

# COMBAT

## AIR MUSEUM

April 2019 | May 2019 | Vol.35, No. 2

## Like Father, Like Son: Fying the C-47 in Combat

By Dennis Smirl

The February, 2019 CAM membership meeting featured Allen Simmons as our guest speaker. A long-time friend of the Combat Air Museum, Allen is a former lieutenant colonel in the United States Air Force, having retired in 1999. His service included a tour in Southeast Asia flying Douglas EC-47 airborne radio direction finding aircraft over North Vietnam. After that, Allen transitioned to KC-135 Stratotankers and flew with the Air National Guard, both here in Topeka with the 190th Air Refueling Group and in Alaska. He then transferred to the Air Force Reserve at McConnell Air Force Base in Wichita, Kansas. During his service as a guardsman and a reservist, he worked for Beechcraft, McDonnell-Douglas, Raytheon, and then at CAE SimuFlite in Dallas, Texas.

As a rated C-47 pilot, Allen flew Kilroy, the Combat Air Museum's C-47, several times between



1981 and 1989 and currently flies "Betty's Biscuit Bomber," a C-47 operated by the Gooney Bird Group, a California-based non-profit organization. "Betty's Biscuit Bomber" is one of many C-47s that will participate in the massive C-47 flight over Normandy in commemoration of the 75th anniversary of D-Day later this year.

The C-47's official name is "Skytrain" but it quickly gained the nickname "Gooney Bird" after the albatross which inhabits northern Pacific islands. The bird is graceful in flight but prone to ground looping on landing, a trait it has in common with the C-47.

Allen's topic for the day was his father, Allen B. Simmons, Sr., of the 94th Troop Carrier Squadron, 439th Troop Carrier Group during World War II and particularly, D-Day. Allen went into some detail about his father's flying experiences, beginning with

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## PLANE TALK



## COMBAT AIR MUSEUM

### Topeka Regional Airport

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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

Nels Anderson

Plane Talk, the official newsletter of the Combat Air Museum of Topeka, Kansas, is published bi-monthly. We welcome your comments.

Your membership is  
important to us.

Join the  
**COMBAT AIR MUSEUM.**

## From the Chairman's Desk

By Gene Howerter,  
Chairman, Board of Directors



The Museum is gearing up for another busy tourist season. Although this winter has been one of the coldest and most snow-filled in several years, and which even closed us for a few days, we have been working hard on planning this year's activities. You will be able to keep up with everything that is going to take place as you read our current and future issues of *Plane Talk*.

April 27, 2019 is the date for the Museum's 24<sup>th</sup> Annual Celebrity Pancake Feed. We hope to see all of you between 7:00 AM and midday enjoying pancakes and possibly lending a hand with a variety of tasks.

We expect to receive our Boeing MH-47D Chinook from the Army Reserve Aviation Facility at Olathe in the near future (see the February newsletter). Once we complete the loading and transport arrangements, we'll put out a call for volunteers. This project will need helpers who possess some load moving and mechanical skills and a few tools. If you have an interest in volunteering in advance for this project, call Museum Director Kevin Drewelow and he will put you on the list.

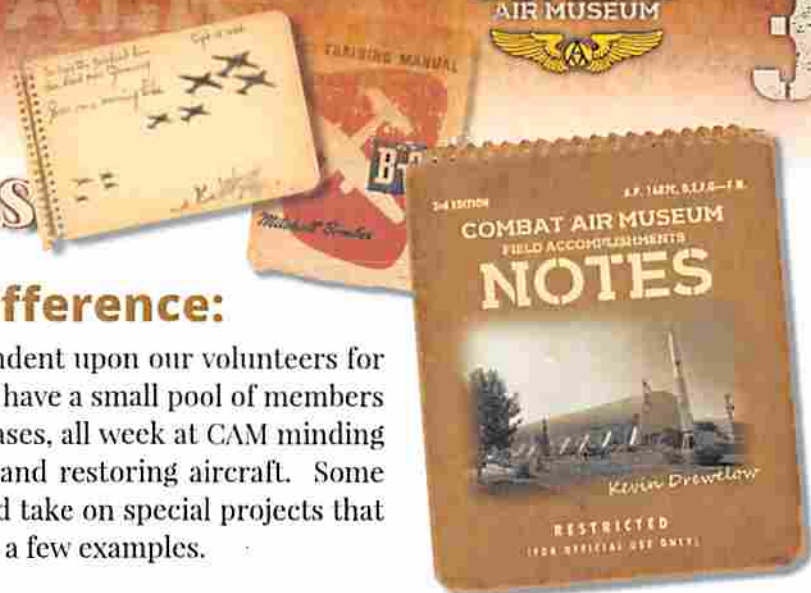
Our usual three Youth Aviation Education Classes will take place soon at the Combat Air Museum. These classes have proven to be a real hit year in and year out. The first class will take place in June and the other two in July. Visit the Museum's website at [www.combatairmuseum.org/education.html](http://www.combatairmuseum.org/education.html) to learn more.

As always the last Saturday in September will see the Museum holding our annual 10K/ 5K Winged Foot fun run along with a 4K walk. This has proven to be our biggest fund raiser of the year. We hope to see a lot of you sponsoring this event again and even participating. For the second time since we started this run, the month of February found us tooling up for the next decade of this event. The USA Track & Field Association Road Running Technical Council re-certified the running course for both a 5K and 10K event through the end of 2029. We feel this expenditure was well worth the expense involved.

We are also planning our third annual Girls in Aviation Day program which we hold in conjunction with the Museum of the Kansas National Guard. This

## Museum Notes

By Kevin Drewelow



### Volunteers making a difference:

The Combat Air Museum is absolutely dependent upon our volunteers for its continued existence. We are fortunate to have a small pool of members who spend a day of their week, or in some cases, all week at CAM minding the gift shop, running the flight simulator, and restoring aircraft. Some members come out as their time permits and take on special projects that benefit and improve your Museum. Here are a few examples.

#### Gary and Susan Naylor,

Museum volunteers since they were teenagers, spent Super Bowl Sunday morning taking turns on a jack hammer in hangar 604. There was a large concrete pad in the south end of the hangar that once supported some machinery but was now only taking up space. Gary and Susan made short work of it, making more room to store our aircraft jacks. Gary has been cleaning and organizing the south end of 604. He made and installed a barrier on the staircase leading to the roof of the workshop to limit access to authorized personnel only. Two years ago when the Octave Chanute Aerospace Museum at Rantoul, Illinois closed, Gary and some other Museum volunteers brought back many artifacts from that collection. One item was a beautiful wood sign emblazoned with "3330 TECHNICAL TRAINING WING." Gary just installed the sign above the North American F-100 Super Sabre hydraulic system training aid in the north end of hangar 604. The 3330th Technical Training Wing existed from 1977 until Chanute Air Force Base closed in 1993. The 3330th was responsible for training Air Force personnel across a wide spectrum of jobs, including aircraft maintenance, foreign languages, weather forecasting and many others. Gary was also kind enough to clear our parking lot of snow with his tractor-**twice!**



Our hangars have been silent since an ancient amplifier shorted out. **Bob Crapser** is updating the wiring and speakers before installing our new amplifier and will soon have us listening to our usual air traffic control frequencies in both hangars.



#### Steve Wodtke,

a more recent volunteer, has accomplished a lot over the last few months. He has cleaned aircraft, showcases and conference room glass and has worked in the gift shop. While doing all that, he is beginning an inventory of our ever growing library. Once it is complete, we will then make that database available to our members who will hopefully come out to borrow books and videos.



The Combat Air Museum has acquired a lot of stuff during its 40-plus years: aircraft, engines...and cans of paint! **Danny San Romani** has taken on the unenviable task of sorting through the dozens of cans, identifying and marking the ones worth keeping and properly disposing of the others.



## New & Renewing Members

**NEW**

John Dranchak  
 Norman Dysart  
 Barnett C. Helzberg, Jr. & family  
 Tony Lynch & family  
 Shaun O'Keeffe & family  
 Ralf Salke & family  
 Michelle Schroeder & family  
 Joe Taylor & family  
 Doug Young & family

**RENEWING**

Chuck & Connie  
 Bradshaw  
 Don Dawson  
 Dennis Donahue  
 Phil Elwood & family  
 David Hitchcock  
 Klio & Mary Jo Hobbs  
 Mike & Pat Kozubek &  
 family

Jim & Ruby Leighton  
 Richard & Sharon Long  
 Ronald Morrison  
 Stephen Morrison  
 Dave & Judy Murray  
 Bud & Karen Redding  
 Matt Sabatini & family  
 Rance & Laraine  
 Sackrider

David Salguero  
 Don Thun  
 Dick & Jeanne Trupp  
 Chuck & Marlene Urban  
 Dr. Howie & Marilyn  
 Ward  
 Steve Wodtke

## In Memoriam

### Donald S. Nisbett

September 28, 1927 – January 27, 2019



Don joined the Combat Air Museum in September of 1981. Don retired from the United States Air Force as a major after serving in a distinguished flying career for over 25 years. Don was very active at the Combat Air Museum where he spent considerable time helping with our annual Superbatrics air shows. After he moved from Topeka to Clarkston, Michigan, he always stopped in Topeka each year to visit the Museum and pay his dues. Don graduated from Michigan State University in 1951 with a degree in journalism which explains his lifelong love for reading comic books. Those of us who were close to him here at the Museum will dearly miss Don's wisdom.

### George T. Upton

December 26, 1923 – February 4, 2019



George served in the Navy during World War II and graduated from the Massachusetts Institute of Technology in 1945. He went to work at Chance Vought Aircraft as an aerodynamics engineer in 1946 and retired in 1979 as Engineering Vice President and Program Director. He served on several aircraft design teams, including the A-7 Corsair II and the F-8 Crusader. He and his wife Barbara moved to Topeka in 2009 and he joined the Combat Air Museum in 2014.



## Visitors



**345 people from 23 states,**

345 people from 23 states, Brazil, China, Finland and Peru visited the Combat Air Museum in January. In February, 299 visitors from 19 states, Colombia and Ireland visited your Museum.

# In the Hangar:

## Pratt & Whitney R-4360 Wasp Major

By Kevin Drewelow

The Combat Air Museum is fortunate to have two examples of the largest and the most complicated piston engine produced in quantity in the United States: the Pratt & Whitney R-4360 Wasp Major engine. The



Photo by Kevin Drewelow

University of Kansas donated the complete Wasp Major; the other is on loan from the National Museum of the United States Air Force and is cut away to reveal the inner workings of the crankcase, cylinders and carburetor.

Pratt & Whitney began design work on the Wasp Major in 1940 and the first flight of the massive engine took place two years later. The 4360 powered over 20 types of aircraft but is best known as the power plant used in the Convair B-36 Peacemaker and Boeing B-50 Superfortress bombers and the Boeing Stratoliner/Stratofreighter series of airliners and cargo/tanker aircraft. Variants of the Wasp Major produced between 2,650 and 4,300 horsepower.

The Wasp Major is called a "corncob" engine due to its four rows of seven cylinders. The

engine relied upon the flow of air over the fins of the cylinders to cool the engine, but this proved to be easier said than done and contributed to the engine's troublesome reputation in service. In his book "Ernest K. Gann's Flying Circus," the author wrote, "During the initial states of Stratocruiser operation the 'corncob' engines displayed a discouraging need for changing cylinders almost as frequently as spark plugs, and the propellers were four villains dancing in a row. Those used by Northwest Airlines had a steel shell with a mastic core filler. If the filler came loose blade breakage came next with spectacular results. The 'corncob' engine mounts were of magnesium which instantly gave way followed quite as instantly by the departure of the entire 28-cylinder engine from the aircraft. If, as has since been claimed, this design was deliberate, then the theory was disgracefully ignorant of aerodynamics. For once one of those huge engines had parted company from the mother aircraft



the fat was literally in the firewall because its bare face offered such an aerodynamic blockade the Stratocruiser simply could not maintain altitude. Only one runaway propeller mandated an immediate landing."

The extreme complexity and unreliability of the Wasp Major, along with the rise of the turbojet engine, spelled the end of further development of more powerful piston engines. However, a few Wasp Majors are still flying today.

The Berlin Airlift Historical Foundation in Farmingdale, New Jersey, has restored a Boeing C-97G to airworthy status; you can learn more about the aircraft at <http://www.spiritoffreedom.org/>



Photo by Kevin Drewelow

Wasp Majors power some aircraft that race in the Unlimited category at the National Championship Air Races at Reno, Nevada each September. An article entitled "One Second on the Course with Dreadnought" by Tom Fey describes what the Wasp Major must do in one second to produce over 3,000 horsepower: you can find the article at <https://oldmachinepress.com/2012/08/29/one-second-on-the-course-with-dreadnought-by-tom-fey/>

Take the time during your next visit to the Combat Air Museum to look closely at our two Wasp Majors and be thankful for the invention of jet engines!

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## Museum Notes

**Dave Rector** spent his winter in his woodshop producing chocks for our aircraft. These new standardized chocks will replace the collection of odd sized and quite deteriorated chocks we've used at CAM for decades. After Dave cuts and delivers the chocks,

**Don Dawson** primes and paints them, then turns them over to **Danny San Romani** to attach ropes for ground handling. The new chocks look very professional and are appearing throughout the hangars!



Photo by Kevin Drewelow

Shop the  
**CAM Gift Shop**  
for Unique Gifts



Not content with painting chocks, **Don Dawson** has taken on another important but easily overlooked task involving some former Chantute AFB training aids. Decades ago, thousands of Air Force jet-mechanics-in-training put their hands on our Pratt &

Whitney J-57 turbojet engine, broken down into 13 subassemblies, each displayed on its own wheeled stand. Now the stands show their years of neglect: rusting frames, chipped paint and seized



Photo by Nils Anderson

or broken casters detract from the appearance of the exhibit and limit its mobility. With Danny San Romani's help, Don is refurbishing the stands. They begin by removing the engine component and then moving the stand into the workshop. There, Don removes and replaces damaged casters before he sands and paints the frame. They then put the stand back in place and install the component before starting the cycle again on the next component. It doesn't sound very exciting, but you should visit the Museum and see the difference for yourself!

**CAM hosts first overnight Scout campout:**



Photo by Kevin Drewelow

Troop 158 from Emporia was the first Scout troop to conduct an overnight stay at the Combat Air Museum. Museum Director Kevin Drewelow staffed a CAM display at last year's Jayhawk Council Jamboree when he met Marc Fusaro, Troop 158's scoutmaster. He asked about an overnight stay and the rest is history. The scouts were working on their cooking merit badge and used the Museum's kitchen to good advantage. Their merit badge counselor was Chef Mike Garahan, who works at an Emporia sorority house when he's not advising scouts. Chef Mike and the scouts treated us to an exceptional lunch, dinner and breakfast. Museum visitors kept coming into the Dole Education Center to see what smelled so good!

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## Museum Notes



Photo by Kevin Dremlow

### Lawrence High School students continue filming at CAM:

The last issue of *Plane Talk* mentioned some students from Lawrence High School had begun shooting a short film about American airmen in World War II. They returned to CAM in March for another session. Great weather allowed the crew to open the hangar doors in front of the Museum's Douglas C-47 "Kilroy" to shoot ramp and maintenance scenes. The students used our large maintenance stand to get close shots of actors in the cockpit. They removed the escape hatch from the right side of the Beech SNB and rigged a green screen to transform the Twin Beech into a waist gunner's position on a B-17. It was a pleasure to watch the students as they did all the work on and off screen, and we look forward to seeing their progress.

### Capital Projects Committee update:

The recent extraordinary winter weather almost stopped all progress on the committee's outdoor projects. In order to better preserve the books in our library, Committee members and volunteers decided to build a return air vent reaching to the floor of the library to replace the original ceiling-mounted vent. On Friday, March 8, the team began and completed construction of the vent. After the paint dried, the new vent appeared as though it was part of the original construction! The Capital Projects Committee and volunteers meet at CAM on the second and fourth Fridays of each month – "Fix-It Fridays" – to maintain and improve Museum infrastructure. They will next turn their attention to completion of the vestibule project at the entrance to the Bob Dole Education Center on the north side of hangar 602...if it ever stops raining or snowing! **Call the Museum to volunteer or just come on out!**



Photo by Dave Murray



Photo by Dave Murray

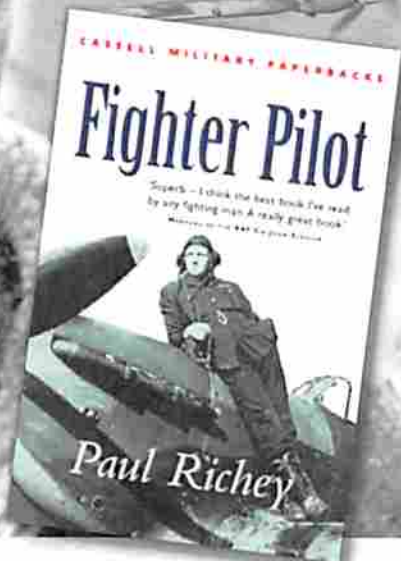
**Aviation Day at the Capitol:** The Combat Air Museum participated in the second annual Aviation Day at the Capitol on March 7, sponsored by the Kansas Department of Transportation Division of Aviation and the Kansas Commission on Aerospace Education. Aviation Day at the Capitol is a gathering of Kansas legislators, manufacturers, suppliers, and aviation businesses of all sizes. Its mission is to highlight the impact that aviation has on the state of Kansas with the economic impact being over \$20.6 billion/year. Kansas Lieutenant Governor Lynn Rogers and others spoke briefly about the history and benefits of Kansas aviation. Lindsey Dreiling is the Kansas Deputy Director of Aviation and Unmanned Aircraft Systems and also serves as the President of the Kansas Commission on Aerospace Education (KCAE). After her remarks, she presented several scholarship checks to Kansas organizations that promote youth aviation education. Lindsey recognized the Combat Air Museum for hosting Girls in Aviation Day and the KCAE provided us with a check for \$500. Their generous donation allows CAM to offer free admission for the day, enabling various Department of Defense aircraft and crew members to fly in, display their aircraft and speak with the public.

# Pilot's Notes:

by Kevin Drewelow

## "Fighter Pilot"

by Paul Richey



The Battle of Britain in the summer of 1940 was the second time Royal Air Force and Luftwaffe fighter aircraft clashed in European skies. The first encounter took place during the "Phony War" over France and culminated in a frenetic 10-day period in May, 1940 – the Battle of France. Paul Richey was an experienced Hurricane pilot in No. 1 Squadron, Royal Air Force. His squadron arrived in France on September 8, 1939 as part of the RAF's Advanced Air Striking Force.

Richey kept a journal while he was in France and, despite wartime censorship, saw his diary published in 1941. It sold out immediately, as did many subsequent runs. Richey's articulate, frank and compelling account of his time in France captured the public's imagination, putting them into the seat of his Hurricane as he shot down enemy aircraft, feted a captured German pilot, watched some of his friends die in engagements, and survived being shot down

himself three times! He clearly captures the pandemonium that takes place when the German blitzkrieg begins the Battle of France, forcing Richey's squadron to move west daily to other airfields until they return to Britain.

Richey joined the RAF in 1937 and was very experienced and well trained. He downed or shared in the destruction of seven German aircraft before a bullet severely injured him in the neck. Richey recuperated in a British hospital and returned to the fighting. He survived the war and remained in the RAF flying fighters until he retired in 1958.

If your favorite bookstore doesn't have a copy of *Fighter Pilot* on the shelf, you'll find it available at Amazon or [abebooks.com](http://abebooks.com). This is a great read that really helps the reader appreciate events that shaped the Battle of Britain.

*Fighter Pilot* by Paul Richey,  
Cassell Military Paperbacks, 2004



**MISSION STATEMENT and GOALS of the COMBAT AIR MUSEUM**

"Through the efforts of dedicated friends and volunteers, our mission is to provide a center for education and for the preservation of military aircraft and artifacts by showing their importance to the world today."



**2019**

**CALENDAR of EVENTS**

**April**

- 8—Membership Luncheon
- 21—Easter, Museum closed
- 27—Celebrity Pancake Feed

**May/June**

- 3-6—Young Aviators Class
- 10—Membership Luncheon

**July**

- 8-11—Young Aviators Class
- 29-Aug 1—Young Aviators Class

**August**

- 12—Membership Luncheon

**September**

- 28—Winged Foot Run  
5K/10K and 4K Walk

**October**

- 5—Girls in Aviation Day
- 14—Membership Luncheon

**November**

- 3—Daylight Savings time ends
- 28—Thanksgiving, Museum closed

**December**

- 9—Membership Luncheon
- 25—Christmas, Museum closed

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is always been a very popular activity which attracts a very large number of girls along with some boys and a bunch of parents. It will take place on Saturday, October 5th. Admission is free thanks to a generous grant from the Kansas Commission on Aerospace Education.

Our Capital Projects Committee and volunteers will keep busy this year with many improvements to Museum infrastructure. Most of our work takes place on the second and fourth Friday of each month: "Fix-It Friday."

This is a good venture for those who are classified as handymen and or women.

If you live close to Topeka Regional Airport and have an interest in lending a hand, please let us know.



And finally, if you have read this far in this Chairman's Desk article, you will want to keep an eye open for further upcoming events to be announced soon. Keep reading your bimonthly issue of *Plane Talk* and we will fill you in as more information becomes available. Is the suspense killing you yet? I hope so as this will be exciting. We'll see you soon at your Museum!

*Gene*



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## “D-Day began at 10:00 p.m. on the night of June 5”

the Ryan PT-22 Recruit primary trainer and then graduating to the Vultee BT-13 Valiant basic trainer. After that, Allen, Sr. began learning the ropes with multi-engine aircraft.

When the C-47s went to Europe for the paratroop drop mission, they took a very circuitous route because of weather and fuel concerns. Starting in Indiana, Allen, Sr. flew (with fuel stops on the way) to South America, across the Atlantic to Africa, then north (but far enough west to avoid Spain) and on up to England where the fleet of C-47s was assembling.

The D-Day plan included 15,000 airborne troops delivered behind the German lines. Some would be in gliders, but most would be dropped by parachute. For these brave young men, D-Day began at 10:00 p.m. on the night of June 5, 1944 in order to get the invasion started well before dawn on June 6, 1944. The C-47s carried from 14 to 20 paratroops inside the fuselage and 'containment packs' under the wings. These packs held extra weapons, ammunition and supplies and were dropped with the paratroops in the hope they'd be found when needed for resupply. One of the interesting details Allen shared with us was that each C-47 was identified by a number chalked near the cargo/parachute door, and the paratroopers had to find their aircraft in the dark using flashlights to illuminate the number.

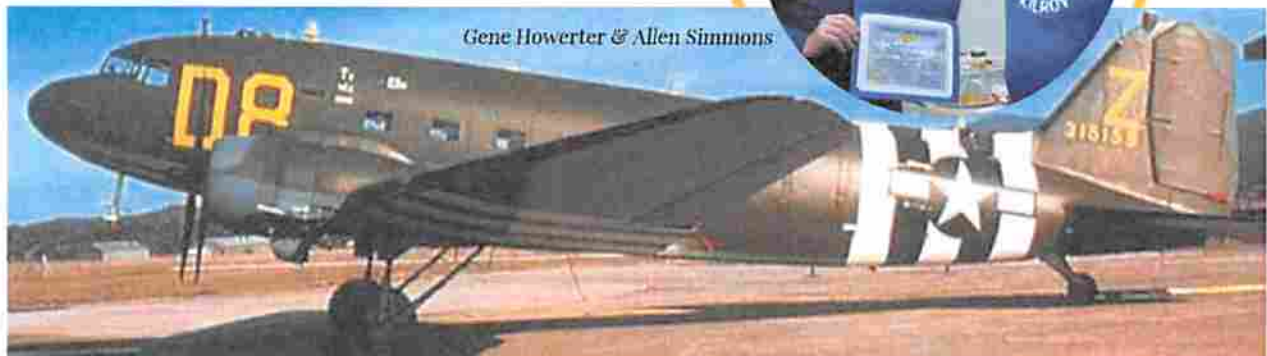
Practice for the drops was intense. One of the most important tasks was getting all the aircraft into the proper formation, with each formation consisting of 81 aircraft. Once this was mastered

in daylight, it had to be practiced at night until every pilot got it right. The formation itself was critical as it was designed to keep the fighting force as compact as possible, rather than spreading the fighters all over the landscape.

After D-Day, Allen, Sr. flew on through the rest of the war, dropping paratroopers several times after the D-Day drop, right up to Operation Varsity in March, 1945. However, they conducted all subsequent drops in daylight, as the night time D-Day drop was too dangerous and costly.

Sliding back toward the present, Allen told us of his training as a United States Air Force pilot. He had flown the Cessna T-37 Tweet and the Northrop T-38 Talon, and on his graduation from pilot school received some latitude in picking the type of aircraft he wanted to fly. He picked the EC-47 and flew combat in the same basic type of aircraft that his father, Allen, Sr. flew thirty years earlier. Allen remarked that he went from Mach 1.3 in the Talon to Mach .13 in the EC-47, a real difference in speed!

A spirited question and answer period followed the presentation as Allen shared other tidbits of his long and successful career as a USAF pilot.



## Dillon's Community Rewards Program



If you shop at Dillon's and have a Plus Shopper's Card, you can help support the Combat Air Museum with just a phone call or a few keystrokes. Dillon's Stores donates millions to non-profit organizations. Our Museum benefits from CAM members who have registered with Dillon's Community Rewards Program. Enrolling in this program will not increase your grocery bill and will not affect your fuel points.

Enrolling in the Community Rewards program is a one-time event and no longer requires annual registration. If you've already signed up, no further action is required. Go to <https://www.dillons.com/account/enrollCommunityRewardsNow> to create a Dillon's account before enrolling in the Community Rewards

program. You can also call 800.576.4377 and the Dillon's customer service representative will register you. You'll need to provide them with the Combat Air Museum's new five-character Non-Profit Organization (NPO) account number, GA302. Thanks to your generosity, each quarter the Museum receives a check from Dillon's that really helps us maintain the collection and facilities and provide the classes and service our visitors enjoy. Last year, Dillon's donated \$851 to CAM; that amount is less than the previous year because we have fewer donors than before. If you haven't joined, why not take a few moments now to do so: Dillon's and CAM will do the rest

**Our Museum is benefiting from CAM members who have registered with Dillon's**

<https://www.dillons.com/account/enrollCommunityRewards>

## AmazonSmile



AmazonSmile is a website operated by Amazon with the same products, prices, and shopping features as Amazon.com. The difference is that when you shop on AmazonSmile, the AmazonSmile Foundation will donate 0.5% of the purchase price of eligible products to the charitable organization of your choice.

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## Museum Wish List

Small shop vacuum cleaner with a 2 inch diameter nozzle to attach to our miter saw.





**COMBAT AIR MUSEUM**  
7016 SE Forbes Avenue  
Topeka KS 66619-1444



PLANE TALK

Non-Profit Org.  
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**ELECTRONIC SERVICE REQUESTED**

*Visit the Combat Air Museum for fun, information and an educational experience.*

## Flight Mechanic

Flight Mechanic  
*By Albert "Ack" Ackland 1943*



He wears a suit of faded blue  
No badge upon his breast  
You'll find more streaks of dirty oil  
Than medals on his chest  
He wields a heavy hammer  
And a piece of oily rag  
While other fellows who shoot the Hun  
Add an M.E. to their bag  
He works in wind, mud and rain  
And curses the bloody war  
And wonders ninety times a day  
What he joined the Air Force for.  
He's only a Flight Mechanic  
Nothing more or less  
With a greasy suit of overalls  
In place of battle dress.  
But he strikes a blow at Jerry

With his honest British skill  
As well as the pilot who delivers  
the bombs  
Or the gunner who makes the kill.  
So when you hear of bombings or a  
Messerschmitt shot down  
When you've covered flying heroes  
with honour and renown  
When you've given out the D.F.M.'s and  
D.F.C.'s and such  
Just think of the Flight Mechanic – He  
doesn't ask for much  
Just shake him by his oily hand  
And say he did a lot  
To make those roaring engines safe  
For the man who fired the shot.



*Flight Engineer, Sgt. "Ack" Albert Ackland, 428 Squadron,  
Halifax V LK906 NA-D. Shot down with the loss of all the crew 23rd November 1943*