



COMBAT AIR MUSEUM  
7016 SE Forbes Avenue  
Topeka, KS 66619



PLANE TALK

ELECTRONIC SERVICE REQUESTED

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



## Christmas Shopping at CAM



What if Santa deploys with his National Guard unit this Christmas? What will you tell the kids? Don't leave this important holiday to chance. Do some of your Christmas shopping at the Combat Air Museum gift shop! You'll find a large selection of items: models, apparel, and stocking stuffers, among a few, that will please any aviation enthusiast or member of the family. Christmas shopping at the Combat Air Museum is fun and supports

Museum operations.



COMBAT AIR MUSEUM · PLANE TALK

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US POSTAGE  
**PAID**  
Topeka, KS 66603  
Permit #181

TOPEKA REGIONAL AIRPORT THE OFFICIAL NEWSLETTER OF THE FORBES FIELD, TOPEKA, KS

# COMBAT AIR MUSEUM

October 2020 | November 2020  
Vol. 36, No. 3

## History Channel Visits CAM

Combat Air Museum member and volunteer Deb Lamere will appear in a special Veterans Day program on the History Channel.

"Variety's Salute to Service" will profile four veterans with compelling stories and Deb is one of the four.

Photographer/producer Lucas Cohen spent a day at the Combat Air Museum to document Deb's experiences with Boeing CH-47 Chinook helicopters, both in combat and postwar. He arrived before dawn to capture the changing light conditions on our Chinook as the sun rose. Deb and Lucas spent a long and busy day talking about her service in the Army beginning as a Chinook mechanic and progressing through door gunner, crew chief and finally flight engineer. She told him about the history of our Chinook, from its initial service in Vietnam with the 101st Airborne Division, to Saudi Arabia during Operation DESERT STORM, and on to our modern wars, spending time once again with the 101st, where Deb first crossed paths with 346 in Iraq on Christmas Eve of 2005. They discussed her experiences during her combat tours in Iraq and Afghanistan, as well as the extraordinary reunion of Deb and 346 at, of all places, the Combat Air Museum in Topeka, Kansas, so far removed in both time and distance from Iraq.

Lucas shot footage of several Museum volunteers working on one of the Chinook's two engine cowlings in the workshop. He also captured scenes of Deb and her service dog, Genesis, working in the

CH-47. Genesis scrambled up the boarding steps into the Chinook several times, amusing us all, and you may see it in the segment too.

Combat Air Museum staff and volunteers did everything possible to support the production of this segment. Deb's story of service, sacrifice and reunion with "her" Chinook is enthralling and appropriate for Veterans Day. "Variety's Salute to Service" will air on Wednesday, November 11 at 9 p.m. Central Standard Time on the History Channel.



Deb Lamere describes the Chinook in an interview with the History Channel

Photo by Kevin Drewelow

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## Topeka Regional Airport

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## MUSEUM HOURS

January 2 - February 28/29  
Mon.-Sun. Noon - 4:30  
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

**PLANE TALK**  
Newsletter Layout & Design  
Jennifer 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



I am often asked, "What is going on at the Museum these days?" Well, there is always something going on and I will attempt to answer the question. One of the best projects we recently finished was a complete rebuilding of the Museum's U.S. Highway 75 road sign north of Topeka between Hoyt and Mayetta. We actually have three of these signs; one is located on the U.S. Highway 75 bypass just west of the Museum and the third is on westbound Interstate 70 just west of the Topeka Service Area. The north sign is located on the west side of U.S. Highway 75 midway between 134th Road and 142nd Road on the southeast corner of land owned by the Putnam family, who generously allow us to display a sign on their property. This sign was destroyed several years ago when a nasty Kansas tornado hit it. To this day, one half of the sign has never been found. After our friends at B&B Signs repaired the sign, wouldn't you know a strong Kansas wind storm severely damaged the sign a second time!

September 15th was a wonderful late summer day in the Kansas countryside as six of our Fix-It crew members met at the sign to completely rebuild it. Museum board member and structural engineer Ted Nolde had designed the repair. He and board member Mike Welch purchased the supplies needed to complete the job. Other team members Dave Murray, Mike Madden, Rance Sackrider and I divided into two teams. Team one trimmed a tree, brush, poison ivy and grass; team two dismantled the sign, lowered it to the ground and rebuilt the structural frame. Team one then removed all of the old framing wood and replaced it with treated lumber which we figure will last all of our lifetimes. After a break as the sun warmed us up, both



Photo by Gene Howerter

Newly restored sign on N US Hwy 75

teams joined forces to hoist the sign halves back into place and secured them to the newly-constructed frame. At the end of a long day as the sun was ready to set, we packed our tools, cleaned up our mess, took a photo, congratulated each other and headed off to Mike Welch's favorite Mexican restaurant for some adult refreshments. I wish to thank Museum members Marlene, Doug, and the late Duane Putnam for allowing us to utilize their land for this sign.

A special note: I wish I could describe the beautiful landscape setting for this sign repair. Looking to the west, one could view the luscious green rolling terrain of the Kansas Flint Hills. The tallgrass

Continued on pg 9



## Museum Membership \* .....

You're obviously interested in military aviation history; if you aren't already, why not support the Combat Air Museum by becoming a member? We offer individual and family memberships and recognize those who donate above these membership levels. As a member of the Combat Air Museum you can look forward to benefits like:

- ◆ **UNLIMITED FREE ADMISSION** during the entire year. Members can visit as often as they like.
- ◆ **Receive our bi-monthly NEWSLETTER, Plane Talk, to keep you informed of what's happening at the Museum.**
- ◆ **Attend the bi-monthly series of MEMBERSHIP LUNCHEON PRESENTATIONS on a variety of interesting topics.**
- ◆ **Receive a 10% DISCOUNT in the Gift Shop on hundreds of memorable and aviation-related items.**

To become a member, click on  
[www.combatairmuseum.org/membership.html](http://www.combatairmuseum.org/membership.html)  
or call the Museum at  
**785.862.3303**

## \* .....

John S. Blyth continued from pg 8

effect on the pilot. They were painted light blue to make them harder to see from the ground and air.

On one of John's first missions in his Spitfire he had just reached enemy airspace for his photo run when he noticed a German Me-109 diving down and settling onto his tail. Coolly, John acted as if he hadn't seen the threat. He told the reporter "If you panicked and reacted too soon, they might get into a better position on you. The 109 disappeared behind me and I figured he was just getting ready to open fire when I pulled hard back on the stick and I went straight up vertically, something impossible in the F-5. I got to 35,000 feet and rolled over to see the 109 still sitting below me weaving around trying to see where I had gone. I watched him disappear then continued on my mission."

By the end of the war John had flown 51 missions behind enemy lines, collecting aerial photographs

using the two cameras retrofitted onto a Spitfire, completely unarmed and without any kind of fighter escort. He would fly into territory that other pilots readily admitted they wouldn't go into and was awarded the Distinguished Flying Cross for his bravery.

And so we get to September 12th, 1944 when John was returning from a mission over the Ruhr in Germany. His headset cord somehow got caught in the lever that operated a compressed cylinder designed to assist the undercarriage deployment in an emergency. This ended up locking the undercarriage in the up position and no amount of tugging or rough flying would free it. So an emergency wheels up landing was perfectly done and John survived another day - as is shown in the movie footage shot by a doctor on the base that day. John died in September 2016 aged 94.◆





## Ways You Can Support the Combat Air Museum



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.

### Dillon's Community Rewards Program \*

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 [www.dillons.com/account/enrollCommunityRewardsNow](http://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 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!

### Amazon Smile \*

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.

Every item available for purchase on [www.amazon.com](http://www.amazon.com) is also available on AmazonSmile ([smile.amazon.com](http://smile.amazon.com)) at the same price. You will see eligible products marked "Eligible for AmazonSmile donation" on their product detail pages. You use the same account on Amazon.com and AmazonSmile. Your shopping cart, Wish List, wedding or baby registry, and other account settings are also the same.

To shop at AmazonSmile simply go to [smile.amazon.com](http://smile.amazon.com) from the web browser on your computer or mobile device. You may also want to add a bookmark to [smile.amazon.com](http://smile.amazon.com) to make it even easier to return and start your shopping at AmazonSmile. On your first visit to AmazonSmile [smile.amazon.com](http://smile.amazon.com), select "Combat Air Museum" to receive donations from eligible purchases before you begin shopping. Amazon will remember your selection, and then every eligible purchase you make at [smile.amazon.com](http://smile.amazon.com) will result in a donation. To get started, visit <https://smile.amazon.com>

### Combined Federal Campaign (CFC) \*

If you are eligible to donate through the Combined Federal Campaign, please consider contributing to the Combat Air Museum. Your donation will be put to good use in one of our education, restoration or maintenance projects. Be sure to add our Museum's CFC code number, **59834**, when making your donation.

### Volunteer \*

The Combat Air Museum exists solely upon the money we raise from admissions, donations and gift shop sales. We rely on volunteers to run our gift shop, and the need for these volunteers has become even more urgent under current conditions. We'll train you for this crucial and enjoyable task. If you could spare one day a month please call the Museum at 785.862.3303 and ask for Nelson, our office manager and volunteer coordinator.

# New & Renewing Members Calendar of Events 2020

### New:

John Capra | Thomas Davidson | Sean Dixon & family | Joseph Doran & family | Alex Gonzalez & family | Kim Jennings & family | Herman & Carlene Jones | Kay Kile & family | Ed Lee | Richard & Lin Knight | John Luna | Marc Mahieu & family | Ron & Annette Shirrell | Chester & Mary Thompson

### Renewing:

Charles Benedict & family | Charlie Broughton | Bruce Couch | Robert Casper | Kevin & Susan Drewelow | Raymond Fertig & family | Joe Fives | Dr. Paul & Jane Fortin | Virginia Kay Foster | Charles & Dagmar Gorges | Debra Graybeal & family | John Hamilton | Paul & Jean Henson | Nelson Hinman Jr & family | Cory Horinek & family | David Houser | Donald & Kathy Jensen | Bill Knoebber | Deb Lamere | Terry Love | Jedediah Makin & family | Michael Martin | Hank & Nan Nelson | Tad & Dee Pritchett | Gary Smith & family

\* .....

## In Memoriam

**Edward Anthony "Ted" Marvin**  
CAM member since 2004, #3830  
USAF C-130 pilot, Vietnam veteran  
January 30, 1931 - October 15, 2020

This list was current when we went to press in early June. Please check

[facebook.com/CombatAirMuseum](https://facebook.com/CombatAirMuseum)

or

[combatairmuseum.org/](http://combatairmuseum.org/)

or

call the Museum at 785.862.3303 to confirm events will take place as scheduled.

### October

3-Girls in Aviation Day - **CANCELLED**

*due to COVID-19*

12-Membership Luncheon - **CANCELLED**

*due to COVID-19*

### November

1-Daylight Savings time ends

26-Thanksgiving, Museum closed

### December

14-Membership Luncheon - **CANCELLED**

*due to COVID-19*

25-Christmas Day, Museum closed

### January 2021

1-New Year's Day, Museum closed

2-Winter hours begin, Museum open  
noon-4:30pm

## Visitors

846 people from 38 states, Puerto Rico, Saudi Arabia, South Korea and Ukraine visited the Combat Air Museum in August.

In September, 818 visitors from 34 states and South Africa toured your Museum.



# 2020 Kilroy Virtual Run & Walk



The popular Winged Foot 5K/10K Run & 4K Walk was back again this year, but in a slightly different format

because of the impact of the ever-present COVID-19 threat. To ensure the health and wellbeing of all those involved, the Run and Walk went virtual as a 3K Walk, a 5K or 10K Run and a Half-Marathon!

This new format virtual race was introduced and expanded to allow the public the ability to tailor the running experience to fit each person's particular schedule. All registrants were able to complete it when it suited them during the expanded two week window for the event.

Renamed the Kilroy Virtual Run & Walk, runners and walkers kicked off on Saturday September 26 until Saturday October 10, some on their treadmills at home, some on sidewalks and even out on the road. The race day feeling, in its new virtual format, helped to keep participants safe, whether this was their first run or not.

The virtual race allowed each person to tailor the running or walking experience to fit their schedule and ability, choosing to start and finish the run on the same day, for a real race experience; or running their chosen distance over several days during the two week period. Whichever way was chosen, we felt that participants would get the maximum enjoyment from the exercise.

Once each person had completed her or his chosen run (or walk), they submitted their times and distance by midnight on Saturday October 10th, in order to appear on our leaderboard.

Gene Howerter and Deb Lamere designed a very attractive Kilroy Virtual Run special event T-shirts which could be purchased from a clothing outlet website, which quite a few of the registrants did.

While we did not get as many entries as we would have liked, the virtual event attracted quite a few entrants who competed for the special event trophy or 1st and 2nd place medals. Most all the participants reported having fun with the event, including five of us from the active volunteer list at CAM.

Hopefully next year, Saturday September 25th, we will be able to return to our annual Winged Foot Run and Walk, onsite and in person! ♦

## Air Show Coming to Topeka in June

It's been 17 years since Topekans saw their last air show at Forbes, but that will change next June when the "Thunder Over the Heartland" air show premieres at Topeka Regional Airport.

The air show will be held in conjunction with the Country Stampede music festival taking place at Heartland Motorsports Park, immediately adjacent to the Topeka Regional Airport. Vaerus Aviation, Visit Topeka, the American Flight Museum and the 190th Air Refueling Wing will assist with planning and executing the show, which will take place on June 26-27.

Planners expect to have a wide variety of military aircraft on display, possibly including some aircraft from the Combat Air Museum. More information will be available in the months to come on the air show's website at [heartlandairshow.com](http://heartlandairshow.com). ♦



By Dave Murray

## Museum Notes Continued



Continued from pg 7  
the occasion with a cake, but limited the number of candles to minimize the chances of burning down the hangar! Happy Birthday, Gene!

**Welcome back Jennifer...** Jennifer Anderson has agreed to continue as the creative force behind Plane Talk. She graciously stepped up to produce the last two issues after the untimely passing of her father-in-law, Nels Anderson, in June. Nels transformed the look of our publication and Jennifer, a professional creative herself, thought she would help CAM bridge the gap until we found a replacement. We're delighted to have her continue as our creative designer and we think you will be too! ♦



Jennifer Anderson

Restoration Report continued from pg 5  
the markings on our T-33. Rance Sackrider has been helping Gene polish the bare aluminum skin; their efforts have really transformed the appearance of the old Lockheed!

**Lim-5 (MiG-15)...** As he repainted the Lockheed, Gene took time to repaint the buzz numbers on the nose of our Lim-5, a Polish-built MiG-17. It's amazing to see the difference a bit of time, effort and paint can make.

**AIM-9 Sidewinder missiles...** Rance maintained a variety of missiles when he was in the Air Force years ago. He recently retired from Goodyear and began cleaning and painting the dummy AIM-9 Sidewinder air-to-air missiles on our McDonnell Douglas F-4D Phantom II. Remington Stiles helps Rance when he can, and



New buzz numbers on our Lim-5

the Sidewinders are looking great. I suspect once the AIM-9s are complete, Rance will go to work on the Sparrows on the Phantom. We're fortunate to have a mix of volunteers willing to spend their time improving the aircraft and artifacts at the Combat Air Museum! ♦



Rance and Rem look after our Sidewinders

Chairman's Desk continued from pg 2  
prairie had recently been mowed and round grass bales were all about. The beautiful sun-filled day and a light southwest breeze made one feel good all over.

The Museum has had numerous phone calls from those driving by our signs wanting to know when we would replace the tattered windsocks. Mike Madden and I replaced the wind sock on the north sign on September 29 and on October 22 we did the same on the south U.S. Highway 75 road sign. Next, we plan to add a windsock to the sign on I-70.

Last month the Museum signed a contract with Lamar Advertising Company to replace the faded vinyl sign on the east side of the Kansas Turnpike near Southwest 53rd and Southwest Burlingame Road in Topeka. We should be in great shape soon concerning highway signage.

Finally, I would say we have completed many small projects around the Museum recently. Running a museum requires many handy-person projects to be done: painting, maintenance, lawn work, cleaning, etc. I would invite all of you to come and join in on the fun. As always, we can use more gift shop volunteers; please give us a call soon. We hope to see you at the Combat Air Museum soon! ♦

Photo by Kevin Drewelow

Photo by Kevin Drewelow



# John S. Blyth - WW2 Reconnaissance Pilot

By Richard Knight. UK Correspondent

I have recently read a brilliant book – Spitfire, a Very British Love Story by John Nichol – which is basically a collection of exploits and experiences of Spitfire pilots during WW2. John S Blythe DFC was interviewed by Nichol and features in the book. Something then clicked with me about this flyer. Where had I heard of him before? A quick web search confirmed that this US Airman became a You Tube sensation when a recently uncovered old movie from 1944 shows him performing a perfect crash landing when his Spitfires undercarriage failed to deploy. Over 3 million people have now viewed the clip (search “Spitfire 944” on You Tube) and pilot Lt Col. John S Blyth seeing his 1944 landing on film for the first time in 2005.

The remarkable wartime experiences this brave young man had as a reconnaissance pilot with the US 22nd Squadron of the 7th Photo Group is worth sharing and I pull together here just some of his exploits which are gleaned from the book and other internet posts where John was interviewed.

John learnt to fly by joining the Oregon National Guard and after reading articles about the Spitfire he longed to go to the UK to help out. However, America was a neutral country at that time and it was forbidden for US citizens to take part in the war. Many pilots did however – 9 US pilots fought in the Battle of Britain in 1940 – but they had to illegally cross the border into Canada and then join either the RAF or the Canadian Air Force.

Following Pearl Harbour in December 1941 and the US joining the allies in WW2, John volunteered for the US Air Force operations in Britain and in late 1942 found himself at the famous Biggin Hill base, central to the Battle of Britain. He couldn't believe it when he stood next to a Spitfire and could talk to flying “aces” he had read about in articles just a few months earlier.

Being posted to the 22nd Squadron, part of the 7th Photo Group for reconnaissance, John was flying P-38 fighters re-designated as F-5s when configured for



1Lt John S. Blyth

photo reconnaissance. These went unarmed as cameras were substituted for guns in the nose. The Lockheed F-5 Lightning was a good aeroplane but it didn't like the damp and cold North European climate. Being unarmed, a pilot would fly to the target area at 30,000 feet to try and avoid any enemy contact then drop down to 15,000 feet for the photography run across the area. The high altitude often caused the turbosuperchargers to freeze up and pilots complained bitterly that the plane was vulnerable if they encountered German fighters. John flew 15 missions in F-5s and twice he returned on only one engine.

To John's delight it wasn't long before his dream came true. He'd wanted to fly a Spitfire since he saw photographs of them as a teenager after the Battle of Britain, so when he heard about Spitfires on loan to the US Army Air Force, he immediately tried to find out more. When the Spitfire Mk XI's arrived at Mount Farm aerodrome a few weeks later, John passed on the opportunity to be promoted to captain and instead requested a transfer to the 14th Squadron who had Spitfires – the unarmed Spitfire XI photo-reconnaissance variant. This plane could be fitted with drop fuel tanks for long range and a pressurized heated cockpit that enabled the plane to cruise for long periods at 40,000 feet with little detrimental

Continued on pg 11

# Restoration Report

By Kevin Drewelow

**North American F-86H Sabre...** Don Dawson assists Danny San Romani on our Sabre during the week, but other Museum volunteers have been meeting on Saturdays to help Danny make progress on the Sabre and their hard work is paying off. Kerry McKibben, Jayson Pierce, Dennis Smirl, Gary and Dominick Smith, and Anthony and Joe Wulfkuhle have pitched in over the last two months with the group, installing the leading edge slats on both wings, the right wingtip, both gun blast panels and the right gun bay panel. Kerry, a professional aircraft mechanic, built a new access panel for the transponder compartment. The old one was extremely corroded and damaged by birds that infested the aircraft before it came to CAM. Danny has cleaned and treated the compartment; he just finished priming and painting the transponder mounting rack. The team has cleaned, bead blasted, primed and painted several landing gear doors and Kerry assembled the left main gear door linkages. This jet is starting to look like a real Sabre again, come out and see their very professional work for yourself!



Dennis Smirl, Joe & Anthony Wulfkuhle and Jayson Pierce install a slat on the F-86H

**Boeing CH-47D Chinook...** Deb continues to make progress on our Chinook. She cleaned the interior and organized the parts stored aboard the helicopter. Danny and Kevin helped her install the



Photo by Kevin Drewelow

Deb after installing panels in the Chinook's aft pylon clamshell doors and front cover on the aft pylon. Some members of the Saturday crew have helped with the #2 engine cowling and it is close to being fit tested. This is challenging as the engine cowlings are normally installed on the engines, but since we have no engines for our Chinook, the team is engineering a way to install the cowlings and make it look like the engines are present. Deb's research has uncovered more of 346's service history, and she has submitted a Freedom of Information Act request to the U.S. Army Aviation and Missile Command and to the National Archives for any records that may have escaped routine destruction while still with the Army.



Gene and Rance work on the T-33

**Lockheed T-33A Shooting Star...** Gene took advantage of the warm weather in October to repaint

Photo by Kevin Drewelow

Continued on pg 9



# Museum



Photo by Kevin Drewelow

CAM's new Tuskegee Airmen display

**New displays...** Visitors to the Combat Air Museum will learn about the Tuskegee Airmen and enjoy our new art annex, thanks to the efforts of two of our members. Jackson Longhofer graduated in May from Park University with a bachelor's degree in history with a minor in military science. He created a fascinating display about the Tuskegee Airmen with emphasis on the Airmen from Kansas and Missouri. The Tuskegee Airmen exhibit is in the Bob Dole Education Center in hangar 602 in the showcase that formerly displayed information about Amelia Earhart and David Schilling. Jackson's next display will be about inflight refueling and may be complete when you read these words.

CAM's art curator Chuck Watson recently expanded the number of paintings on display. He

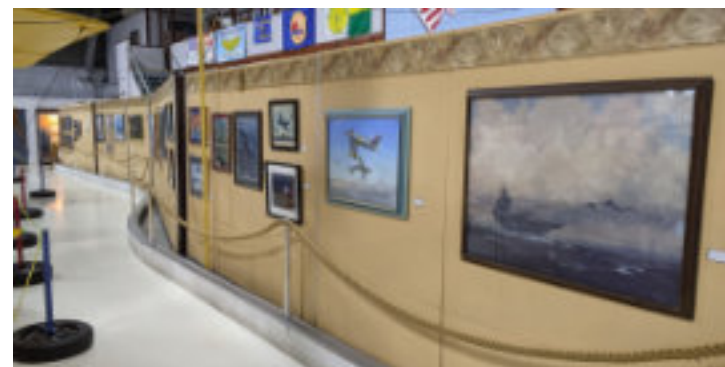


Photo by Kevin Drewelow

The new art annex in hangar 602

removed the large black and white photographs from the backs of the showcases in hangar 602, painted the showcases and added a border. He then mounted over 30 works of art on the showcases. The art annex is a great addition to the James Mirick Art Gallery located above the Bob Dole Education Center.

**Museum partnerships...** Two universities have partnered with the Combat Air Museum to further the education of their students. Craig Merrett, Assistant Professor of Mechanical and Aeronautical Engineering at Clarkson University, Potsdam, New York, contacted the Combat Air Museum about making our Beech SNB-5 available to a team of students for a structural analysis. Merrett has secured similar arrangements with nine other museums and he selected vintage aircraft to commemorate the 75th anniversary of the end of World War II and the 80th anniversary of the Battle of Britain. Merrett said since the COVID pandemic would require virtual teaching, he wanted to make the classes more engaging; his students got to analyze a Mitsubishi A6M5 Zero, a Douglas SBD-1 Dauntless and an Avro Lancaster, among others. Five Clarkson students requested data about the SNB-5 from CAM Director Kevin Drewelow, which he provided. The students completed their structural analysis and provided a copy to CAM. They planned to present their



Photo by Kevin Drewelow

CAM's Beech SNB-5

# Notes

By Kevin Drewelow

findings via Zoom to all involved as this issue went to press.

In the meantime, two professors at Mid-America Nazarene University in Olathe, Kansas, are using the Combat Air Museum as the subject of their classes this semester. Lisa Wallentine is a Professor of Business and Marketing; Brian Merriman is an Assistant Professor of Graphic Design. Their classes are creating marketing plans and graphic designs to help boost the brand and public awareness of the Combat Air Museum. The classes are broken up into teams whose ideas will compete for the best business plan and graphic designs, and CAM gets to use the students' work free of charge. The teams will present their ideas via Zoom to their professors and CAM management. Wallentine and Merriman said their students are much more energized and imaginative when working with a real business that will use their ideas rather than a fictional concern.

**CAM commemorates "Battle of Britain Day"...** Forbes Field became RAF Forbes on September 15 when the Royal Air Force ensign flew over CAM. 2020 is the 80th anniversary of the Battle of Britain and the 15th is now celebrated as Battle of Britain Day. The German Luftwaffe had been bombing Britain since early July and they believed the Royal Air Force's Fighter Command was on its last legs. Instead, on September 15 the Germans found 24 squadrons of Spitfires and Hurricanes on duty and the Luftwaffe suffered their greatest losses since August 18th. The Germans postponed their plans to invade Britain and later switched to bombing London at night.

**Volunteers...** After several months away, longtime members Paul and Betty Frantz are volunteering in the Museum's gift shop once



Photo by Kevin Drewelow

Paul and Betty Frantz

again for a few days per month. Their return has improved our critical shortage of gift shop operators. Jon Boursaw, Kay Foster, Filip Garner, Nelson Hinman, Jr., John Moyer and Sharon Nolde take regular turns, but we still have open days throughout each month. Nathan Benfield and Jim Braun continue to keep the Museum's lawn looking great. Jim also spends a lot of time cleaning floors and glass at the Museum.

**Ft. Riley "rocks!"...** Shortly after some visitors from Ft. Riley left CAM in early October, we found two beautifully hand-painted rocks with appropriate aviation themes just outside hangar 602. They brightened the day for several Museum volunteers!



**Fire Hazard in hangar 602...** Our Chairman, Gene Howerter, celebrated his 80th birthday on September 2. Volunteers marked