

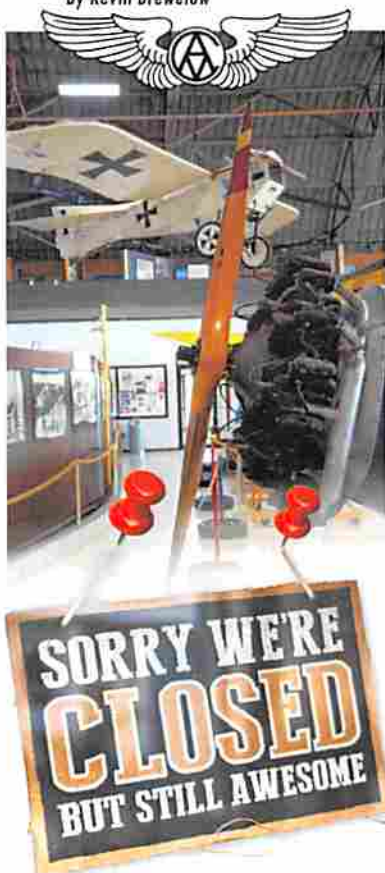
# COMBAT AIR MUSEUM

April 2020 | May 2020  
Vol. 36, No. 2



## COVID-19 Closes CAM

By Kevin Drewelow



As we all know, the coronavirus better known as COVID-19 that arose in China late in 2019 began to show itself across the United States last month. Like many other businesses and museums across the nation, the Combat Air Museum Board of Directors discussed how best to proceed in an unprecedented situation. They chose to close the Museum and to re-evaluate the situation on a weekly basis. The board released the following statement on March 15:

*"As a public health precaution due to COVID-19 (coronavirus), the Combat Air Museum (CAM) is temporarily closed to the public as of Sunday, March 15.*

*"The health and safety of CAM's visitors, staff and volunteers is a top priority. Due to the rapidly changing nature of the situation, we are not announcing a re-opening date at this time and will provide updates on a week-to-week basis*

*on our website and Facebook page. Follow us on social media and check back on this page for the latest information.*

*"In the meantime, we invite the public to explore our online resources by visiting [combatairmuseum.org](http://combatairmuseum.org) for more information on virtual exhibitions and educational resources. CAM is completely dependent upon funds raised by admissions, gift shop sales and donations. Please consider supporting our Museum during this trying time."*

Museum staff notified local media, the Metropolitan Topeka Airport Authority and added the statement to the Museum's website and Facebook page.

CAM Chairman Gene Howerter has cancelled the membership luncheon scheduled for Monday, April 13. We hope to hold our next membership luncheon on Monday, June 8. 🇺🇸

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### PLANE TALK



# PLANE TALK

COMBAT AIR MUSEUM 2

TOPEKA REGIONAL AIRPORT THE OFFICIAL NEWSLETTER OF THE COMBAT AIR MUSEUM



## Topeka Regional Airport

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Museum Director - Kevin Drewelow  
Office Manager - Nelson Hinman, Jr.  
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Gene Howerter - Chairman  
Dave Murray - Deputy Chairman  
Tad Pritchett - Secretary  
Wes Barricklow - Les Carlson - Stu Entz  
Mike Madden - Ted Nolde - Dick Trupp - Mike Welch

## 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 Years Day, Easter,  
Thanksgiving, Christmas Day

**PLANE TALK**  
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 world has a way of getting your attention just when you think you have everything under control. We are thankful the Museum has not had to suffer through floods, tornadoes, earthquakes, and wild fires. On the other hand, who would ever imagine such a thing as a microscopic COVID-19 coronavirus would come out of the blue and bring the entire nation to its knees? What a dilemma the Museum, along with everyone else, has had the past few weeks. Should we open to the public or keep our doors closed and yield to a potential financial crisis? Our top-notch staff of directors are addressing this crisis. I am so thankful for the directors who, with many years of management experience, demonstrate sound judgment. The Museum is closing for a week at a time and relying on our best judgment in the future. The bottom line is we do not have "deep pockets" so we will keep on assessing the crisis, work to avoid spreading the virus, and do our best to keep the Museum viable.

This year is the 75<sup>th</sup> anniversary of the battle of Iwo Jima. Many American lives were lost in the battle that secured the island for bomber support of the war. The battle took place in late February 1945 with a historic flag rising atop Mount Suribachi by several Marines on Feb. 23. The city of Topeka dedicated a bronze plaque and memorial of the flag raising on September 11, 1948 on the grounds of what is now the Stormont-Vail Events Center and about 3,000 people attended. After contractors dismantled the memorial in the mid-1970s, we at the Museum

inquired about it, to no avail. Several years later the mural and plaque appeared and, after \$5,000 dollars of restorative work, the Combat Air Museum once again displayed and dedicated these historic items. The Museum wants to thank Tim Hrenchir, the Topeka Capitol Journal's "History Guy", for writing a great summary of this 1948 dedication as described elsewhere in this issue. Please see this mural the next time you visit the Museum.

Last but not least, Stu Entz and his team of volunteers took on the task of restoring the inside of our Lockheed EC-121 Warning Star over the past few years. It is nearly complete and is a real awesome exhibit. Visitors to the Museum love walking through the cabin and learning about the very interesting story the elements of the display tell. At the beginning of this restoration Stu purchased caps and t-shirts which read "EC-121 Crew Member." Over the last two years, project supervisor Wes Barricklow has done a lot of cleaning and stripping of the Lockheed's exterior which was not an easy task. We're interested in painting the outside of the EC-121 this spring or summer. If you are willing to support this task, please let us hear from you so we can place your name on the EC-121 work crew list. Who knows you may even earn an "EC-121 Crew Member" blue t-shirt and cap. I am sure Wes would love seeing your name on this list. We can do it with your support! 🇺🇸

Gene

## Underway Aboard USS Constellation

By Dennis Smirl



USS Constellation (000 photo)

Mr. Bruce Couch was the presenter for CAM's February membership lunch. A member of the Combat Air Museum, Bruce is a Topeka native and a 1969 graduate of Highland Park High School. Drafted into the U. S. Army in July 1970, Bruce transferred to the U. S. Navy in October of the same year. During his eight years of active duty service, Bruce worked as an Aviation Structural Mechanic where he attained the rating of E-6, AMS-1.

A Vietnam veteran, Bruce served in the Gulf of Tonkin and other locations. Aboard the USS Constellation (CVA-64) between 1971 and 1974, he served alongside the Fighter Squadron (VF-92) "Silver Kings" aviation unit, the Fighter Squadron (VF-126) "Bandits" and Fighter Squadron (VF-121) "Pacemakers," widely known as The "Topgun" naval training unit.

Bruce left the Navy in October 1978 and joined Goodyear Tire and Rubber Company in Topeka, where he retired in October 2017. He and his wife Pat have been married for 46 years and have two sons and six grandchildren. Bruce sits on the Gage Park Memorial Board and is a life member of Vietnam Veterans of America Chapter 604. He also helps with the Garfield Park Memorial and the Topeka Cemetery Vietnam Memorial.

Bruce provided a wealth of information about life aboard the USS Constellation. Beginning with a series of basic facts, he told the group that his ship was commissioned on October 27, 1961 and cost \$264.5 million dollars. The "Connie" was 1,073 feet long, 282 feet wide and displaced 82,538 tons. It was the third ship of the US Navy to carry that name and it served the Navy for 42 years.

The Constellation carried up to 90 aircraft, distributed between the flight deck and the hangar deck because neither deck could hold all the aircraft at one time. Eight boilers powering four very large steam turbine engines, each turning a 32-ton screw propelled the Connie. It could hold up to 1.5 million gallons of JP-4 fuel for its engines and 3.5 million gallons of JP-5 fuel for the aircraft. With 280,000 shaft horsepower it could reach and maintain a speed of 34 knots.

During its 1972 cruise off the coast of Vietnam, the Connie's cooks served 2,835,000 meals, which included 750,000 doughnuts, 425,000 hot dogs, and 2,150,000 gallons of coffee, with food service available 24 hours a day. The ship carried 1,810,000 gallons of syrup for making soft drinks and distilled salt water to make fresh water.

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North American RA-5C Vigilante

During the 1972 cruise, the Connie's Air Group 9 made 17,289 launches and arrested landings over 190 flying days and dropped 91,186 bombs totaling 25,085,174 tons. Mail service, although slow, was constant, and the Constellation received and distributed 975,000 pounds of mail.

Bruce showed us a collection of photos from his time aboard, with emphasis on the aircraft in action. The most numerous aircraft were McDonnell F-4J Phantom IIs. One photo showed two very noticeable trails of smoke behind a Phantom, a sooty product of combustion in the General Electric J-79 engines. Another aircraft using the same engines and making similar smoke trails was the North American RA-5C Vigilante, a photo reconnaissance aircraft that flew long missions over North Vietnam, Laos, and Cambodia, exposing enemy supply lines for future attacks. Two aircraft Bruce also mentioned were the Grumman A-6 Intruder all-weather bomber with extremely powerful target-finding radar and the Grumman EA-6B Prowler which was used for electronic surveillance and radar jamming. Other aircraft included four helicopters, two of which were always in the air when fixed wing aircraft were landing or taking off.

Sharing even more specific information with us, Bruce detailed performance capabilities of the McDonnell F-4J Phantom II. A two-seat, twin-engine aircraft, the F-4J had an empty weight of 30,770 pounds. Fully loaded with aircrew, fuel and ordnance, the F-4J weighed 42,399 pounds. The aircraft had an internal fuel capacity of 1,024 gallons of JP-5. A centerline tank could carry 370 gallons and two external tanks (one under each wing) could carry 300 gallons each. At cruise, the F-4J burned 750 to 1,000 gallons of JP-5 per hour in the air.

Even with the aircraft fully loaded, the catapults of the Constellation could propel the F-4J from 0 to 150 knots in 2.5 seconds. The accelerative force on the pilot and the radar

intercept officer (RIO) varied from 3 to 4 Gs. Maximum speed for an F-4J without external stores was Mach 2 plus (1,473 knots) but cruising speed was below Mach 1 when loaded.

Able to carry a huge load, the F-4J carried four AIM-9 Sidewinder missiles (188 pounds each) and four AIM-7 Sparrow missiles (315 pounds each) for air-to-air combat. In addition, the F-4J could carry up to six Mark 82 500-pound bombs or two Mark 83 1,000-pound bombs (two each plus two 500-pound bombs) or two Mark 84 2,000-pound bombs.



The Constellation cruised at about 100 miles off the shores of Vietnam and the bombing missions required in-flight refueling. Using the probe-and-drogue method rather than the flying boom, fully loaded F-4Js would require a top-off of fresh fuel shortly after takeoff and climbing to altitude. Other aircraft, such as modified Grumman A-6s, would be waiting for the F-4Js and would transfer enough fuel that the Phantoms could get to the target, drop their bombs and get back in the vicinity of the carrier where they might or might not need fuel, depending on how the mission went.

As a final note, Bruce mentioned that the USS Constellation was decommissioned in San Diego in August 2003. Contractors towed the Connie to Brownsville, Texas in 2015, and the scrappers completed their work in 2017. Since then, no US Navy ship has carried the name 'Constellation'. 🇺🇸

## Museum Notes

By Kevin Drewelow

**Lamar Advertising Donates Free Outdoor Signage to CAM...**For the week of Shawnee County schools spring break, Sales Manager Scott Strecker offered CAM an experimental trial from Lamar Advertising of a week's digital advertising on seven of their billboards around Topeka. Scott asked that our gift



Photo by Allie Hobbs

shop volunteers monitor how much visitor traffic these digital advertising signs generated for the Museum. Lamar put together six variants showing, in rotation, ads displaying the F-14A Tomcat, the F-11F Tiger, the TA-4J Skyhawk, the F-4D Phantom, the red Fokker Dr.I, and John Plumb in the flight simulator (see photo). ✈

We had promised to track visitor statistics for the two-week period, March 9 through March 21 for Scott; unfortunately the shutdown of the Museum cut short the experiment. We hope that some of our readers had the chance to see our rotating ads on the digital billboards – as you can see from the photo within this article, the signs were brilliant red, blue and yellow and, in our opinion, stood out as fairly unique compared with some of the other companies' ads on these boards... CAM would like to thank Scott and Lamar for this very generous gesture! ✈

**Bob Dole Education Center newly renovated...**the members of the Capital Projects Committee completed the renovation of the Bob Dole Education Center just in time for the February Museum membership luncheon. The volunteers removed the

old carpet and installed new carpet squares Stu Entz donated; Stu then paid for a professional carpet cleaning. The volunteers then decided to repaint the room; Deb Lamere and Dave Murray picked the colors. Not content to stop with paint, the volunteers



Photo by Dave Murray

then painted the room's showcases to match. Ted Nolde then replaced the wainscoting. Our thanks to Wes Barricklow, Beth and Nathan Benfield, Jim Braum, Kevin Drewelow, Stu Entz, Gene Howerter, Mike Madden, Dave Murray, Ted Nolde, Joe Turner and Mike Welch for their time and hard work! ✈

**History Guy Visits CAM...**Tim Hrenchir has been reporting for the Topeka Capital Journal for quite some time but you may know him best as "The History Guy" for his videos and stories on local history. Tim and photographer Evert Nelson visited



Photo by Kevin Drewelow

Gene Howerter Tim Hrenchir Evert Nelson Dave Murray

CAM in early March for a feature on the Iwo Jima memorial mural. The mural adorned the yellow tower at Topeka's Fairgrounds from 1948 until the mid 'Seventies. You can see Tim's video for yourself at <https://www.facebook.com/CombatAirMuseum/> and by scrolling down to the March 12 entries. Tim is also the newly elected president of the Shawnee County Historical Society. ✈

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**Aviation Day at the Capitol 2020...**The Kansas Department of Transportation Division of Aviation and the Kansas Commission for Aerospace Education (KCAE) host an annual Aviation Day at the Capitol and once again invited the Combat Air Museum to participate. Museum volunteers set up a display on the second floor of the rotunda immediately below the statue of Amelia Earhart. During the opening ceremony Lindsay Dreiling, president of the KCAE and Executive Director of Aviation Strategy at Kansas State Polytechnic, presented awards and grants to students and organizations. The KCAE once again generously provided \$500 to the Combat Air Museum for our Girls in Aviation Day. Museum volunteer Deb Lamere accepted the check on behalf of CAM. ✈️



Chuck Watson describes his painting of CAM's Lockheed EC-121T Warning Star

Photo by Wile Hobbs

Stratotanker of the 190<sup>th</sup> Air Refueling Wing topping off a Northrop B-2A Spirit bomber in flight. The fourth painting is a caricature of artist and teacher James Mirick, the namesake of the Museum's art gallery, painted years ago by a student. The aircraft paintings will be displayed near the aircraft they represent. ✈️

**Capital Projects Committee...**After completing the amazing makeover of the Bob Dole Education Center, our volunteers turned to more mundane but important projects. They relocated the thermostat on the carpenter shop heater from inside the heater cabinet to the outside where it will better detect the room temperature. The volunteers replaced some broken and yellowed plastic windows on the west side of the mower shed on the south side of hangar 604. The return of warmer weather will allow us to return to outdoor projects very soon. ✈️



Photo by Kevin Drewelton

Robert Brock Kansas Secretary of Transportation  
 "Genesis" Deb Lamere's Service Dog  
 Deb Combat Air Museum Chinook Restoration Director  
 Lindsay Dreiling KCAE President

**Chuck Watson Gifts Four Original Works to CAM...** Chuck Watson painted, framed and donated three original works. They depict the Museum's Lockheed EC-121T Warning Star and North American F-86H Sabre. Chuck also painted a Boeing KC-135R



# Projects Update



By Kevin Drewelow

**Boeing CH-47D Chinook...**The weather has been unsuitable for working outside on the CH-47 so Deb Lamere has been working inside, researching the history of our Chinook, 85-24346. She found this photo of 346 taken in Iraq while it and Deb were deployed there with the 101<sup>st</sup> Airborne. The caption reads "AL TUTH, Iraq. -- Soldiers from United States Army 3rd Battalion, 187th Infantry Regiment and Iraq Army 2nd Battalion, 1st Brigade 4th Army Division extract via U.S. Army CH-47 Chinook,



CAM's Chinook in Iraq in 2006

Feb. 17, 2006, after a large combined operation, Operation Vegas, in an attempt to capture high-value insurgent of the Samarra area. The operation went off without a shot fired and no injuries. (U.S. Navy Photo by Jeremy L. Wood, Fleet Combat Camera, Atlantic)."

**North American F-86H Sabre...**While Danny San Romani works on some Sabre corrosion control



Joe Wulfschle and Dennis Smirl discuss Joe's repair to the F-86H flap skin

Photo by Kevin Drewelow

projects, Joe Wulfschle and Dennis Smirl are making progress as they replace some skin on the upper and lower surfaces of the Sabre's left flap. Once they complete the flap patch, the F-86 team will turn their attention to fabricating a new panel for a badly corroded hatch on the fuselage belly.



CAM's M29 Weasel with new markings

Photo by Kevin Drewelow

**M29 Weasel cargo carrier...**Chairman Gene Howerter applied white "US ARMY" and serial number markings to the sides of the Museum's M29 Weasel cargo carrier. The new markings and the white stars Gene painted earlier really complement the olive drab paint that students at Washburn Tech recently applied.

## Ways You Can Support the Combat Air Museum



### 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.

# 2020 YOUNG AVIATORS

## EDUCATION CLASSES



Education is the number one priority of the Combat Air Museum and part of its original charter. Through our guided tours, bi-monthly luncheon/lecture series, social events, "Young Aviators" STEM curriculum and vast array of exhibits and dioramas in the museum, visitors of all ages can be inspired and educated in aviation history, technology, art and the 'Cost of Freedom'.

Have your youngsters come and join the fun (*and learning*) at the Combat Air Museum. As of press time for this issue, we still plan to host

the "Young Aviators" Classes for youth ages nine through thirteen in 2020, on the dates as shown below.

Classes are held during school vacation time, Mondays through Friday, from 9:00 a.m. until 12:30 p.m. The class fee is \$60.00 per student for all five days of the course. The instruction includes invaluable 'hands-on' learning as follows:

*The five-day sessions will allow students to deal with the sciences behind aviation, such as:*

- *The history of early aviation*
- *The fundamentals of flight theory*
- *Aircraft structures, including control systems & engines*
- *Weather and how to read aviation charts and maps*
- *Hands-on time in the Museum's new flight simulator*
- *Guided tour of the Museum*
- *The phonetic alphabet, used for aviation communication and control*
- *The opportunities to join a model building class (available as a separate session)*



Side visits (free), during the 5 day sessions, will be made to:

- *The 1-108th Aviation Reg. of the Kansas Army National Guard (Blackhawk helicopters)*
- *The 190th Air Refueling Wing of the Kansas Air National Guard (KC-135 tankers)*
- *The MTAA Forbes Field Fire, Rescue & Security Station (fire trucks)*
- *The Air Traffic Control Tower at Forbes Field*

## Class dates

**Class 20-B: June 1-5; Class 20-C July 6-10; Class 20-D: August 3-7**

Enrollment in the five-day session is limited to 20 per class and the Museum will accept youth on a first-come-first-served basis. For details please call the Office Manager at the Museum (785-862-3303) between 9:30 am and 12:30 pm on weekdays. ☎





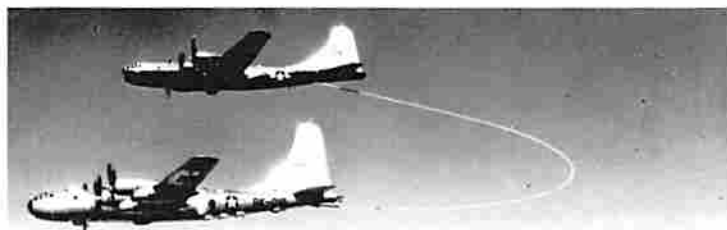
# IN THE HANGAR

## In the Hangar: The B-29 and its Other Brothers Part II

Boeing tested several modifications of the basic Boeing B-29 Superfortress. The first was the XB-39. It was the first YB-29 with Allison V-3420-II engines rated at 3,000 horsepower replacing the original Wright R-3350 Duplex Cyclones. This additional power pushed the XB-39 to a top speed of 405 miles per hour at 25,000 feet altitude. Boeing only produced one XB-39.

Another project that showed promise was the XB-44. Boeing replaced the Wright R-3350 engines with Pratt & Whitney R-4360s. The conversion first flew in May of 1945 and easily outperformed a standard B-29. This project led to the XB-50, an aircraft that was so different that only 25 percent of the parts used were common to the B-29.

Other uses of the B-29 begin with the KB-29M inflight refueling tanker. It used a hose and grapnel hook system to connect with the receiving aircraft. It was an innovative but cumbersome way to refuel an aircraft in flight. The next step was the KB-29P,



which pioneered the flying boom method still in use today. Interestingly, much of the boom testing and development took place over Kansas under the supervision of Elton H. Rowley, Chief of Flight Test (Engineering and Production) and test pilot at Boeing Wichita. Rowley built the Curtiss Jenny replica in our Museum. Colonel Charles Lindbergh came out to Kansas on behalf of the US Air Force in April 1948 to participate in and observe the various refueling equipment,

methods and efforts being developed by Boeing. The Air Force modified 116 B-29s into KB-29Ps. The KB-29P added fuel tanks in the bomb bays, bringing the total amount of fuel that could be carried aloft to 12,000 gallons.

The EB-29 was the mother ship for the X-planes. In October 1947, the EB-29 carried the Bell X-1 high above the California desert, dropping it and Chuck Yeager into history. Yeager became the first pilot credited with exceeding the speed of sound. Douglas Aircraft also managed to squeeze in an aerial launch of its D-558-2 Skyrocket. Scott Crossfield and the Skyrocket exceeded Mach 2 for the first time in the history of manned flight.

The TB-29 trainer and target tug was a special variant of the B-29. The tug towed a cloth target on a cable more than a mile long deployed with an electric winch. TB-29s also served as multiengine trainers to prepare crews for operating B-29s, B-50s and the C-97/KC-97s.

B-29s that were modified for photo reconnaissance carried the F-13 designations, with "F" meaning 'photo'. Eight F-13s and two C-54 aircraft participated in Operation Crossroads where they carried men and cameras that successfully photographed the entire Able Day atomic bomb test at Bikini Atoll on July 1, 1946. One of the chief pilots for the F-13 aircraft was Daniel Forbes. After Forbes died in the fateful YB-49 test flight and crash in June 1948, the Air Force named the former Topeka Air Force Base after him.

Last on this list of modifications is the WB-29 weather reconnaissance aircraft, essential to safe flying because at that time there were no weather satellites in orbit. The WB-29 crews returned with weather data essential to mission planning, particularly during the Korean conflict. The Atomic Energy Commission also used these aircraft to monitor radiation levels during Soviet atomic weapons tests.



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During World War II, inflight problems forced three B-29s to land at Vladivostok in eastern Russia, where the Soviets interned the bombers and crews. The Soviets returned the crews but not the B-29s, which they repaired and flew to Moscow. Stalin ordered his engineers to study and copy the bombers. They disassembled one aircraft so that they could faithfully reproduce every part. They flew the other two aircraft as often as possible to gain experience with the B-29. The result of this program was the Tupolev Tu-4 Bull. An almost exact copy of the B-29, the Tu-4 had 23 mm cannons instead of the original .50 caliber machine guns. Tupolev built more than 1,200 Tu-4s and the Soviets used them until 1960. The Tupolev factory took what they had learned and built the Tu-80 (an improved Tu-4) followed by the Tu-85. Four VD-4K radials, each producing 4,300 horsepower, powered the larger Tu-85. It was nuclear capable, had a top speed of 404 mph, and a range of over 7,500 miles.

For a while, the Tu-4 was a major concern for the Air Defense Command (ADC). By the end of the Korean conflict the Tu-4 was available to the Soviets in huge numbers. ADC had in its jet inventory the F-86D Sabre, the F-89 Scorpion, and the F-94C Starfire. Those aircraft were all armed with unreliable folding-fin rockets making the air defense of the continental United States (CONUS) highly problematic. Even worse, F-101B, F-102A and F-106A interceptors were in early development stages and would not be available for several years.

The Tu-4 had adequate range to reach the CONUS but did not have the range to return to any Soviet air base. It was a one-way trip with its end in the Atlantic or Pacific Ocean or the Gulf of Mexico. The plan was for the crew to drop the bomb load, then fly to a predetermined pick-up point and bail out over water, landing near a waiting submarine. For the improved aircraft, range was less of a problem and the Soviets believed they could attack several targets within the CONUS and make a successful return to Soviet territory.

Toward the end of the service life of the Tu-4 Bull, the Soviets gave 100 examples to the Chinese Communists. The Chinese fitted some of these airframes with turboprop engines and used them for training. One of the aircraft, called the KJ-1, carried a rotodome on struts above the fuselage. The radar equipment was heavy, created unacceptable drag, and the aircraft performed poorly. They cancelled the project in 1971, effectively ending use of the Soviet B-29 copies. 🇺🇸



Wikipedia photo

## Upcoming Events

*This list was current when we went to press in late March. Please check*

*<https://www.facebook.com/CombatAirMuseum>  
or <http://combatairmuseum.org/> or call the Museum at 785.862.3303 to confirm events will take place as scheduled*

### April

12-Easter, Museum closed

Membership Luncheon - **CANCELLED**

25-Celebrity

Pancake Feed - **CANCELLED**



### May

### June

1-5 Young Aviators Class



8-Membership Luncheon

## New & Renewing Members

NEW

Lynne Bourne  
 Ronald Mayhew & family  
 Rick Prihyl & family  
 Sterling Scales & family  
 Scott & Andrea Van Genderen

RENEWING

David Bainum  
 Bruce Baker  
 Chuck & Connie  
 Bradshaw II  
 Jim & Mary Francis  
 Braun  
 Marty Braun & family  
 Don Dawson  
 Dennis Donahue  
 Norman Dysart  
 Jack Elliott Jr & family  
 H. Philip & Darlene  
 Elwood  
 Shaun & Inga Finn  
 Monte Fuller  
 William & Donna  
 Gilliland  
 Jane Holley

Ralph Knehans  
 Mike Kozubek & family  
 Louise 'Cookie' Langberg  
 Jim & Ruby Leighton  
 Brig Gen (Ret.) Brad Link  
 Richard Long & Sharon  
 McDorman  
 Larry & Nancy Mann  
 Dr. Robert McElroy  
 Ronald Morrison  
 Steve Morrison  
 Dave & Judy Murray  
 Ted & Sharon Nolde  
 Shawn O'Keeffe & family  
 Carl Quarnstrom  
 Charles & Karen  
 Redding  
 Chris Rundel & family

Matt Sabatini & family  
 Rance & Laraine  
 Sackrider  
 David Salguero  
 Carl & Sara Phillips  
 Ashleigh Rutherford &  
 family  
 Bryce St. John & family  
 Jay & Martha Stevenson  
 Rev. Larry Thomas  
 Terry Wages  
 Steve & Rosie Williams  
 Doug Young & family  
 James Young & family  
 Deloris Zink

## Visitors

342 people from 19 states visited the Combat Air Museum in January.  
 In February, 539 visitors from 22 states, Australia, Canada and India toured your Museum. 🇺🇸

## 2020 Calendar of Events

*This list was current when we went to press in late March. Please check <https://www.facebook.com/CombatAirMuseum> or <http://combatairmuseum.org/> or call the Museum at 785.862.3303 to confirm events will take place as scheduled*



**April**  
 12-Easter, Museum closed  
 13-Membership Luncheon - **CANCELLED**  
 25-Celebrity Pancake Feed



**September**  
 26-Combat Air Museum Winged Foot  
 5K/10K Run & 4K Walk

**October**  
 3-Girls in Aviation Day  
 12-Membership Luncheon

**November**  
 1-Daylight Savings time ends  
 26-Thanksgiving, Museum closed

**December**  
 14-Membership Luncheon  
 25-Christmas, Museum closed

**May**



**June**  
 1-5 Young Aviators Class  
 8-Membership Luncheon

**July**  
 6-10 Young Aviators Class

**August**  
 3-7 Young Aviators Class  
 10-Membership Luncheon



## Educational MISSION

### 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."



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Topeka, KS 66619



April 2020 | May 2020

**PLANE TALK**

ELECTRONIC SERVICE REQUESTED

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

## **Remember Them**

By Major Michael Davis O'Donnell

COMBAT AIR MUSEUM **12**



Major Michael Davis O'Donnell

*Michael Davis O'Donnell died in a helicopter crash in Cambodia in March 1970. He is on the Vietnam Veterans Memorial, Panel 12W Line 0-10*

If you are able, save for them a place inside of you and one backward glance when you are leaving, for the places they can no longer go.

Be not ashamed to say you loved them, though you may or may not always have. Take what they have left and what they have taught you with their dying and keep it with your own.

And in that time when men decide and feel safe to call the war insane, take one moment to embrace those gentle heroes you left behind.

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