage: category 1 - walking wounded; category 2 - those who need surgery and hospitalization; and category 3 - those who are going to die no matter how heroic the effort to save them. John was classified as a category 3 patient. Two surgeons thought him beyond hope, but a third fortunately believed he could be saved. John told us that the surgeon who cared for him ordered a C-130 for another wounded Marine and John, and the two of them were flown to a hospital where better treatment was available.

After his recovery and return to civilian life, John encountered Ken Burns and Lynn Novick. They were working on a documentary about the Vietnam War for the Public Broadcasting System. The documentary took over ten years to make and featured testimony from nearly 100 witnesses, including John, who appears in several of the episodes. Burns and Novick thought John's account was so important to the documentary that in one interview they stated that had they lost all of their work except for John's interview, they could still have gone forward with the documentary.

Finally, John talked about the Combat Air Museum and his many visits to the Museum over its forty-one years of operation. He told us that aviation had saved his life, more than once, and that it would always be an important part of his life.

A lively question-and-answer period followed, and then, with some of our members, John took yet another tour of the Museum. →

**"Pancake Feed," con't. from page 3**

and begin cleaning aircraft, which will continue into the next day. Also on Friday, we'll set up dining tables and chairs and the Fly-In Market tables so Marlene Urban and her crew can set out the sales items. Bob Carmichael will bring the gas grills and other items later on Friday afternoon.

We ask Saturday morning volunteers to be at the Museum no later than 6:30 a.m. Bob Carmichael will arrive earlier to bring the pancake mix, butter, and syrup and prepare the grills. The early arrivals will prepare the ticket sales table, fill syrup bottles, place butter on the tables and set up the beverage stations. Once the event begins, we'll need volunteers to sell tickets in the Bob Dole Education Center; work the Fly-In Market; greet and escort guest flippers to the grills; take tickets at the start of the food line; serve utensils, beverages (juice, coffee and water), and condiments at the end of the serving line; transfer juice pitchers and coffee urns to and from the kitchen; replenish syrup bottles and butter; clean table and floor spills; and change out trash bags.

As soon as the feed and sale end at noon on Saturday, we'll need volunteers to take down the tables and chairs, help Bob Carmichael clear his gear out of the hangar, clean the food preparation and serving area and other areas as needed, and weather permitting, bring the aircraft back into the Museum. As you can see, there will be plenty to do. Why not come out for a great breakfast and help make this 24th Celebrity Pancake Feed as successful as the others? It's all for a great cause!

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**Visitors**

278 people from 17 states, Australia and Great Britain visited the Combat Air Museum in January.

In February, 599 visitors from 25 states and China, the Czech Republic, Great Britain, Netherlands and Russia toured your Museum.

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*Introduce a friend  
to the Combat Air Museum*

## 2018 Calendar of Events

### April

1-Easter, Museum closed  
 9-Membership Luncheon  
 28-Celebrity Pancake Feed

### May

16-“Après moi, le déluge”: 75th anniversary  
 of the Dambusters raid  
 A presentation by  
 CAM Director Kevin Drewelow, 1 p.m.

### June

4-7 Young Aviators Class  
 5-Topeka Gives event at Fairlawn Plaza  
 Shopping Center  
 11-Membership Luncheon

### July

9-12 Young Aviators Class

### August

6-9 Young Aviators Class  
 13-Membership Luncheon

### September

29-Kansas Chocolate Festival  
 Winged Foot Run

### October

8-Membership Luncheon  
 TBA-Girls in Aviation Day  
 (Tentative date Oct. 13)

### November

4-Daylight Savings time ends  
 22-Thanksgiving, Museum closed  
 22-2nd Annual Sheep Dog Impact Assistance  
 Turkey Trot for Heroes  
 5K/1 mile fun run/walk and virtual 5K

### December

10-Membership Luncheon  
 25-Christmas, Museum closed

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## Members

### New Members

Mark Allen & family  
 Mark Fewell & family  
 Jeremy Hall & family  
 Edward Holscher  
 Ronald Morrison  
 Steve & Monica Morrison  
 John & Shannon Musgrave  
 MSgt USAF (ret) Charles Redding  
 & family  
 Rance & Laraine Sackrider  
 David Salguero  
 George Seamon & family  
 Frank Westgate  
 Steve & Rosie Williams  
 Justin Willson & family  
 James Woods & family

### Renewing

Chuck & Connie Bradshaw  
 Hector Comacho & family  
 Don Dawson  
 Norman Edee  
 Jack Elliott, Jr & family  
 H. Philip & Darlene Elwood  
 Rev. David Hitchcock  
 Jane Holley  
 Harold Jameson  
 Robert Kelly  
 Michael Kozubek & family  
 James & Ruby Leighton  
 Richard Long & family  
 Dave & Judy Murray  
 Donald & Bonnie Schonasky  
 Jay Stevenson & family  
 Rev. Larry Thomas  
 Dick & Jeanne Trupp  
 David Trupp & family  
 Robert, Jr. & Donna Woodhead

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

# Per Ardua ad Astra: the Royal Air Force turns 100

*By Kevin Drewelow*

The world's oldest independent air force will celebrate a century of service on April 1, 2018. The Royal Air Force (RAF) came into existence one hundred years ago by combining the Royal Flying Corps (RFC) and the Royal Naval Air Service (RNAS). The new service was independent of the Army and Navy, the world's first. By comparison, the United States Air Force didn't become a separate service until September 1947. A little known fact is that the RFC and RNAS were both so dependent upon their specialized female workforce that they also created the Women's Royal Air Force on the same date.

The motto of the RFC became the motto of the RAF: "Per Ardua ad Astra" generally translated from the Latin as "Through Adversity to the Stars." Although the RAF was the largest air force on the globe at the end of World War I, its size and budget were dramatically slashed after the conflict; it survived because air power was a cost effective way to police the postwar empire. The downsized RAF provided the nucleus for rapid expansion during World War II. The RAF was the only allied air force to use jet aircraft in combat during World War II. Its famous V-bombers – Valiant, Victor



*Dave Murray and Gene Howerter display the RAF centenary flag that will fly at CAM in April (photo by Kevin Drewelow)*

and Vulcan – played an important role in deterring the Soviet Union during the Cold War.

Although the Royal Air Force is much smaller today, it remains a potent and well-trained force with worldwide reach. The Combat Air Museum will honor the centenary of the Royal Air Force by flying a special commemorative flag during April.

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