

COMBAT

AIR MUSEUM

LZ FORBES

October 2019 | November 2019
Vol. 35, No. 5

CHINOOK 346 ARRIVES AT CAM



Photos by Deb Lamere

Thanks to many friends and volunteers, Boeing CH-47D Chinook, serial number 85-24346, arrived at the Combat Air Museum appropriately enough on September 11. It is parked on the ramp just outside of hangar 604 and while visitors may see it, the Chinook is not ready for public display. A lot of things happened in the last two months to get 346 to Forbes, so let's bring you up to date.

In early August, Topeka resident Sergeant Deb Lamere, (U.S. Army, retired) visited the Combat Air Museum. When she heard we were gaining a Chinook, she immediately became a member. We learned she is a private pilot who joined the Army right after the attack on New York City in 2001. She began as a Chinook

mechanic and soon became a flight engineer (FE), an aircrew member responsible for looking after the helicopter and also serving as a door gunner. Deb served a combat tour in Iraq and after learning the serial number of our Chinook, checked her logbook and found she first flew aboard 346 on Christmas night 2005 in Iraq!

Deb later flew combat tours in Afghanistan where she was injured after contact with the Taliban damaged her Chinook; the resulting hard landing injured her hip and shoulder seriously enough to warrant medical retirement from the Army. After talking with Deb about her Chinook experiences and knowledge, we appointed her as 346's FE once again. She is responsible for overseeing the Chinook's reassembly,

continued on page 5

INSIDE

- 2 From the Chairman's Desk**
Gene Howarter
- 3 The Many Trials of Fatty Arbuckle**
Dennis Smirl
- 7 In The Hangar - F-86 Sabre**
Dennis Smirl
- 11 Hans is Here**
Huw Thomas - European Liaison Officer

- 13 Museum Notes**
Kevin Drewelow
- 14 In Memorium | Members**
- 15 New Volunteer Spotlight**
Dove Murray
- 16 Briefing**
Gill Robb Wilson

PLANE TALK





Topeka Regional Airport

Hangars 602 & 604
7016 SE Forbes Avenue
Topeka, KS 66619-1444
Telephone (785) 862-3303
www.combatairmuseum.org

Hosted by
Rossini Management Systems, Inc.

Email: office@combatairmuseum.com

Museum Director ~ Kevin Drewelow
Office Manager ~ Nelson Hinman, Jr.
European Liaison Officer ~ Huw Thomas

Board of Directors

Gene Howerter - Chairman
Dave Murray - Deputy Chairman
Tad Pritchett - Secretary
Wes Barricklow - Les Carlson
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
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



This museum relies on our volunteers. That said, I often make reference to two different types of individuals, those who get things done and those who don't. I am sure this is true for most organizations. A few months ago, Rance Sackrider, recently retired and a new member of CAM, said there was a program he would like to see held at the Museum. Our unofficial rule at the museum is "if you suggest something be ready to take on the project and run it." So that was the message we shared with Rance.

On Sunday, September 22, at 2:00 p.m., the Combat Air Museum hosted a very special free program which drew close to one hundred people. The program which Rance had named "The True Heart of Air Power" was his baby and did he ever rock it! First I must report that he raised the funds on his own after a few suggestions from our administration. Rance then started putting this program together drawing from a number of ideas he had envisioned. He asked Ralph Hipp, a news anchor at WIBW TV, to be his master of ceremonies. Museum Director Kevin Drewelow opened the program and longtime

member Ralph Knehans delivered a prayer.

This program honored Museum member John Musgrave. John is a decorated war hero, featured in the Ken Burns-Lynn Novick television documentary "The Vietnam War" which aired on PBS in 2017. John Musgrave opened the program with a heartfelt history and reading of "The Star Spangled Banner" poem by Francis Scott Key. The Topeka High School US Marine Corps Junior Reserve Officers Training Corps (JROTC) honor guard presented the colors before the Topeka High School band played the national anthem. John then gave his memorable talk on "The True Heart of Air Power" by relating a story his father, a World War II pilot told him. John said that while fighter and bomber pilots face enemy fire and deliver ordnance on targets, the true heart of air power lies with the ground crews who service and maintain such aircraft.

John's wife Shannon pinned on his medals. John commented that the first time he got them they had just been handed to him in the boxes.



The Many Trials of FATTY ARBUCKLE

Roscoe "Fatty" Arbuckle



By Dennis Smirl



Our August guest speaker at the Combat Air Museum was Dr. Mark Hull, an associate professor at the U.S. Army Command and General Staff College at Leavenworth, Kansas. He teaches the advanced trial course, war crimes law and history at the college. Dr. Hull earned his undergraduate degree in history from The Citadel; his doctorate in German World War II history from the University College Cord in Ireland; and his juris doctorate from the Cumberland School of Law. Prior to his current position, Dr. Hull served as a criminal prosecutor and as a brigade intelligence officer to the U.S. Army 1st Infantry Division military transition team in Iraq from 2006 to 2007.

His topic for our meeting was "The Many Trials of Fatty Arbuckle." For those who aren't familiar with the name, Roscoe "Fatty" Arbuckle was the one of the greatest stars of silent films, and one of the highest paid actors in the second decade of the twentieth century.

Arbuckle was born in **Smith Center, Kansas in 1887**, one of the nine children of his parents, Mary and William Arbuckle. Survivor of a tough childhood, he was abandoned to his own devices by his widowed father at the age of 12. Arbuckle survived on odd jobs, and through his teens developed a talent for singing and dancing that opened the door—through vaudeville—to a budding career in motion pictures.



Moving rapidly toward becoming a superstar of the 1910s, Arbuckle mentored Charlie Chaplin and discovered Buster Keaton and Bob Hope. Arbuckle enjoyed success after success until a fateful party over the first weekend of September in 1921. There, Arbuckle was seen in the company of an aspiring starlet named Virginia Rappe. Although the details remain sketchy to this day, Arbuckle was accused of the rape and murder of Rappe.

There were problems with the case. An autopsy performed on the remains of Virginia Rappe turned up nothing of note other than death by peritonitis caused by a ruptured bladder. Some people suggested that Arbuckle's 300 pounds was responsible for the ruptured bladder, while at the same time ignoring medical records indicating that Rappe had suffered bladder problems for years. Pictures of the room where Rappe

had been found before being rushed to a hospital circulated showing a hotel room that was in total disarray, with any breakable item shattered beyond repair. The problem was that the photo was obviously not of any room in the St. Francis Hotel and turned out to be a photo from years earlier in a different part of the country.

Unfortunately, the public outcry of justice emboldened the San Francisco District Attorney. Matthew Brady, an extremely ambitious man with his eye on the governorship of California, if not the presidency of the United States, was determined to convict Roscoe "Fatty" Arbuckle of rape and first degree murder charges which if proved true, would have resulted in Arbuckle's execution.

Brady's star witness, a friend of Virginia Rappe named Maude Delmont, turned out to be one of the weakest links in the prosecution. There were other witnesses, but it soon became obvious that Brady's office was pressuring those 'witnesses' into perjuring themselves, and the testimony they offered became more confused and self-contradictory with each statement. Then, both Virginia Rappe and Maude Delmont were shown to have had their own brushes with the law and Delmont was even accused of blackmail schemes and threats against people other than Arbuckle.

Brady insisted on moving the case to trial as quickly as possible. His case against Arbuckle, begun on November 14, 1921, was shaky—mostly because his witnesses couldn't tell the same story twice in a row. He moved through the prosecution witness list quickly. When the defense took over, the case began to unravel. Toward the end of the defense, Arbuckle took the stand and explained that he did nothing to Rappe, except try to help her when he found her sick and vomiting in a bathroom in the party suite at the St. Francis Hotel.

After several days, the jury voted 10-2 for acquittal, but because the verdict was not unanimous, the judge declared a mistrial.

The second trial, begun on January 11, 1922, had the same basic witness list; however, there were significant differences. Zey Prevon, a prosecution witness in the first trial, testified that

continued from page 3 **FATTY ARBUCKLE**

Brady had forced her to lie in the first trial. Another prosecution witness, ex-con Jesse Norgard, was at the time accused of raping an eight-year-old girl, and he admitted that Brady had offered a reduction in charges in exchange for a lie Norgard concocted in an attempt to darken Arbuckle's image. The defense was so cheered by the conduct of the second trial that they did not put Arbuckle on the stand. This was a strategic blunder: the jury deadlocked at 9-3 guilty, resulting in a second mistrial. Some of the jurors interviewed after the trial said that because Arbuckle did not take the stand, and regardless of the evidence, they considered his behavior that of a guilty man.



The third trial began on March 13, 1922, and the defense took no chances. Setting an utterly aggressive tone, they picked apart the testimony of each of the prosecution witnesses. Then they presented even more lurid and damning details about Virginia Rappe, including more of her medical history. Along with that, Zev Prevon, perhaps the strongest prosecution witness, fled the country in a bid to escape the police on a completely separate matter. As the prosecution's case unraveled, Arbuckle took the stand, as he did at the first trial, and conducted himself in an honest, believable manner.

The case went to the jury on August 12, 1922, who in a few minutes returned a not-guilty verdict and a written apology to Roscoe Arbuckle. After the verdict was read, the jury filed by the defense table, one by one, and either shook Arbuckle's hand or embraced him, all of them telling him how sorry they were that he had to endure such a horrible ordeal.

The aftermath was catastrophic for Arbuckle's career. Even though he was found not guilty by a jury of his peers, Hollywood was through with him. He also had to deal with the cost of his defense team. When he bill was calculated, it totaled \$700,000—equivalent to \$10.5 million in today's economy. Arbuckle had to sell everything in order to pay his attorneys.

Will Hays, head of Motion Pictures Producers and Distributors of America (fancy name for a

board of censors) then demanded that Arbuckle be banned from acting in motion pictures and that all his films be removed from circulation. Many of the films disappeared entirely and are considered permanently lost. With no way to make a living, Arbuckle was facing utter financial ruin until his friend, Buster Keaton, stepped in with a pledge of his profits that would keep Arbuckle afloat.



Finally, Arbuckle began directing under the pseudonym of William Goodrich. Until he died of a heart attack in 1933, Arbuckle directed a series of short films and a few feature films which saw only modest success.

After the presentation, Dr. Hull answered several questions posed by members and guests, adding even more depth to the story of an innocent man destroyed by the unearned shadow of guilt.

continued from page 2 **Chairman's Desk**

Following John's address, Museum member Rem Stiles, a member of the Washburn Rural High School Air Force JROTC, honored veterans who are Combat Air Museum volunteers by reading their names and branches of service. Rance then gave his thoughtful presentation, "Never Leave a Fellow Marine Behind." This led to what we had all come to see, the presentation to John Musgrave of the medals he had earned in battle while in Vietnam. As Lt. Col. Tom Post, (USA, Ret.) made a few comments John's wife Shannon pinned on his medals.

The 190th Air Refueling Wing Honor Guard fired their rifles and Jay Stevenson played "Taps" to conclude the program. All I can say is great idea Rance, great program as well. I hope others will take your lead and do as well when they have a wonderful idea for the museum.

Gene

continued from page 1 LZ FURBES

and shoulder seriously enough to warrant medical retirement from the Army. After talking with Deb about her Chinook experiences and knowledge, we appointed her as 346's FE once again. She is responsible for overseeing the Chinook's reassembly, maintenance and restoration. Several people have stepped up to help.

Thanks to her contacts within the Chinook community, Deb discovered another CH-47 maintainer here in Topeka. DaMon Edwards has over 40 years of Chinook experience, gained both in and out of uniform. Ryan Olsen visited CAM one week before 346 arrived; he is a former Chinook FE who promptly joined CAM and plans to help with 346. Gary Smith is a retired Kansas Army National Guard helicopter mechanic who just joined CAM and will also help us with 346. Anyone who has flown, maintained or supported Chinooks refer to themselves as "Hookers" because of the three massive cargo hooks on the belly of the helicopter. Deb has contacted many Hookers across the country and they are providing her with photos and details related to 346's service history. Some have even contributed to 346's restoration fund.

In service since 1967 with stops in Vietnam, Operation DESERT STORM, Iraq and Afghanistan, among many other places, Chinook 346 last flew with Bravo and Delta Companies of the 7th Battalion, 158th Aviation Regiment of the Army Reserve at New Century

AirCenter near Olathe, Kansas. The unit invited CAM to send a small group of volunteers to assist them in disassembling 346 to prepare it for transportation to Forbes. On August 28, our merry band arrived at the 158th and we went straight to work. Our group included Jim Braun, Kevin Drewelow, DaMon Edwards, Klio Hobbs, Deb Lamere, Dave Murray, Gary Naylor, Tad Pritchett, Danny San Romani and Joe Wulfkuhle. Among the many Army Reserve maintainers who we assisted were Tony Bertone, Jason Piper and Russell Reese, who told me Gary Naylor was lucky to be his cousin! After a long day of work, 346 was ready to transport. Gary Naylor loaded various parts on a trailer and delivered them to CAM. He returned the next day with the trailer and collected the six rotor blades.

On September 11, Museum members Kevin Drewelow, Klio Hobbs and Deb Lamere returned to New Century AirCenter. Dan Garrett, a reporter with KSNT Channel 27 in Topeka joined us. He interviewed Deb about her Chinook experience and involvement with 346. Ryan Kitchen, owner of Kitch Towing and Recovery Service of Topeka, and Marvin Vail, owner of Marvin's Tow Service of Gardner, soon arrived; they made some minor alterations to Ryan's trailer before positioning it near 346.

Marvin brought his amazing 75 ton capacity mobile crane. Normally used to recover wrecked



Photo by Klio Hobbs



Photo by Klio Hobbs



Photo by Dave Murray



Photo by Klio Hobbs

tractor trailers, the crane's custom paint and trimmings made it look more like a candidate for a car show but it's built to work. Marvin parked it alongside 346 and the team rigged the lifting gear. Marvin controlled the crane using a small wireless box that looked like it belonged on an Xbox gaming console! It was immediately apparent that 346 was in extremely capable hands. Marvin and Ryan and their team soon had 346 aboard the trailer and secured. We thanked Tony Bertone and his maintainers for making this all possible and then our caravan headed for Forbes.

Driving from New Century AirCenter through Gardner had the feel of a Veterans Day parade; people waved and honked as Ryan easily maneuvered the tractor, trailer and helicopter through town and westward on Highway 56. The convoy turned north on Highway 75 and soon arrived at Topeka Regional Airport, where the Metropolitan Topeka Airport Authority Police and Fire Department met and escorted them through a flightline gate and on to the Combat Air Museum. Several Museum visitors watched in awe as Marvin and Ryan's team reversed the process and safely returned 346 to Landing Zone Forbes. Dan Garrett arrived and broadcast a short live segment to open the five o'clock news; you can view his story, including his interview with Deb Lemere at

<https://www.facebook.com/CombatAirMuseum/> You'll also find plenty of Klio Hobbs' photos of Ryan and Marvin's team loading and unloading 346 that day.



Photo by Dave Murray Ted Pritchett and Gary Naylor

We will soon moor and reassemble the Chinook. Ted Nolde, a member of CAM's board of directors, is a structural engineer and owner of Nolde Structural Services, LLC. He designed a method to moor the Chinook using steel brackets, wire rope and other hardware. Haas Metal Engineering, Inc. (HME, Inc.) of Topeka

generously fabricated and painted 20 steel brackets which Museum volunteers bolted to the ramp. We towed 346 onto its parking spot and will soon secure the helicopter to the ramp with the attaching cables. In October, volunteers from the 7/158th at Olathe will assist CAM members in reassembling 346. The next step will be to clean 346's interior to make it safe for public access, and then the longer restoration job can begin under Deb Lamere's watchful eye.

The Combat Air Museum is grateful for the people and companies which made it possible to save this historic helicopter. Ryan Kitchen and Marvin Vail and their employees spent a full day supporting the transportation of 346 from Olathe to Topeka and they did it at no charge to the Museum. **Ted Nolde and Jon Haas also provided their engineering and fabrication services for free, ensuring 346 will stand up to Kansas weather outside hangar 604. The story of 85-24346 will continue: why not come out to the Combat Air Museum and be a part of it?**

*Read the story of
Sergeant Deb Lamere,
(U.S. Army, retired)
on page 15.*



In the Hangar:

By Dennis Smirl **North American's**

F-86 Sabre - a Mid-Century Marvel



When people think of the F-86 Sabre, they think about the E and F models that ruled the skies after the first year of the Korean War. The image of those silvery fighters with the bright yellow bands on the fuselage and outer wing panels is stamped into our collective consciousness. Few air combat scenarios are as thrilling as a flight of F-86s, each equipped with six .50-caliber machine-guns, chasing MiGs all the way to the Yalu River.

What folks don't think about is the Sabre as a reconnaissance platform, and that's because of choices the United States Air Force (USAF) made back in the Korean War. We had a good recon platform - the slow and steady RF-80C - and it shouldered a huge share of the burden of getting good photos of whatever mischief the enemy was up to. There were recon Sabres, just not many. The USAF converted only 11 F-86As for carrying cameras instead of guns. A few more F-86Fs followed and after Korea, the Japanese converted an additional 18 F-86Fs for recon use. The numbers are all but insignificant,

and it appears that priority remained with using the F-86As, Es, and Fs as air superiority weapons

One must leave our borders to get the complete Sabre story. The Canadians built 1,815 Sabres, from the Mk1 through the Mk6, all



under license to North American Aviation. The early models used license-built General Electric J-147 engines while the later models were equipped with the Canadian Orenda. This engine produced more than 1,000 pounds of thrust than the more common J-147 and the Canadian Sabres were known for their outstanding performance. One thing that didn't change, however, was the shape of the nose, and the Canadian Sabres were all but identical to the F-86F in its side profile.

On the other side of the world - and down under - the

Australians were also building Sabres, although fewer of them. These were far different machines because they were equipped with the Rolls-Royce Avon engine. This necessitated major changes in the airframe, the most obvious being a bigger opening at the nose in order to get the proper airflow to the Avon. Although it produced 150% as much thrust as the J-147, the Avon was lighter, requiring the engine to be moved rearward to maintain weight and balance. This, and the use of 30 mm cannons instead of .50 caliber machine guns, resulted in a major redesign

of the fuselage and necessitated a 60% redesign of major components. The Australian Sabre, because of the improved power to weight ratio, shared the honors of top performing Sabre with the F-86H.

Finally, in Japan, Mitsubishi built 300 Sabres under license with license-built J-147 engines. These aircraft were in most ways F-86Fs with similar performance.

In 1951, the U. S. Navy (USN) was still using straight-winged aircraft, notably the F-9F Panther series and the F-2H Banshee series. The USN did not

continued from page 7 In the Hangar



Photo by Wally Gace

Have an aircraft in production that could come close to matching the performance of the MiG-15. Grumman was working on the F-9F Cougar, a swept-wing version of the Panther that had the potential of much better performance. Other manufacturers of naval aircraft were far behind Grumman with their designs for swept-wing aircraft. The Navy knew they needed a great fighter and needed it soon.

North American used an F-86E and produced one copy as the XFJ-2B. It was an unarmed version of the Sabre with the same performance.

XFJ-2 used the General Electric J-47 engine and although a good fighter aircraft, was a bit short on power for carrier operations. As a result, most of the FJ-2s went to the Marines to be operated from land bases.

The next change came with the selection of a new powerplant for the Fury, the Wright J65 engine. It produced more power and required significantly more airflow. North American increased the intake cross section and redesigned the nose of the FJ-3, causing the aircraft to look more like the F-86H.

It was a big-nosed

twice as strong as earlier versions, the FJ-4B could carry a prodigious combat load that included as many as five Bullpup missiles. The performance of the aircraft was so advanced that some pilots have claimed it was the first 'supercruise' fighter: under certain conditions it could exceed Mach 1 in level flight without the use of an afterburner.

(The third and final installment of this series will cover story of the first American woman to



airplane and the side views were

The Navy saw this as a learning exercise and added two more aircraft to the order as XFJ-2s. These were built after the XFJ-2B, even though the numbering/lettering suggests otherwise. The differences weren't that obvious, but they were necessary. First were longer landing gear struts, especially the nose gear struts. The canopy was changed to provide greater visibility necessary for carrier landings and the nose used a slightly different profile - again for visibility - and had a tail hook and catapult hooks installed. The

different enough that no one would confuse an FJ-3 with an F-86F.

The FJ-3 served with distinction throughout the 1950s and into the early 1960s. Still, North American and the USN weren't through with the basic Sabre design. The FJ-4 rolled out in the fall of 1954 and it looked like a Sabre redesigned for use in outer space. Continuing to use the J65 engine, its performance was exceptional with a top speed of 715 mph. Incorporating a completely redesigned wing that was at least

fly faster than Mach 1, the radar-nosed F-86D, K and L, and the tale of the oddball F-86D that was used in the development of the F-100 Super Sabre.)



Photo by ArvedHouard



Museum Notes

By Kevin Drewelow

Educators' Night Out

Combat Air Museum volunteers staffed a table at the Educator's Night Out event on August 1 at the Kansas Museum of History in Topeka. The Topeka Alliance of Museum Educators hosted the annual event to help area teachers learn about educational resources available at area museums. 22 exhibitors, including CAM, met 129 educators and provided door prizes.

CAM hosts MTAA board meeting

The Metropolitan Topeka Airport Authority (MTAA) held a board meeting at CAM on August 13. Deputy Chairman Dave Murray provided a brief summary of CAM's investment of time and money in our facilities through our Capital Projects Committee and community donors. MTAA board members appreciate the Combat Air Museum's improvements and activities and have been very supportive of CAM over the years.

Unusual aircraft towing tractor comes to CAM

Unusual aircraft towing tractor comes to CAM: A rare 1951 Coleman CF-55-AF aircraft tow tractor is now part



of the Combat Air Museum collection, thanks to John Maxfield of Admire, Kansas. The Air Force bought over 400 of these extraordinary tugs to tow massive Convair B-36

Peacemaker bombers, which weighed over 400,000 pounds when fully loaded. The tractor features all-wheel drive and a cab with two steering wheels, one facing forward and one facing aft. Gary Naylor

coordinated transportation from Admire; Mike Welch and BRB Contractors of Topeka provided the tractor and trailer. Mr. Maxfield bought the tractor at an Auburn estate sale years ago and doesn't know its service history; we hope to learn more soon.

Topeka Pilots Hockey Club Meet and Greet at CAM

Topeka Pilots Hockey Club Meet and Greet at CAM: The Topeka Pilots Hockey Club landed at CAM on September 9 to meet their fans, distribute season tickets and enjoy the Museum. The weather was perfect so we opened the hangar doors. Pilots head coach and general manager Simon Watson



introduced the players and staff and the team posed for photos near the EC-121. Many of the players took a trip on the flight simulator. Museum volunteer Paul Frantz learned Pilots defenseman John Gormley's father flew Grumman F-14 Tomcats in the Navy and was a TOPGUN graduate, so Paul made sure John visited our Tomcat! In a related story, our resident master woodworker Nelson Hinman, Jr. completed minor repairs and paintwork on the small Gee Bee pedal plane the Pilots use for their Chuck a Puck event at home games. The Pilots have once again provided a large sign advertising CAM on the dasher boards that surround the ice.



continued from page 9

The FJ-3 served with distinction throughout the 1950s and into the early 1960s.

was lighter, requiring the engine to be moved rearward to maintain weight and balance. This, and the use of 30 mm cannons instead of .50 caliber machine guns, resulted in a major redesign of the fuselage and necessitated a 60% redesign of major components. The Australian Sabre, because of the improved power to weight ratio, shared the honors of top performing Sabre with the F-86H.

Finally, in Japan, Mitsubishi built 300 Sabres under license with license-built J-47 engines. These aircraft were in most ways F-86Fs with similar performance.

In 1951, the U. S. Navy (USN) was still using straight-winged aircraft, notably the F-9F Panther series and the F-2H Banshee series. The USN did not have an aircraft in production that could come close to matching the performance of the MiG-15. Grumman was working on the F-9F Cougar, a swept-wing version of the Panther that had the potential of much better performance. Other manufacturers of naval aircraft were far behind Grumman with their designs for swept-wing aircraft. The Navy knew they needed a great fighter and needed it soon.

North American used an F-86E and produced one copy as the XFJ-2B. It was an unarmed version of the Sabre with the same performance. The Navy saw this as a learning exercise and added two more aircraft to the order as XFJ-2s. These were built after the XFJ-2B, even though the numbering/lettering suggests otherwise. The differences weren't that obvious, but they were necessary. First were longer landing gear struts, especially the nose gear struts. The canopy was changed to provide greater visibility necessary for carrier landings and the nose used a slightly different profile – again for visibility – and had a tail hook and catapult hooks installed. The

XFJ-2 used the General Electric J-47 engine and although a good fighter aircraft, was a bit short on power for carrier operations. As a result, most of the FJ-2s went to the Marines to be operated from land bases.

The next change came with the selection of a new powerplant for the Fury, the Wright J-65 engine. It produced more power and required significantly more airflow. North American increased the

intake cross section and redesigned the nose of the FJ-3, causing the aircraft to look more like the F-86H. It was a big-nosed airplane and the side views were different enough that no one would confuse an FJ-3 with an F-86F.



The FJ-3 served with distinction throughout the 1950s and into the early 1960s. Still, North American and the USN weren't through with the basic Sabre design. The FJ-4 rolled out in the fall of 1954 and it looked like a Sabre redesigned for use in outer space. Continuing to use the J-65 engine, its performance was exceptional with a top speed of 715 mph. Incorporating a completely redesigned wing that was at least twice as strong as earlier versions, the FJ-4B could carry a prodigious combat load that included as many as five Bullpup missiles. The performance of the aircraft was so advanced that some pilots have claimed it was the first 'supercruise' fighter: under certain conditions it could exceed Mach 1 in level flight without the use of an afterburner.

(The third and final installment of this series will cover the story of the first American woman to fly faster than Mach 1, the radar-nosed F-86D, K and L, and the tale of the oddball F-86D that was used in the development of the F-100 Super Sabre.) ➡

"HANS IS HERE"

A BRIEF REPORT OF THE DEUTSCHES TECHNIKMUSEUM, BERLIN, GERMANY

By Huw Thomas, European Liaison Officer



1.1 miles due south of the Brandenburg Gate, Berlin, Germany, one will find the fascinating Deutsches Technikmuseum (Museum of Technology). During an extended weekend tour, my wife and I walked past historic sites such as Checkpoint Charlie, bullet pocked houses and along the scenic Landwehr Canal towards our objective.

The museum is hard to miss as it features a 'Raisin Bomber' – poised for flight (it seems) on its roof. Berliners gave Western transport aircraft this name when the Allies used them to airlift supplies to Soviet blockaded Berlin during the 'Cold War.' CAM regulars will know this aircraft as the Douglas C-47 Skytrain – similar to our very own "Kilroy is Here".

The main reason for our visit was to see the German equivalent of the

Douglas, the Junkers Ju 52 on display there. The corrugated fuselage has always intrigued me, coupled with the curious tri-motor configuration. I have seen it in films, even own Junkers watches, but had not seen a Ju 52 first hand.

The Junkers Ju 52 airliner, known affectionately as 'Tante Ju' (Auntie

Ju) by Germans, is the feature display on the Aviation floor – several flights up appropriately, past tantalizing floors of technology. Built in 1941 at the Junkers Bernburg factory, "Hans Kirschstein" Ju 52/3M, Werknummer 7220, had a brief stint with Lufthansa before being operated by the Spanish Air Force. She remained in service until 1963, returning to Germany in 1991 and restored with the help of Lufthansa. In reality, the C-47 and Ju 52 saw very similar modes of use during and after the war.

The rationale for an article grew stronger once I realised that Hans Kirschstein was a decorated German World War 1 fighter and bomber pilot – more reason for a CAM article it seemed! Hans graduated onto Fokker Dr.1s, similar to our very own replica, flying in the legendary Baron von Richthofen's squadron in a career that would earn him triple



Photo by Huw Thomas

continued from page 11 "HANS IS HERE"

ace status with 15 victories.

Kirschstein would ironically die as a passenger in a fated flight when a fellow pilot stalled the Hannover aircraft he was flying, killing them both, casualties of fate, not war.

Apart from the Ju 52, the museum has a plethora of other aircraft (and

wreckage) of numerous Allied and German aircraft, as well as the feared 'eighty-eight' (88mm) anti-aircraft gun, the remains of a British RAF Lancaster B III bomber and a V1 'flying bomb.'

All in all, a fascinating place, worth the brief trek away from the

usual tourist destinations and lure of German beer!

Deutsches Technikmuseum,
Trebbiner Str. 9, 10963 Berlin,
Germany <https://sdlb.de>



Photo by Huw Thomas



Photo by Huw Thomas

Museum Notes - 2

Aviation photography workshop

Aviation photography workshop at CAM: Wolfe's Camera Shop and Nikon Cameras brought noted photographer Moose Peterson to Topeka in early September for an aviation photography workshop. The participants spent a few hours Friday night at Wolfe's learning from Moose, and then came to CAM the next morning before the sun was up to practice what they'd learned. CAM volunteers had towed the Harvard, Panther and Thunderstreak out to park near the



Photo by Shelly Marbut

Warning Star. Many of the photographers were from out of town and really enjoyed visiting and photographing the Museum and its aircraft, inside and out. We hope to partner with Wolfe's for some future photography events at your Museum.

Capital Projects Committee

Several Museum volunteers continue to meet on the second and fourth Fridays of each month to improve your Museum. Mike Madden recently added additional handrails outside the entrance of our new vestibule. Ted Nolde and Mike Welch recently completed installation of gutters and drainpipes on the same structure.



F-86H Sabre progress

Several volunteers came out to help curator emeritus Danny San Romani install the vertical fin, rudder and horizontal stabilizers on the Museum's North American F-86H Sabre jet fighter. Don Dawson, Dennis Smirl and Joe Wulfkuhle safely and uneventfully assisted Danny install the surfaces. The Sabre looks like a different aircraft with the tail parts installed – come out and see it for yourself!



2019

CALENDAR of EVENTS

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

Our August guest speaker at the Combat Air Museum was Dr. Mark Hill. See page 3 for the Fatty Arbuckle article.



Gene Howerter

Dr. Mark Hill

New & Renewing Members

NEW

Sara Alexander & family
 Neal Baughman & family
 Charles Benedict
 Raymond Fertig & family
 Ryan Kitchen
 Deborah Lamere
 Tim Langholff
 Gary Mason
 Chris McGee & family
 Terry & Suzanne McGinn
 Ryan Olsen & family
 Gary A. Smith & family
 Col. Rod Willis (reL) & Jill McManus
 Marvin Vail

RENEWING

Bruce Bevitt & Tyler Gardner
 Ronald & Nancy Bond
 Bruce & Patricia Couch
 Robert & Judy Crapser
 Adam & Rebecca Fast
 Dr. Paul & Jane Fortin
 Virginia Kay Foster
 David Gurske & family
 John & Tanya Hamilton
 Nelson & Kathy Hinman

Bill Knoebber
 George Laliberte & family
 Rebecca Mathers
 Gregg Moser
 Bill Shaffer & family
 Col. Ronald McKay
 & Susie Stokes
 Eliot Potter
 Dr. Rees Webber & family

In Memoriam

Helen Marie Wiedle

March 14, 1945 – September 1, 2019
 CAM Lifetime Member #5127

The Combat Air Museum granted Family Life Time memberships to Helen and Russ Wiedle in return for their contributions to the organization. Many of our members remember the wonderful covered dish home cooked foods she would bring and serve before our membership luncheons and presentations. Helen would always pitch in and help when there was work to be done. Her second love after her family was gardening. The Museum extends its sincere sympathy to the entire family.

Wayne Dodson

March 27, 1927 – September 6, 2019
 CAM # 2986

Wayne had a long and distinguished military career, serving in the Army during WWII and then in the Air Force in the Vietnam War before retiring in 1975. He joined CAM in 1994 where he served as a gift shop worker and then became the shop manager, ordering inventory and stocking shelves until he could no longer keep it up. Wayne also worked in maintenance at Washburn University in Topeka and we often called upon him when CAM needed to do electrical work. Wayne also made wooden bases for shells and grenades which sold in the gift shop. Wayne loved his family and grandchildren; he was a great person and a Museum member who made a big difference.

Visitors



1,740 people from 41 states and Australia, Canada, France, Great Britain and Romania visited the Combat Air Museum in July. In August, 1,231 visitors from 34 states and France, Germany, India, Mexico, Poland, Saudi Arabia, Serbia and Spain toured your Museum.



New Volunteer: Deb Lamere

By Dave Murray



After her “hard landing” and subsequent nerve damage to leg and arm, Deb was medically retired from the Army and on a disability pension. She found herself living, unfortunately, in Houston, Texas just as a category 4 hurricane, Harvey, lowered the boom on Houston in August 2017. Harvey dropped between 30 and 60 inches of rain on Houston in less than a week. An estimated 25 - 30 percent of Harris County was submerged.

Deb lost her trailer and had to relocate immediately. She considered many potential locations but a niece in Topeka persuaded her to come to Kansas. Deb set up home here and began restructuring her life in this new city. Finally, she resumed some semblance of normal daily life and, casting about for something to do, volunteered at the Helping Hands Humane Society while studying online for qualification as a veterinary technician.

Her cousin also mentioned that an aviation museum existed at the Topeka Regional Airport and in early August 2019 Deb came to visit the Combat Air Museum. During the course of her visit, gift shop volunteer Sharon Nolde told her about the Chinook helicopter that we were about to acquire from the Army Reserve. Upon enquiry Deb found out the 346 call sign of the Chinook and went home to check her records of craft she had served on. Deb found 346 in her records and remembered that her first flight on 346 was as a door gunner on Christmas Eve 2005 in Iraq. She progressed to crew chief on 346 as well during her Iraq deployment, forming an unforgettable bond with the ship. And now you know the rest of the story! 🍌

Ways You Can Support CAM

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! 🍌



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



PLANE TALK
October 2019 | November 2019 | Vol. 35, No. 5

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

ELECTRONIC SERVICE REQUESTED

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

BRIEFING By Gill Robb Wilson



Ahoy there, you who write the books and ponder
on the definitions of airpower!

I'll brief you on airpower straight from the horse's
mouth.

Still squinting from the sun on top, still stiff from
the dog fighting, still grimed from the cockpit, still
marked with the headings - I'll tell you about
airpower.

Airpower is the models you built as a kid, and the
dreams you nurtured as a boy, the freedom you
craved to go out and beyond.

Airpower is the chatter in the ready room before
the horn blares, "Pilots, man your planes!"

Airpower is a faith that your flight leader won't
pile you in on target.

Airpower is the split-second pressing of a button
to get home a deflection shot.

Airpower is the comfort of your earphones, the fit
of your chute, the dependability of your wrist
watch, the steady fluctuation of the oxygen dial.

Airpower is confidence in the plane you fly,
confidence in the "old man" who sent you on the
mission, confidence in yourself.

Airpower is the skill and devotion of a crew chief,
the respect of your squadron mates, the lift of love
in the letters from home.

Airpower is a million little things which merge like
molecules of molten metal to form a spar for the
wings of your spirit.

But there is something more to add, the final thing
that tempers all the rest.

You must believe that, bigger than yourself,
enduring when you're gone, surviving though you
perish, your cause is right and just.

There is no power on earth or sea or sky that can
be power such as the airman needs without
convictions.

The integration of his faith with all his skills of
trade - well, such is power aloft.

God in your guts, good men at your back, wings
that stay on - and Tally Ho! "