

# COMBAT AIR MUSEUM

June 2020 | July 2020  
Vol. 36, No. 3

## Open for Business!

The Combat Air Museum resumed normal hours on June 1 after being closed for 10 weeks due to the COVID-19 pandemic. 19 people attended the opening day, happy to be out of their homes and enjoying a beautiful day at the Museum.

A week earlier, Museum members held a soft reopening on Memorial Day. This permitted a test of our new procedures to improve volunteer and visitor safety during the pandemic. 32 visitors came out and our changes seemed to work well.

Upon entering the Museum, signs on the walls and floor encouraging the practice of social distancing greet our visitors. New sneeze guards protect the gift shop operator. Visitors can pay admission by using the plastic-protected keypad with their credit card or by dropping cash into a separate secure can. Hand sanitizer is available at the entrance and throughout the Museum. Museum staff and volunteers wear masks while visitors are encouraged, but not required, to do the same. Markings on the floor direct visitors from the cash register into the hangar. Visitors must use the door near the flight simulator to re-enter the gift shop. Finally, after purchasing items in the gift shop, visitors depart the Museum through the vestibule from the Bob Dole Education Center, thereby avoiding a large mass of people at the entrance.

We have suspended providing guided tours until further notice. This is to ensure the safety of both our volunteers and our visitors. We have also closed the flight simulator since the instructor and

student must sit side-by-side. We will reopen the simulator when it is safe to do so.

Museum staff disinfect surfaces in both hangars and deep clean the restrooms daily, more often during days with heavy attendance. We have cancelled several Museum events, including our annual Pancake Feed fundraiser, and are evaluating future scheduled events to determine if it is or will be safe to hold them. Please check the Museum's Facebook page and website for the latest developments. The pandemic has been a dramatic setback for the Museum's income and volunteer base. Since the Combat Air Museum receives no government support, we depend entirely upon funds we raise through admissions, gift shop sales, memberships, venue rentals, two major fundraising events and donations. Most of our volunteers are over 65 years old, some with underlying medical conditions - the most vulnerable among us. While the Museum is always grateful for your generous financial donations, we would especially appreciate something more valuable - your time.

These are challenging times for all. The Combat Air Museum has been through difficulties before and, with your help, we will get through this pandemic together. ♦

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# PLANE TALK



## Topeka Regional Airport

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www.combatairmuseum.org

Hosted by  
Rossini Management Systems, Inc

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

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Dave Murray - **Deputy Chairman**  
Tad Pritchett - **Secretary**  
Wes Barricklow - Les Carlson - Stu Entz -  
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 Year's Day, Easter,  
Thanksgiving, Christmas Day

**PLANE TALK**  
Newsletter Layout & Design  
Nels Anderson, 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



Forty-two years ago, the Museum opened on a "Wing (a B-24 bomber) and a Prayer." As I was a new member, and one could say a founding member, we had no idea where the organization was going. All we knew was we imagined that we had a future and this was our prayer. With no money in the bank we started by charging a modest fee for joining the organization. I was in charge of selling Museum caps and t-shirts, which eventually turned into a small gift shop. Our major fund raising was from an annual air show which was one of the best in the country. We soon began adding a number of aircraft and memorabilia to our collection. Visitors poured into the Museum just to see what we had. With all of this and the various planes the Museum flew, we became one of the nicer museums around, housed in a historical setting with active runways right on our front door. Over the years the "Wing and a Prayer" idea became the Combat Air Museum.

We experienced some growing pains several times over the past forty-two years. All of us have learned that it is not wise to get so comfortable that you take things for granted. I would be the first to admit that over the past few years I have been feeling satisfied and comfortable with the progression of our Museum. Not having to borrow money or sell an airplane from the collection is a wonderful feeling.

For the first time the Museum has been doing well financially. We are fortunate to have dedicated volunteers who have assumed leadership roles for the Museum in a very professional way. The Museum has annually averaged 10,000 paying visitors. Last year we jumped to 11,000 and our goal for this year was going to be 12,000 which would put us in a wonderful position financially. January and February of 2020 had already produced 500 paying visitors more than the first two months of 2019 and we felt our goal for 2020 was possible. Then the bottom fell out as a "Dragon" raised its head!

I don't have to tell you that all of a sudden there is a new "Dragon" ravaging the world, our country and our Museum. The question is how we deal with this "Dragon." Will we slay it or tuck our tail and run?

Our Museum has prepared for such a time as this by creating a rainy-day fund. Our two financial planners, Les Carlson & Dave Murray, have calculated that with our present financial situation we may be good until late into fall of this year. So, where do we go from here?

Since mid-May a Museum committee has been meeting weekly, discussing plans for reopening the museum in June. This is no small task. For me, this is not unlike it was 42 years ago when we chartered CAM. It is like starting all over again, in a different way. Who would have ever guessed we would have had

# PLANE TALK

## Naval Aviation Museum Team

By Kevin Drewelow

### Visits CAM

The Museum's naval aircraft have now been certified as being safe for public display, thanks to a team of contractors working for the National Museum of Naval Aviation in Pensacola, Florida. Due to a number of recent safety-related incidents involving aircraft at museums, the Navy hired Potomac River Enterprise Solutions, LLC to visit every naval aircraft on loan across the nation to identify and mitigate any hazardous materials remaining in the aircraft.

The team arrived at CAM on April 29, comprised of veterans with experience in the necessary fields: airframe, powerplant, avionics, armaments, etc. They inspected our Douglas TA-4J Skyhawk, Grumman F9F Panther, Grumman F-14A Tomcat and Sikorsky NCH-53A Sea Stallion. The Tomcat was first as it would require the most work.

The Combat Air Museum hired a company to demilitarize the Tomcat shortly after its arrival in 2004. We soon learned they had missed several important safety items. The Potomac River team drained over 80 gallons of fuel from the jet. They opened the canopy to check the cockpit for



Photo by Kevin Drewelow

Team members assess the Tomcat's cockpit. radioactive components and then closed and sealed it. They ensured the actuating charges on the two fire bottles were spent and that the fire bottles were empty. The most interesting find, however, was that the General Dynamics M61 Vulcan 20 mm rotary cannon was still operational! The team made the weapon safe while not changing its appearance.

The TA-4J Skyhawk went a bit easier. The team drained a small quantity of fuel and hydraulic oil, removed the liquid oxygen reservoir, then drilled a hole in it. They also sealed the canopy.



Photo by Kevin Drewelow

Technicians inspect the Skyhawk's liquid oxygen bottle.

The gearboxes on our Sikorsky NCH-53A Sea Stallion were all full of oil, which the team drained. Normal Navy protocol is to seal all doors and maintenance panels. The Sea Stallion's cockpit is inaccessible from the cabin due to a piece of clear acrylic plastic installed in the doorway. We asked to keep the ramp down so visitors could enter the cabin. Potomac River sought and got a waiver from the Navy allowing us to leave the cabin open so visitors can continue to enter this popular display.

The Grumman F9F Panther wasn't much of a challenge for the team but it was interesting. They opened the canopy, confirmed the ejection seat was inert and then pointed out the still mildly radioactive switches and controls in the cockpit. It was common at the time to paint switches, knobs and various indicators with radium paint. In the event of a complete inflight loss of electrical power at night, the radium paint would glow, making the controls visible during the inflight emergency. Years ago, the method for remediating this condition was to remove the source of the radioactivity, which left the aircraft incomplete and defaced. Experts later learned that removing the items put people at risk more than leaving them in place, so the team just sealed the cockpit.

The team completed their visit by inspecting our Douglas A-4D Skyhawk cockpit. The cockpit will remain open, to the delight of the hundreds of

# New & Renewing Members      Calendar of Events 2020

**New:**  
Scott Barbu | Jeffrey Keating

**Renewing:**  
Shelly Buhler & family | Hector Camacho & family |  
Ron Cates & Marna Walker | Don & Shirley Crenshaw |  
Michael & Tammie DeBernardin | Norman Edec | Paul  
& Betty Frantz | Tom & Diane Gorrell | Tim Graham |  
Col. Paul & Cloeva Idol | Michael & Karen Madden |  
John & Rita Moyer | MSgt Gary Naylor & family | Bill &  
Toni Newman | John Plumb | Danny San Romani | Lt  
Col Thomas & Carole Rost | Robert Runion | Darrell  
Schmitz | Dennis & Marise Smirl | William Stumpff |  
Larry & Diane Todd | Joe & Peggy Turner |  
William Welch

## In Memoriam

**Lt. Col. William I. Davis, USAF (Ret.)**  
1921-2020  
Overland Park, Kansas  
CAM member #1091  
A member since September 28, 1987

Lt. Col. William I. Davis, 98, USAF (Retired), of Overland Park, Kansas passed away peacefully on September 6, 2019. Bill was born in Topeka, Kansas on March 17th, 1921 and graduated from Topeka High in 1939. He joined the Army Air Force in 1942 and flew North American P-51 Mustangs with the 354th Fighter Group at Boxted, near Colchester, England. Lt. Col. Davis flew 68 combat missions and received several decorations for his service. ♦

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

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

or

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

or

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

### July

6-10 Young Aviators Class - **CANCELLED due to COVID-19**

### August

3-7 Young Aviators Class  
10-Membership Luncheon

### 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

## Visitors

No visitors toured your Museum in April as we remained closed due to the pandemic.

The Museum held a soft reopening on Memorial Day, the only day we were open in May. 32 people from Kansas and Missouri visited your Museum.

## IN THE HANGAR: The B-29 and its Other Brothers

Part Three | By Dennis Smirl

In Korea, the Mikoyan Gurevich (MiG)-15s overmatched the Boeing B-29 Superfortresses. B-29s flew only one daylight raid over North Korea. 12 aircraft joined up for a bombing mission, and only two returned after the MiGs shot down the others. The B-29s were the only aircraft that could conduct strategic bombing of North Korea but they couldn't do the job in daylight. Crews then flew at night, relying more on radar than on the Norden bombsight. Ground crews painted the lower surfaces of the B-29s black to make them hard to see from the ground with the naked eye. The North Koreans had ground-based Soviet radar units and could direct MiGs to attack B-29 formations, but Marine night fighters discouraged the North Koreans from sending their MiGs against the bombers. In all, B-29s dropped 185,000 tons of bombs, destroying most of the strategic targets in North Korea, helping bring those hostilities to a close.



Boeing B-50 (USAF photo)

The Boeing B-50A was a stronger, faster, and more capable aircraft than the B-29. With four Pratt and Whitney R-4360-35 Wasp Major engines, its performance was noticeably better than that of the B-29. Boeing built 79 A-models. The B-50Bs (45 built) were improvements on the B-50A, and 44 examples were converted to RB-50Bs to meet the need for reconnaissance aircraft.

The B-50D was the definitive version of the type. Fitted with a receptacle for the flying boom system of aerial refueling and provisions for droppable wing tanks, the range of the B-50D was limited only by fuel

and crew endurance. The KB-50D was the prototype for a B-50 refueling version that could extend three drogue hoses to refuel three aircraft simultaneously.

The RB-50G was a conversion of the RB-50B for electronic reconnaissance. It was fitted with Short Range Navigation (SHORAN) for navigation and six electronic stations for the equipment operators. Boeing converted 15 aircraft for this mission. The KB-50J was an air-to-air refueling tanker with improved performance from two General Electric J-47 turbojets in pods under the outer wings. The Air Force modified 112 former B-50D, TB-50D, RB-50E, -F and -G aircraft into KB-50J tankers. One clever shortcut was using slightly modified J47 engine pods from the B-47 production line, saving thousands of hours of new engineering. Finally, the TB-50 was produced as an unarmed crew trainer for B-47 squadrons. Boeing completed 24, the last B-50s built. All later became KB-50K tankers.

Boeing stopped further development on the basic B-29 airframe with the B-50. Development continued, however, on a cargo airframe known as the C-97. With design work beginning in 1942 and its first flight in 1944, the XC-97 was on a parallel development track with the B-29. The idea was to expand the cargo capacity of the B-29 design and use as many B-29 parts as possible. To do this, Boeing used the lower portion of the B-29 fuselage, along with the wings, engine, landing gear and empennage. A large, elongated 'bubble' was grafted on top of the remaining portion of the B-29 fuselage. Boeing built three XC-97 prototypes and six YC-97 service test aircraft. These aircraft performed well with flight characteristics very similar to the B-29, but Boeing was working on the B-50 and the Air Force and Boeing management decided to build subsequent models of the C-97 using wings, engines, landing gear, and the taller tail of the B-50.

Cargo and tanker were the two major missions for the C-97s. However, the C-97 was so versatile it was used for several other important tasks. The MC-97C was the second production version; Boeing built 14 and they served as medical evacuation transports during the Korean War. The HC-97Gs were KC-97Gs converted for search and rescue operations, 22 in

# Museum Notes

By Kevin Drewelow



RAF Forbes

Photo by Kevin Drewelow

**RAF Forbes...** The ensign of the Royal Air Force flew briefly at the Combat Air Museum on April 1. This was no April Fools' Day prank, just our way of honoring the establishment of the world's first independent air force on April 1, 1918, when Great Britain combined the Royal Flying Corps and the Royal Naval Air Service to form the Royal Air Force.

**Our Neighbors...** The Combat Air Museum is only one of three aviation museums at Forbes Field. The American Flight Museum welcomed their Douglas AC-47 "Spooky" gunship back to Forbes in early April after completing engine maintenance in Oklahoma. CAM members assisted volunteers at the Museum of the Kansas National Guard repair and assemble their new Cessna L-19 Bird Dog. The L-19 had been on display for years in Oklahoma and



Photo by Kevin Drewelow

Cessna L-19 Bird Dog

needed a lot of attention. You can visit the Bird Dog in the Guard Museum's new display building. CAM volunteers took time to help one of our own. Deb Lamere, our Chinook Restoration Director, recently received a new electric wheelchair from the Veteran's Administration; however, the deck outside the door to her RV was too low to permit getting the chair inside. CAM volunteers elevated her deck and constructed a ramp which reduced the slope,

providing a more comfortable angle for Deb while moving in and out of the RV.



Photo by Kevin Drewelow

Deb Lamere enjoys her elevated deck and extended ramp.

**Chinook update...** Deb has been busy looking after our Boeing CH-47D Chinook helicopter. Her research has found that our Chinook served in Vietnam in 1969 with the 101<sup>st</sup> Airborne. The Army upgraded our Chinook to a D-model in 1985 with the serial number it carries today, 85-24346. Deb first encountered 346 in 2005 as a member of the 101<sup>st</sup> and was a crew chief and door gunner on 346 during a tour in Iraq.



Photo by Kevin Drewelow

WIBW reporter Kimberly Donahue interviews Deb Lamere.

WIBW-TV reporter Kimberly Donahue recently spent some time with Deb at 346 and mentioned her in a story you can find at <https://bit.ly/2zY5Qhu>



total. Three C-97As became VC-97Ds for the Strategic Air Command (SAC) as staff transport and flying command posts. The VC-97J conversion replaced the original R-4360s with four 5,700 horsepower Pratt & Whitney YT34-5 turboprops. Boeing converted two KC-97Gs; performance increases were impressive, but the program never went beyond the test stage.

The most important conversions were the tanker variants: KC-97F (159 airframes), the KC-97G (592 airframes) and the KC-97L (81 former KC-97Gs). Just like later B-50s, the KC-97Ls had the addition of two General Electric J47 engines. The improved performance provided by the J47s made transferring fuel to the B-47 a bit easier, but it was still a struggle when the two aircraft were linked by the boom.

The final part of the B-29/B-50/C-97 story revolves around carrying outsized cargo. The first of these was the Aero Spacelines Pregnant Guppy. This aircraft retained the Pratt & Whitney R-4360 engines and C-97 wing, with a much larger bubble on the top



Boeing KC-97 (Wikipedia photo)

of the airframe. Odd-looking and slow, it could handle outsized cargo needed by NASA, but the R-4360 engines did not produce enough horsepower to handle the truly outsized cargo for the Gemini and the Apollo programs.

The answer was replacing the R-4360 engines with turboprop engines. The Pratt & Whitney T34 provided enough power to push the Super Guppy to an airspeed of 300 miles per hour. This airframe was large enough that it could handle the entire third stage of a Saturn rocket. ♦

★ .....

Continued from pg 3

children who enjoy sitting in the inert ejection seat, moving the control stick and imagining themselves at 30,000 feet!



Preparing to inspect the Panther's cockpit.

Photo by Kevin Drewelow

The Potomac River Enterprise Solutions, LLC team members spent a busy week at the Combat Air Museum and especially enjoyed the lunch that Mary and Jim Braun provided one day, a pleasant break from nonstop restaurant meals. They were friendly, professional and enjoyable to work with. They know old airplanes and enjoy museums and history. We enjoyed the time spent with them while they were here and the Combat Air Museum is better off thanks to their visit. ♦

## 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 date 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 (COVID-19 restrictions permitting)
- 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 date  
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.



## Museum Notes



Photo by Kevin Drewelow

Jim Braun prepares our Curtiss JN4D for visitors.

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**Media coverage of CAM's reopening...** WIBW and KSNT/KTMJ provided coverage of CAM's soft opening on Memorial Day and again at our formal reopening on June 1. The stations aired stories and made them available on their websites and Facebook pages. WIBW returned on Memorial Day afternoon to cover CAM member and retired Air Force Captain Herschel Stroud as he flawlessly performed "Taps" on his bugle in a nationwide tribute at 3 p.m.



Photos by Kevin Drewelow

Danny San Romani paints the Skycrane's stairs.

Gene Howarter and Mike Madden paint the floor in hangar 602.

**Preparing to reopen...** Our members spent a lot of time getting the Museum ready to reopen, with cleaning, painting and a bit of fabrication. Jim Braun devoted a week to cleaning our fabric covered aircraft in hangar 602. Siblings Ainsley and Remington Stiles spent several days in both hangars dusting aircraft and sweeping floors. Deb Lamere cleaned glass and vacuumed carpets. Danny San Romani cleaned and painted all of the stair stands our visitors use to look into the cockpits of our aircraft. He also spent a lot of time cleaning floors and aircraft in hangar 604 - the birds were busy while the humans were away! Gene Howarter, Mike Madden and Joe Turner repainted sections of the floor in both hangars. Mike Madden also repainted the staircase at the Lockheed



Photo by Kevin Drewelow

Nathan Benfield looks after our lawn.

EC-121T Warning Star. Gene made the sneeze guards that surround the cash register to protect our gift shop operators. Nathan Benfield has been busy keeping our grass cut all spring. Dave Murray procured a variety of new signage to inform visitors of admission prices, social distancing and history about our two hangars. Nelson Hinman devised a flow plan for visitors to maintain social distancing while in the gift shop. He also revised our gift shop procedures and trained our gift shop volunteers on the new procedures. Gene Howarter and Kevin Drewelow obtained masks, hand sanitizer and dispensers. The Combat Air Museum is fortunate to have members willing to donate their time and skills to support Museum operations, and we welcome anyone who would like to do the same.

**USAF Thunderbirds display updated...** Staff Sergeant RodRick Seeber hails from Moundridge, Kansas and is a crew chief on the Thunderbirds team. His portrait and biography are now in our Thunderbirds display. We also replaced two faded photographs with a large framed image of a 190<sup>th</sup> Air Refueling Wing Boeing KC-135E Stratotanker conducting inflight refueling with the Thunderbirds. ♦



Photo by Kevin Drewelow

New items in the USAF Thunderbirds display

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

### 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.



## 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**

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to deal with a "Dragon," so let's get started. First, we need to open our doors - not as easy as it sounds. We need every Museum member who is willing to volunteer. Our planning committee is working hard to make sure our environment is safe and sound, first for our volunteers and secondly for the public. Trust me, we are seriously taking everything into account. We are interested in hearing any suggestions or concerns you may have if you are a Museum volunteer.

Next, I will call this "HELP SAVE OUR MUSEUM." If you are a valued member of the Museum unable to volunteer because of time, distance or other valid reasons, please don't abandon us. Many of our members have blessed us by sending an extra contribution with their regular annual dues. Please know a cheer goes out to each of you every time you send in a donation with your dues. We love all of our members and friends of the Museum and appreciate whatever you are willing to send in support of the Museum.

Finally, the second chapter of our Museum history starts right now. In some ways things are not

different from the first 42 years, or "Chapter One." As in chapter one, we will find success in two ways as far as keeping the Museum's doors open: Finances and Volunteers. The Museum will once again give birth to a new beginning as it will be charged with the need to re-establish both a financial soundness along with a solid base of volunteers from this day forward. The Combat Air Museum has one of the finest collections of aircraft, military historical exhibits and artifacts to be found. The question is, will we be able to save it for future generations to see? Let's keep very positive and go to work now. Let's roll up our sleeves, place our scarves (or face masks) on our heads like "Rosie the Riveter" and go to work. Let's do it so that future generations of both kids and adults can learn about our freedom, our debt to current and past members of the military, and the nation's aviation history.

If you know of businesses, companies or individuals which our Museum may contact for donations or grants, please get in touch with us so we can follow up. Together we will overcome this "Dragon."◆



COMBAT AIR MUSEUM  
7016 SE Forbes Avenue  
Topeka, KS 66619



PLANE TALK

ELECTRONIC SERVICE REQUESTED

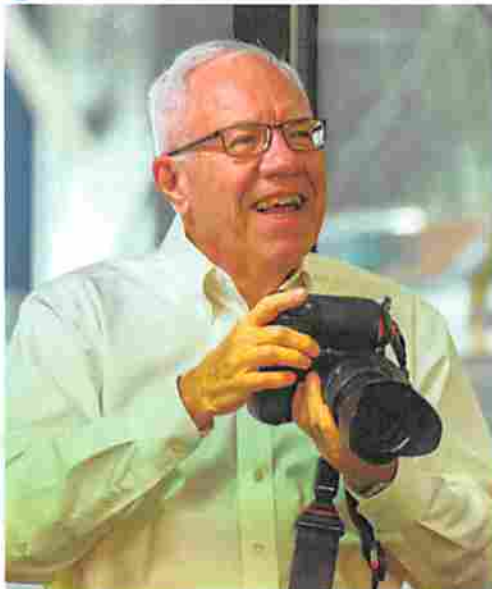
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*Visit the Combat Air Museum for fun, information and an educational experience.*

## *Nels Anderson, IV*

COMBAT AIR MUSEUM **12**

By Kevin Drewelow



The Combat Air Museum has lost a very talented and visionary friend. Nels Anderson IV passed away on June 18, 2020 after battling leukemia for nearly 18 months. After a tour in the Army, Nels spent his life in visual arts, from film and television to computer graphic design. After his second retirement, he visited CAM and showed us his ideas for improving *Plane Talk*. His vision transformed our newsletter, beginning with the February/March 2019 issue. Nels went on to receive the 2019 MarCom "Gold Winner" award for his design and creative work on *Plane Talk* from the prestigious Association of Marketing and Communication Professionals (AMCP).

Nels read every article and then added graphics that brought the story to life. He took immense pleasure in preparing each issue; so much so that his son, Nels V, said his father had only two wishes while during his final hospital visit: to go home and complete the next issue of *Plane Talk*. To honor his father's wish, Nels V and his wife Jennifer, both very well versed in a range of computer skills, insisted on publishing this edition of *Plane Talk*. The Combat Air Museum is grateful for their determination and willingness to do so during one of the hardest weeks of their lives. Nels produced eight bimonthly issues of *Plane Talk* for CAM; he really raised the bar and and our newsletter will never be the same. ♦

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