

COMBAT AIR MUSEUM

August 2020 | September 2020
Vol. 36, No. 4

CAM to Host its First Virtual 5K/10K Run!

The Combat Air Museum's Winged Foot 5K/10K/Run and 4K Walk has raised money to help the Museum get through a winter of reduced attendance every year since 2004. The COVID-19 pandemic has forced CAM to cancel this year's physical run/walk, just like all of our other fundraising events such as the pancake feed and Young Aviators classes. Unlike those events, however, we've found an alternative for the Winged Foot Run.

Virtual 5K/10K/Half Marathon and 3K Walk t-shirt online. All event proceeds will benefit the Combat Air Museum.

The Kilroy Virtual 5K/10K/Half Marathon and 3K Walk will be a great way to have fun, stay fit and maintain social distance while raising money for a very good cause at a very difficult time. Please tell your friends and family and enter soon!



The Kilroy Virtual 5K/10K/Half Marathon and 3K Walk will take place between Saturday, September 26 and Saturday, October 10. In a virtual race, the entrant selects the time, place and course of their choosing: on

a track, around the neighborhood or even on a treadmill! The entrant pays a fee, runs or walks their course and submits their time. The Combat Air Museum will provide a unique Kilroy event medal to runners who win or place.

Many details of the Kilroy Virtual 5K/10K/Half Marathon and 3K Walk were unresolved as this issue of Plane Talk went to press. More information will be available at www.combatairmuseum.org and www.facebook.com/CombatAirMuseum as well as a dedicated website to be named soon where entrants can register, pay the applicable entry fee, enter their finish times and see other contestants' times. Participants will be able to buy a Kilroy



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PLANE TALK

COMBAT AIR MUSEUM 2



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Hosted by
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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

Gene Howerter, Chairman, Board of Directors



The Museum has taken on many new looks since the COVID-19 epidemic hit our land. Who would have guessed a year ago all of us would be wearing face masks daily at the Museum? Not only members, but visitors are required to wear one by county order. Thank goodness almost everyone understands this social issue. On the other hand there are always some who want to argue the mandate which isn't always a pleasant discussion. Let's all pray we will have this horrible nightmare behind us soon and we can get back to business as usual, opening our museum daily without the pandemic hanging over our heads.

While the Museum was closed for a time, most staff and some volunteers continued to work on projects which needed our attention. As we told you in our last issue, we had the opportunity to do a lot of painting along with some repairs during the closure. This is a never-ending job as our historical hangars are old. We also reorganized some displays and cleaned the hangars. I would say we have made our Museum more pleasing for our visitors even though they need to follow certain designated routes as they tour the Museum, without tour guides, following

COVID-19 mandates. We have had a steady number of visitors from various states and nations at the Museum since reopening.

An old nemesis returned in July, just when we thought we were getting caught up on maintenance projects. Air ducts in our gift shop would sweat when it was hot outside and we had the air conditioning working. Condensation dripped on the ceiling tiles, soaking and discoloring them and, in the case of the gift shop, caused them to buckle and fall to the floor. In the past we just replaced the ceiling tiles. A local heating and cooling contractor suggested we insulate the ducts with bubble wrap. With some careful planning we called in our Fix-It Friday team and spent one full day removing the defective tiles in the gift shop. It is really great having gifted and knowledgeable volunteers who have dealt with this problem before and know what they're doing. After a trip to Home Depot for supplies, the team completed the project the next day in a very professional manner. We all agreed that the repair job was done so well by the team that it will probably last through our lifetimes, and then some!

Continued on pg 11

New & Renewing Members Calendar of Events 2020

New:

Nels A. Anderson V & family | Jason Hudson & family
| Marcy Lee & family | Dave Nelson & family | David
Pierce & family | Doug Putnam

Renewing:

David Baker | Wes Barricklow & family | Bruce Bevitt
& Tyler Gardner | George Catt | Adam & Rebecca
Fast | Scott Fellers & family | Richard Gates | Holly
Grassy & family | Raymond & Cheryl Kulp | George
Laliberte | Joseph Ledbetter & family | Becky
Mathers | Trevor Michaelis & family | Larry Morgan |
Rebecca Norburg | Eliot Potter | Bill Shaffer & family
| Gerry Sibley | Captain Herschel Stroud & family |
Eric Walther & family | Mark Washburn & family |
Dr. Rees Webber & family | Mike & Carla Welch |
Don & Gayle White | Joe Wulfkuhle & family

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

facebook.com/CombatAirMuseum

or

combatairmuseum.org/

or

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

September

26-October 10 Kilroy Virtual 5K/10K/Half
Marathon Run & 3K Walk

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

In Memoriam

Michael A. Anderson

CAM member since 2020, #5119
United States Air Force veteran, served in Vietnam
March 2, 1947 - March 7, 2020

Nels Anderson IV

CAM member since 2018, #5823
United States Army veteran
November 10, 1942 - June 18, 2020

Norman F. Edee

CAM member since 1988, #1455
United States Air Force veteran of World War II
January 27, 1922 - June 13, 2020

The Combat Air Museum was saddened to learn of the
June 13th death of Norman Edee. For many years Norm
was a regular volunteer at the Museum where he
routinely worked with all of the regular volunteers in the
Museum's work shop building parts and helping with
aircraft restorations, as well as supporting many other
tasks. To know Norm was to know a very expressive
person in his own unique way. Even though Norm died at
the age of 98, he was still seen at the Museum work shop
in the past few years. Norm enjoyed a good discussion
over lunch with the workshop volunteers. Norm loved
being a member of the Combat Air Museum.

Visitors

842 people from 39 states, Washington, D.C. and
Canada, Germany, Great Britain and Italy visited the
Combat Air Museum in June.

In July, 825 visitors from 34 states, Washington, D.C. and
Australia, Mexico, South Africa and Ukraine toured
your Museum.



Bruce Whiteford named Spitfire NH341 "Elizabeth" after his wife (R. Knight)

In the Steps

As birthday presents go this probably ranks top of the list - a ride and the chance to fly a genuine World War II Spitfire! OK, I had reached the ripe old age of 70 and now had eight grandchildren so maybe someone - well my wife actually - thought I deserved it and of course all my kids agreed so that was it and I certainly wasn't going to complain. Let me tell you all about it.

My flight was in Supermarine Spitfire Mk IX NH341 "Elizabeth." It was built at Castle Bromwich, Birmingham (the main Spitfire factory) as a low level fighter (LFIKE) and delivered to 411 - Grizzly Bear - squadron of the Royal Canadian Air Force on 12th June 1944, just six days after D-Day. This was the only squadron NH341 served with and she was flown in her short three-week life by nine different pilots. Bruce Whiteford first flew NH341 on 12th June 1944 and flew her more times than anyone else. He named the plane "Elizabeth" after his wife and he had her name and initials E O painted on the plane and they are still used today.

The plane was delivered to the newly built "Advanced Landing Ground B.4" (ALG) airfield at Beny-sur-Mer near the Normandy coast shortly after D-Day and flew its first sortie on 14th June 1944. NH341 made 27 operational combat flights over the D-Day battlefields. The most notable was in the hands of Flight Lieutenant (Flt Lt) Hugh Charles Trainor who gained his third kill in 48 hours on 29th June 1944 when he downed an ME109 five miles west of Caen whilst flying her, before destroying another ME109 on the evening of 30th June 1944 over Thury Hurcourt. Flt Lt Trainor gained ace status later flying another Spitfire when he destroyed two more ME109s in a single flight on the 4th July; this was after NH341 had been shot down on 2 July whilst being flown by Warrant Officer (WO) J S Jeffrey who escaped unscathed after tangling with a Focke-Wulf 190 (arguably the best fighter plane of the war) southeast of Caen.

WO Jeffrey managed to bail out when the plane's engine was hit, before being taken in by a local French farming family. With the help of the French resistance - who brazenly took him into a local town for a haircut and to buy cheese under the noses of the Germans - he managed to return a few days later to his unit at the airfield at Beny-sur-Mer. WO Jeffrey survived the war and returned home to Canada and his wife Jean.

The substantial remains of NH341 were placed initially on display at the Musee Memorial de la Bataille de Normandie at Bayeux during 1996 before being transferred to Historic Flying Ltd, based at The Imperial War Museum, Duxford, UK in July 2015.

The restoration of this historic aircraft has been completed in a two seat Mk IXT configuration to allow "Aero Legends" to offer experience flights in a Spitfire and she made her maiden flight in this configuration on 11 March 2017. The colour scheme and equipment are designed to mirror as closely as possible NH341 flying with the Canadian pilots of 411 Squadron.

Two-seater Spitfires are extremely rare. Although my Spit was a repair & rebuild, after the war, plans were drawn up by the manufacturer Vickers-Armstrong for a two-seat version in the hope of orders from the United Kingdom (UK) Ministry of Defence who might use it for training purposes. But no orders came and whilst two were made and sold to the Irish Air Corps, only a handful of these "specials" ever existed. With the relaxation of the UK Civil Aviation Authority's ruling in 2014 on flying passengers in historic aircraft, some of the original Irish planes have now become available, plus rebuilds have been adapted using the original Vickers design as much as possible. In the UK we now have around five such planes flying and available for flight experiences.

Initially my flight was scheduled for a date in May but the COVID-19 lockdown meant we were rescheduled for July 12th, an amazing coincidence because this date was right at the start of the Battle of Britain which officially began two days previously. On 12th July 1940 the Luftwaffe attacked shipping convoys in the English Channel and Channel ports

PLANE TALK of the Few

COMBAT AIR MUSEUM 5

By Richard Knight (CAM's UK Correspondent)

and coastal radar stations. A considerable fight developed off the east coast, with a number of Hurricane squadrons engaged.

I chose to fly from Headcorn, a small grass airfield about 50 miles south of London and around 20 miles from the UK south coast. It is the only remaining World War II grass airfield in Kent. Headcorn was originally an airfield known as RAF Lashenden/USAAF Station AAF-410, built in 1943 as a prototype for the temporary Advanced Landing Ground (ALG) airfields which were used by the Royal Air Force, Royal Canadian Air Force and United States Army Air Forces. These airfields were built in France after D-Day, when the need for advanced landing fields became urgent as the Allied forces moved east across France and Germany.

Apart from the excitement of taking off and landing on grass my flight would take me south to the coast then along those famous white cliffs which gave hope to so many pilots and aircrew returning home.



RAF Lashenden (R. Knight)

On the cliff top just outside Folkestone is the Battle of Britain Memorial and my flight had permission to fly directly over the memorial. I've visited the site several times and in the main grounds is a massive memorial in the shape of the three blade propeller used in the Mark 1 Spitfires with the Merlin Mk 3 engine, the most common configuration during the Battle of Britain. Atop the central propeller boss sits a Spitfire pilot wearing his iconic sheep-skin Irvin jacket.

When viewed on foot, the propeller blades which are sunk into the ground radiating from the boss are so huge that it's pretty nigh impossible to make them out. The museum building on the site is formed in



Aerial view of the Battle of Britain Memorial (R. Knight)

the unforgettable shape of that famous elliptical wing designed by R J Mitchell and which gave the plane its amazing maneuverability. From the air you get an amazing view of both and to see them from a Spitfire would be amazing.

My flight had been arranged by my wife for my 70th birthday treat. Hardly anyone can fail to be awestruck when they see a Spitfire flying. It's not only its sleek lines and its amazing history but the sound of that famous Rolls-Royce Merlin engine is like nothing else you have ever heard. Usually you hear the plane approaching long before you see it. But for me the flight had an extra emotional dimension because my father passed away last year and he always had a deep affection for the Spitfire.

My dad was in the Royal Navy during the war and was a D-Day veteran. In May 1944 he was based at a shore installation in Woolston on the south coast which was the original Supermarine factory where R.J. Mitchell designed and developed the Spitfire. This location was also the main manufacturing site for the plane during the early 1940's and it didn't take the German Luftwaffe long to bomb it. Whilst significant damage was done to the factory, amazingly much of the specialist equipment and jigs remained unscathed as did the drawing office and its "blue-print" plans. Production of the Spitfire was

In the Steps of the Few *continued ...*

moved and decentralized to prevent another single attack from stopping production. For those interested in the production of the Spitfire, it's a story in itself. Parts and assemblies were made "out of sight" all over the south of the UK in garages, warehouses and even bus garages, mostly by women. (See *Secret Spitfires*, by Howman & Cetintas)

In 1944 the Royal Navy was tasked with developing the plans for delivery of petrol and aircraft fuel to the Normandy beaches to support the D-Day invasion. It took over the partly bombed out Spitfire factory at Woolston and that's where my father was posted. As a kid, dad would tell me how he would walk into the old Drawing Office and see the historic plans and photos of the Spitfire still pinned up on the wall.

On the evening of June 6th, 1944, my dad who had just turned 19 years of age, sailed across to Normandy in an unarmed fishing trawler and landed at a small fishing port called Port-en-Bessin. Here he worked on getting undersea pipelines (fuel lines) laid from out at sea to the shore until early July. So for me to actually fly in a Spitfire that had supported the D-Day invasion whilst my dad was there and that had been flown from an airfield not 15 miles from where dad was posted, actively working on delivering fuel including aircraft fuel, was simply an amazing tribute to him. To think that he would have seen this actual Spitfire flying overhead in June 1944 on one of its many bridgehead patrols was a massive emotional hit for me.

My flight was scheduled for 4 pm and fortunately it was perfect weather. I had to arrive three hours early for the pre-flight briefing which basically split into three sections - 1) are you fit enough to fly; 2) do you understand the risk of flying in a historic 76-year-old aircraft and 3) what could go wrong and what I should do in various scenarios including bailing out with my parachute. I then met my pilot, Charlie Brown, who my wife thought was even more impressive than the Spitfire! He had joined the RAF in 1981, and his flying including the Jet Provost, Tornado GR1 and Firefly. Currently stationed at RAF Cranwell and a member of the Central Flying School Examining Wing, spare time is spent as the Chief Flying Instructor at the flying club there. A highly



Photo by Richard Knight

Richard and 'Elizabeth'

experienced Spitfire display pilot who enjoys helping others enjoy the beauty of these majestic aircraft, he felt privileged to reach 1000 Spitfire flying hours in 2014. I thought WOW, this guy isn't going to drop me!

Charlie discussed the route and our flying height and some general safety routines. He said that if anything untoward happens when we are up around 1,500 feet and I see him jumping out then he recommends that I do the same! Next step was getting dressed up and fitted out with a flying suit. Now it was getting really exciting. I waited out on the field with my wife and four sons watching another "rookie" take his flight when one of the Aero Legends crew came along and said that they had a vacant slot in their timetable for a ride in a 1943 Harvard T-6G - in the USA I think you call them a T-6 Texan - and if one of my boys wanted to take the ride they would schedule it to take off and fly alongside me in the Spit. My eldest son Anthony, a keen photographer, wasn't going to miss this opportunity, so off he went for his briefing and fitting out.

The time arrived and my heart was thumping as I climbed up into the rear cockpit. My, it's snug in here. I am 6 feet 2 inches tall and my legs just about fitted in and I weigh 195 pounds and my shoulders only just fitted across the cockpit. I was fully strapped in and I could turn to look out both sides but I couldn't help thinking about those pilots flying into combat having to keep their eyes everywhere

Photo by Richard Knight



Chocks away!

whilst also flying the plane. Up close you realize how small the plane is and how there is no finesse about her; there are no linings or floor, your seat is just positioned inside this "Tin Can" and you realize just how vulnerable those wartime pilots were if they came under attack. This is a machine built for speed and maneuverability and there were no compromises.

Sitting on the ground you can see nothing but those amazing elliptical wings as the aircraft nose is pointing 10 degrees upwards. You are blind when taxiing and whilst we had the comfort of knowing we had control tower clearance to taxi and take-off, on a crowded World War II airfield, the only way a pilot could be sure of not colliding with something was to zigzag the plane forward so you could look out of the side window and see what is in front of you at each turn. The other often mentioned issue of the Spitfire on the ground is that because the wheels retract outwards the wheel base, the distance between the wheels, is narrow, affording little stability.

I watched as Charlie went through his pre-flight checks and then started up that amazing engine which blew out two big puffs of black smoke. A thumbs up in the mirror that allowed Charlie to see me and vice versa and it was brakes off for our short taxi down to the end of the field. The Harvard was taxiing down just ahead of us and both planes turned and waited for clearance to take off. I watched as the Harvard turned on full power and shot down the runway into the distance ahead of my Spit.

The next thing I experienced was the immense power at take-off. As soon as full throttle was selected and that amazing 27 litre V-12 - 1,600 horsepower Merlin engine burst into life, we sped down the grass runway at an amazing acceleration and speed and it was probably only four or five seconds before we were airborne.

The Harvard, piloted by Michael Pickin, another very experienced vintage aircraft enthusiast, had taken off about a minute before we did and we caught her up almost immediately. Charlie slid the Spit alongside the

Harvard and there was hardly a 10 foot gap between our wing tips. My son Anthony in the Harvard was strapped in as I was but fortunately, he could turn sufficiently to get some amazing air-to-air photos of me in "Elizabeth" through his open cockpit hood. Charlie and Michael were in radio contact and they took the aircraft through a series of turns and climbs giving both myself and Anthony a brilliant view of these wonderful aircraft. Anthony is a wiz with the camera and the shots he took of "Elizabeth" in flight were stunning.

After flying in tandem for a few minutes Charlie flipped the Spitfire onto its side and we turned sharply away and set a course for Folkestone and the coast. I had a full set of controls - stick and rudder - plus instrumentation in my cockpit as the plane was fully dual controlled. I was lightly holding the stick when Charlie gave it a small sideways "wiggle" which he had told me was his signal for him to relinquish control and for me to take over and fly this beautiful lady. I gave a quick thumbs up so Charlie knew I had the stick and there I was actually flying a World War II Spitfire over the green fields of Kent, 80 years on from that air battle that saved England being invaded.

So much has been written by pilots about their experience in flying a Spitfire that it's impossible to find new words to describe it. Firstly you don't sit in a Spit - you wear it. Until you fly in one you can only imagine that this is true but it so describes the way it feels. The plane is so nimble and perfectly balanced (the common phrase used by pilots was that she is a lady in the air and a bitch on the ground) that you don't need to physically move the joy stick, a simple body lean to the left will apply sufficient movement on the stick to set the plane into a shallow banked turn left and the smallest of backwards lean will bring the lady's nose up and you are climbing. I was acutely aware of the treasure I was in control of so there was no way I was going to push this aeroplane about too much and probably as a novice, didn't have the knowledge to do so anyway. In battle when you would want to throw the

Continued on pg 11

Museum

The "Topeka Promise" ... Shortly after the Greater Topeka Partnership announced their "Topeka Promise" program on June 25, the Combat Air Museum quickly joined the effort. Participating businesses display a special window cling which informs visitors that they are following health and safety guidelines to prevent the spread of COVID-19.



The five conditions of the "Topeka Promise" are: 1) All employees will wear masks and appropriate PPE when dealing with customers; 2) Social distancing is enforced through seating placement, capacity, and line restrictions; 3) All common surfaces will be disinfected regularly throughout the day; 4) Sanitizer will be available at the register to minimize risk with transactions; and 5) Employees will be screened daily for symptoms and restricted from work if any are noted.

These procedures will protect both our visitors and volunteers as we strive to control and end the pandemic. As of early August, 133 Topeka businesses had joined the "Topeka Promise" program.

New face on CAM's Board of Directors ... After serving on the Museum's Board of Directors for 11 years, Les Carlson has stepped down. A retired banking executive, Les has been the Museum's



Les Carlson

Sharon Nolde

treasurer since 1998 and he will continue in that capacity. The board elected Sharon Nolde to take Les' place. Sharon is a retired teacher and business owner who has been a weekly volunteer in the Museum's gift shop since 2018. She is married to Ted, also a board member.

"Best of Topeka 2020" Voting Underway ... It's time to vote in cjonline.com's annual "Best of Topeka 2020" contest. The Combat Air Museum is entered in the "Arts & Entertainment/Museums" category. Please register at cjonline.com and vote daily between August 22 and September 6.



CH-47 Chinook Nacelle ... Don Dawson, Deb Lamere and Danny San Romani have been applying their imaginations and ingenuity to solve an interesting problem on our Boeing CH-47 D Chinook helicopter. The nacelle, or engine cover, on a Chinook attaches to the engine and to a saddle mounted on either side of the aft pylon. The panel latches normally hook onto a receptacle on the engine, but we have no engines. Deb researched the receptacle, provided Computer Aided Design



Bicycle Wheel and Latch Fitting for the Chinook Nacelle

Continued on pg 9

Notes

By Kevin Drewelow

drawings to Danny, who fashioned a proof of concept part out of paper, then wood. After making some adjustments, Don machined the part and it fit perfectly! There is more design work to do before they can install the nacelle, but they've made a lot of progress.

F-86 Progress ... Joe Wulfskuhle spent many hours over several Tuesday mornings to complete a patch on the left flap of our North American F-86H Sabre. While Joe worked on the patch, Danny San Romani bead blasted and primed some fasteners on the lower left side of the nose of the jet.

Museum Maintenance ... While we enjoy seeing progress on our aircraft, it's easy to overlook the volunteers that maintain our grounds and buildings. You already read about the great work our volunteers did in wrapping the air ducts in the gift shop, but they didn't stop there. Nathan Benfield spends his Wednesdays mowing the grass around both hangars. Jim Braun trims grass in the areas where the mower can't go. Remington Stiles splits his time between running the gift shop and cleaning the floors and aircraft in our hangars.

Photo by Kevin Drewelow



Dennis Smirt and Deb Lamere watch as Joe Wulfskuhle patches the F-86H flap

TOPGUN display in Work ... Darren Roberts, Chuck Watson and Kevin Drewelow are working on a display about the establishment and outcomes of the US Navy's TOPGUN program. The case is in the south end of the gift shop next to the Pearl Harbor display.

North American F-100 Model ... Darren Roberts donated a fiberglass 1/18th scale model of a North American F-100C Super Sabre. We mounted the model above the F-100 training aids in the north end of hangar 604.



Photo by Kevin Drewelow
Darren Roberts donated this F-100C model

Photo by Kevin Drewelow



Jim Braun trimming grass



Photo by Kevin Drewelow
Remington Stiles cleans hangar 602

Some of our members help other members. Ted Nolde added an access hatch to the skirting we installed on Deb's recreational vehicle so she could quickly shut off water or connect a garden hose. Kevin Drewelow cleaned the coils on Deb's air conditioner after she experienced some very hot days with minimal air conditioning.

The extended drought has created some uneven spots on the sidewalk that leads to the main entrance of the Museum. We've marked the uneven spots with orange paint to make them conspicuous, but we'll soon ask for some volunteers to help us level the sidewalk. ♦

PLANE TALK



COMBAT
AIR MUSEUM

10



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 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 is also available on AmazonSmile (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 from the web browser on your computer or mobile device. You may also want to add a bookmark to 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, 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 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.



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
or call the Museum at
785.862.3303

★
In the Steps of the Few - Continued from pg 7

plane around then I'm sure you would move the stick a bit heavier but this lady needed the gentlest of touches and responded immediately and I loved it. We reached the coast and flew over those famous white cliffs and Charlie took back control.

Immediately Charlie did a sharp 180 degree turn and climbed so I could see the Battle of Britain Memorial below before he did a full roll. You are so well strapped into the plane that during the barrel roll and the full climbing loop I hardly felt any discomfort. My body felt as if it was moulded into this flying machine. I took over the stick again to fly us back to the airfield and the on-board cameras show I was beaming from ear to ear the whole way. Charlie took back control for the landing but to the delight of my family watching below we did a vertical loop before circling around to line up to the runway and land.

I had been part of this historic plane for just over 30 minutes and I loved every minute. To say that "I have flown a Spitfire" belittles those brave pilots who sometimes flew four or five missions a day, relying on this wonderful little plane's nimbleness to keep them out of harm. I feel so privileged to have had just a tiny glimpse into what it was like and to have experienced the beauty of

★
this brilliantly designed warbird. Aero Legends, who own both the Spitfire and the Harvard, really made the day with superb organization and getting Anthony into the Harvard to take photos was something really special for us both!◆

★
From the Chairman's Desk - Continued from pg 2

The Museum depleted its treasury by many thousands of dollars during the two months we were closed due to COVID-19; many residual expenses continue even when the Museum is not open. The pandemic has forced us to cancel all of our usual fundraising activities, such as the annual pancake feed, Young Aviators classes, bimonthly luncheons and our 5K/10K run. One new way to raise money for the Combat Air Museum is a variation on a past theme, something that has become very popular with homebound athletes - "virtual" races. I am now learning how to hold a virtual 5K/10K/half-marathon run, about which there is more elsewhere in this newsletter. We have contacted our past sponsors by mail with more information. Please continue to support the Museum as you have so generously done in the past.◆



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PLANE TALK

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COMBAT 12
AIR MUSEUM

By Walt Scott

I lie here still, beside the hill,
Abandoned long to nature's will,
My buildings down, my people gone,
My only sounds, the wild birds' song.

My mighty birds will rise no more,
No more I hear the Merlin's roar,
And never now my bosom feels,
The pounding of their giant wheels.

Laughter, sorrow, hope and pain,
I shall never know these things again,
Emotions that I came to know,
Of strange young men, so long ago.

Who knows as evening shadows meet,
Are they still with me, a phantom fleet,
And do my ghosts still stride unseen,
Across my face, so wide and green.

And in the future, should structures tall,
Bury me beyond recall,
I shall still remember them,
My metal birds, and long-dead men.

Now, weeds grow high, obscure the sky,
Oh remember me when you pass by,
For beneath this tangled leafy screen,
I was your home, your friend, Silksheen.

Walt Scott was a Lancaster wireless operator and gunner in Royal Air Force 630 Squadron based at RAF East Kirkby, in Lincolnshire. SILKSHEEN was the code name for East Kirkby. ♦

COMBAT AIR MUSEUM • PLANE TALK