

COMBAT

AIR MUSEUM

August 2021 | September 2021
Vol. 37, No. 4

CAM receives Morane L, Nieuport Replica Aircraft

By Kevin Drewelow

The Combat Air Museum now has 45 aircraft on display thanks to longtime Museum supporters Dick and Sharon Starks.

On July 7, accompanied by their usual entourage, Dick and Sharon delivered and donated their Morane-Saulnier L and Nieuport 11 replicas. They had previously donated their Etrich Taube and Airco DH-2 aircraft, and facilitated the donation of the Museum's other World War One replica aircraft. It's always a pleasure to have Dick and Sharon visit CAM, but this occasion was slightly bittersweet. After decades of building, flying and writing about their adventures...and misadventures...with their World War I aircraft and like-minded friends, Dick and Sharon decided the time had come to step away from flying.



Sharon and Dick Starks

Photo from dawnpatrol.org

plans for a 75% scale Nieuport 11 Bebe (Baby) from Graham Lee and started building. They powered their Bebes with Volkswagen engines and soon named their group the Kansas City Dawn Patrol. Dick

described their building, flying and rebuilding experiences over the years with articles published in a variety of aviation magazines, including Kitplanes and Sport Aviation. His articles sparked a wave of interest in amateur-built World War I aircraft. The Dawn Patrol and Great War Aeroplane Association hosted an annual World War I replica fly-in at the airport in Gardner, Kansas for many years; these gatherings were a great time for aircraft builders to get advice from those who had completed their aircraft, and for prospective builders to learn firsthand what they were getting themselves into!



Photo from dawnpatrol.org

Sharon banks the Morane L

It was great to receive these airplanes but where would we put them in our congested hangars? With a span of 21 feet and a length of 16 feet, we snuggled the Bebe between the Jenny and the Fairchild - it is parked tail-to tail in hangar 602 with the Fokker Triplane that fellow Dawn Patrol member Dick

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PLANE TALK

COMBAT AIR MUSEUM 2

COMBAT AIR MUSEUM

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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
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Plane Talk, the official newsletter
of the Combat Air Museum
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We welcome
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COMBAT AIR MUSEUM

From the Chairman's Desk

By Gene Howerter, Chairman, Board of Directors



On August 13, 2021, the Combat Air Museum was saddened to hear of the passing of its prominent founding father. Soon after Robert Ranson Schneider was born June 4, 1941 in Wichita, Kansas, his family moved to Topeka, Kansas. Bob was a prominent member of Topeka High School's swim team so he took advantage of his employment at the Topeka Country Club, where he worked in the club's snack bar, to use the club's pool for practice. Hence, during his entire life he was affectionately known to his friends and acquaintances at the country club and beyond by his nickname, "Snackbar." Bob graduated from Topeka High School in 1959 and attended the University of Kansas on a swimming scholarship; he even tried his hand at football. I think it would be fair to say Bob was a true Jayhawker all of his life. Bob joined the US Marine Corps and was always proud to say he was a Marine.

Aviation was Bob's lifelong passion. He earned his private pilot's license by the age of 18. After Forbes Air Force Base in Topeka, Kansas closed in 1973, Bob began talking with individuals about starting a "warbird" museum at Forbes Field. One individual he turned to was Gene Smith, a local newspaper journalist and aviation buff. In short, Bob directed Gene to write an invitation in the Topeka Capital-Journal for anyone desiring to support a new warbird museum to meet at Washburn University for an open discussion on this subject. Expecting a few individuals would show up, over 100 supporters attended the meeting. It was at this meeting that Bob talked about a connection he had made with a California-based military aircraft collector, Mr. David Tallichet. We learned that David had a rather vast collection of old warbirds in his hangar at Chino, California, known as Yesterday's Air Force and that he would possibly be interested in housing some of them in Topeka. After meeting at Washburn University several more times, the group finally convinced Mr. David Stremming, the president of the Metropolitan Topeka Airport Authority (MTAA), to work with them on hangar space for this new museum. In the spring of 1976, members founded Yesterday's Air Force Topeka after securing hangar space. In the meantime, Bob worked with David Tallichet to fly a Consolidated B-24J Liberator bomber to Topeka, the first crown jewel of the museum's collection. As time went on other flyable warbirds arrived as well as some static restoration projects. The flyable planes included a P-38, P-40, P-47, de Havilland Mosquito, Fieseler Storch, two B-17s, two B-25s, an A-26, two T-28s, and a Spanish-built Heinkel 111 bomber (CASA 2.111), as well as other aircraft and memorabilia. Some of the non-flying static restoration planes included a Bf 109, a Fairy Swordfish, B-26, BT-13, MiG 17, and a PBV. A flyable PBV later arrived at Forbes Field.

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Flying Aboard

CAM's F3D Skyknight

By Dennis Smirl

The Combat Air Museum's presenter for the August 2021 meeting was retired United States Air Force Senior Master Sergeant and CAM member Shaun Finn. The title of his presentation was "Antiques at White Sands Missile Range."

The meeting continued the practice, as we started at our last luncheon, of a 'bring your own brown bag' format. This choice left the meeting with more time for socializing and for the presentation, and members present voted to continue it for the upcoming October meeting.

But back to Shaun and his fascinating story. It began with an e-mail that read, "I had the good fortune to fly on one of your specific display aircraft, the (Douglas) Skyknight F3D, serial number 52-25807, which sits in hanger 604. My first flight on that aircraft took place on 5 January 1980. I was in the air, part of a three-ship formation, in another Raytheon aircraft at the time of 807's crash landing."

A fuel cell failure led to both engines flaming out in flight which led to a wheels-up, engines-out, dead-stick landing at a New Mexico airfield which damaged the Skyknight to the point that it wasn't flown again. However, the damage was mild enough that volunteer members of the Combat Air Museum repair it to static display standards.

Shaun's e-mail continued, "I also, during my 23 years with the United States Air Force, had the good fortune to fly in a large variety of both fixed and rotary-winged aircraft, ranging from an EC-121D



Shaun Finn

and F-4D to the Bell 47G and HH-53 helicopters."

Obviously, Shaun had stories to tell that members of the Combat Air Museum wanted to hear and enjoy.

Shaun Finn enlisted in the United States Air Force in 1957 and retired in 1980 with the rank of senior master sergeant. He had tours of duty in Massachusetts, Texas, Alaska (during the Cuban Missile Crisis), Florida, Colorado, and New Mexico. After retiring, he worked for Raytheon at Holloman Air Force Base near Alamogordo, New Mexico where he had his own experiences with the F3D Skyknight. One of the things he mentioned in his presentation, almost as an afterthought, was the Skyknight's extremely long takeoff runs that he classified as "endless" due to underpowered engines and full fuel and equipment loads.

Part of Shaun's time with Raytheon involved development of the Patriot ground-to-air missile, and he brought some fascinating and unclassified video to share with the group.

During the time the development program was active, the Air Force provided aircraft that had been converted to 'drone' configuration. These aircraft included North American F-86s and F-100s. The F-86s were single-seat models and Shaun mentioned that most of the F-100s were 'F' models with two seats, allowing for airborne drone controllers as needed. Other aircraft used were Convair F-102As and F-106As and Bs. Again, the second seat in the F-106Bs allowed for airborne drone controllers.

One segment of video that Shaun shared showed simultaneous shoot-downs of four F-106B Delta Darts. The four aircraft flew into the target area, four missiles were launched, and each of the four missiles struck and destroyed its assigned target aircraft.

During this part of the presentation, Shaun explained that there were three types of intercepts for the test program. The first of these was a near miss in which the missile avoided the target aircraft completely. The second intercept was a metal-to-metal contact without the detonation of the anti-



Photo by Mark Aldrich, via Squadron Signal Publications

CAM's own Douglas F3D, Bu No 12580725

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2021 Calendar of Events

October

- 9-Girls in Aviation Day
- 11-Membership Luncheon
- 23-Car Show

November

- 7-Daylight Savings time ends
- 25-Thanksgiving, Museum closed

December

- 13-Membership Luncheon
- 25-Christmas, Museum closed



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New & Renewing Members

New:

DeWayne Britton & family | Jeff Dickman & family | David Potter | Wade Salley & family | J. Arron & Cathy Small | Jonathan & Georgia Small | Gerald Stallbaumer | James Vaczi & family |

Dan Werkowitch & family

Renewing:

Carolyn Bell & family | Ron & Nancy Bond | Bruce Couch | Robert Crapser | Virginia Kay Foster | Bruce Bevitt & Tyler Gardner | John & Louise Hamilton | Nelson Hinman Jr & family | Jeffery Keating | Kay Kile & family | Bill Knoebber | Sharon McDorman | Treva Potter | Ronald McKay & Suzie Stokes | Larry A. Morgan

Visitors

1,296 people from 45 states, Puerto Rico, Canada, Germany, Russia and the South Korea visited the Combat Air Museum in August, setting an all-time record for attendance during this month at the Combat Air Museum!



To become a member, click on
www.combatairmuseum.org/membership.html

or call the Museum at
785.862.3303

Vultee Aircraft BT-13A “Valiant” N93BT

By Dave Murray

The Vultee BT-13 (USAAF)/SNV (USN) family of basic trainers for military student pilots entered service in 1940. Training for new pilots consisted of four 10-week phases. The first phase of training was conducted in the classroom with the second through the fourth conducted in the air with aircraft of increasingly challenging parameters.

Primary Training was conducted in the Stearman (Boeing) PT-17 “Kaydet”, powered by the Continental R-670 210 hp radial engine or the Fairchild PT-19 powered by the 200 hp Ranger L-440-3 engine.

The Vultee BT-13 was the principal vehicle used for the Basic Training phase, as powered by the 450 hp Pratt & Whitney R-985-AN-1 nine-cylinder radial, single-row, air-cooled engine.

The Advanced Training phase training was conducted in the North American AT-6 “Texan” (or “Harvard”) with the Pratt & Whitney R-1340-AN-1 Wasp radial engine generating 600 hp.

Our new Vultee BT-13A “Valiant” (USAAF Serial No. 41-10418) was manufactured at the Vultee Aircraft plant in Nashville, Tennessee on Nov 29, 1941 (manufacturing #2735). This facility was originally owned by the Stinson Aircraft Company which merged with Vultee Aircraft, Inc. of California in 1940.

At the beginning of December 1941, 418 was received by the USAAF at Gunter Field, Montgomery, Alabama and assigned on Dec 18th to the 8th Basic Flying Training Group, AAF Eastern Flying Training Command at Gunter.



Photo from USAAF
BT-13s at Gunter Army Air Field, Montgomery, Alabama

In October 1942, our Vultee was reassigned to the 6th Basic Flying Training Group, Army Air Forces Eastern Flying Training Command in Greenville, Mississippi. It was used as a trainer at that base for student military pilots until January 1945 when it was moved to the 4007th AAF Base Unit (Mobile Air

Technical Service Center) at Brookley Field in Mobile, Alabama. From there it served briefly with the 2156th AAF Base Unit (ATSC) in Decatur, Alabama from March until July 1945 when it was dropped from the USAAF inventory as surplus, just as the war in Europe had ended and the war in the Pacific was winding down. Surplus inventory from the USAAF was sold to the public through the Reconstruction Finance Corporation, Washington, D.C.

On December 31, 1945, it was purchased by H. L. Galstar, from Chicago, Illinois for \$690 and resold, almost immediately (in January 1946) to J. M. Edelman of Baton Rouge, Louisiana and permitted for instrument night flying. Edelman thereafter sold the aircraft for \$700 in February 1948 to Davis Aerial Photographic Services, Houma, Louisiana and permitted for vertical photography.

After 18 years of use in aerial photography, the plane was purchased by J. C. Vest & A.F. Hopson for \$1,500 in February 1966. In July of that year, it must



Photo by Keith Hornick, KSNT
Combat Air Museum BT-13 N93BT

have been involved in some aviation incident as the aircraft registration was cancelled, at request of the owners, with the rationale of ‘aircraft scrapped’.

In 1970 R. D. Garnett of Marion, Texas purchased the plane and restored it to flying condition. In January 1971, the new owner applied for and was granted a reinstatement of the BT-13’s registration. Mr. Garnett kept the aircraft for over 20 years before selling it to C. W. Kirchner Jr. of Ocala, Florida in May 1993. In between Mr. Kirchner and its final private placing, the Vultee was purchased by its then mechanic, J. E. Kaylor also of Ocala. Finally in November 1997 the BT-13A was purchased by Mr. Gerry O. Sibley of Bel Aire, Kansas.

Gerry Sibley was born in McPherson, Kansas on Aug 26, 1937. He received his bachelor’s degree and several master’s degrees from Wichita State

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Museum

Sidewinder rocket motor... James Cooley of Kansas City donated a Sidewinder AIM-9 air-to-air missile rocket motor cutaway to CAM. Don Dawson fabricated and painted a display stand and you'll find the motor on the left side of our McDonnell Douglas F-4D Phantom, which has several inert Sidewinders loaded under its wings. Signage will follow soon.

CAM display at Olathe commemorative 5K... CAM was honored to participate in the Spencer Duncan Make It Count 5k at New Century Airport on July 31. Spencer Duncan was the door gunner aboard EXTORTION 17, an Olathe-based Army Reserve unit Boeing CH-47D Chinook, when it was shot down in Afghanistan on August 11, 2011. EXTORTION 17 was transporting members of SEAL Team 6; a hidden Taliban fighter fired a rocket propelled grenade which struck a rotor blade while the Chinook was landing, killing all 38 people and the military working dog aboard in the largest loss of American life in a single incident during Operation ENDURING FREEDOM. His parents established the Spencer Duncan Make It Count Foundation and proceeds from the annual 5K run benefit veterans through a variety of programs and services. Kevin Drewelow and Deb Lamere staffed a display about the Combat Air Museum and met many people there who had not visited CAM but planned to, especially since we received our Chinook from Olathe's own Bravo Company, 7th Battalion, 158th Aviation Regiment. Regular readers know Deb was the crew chief and door gunner on our Chinook when it was in Iraq with the 101st Airborne in 2005. The 5K course is divided into 31 segments, each marked by a photo and biography of one of the 31 Americans killed in the crash. It's a moving and poignant tribute, as are



Photo by Kevin Drewelow

CAM display at the Spencer Duncan Make It Count 5K

the opening and closing ceremonies. Deb, assisted by Genesis, her service dog, walked several segments of the course. We look forward to supporting the run next year!

Chinook lag dampers... Two years ago, our Chinook arrived at Forbes lacking a few parts, and among them the six lag dampers, used to help connect the rotor blades to the rotor hub. Thanks to eBay, Deb tracked down six dampers, un-airworthy but suitable for our purposes. They've arrived and will permit us to install the rotor heads and blades. A Boeing supplier offered to repaint our blades and we're looking into getting that done.

Officers visit CAM... Major General David Weishaar, the Adjutant General of Kansas, and Brigadier General Mike Venerdi, the Chief of the Joint Staff for the Kansas Adjutant General's Office, visited CAM on August 13. Both generals have extensive aviation backgrounds. General Weishaar spent the first 15 years of his career as an enlisted aircraft maintainer before becoming an officer and serving in a variety of communications and intelligence units. General Venerdi has over 4,000 hours of flying time on mostly KC-135 Stratotankers in the regular Air Force and the Kansas Air National Guard. Both officers enjoyed their tour and met several Museum volunteers during their visit. They were very impressed with the Museum's collection and great work done by our motivated volunteers. A week later, CAM hosted a class of 14 officers from the School of Advanced Military Studies in the Command and



Photo by Kevin Drewelow

Deb Lamere and Genesis on the Boulevard of the Brave

Notes

By Kevin Drewelow



Photo from kansastag.gov



Photo from kansastag.gov

Major General David Welshaar and **Brigadier General Michael Venerdi** attended the General Staff College at Ft. Leavenworth, Kansas. The officers were from all branches of the United States military and one from the Royal Army. They watched John Curatola, a frequent speaker at CAM luncheons, give an hour long briefing on the history of airpower, then they conducted a class on the theory and application of airpower. They ended their visit by dividing into groups for tours led by veterans Dennis Smirl and Jon Boursaw. The class enjoyed the time spent at CAM and they look forward to repeating this experience soon.

KSNT features CAM in "Destination Kansas" segment... Rebekah Chung of the KSNT Capitol Bureau, spent most of August 11 shooting scenes and interviews at the Combat Air Museum as a part of their "Destination Kansas" series. Her hard work paid off when the segment aired almost a week later. She said the feature would also be shown on their affiliated stations in Kansas City and Wichita. You can view Rebekah's segment at: <https://tinyurl.com/DestinationKansas>

Volunteers... It's easy to take our volunteers for granted because we see many of the same faces doing the same things daily, weekly, monthly, but they accomplish so much! Our gift shop operators make the job look easy but they could use some help. Bill Stumpff looked after mowing while Nathan Benfield was out of town. Jim Braun continues to keep our front yard looking sharp. Don Dawson has

produced display stands for two new artifacts while Danny San Romani has been cleaning the workshop to produce a better environment for our 3D printer. Deb Lamere, Mike Madden and Ted Nolde, aided by Huw Thomas in Great Britain, are getting familiar with the printer. New volunteer Ron Shirrell has been busy cleaning aircraft and floors and even repaired a vacuum cleaner! And several of our "Fix-It Friday" crew designed and built the platform on top of our storage room on which we'll display the Morane as described elsewhere in this issue. CAM volunteers continue to make a difference at your Museum!



Photo by Kevin Drewelow

Newly completed storage room deck

Local Boy Does Good... CAM member Remington Stiles recently completed his basic training at the Air Force Academy and is now officially a cadet, or "doolie" as they are known on campus. Rem plans to major in electrical and computer engineering; we will provide updates as his Academy journey continues! ♦



Photo provided by Rem Stiles

Rem Stiles receives his cadet epaulets

The Moth That Bred Squadrons

By Richard Knight



Photo by Richard Knight

Neil Shaller and Moth K4295

We are lucky over here in the UK that several companies are allowed to take passengers on flights in vintage aircraft - for a fee of course. And I recently arranged for my stepson Neil Shaller to have a flying lesson in a genuine 1934 Royal Air Force (RAF) "Tiger Moth" trainer and this inspired me to pen this short note on this wonderful little aeroplane.

The plane that Neil flew was a de Havilland Aircraft Company DH82A Tiger Moth assigned to the RAF in November 1934 and allocated number K4259. It reached the RAF in January 1935 and was assigned to Number 1 Aircraft Storage Unit (ASU) before moving on to 24 Squadron, 11 Fighter Group on the 5th June 1937 where, as a trainer, it would have been the first aircraft in which many excellent future fighter pilots would have taken their first flight.



Photo by Richard Knight

K4295 and Neil touching down at Headcorn Aerodrome, Kent, England

Those dates above are indicative of the shambles in the RAF procurement system in the decade ahead of World War II. Winston Churchill set up the "Ministry

of Aircraft Production" in the early days of the war to bring some urgency and focus into the supply of aircraft of all types. In the first few days of its existence, the new ministry took over control of acquisitions when it found out that the ASU had accepted 1,000 aircraft from the industry, but issued only 650 to RAF squadrons!

The original Tiger Moth planes had proved to be very successful as a dual control civilian pilot trainer and the RAF became interested in using it as a first trainer for RAF pilots. However, they required some changes and issued several design specifications which included improved ability for the pilots to escape with parachutes being worn plus some strengthening so that a small bomb load or reconnaissance cameras could be added. Given the designation DH82A, 35 dual controlled aircraft were initially supplied to the RAF Central Flying School in 1932 and shortly thereafter a further 50 were ordered. Intended from the outset for a primary training role, the DH82 Tiger Moth adopted the inverted 120 horsepower Gipsy III engine.

The RAF found the Tiger Moth's handling ideal for training future fighter pilots. A robust aircraft, it is generally docile and forgiving in normal flight. The Tiger Moth responds well to control inputs, and is reasonably easy to fly. Its large "parachute" wings are very forgiving, and it stalls at a speed as slow as 25 knots with power. It also exhibits the fundamental requirements of a training aircraft, in being "easy to fly, but difficult to fly well." The aircraft will not, like some training aircraft, "fly its way out of trouble" but will instead stall or spin if mishandled. However, the stall and spin remain benign, again showing up deficient piloting without endangering the aircraft or crew. These characteristics were invaluable to military operators, who must identify between pilots with the potential to go on to fly fighter aircraft.

The first step for British and Commonwealth pilots who qualified for pilot training was a posting to an Elementary Flying Training School (EFTS). An eight-week course involved all aspects of basic flight and navigation and about 50 hours of flying in a single engine "primary" training aircraft such as the Tiger Moth. Once a pilot had "gone solo" and passed the

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Pilot's Notes: a Book Review

"The Patch and the Stream Where the American Fell" by Col. Edward Sykes, KSANG (Retired)

Reviewed by Chuck Watson

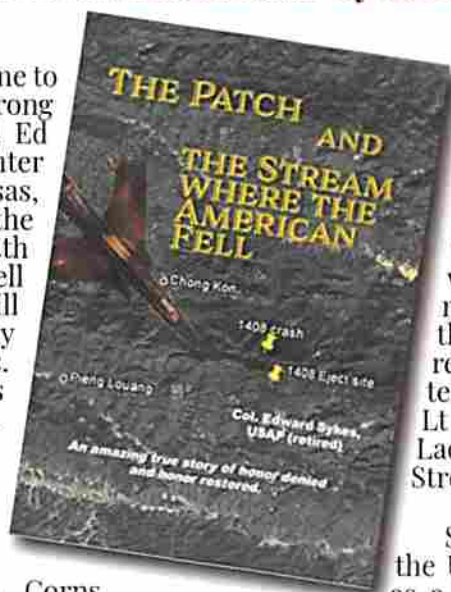
It would be next to impossible for me to review this new book without a strong positive bias. The author, Colonel Ed Sykes, is not only a legend in the fighter pilot world, Wichita and all of Kansas, but as the former commander of the Kansas Air National Guard's 184th Tactical Fighter Group at McConnell Air Force Base (AFB) in the '90s, I will always be in his debt for arranging my flights with the Fighting Jayhawks. His recently published story is actually two great ones in one book. Told in a typical brash but self-effacing fighter pilot style, Col. Sykes first takes you from his humble rural Kentucky childhood to the University of Wisconsin's Air Force Reserve Officers Training Corps, meeting his wife Mary, flight training in T-37s and T-38s at Reese AFB, Texas and getting his dream aircraft, the Republic F-105 Thunderchief. This all transpires during the height of Vietnam and Sykes knows the role the Thud is playing and the toll being wrought on them, but he sees his future in the giant fighter.

After receiving his wings, his next stop was a place he would spend most of his future life: McConnell AFB in Wichita, Kansas. All F-105 pilots heading to war in Vietnam strapped into a Thunderchief and received their training with the 23rd Tactical Fighter Wing at McConnell and the young 2nd Lt. Sykes colorfully describes his ups and downs and fears and dangers of mastering the beast. The accidents were many and young men quickly became aware of how risky their chosen paths had become. "The Patch" mentioned in the book's title refers to Sykes' goal of winning the hard earned "100 Missions Over North Vietnam" F-105 emblem his instructors wore, but few actually survived the number of missions required for it. With the war chewing up F-105s and crews being lost daily, Sykes and others knew that Vietnam was their destination, and he uses the remainder of part one



F-105 100 Missions Patch

Photo provided by USAF



telling of the year he spent in Southeast Asia flying combat from Korat Royal Thai Air Force Base with the 34th Tactical Fighter Squadron. Although Sykes knew that with bombing halts in place his chances of winning the coveted patch were gone, he still flew over 118 missions just as dangerous, suffered the loss of many friends and came to realize his war was every bit as terrifying. The loss of his roommate, 1st Lt David Dinan III, on a gun attack in Laos sets the stage for part two, "The Stream Where the American Fell."

Sykes survives his war and returns to the United States, questioning his career as a T-37 instructor, starts a family and ironically lands his dream job by joining the Kansas Air National Guard at McConnell training the last few cohorts of F-105 pilots. He plants roots and stays with the Guard, going on to teach fighter pilots in both the F-4D Phantom and the F-16 Falcon until 1986 when he becomes the commanding officer of the 184th, which at the time was the largest unit in the entire Air Force.

Retiring to his farm near Rose Hill, Kansas in 1992, he was bothered by nagging doubts about how many men were lost and never recovered, particularly his old friend Lt Dinan. He knew that his roommate had ejected but was killed on landing and that an Air Force rescue helicopter had lowered a crew member who confirmed Dinan was dead, but due to conditions had to leave his body there. Col. Sykes then tells a winding and frustrating tale of his personal quest and fight through miles of red tape, dangers, costs and struggles to actually go to Laos and try to recover the remains. To say Ed Sykes was a man driven



Photo provided by DPAA.mil

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Col. Ed Sykes

Next CAM Member's Brown Bag Luncheon

By Kevin Drewelow

The next Combat Air Museum Members' Brown Bag Luncheon will take place on Monday, October 11, 2021 in the Bob Dole Education Center at 11:30 a.m. Several officers attending the Command and General Staff College at Ft. Leavenworth will speak about some of their experiences during their military careers. While the roster of officers had not been finalized by press time, following tradition the majority of our officers will be aviators. ♦



★ ★

From the Chairman... continued from page 2

In 1977 members dissolved the connection with Yesterday's Air Force and David Tallichet. The museum then chartered under its present name, Combat Air Museum. Bob remained an integral part of the Museum until his recent passing. It would be fair to say the Combat Air Museum would not exist today had it not been for Bob's vision of creating a warbird museum in Topeka. Bob brought a lot of support and ideas to the Museum's attention even after he relocated to Hawkins, Texas where he started his own aircraft restoration business. On display yet today in our Museum is a beautiful US Navy Grumman F9F Navy Panther which Bob restored for us at his Hawkins facility. If you know the plane or have ever seen it, you would not know it was a frightful sight when we recovered it from a farmer's silo in northern Iowa. As it turned out, the plane had a very distinguished history while flying off of the USS Valley Forge during the Korean War. Thanks to Bob, a wonderful historical artifact was saved so that others can enjoy seeing it in the future.

The Museum sends its condolences to Bob's wife Gipsy and daughters Amy, Stacy, Deidre, and Erin, who were a part of the Museum in the early years when Bob was creating his dream. Thanks for the memories as we honor Robert R. (Snackbar) Schneider, our visionary founder. ♦



Dick Starks and his Nieuport 11

CAM Receives ... continued from front page

Lemons built. Displaying the Morane required more thought and effort. We decided to put a platform on top of the storage room where we keep our folding table and chairs. Our "Fix-It Friday" volunteers designed, built and painted it and we'll soon gather to put the Morane on the roof and assemble it. Retired art teacher Chuck Watson is planning a mural for the wall behind the Morane.

The Morane-Saulnier L "Parasol" entered service in 1915. French pilot Roland Garros installed his bullet deflector system on the propeller so he could shoot through the propeller disc, allowing him to aim the aircraft at the target instead of the gun. Moranes also equipped the British Royal Flying Corps and Royal Naval Air Service. In 1915, Flight Sub-Lieutenant Reginald Warneford used a Morane L to shoot down the zeppelin LZ-37, the first German airship lost to a fighter, earning him the Victoria Cross.

The Nieuport 11 design was a derivation of the larger, two-seat Nieuport 10. It went to war in 1916 and gave the Allies a brief window of air superiority. Bebes served in almost every Allied air force during the war and continued flying as trainers after they were obsolete for fighting. The world's only surviving original Nieuport 11 can be seen at the Musée de l'Air in Paris.

Dick and Sharon retained the engines and propellers from their aircraft, so we plan to use our newly acquired 3D printer to create engines for the Morane and Nieuport, as we have for our Airco DH-2 and Fokker Dr.I. The Combat Air Museum is grateful and honored to receive the Morane and Nieuport from Dick and Sharon Starks. As they are both retired school teachers, it seems fitting that their airplanes will continue to educate children and adults about the history of aviation! ♦

In Remembrance

Phillip Dean "Phil" Lange
 Captain, United States Army
 February 21, 1944 - August 19, 2021
 CAM member #5316



"Phil was commissioned a second lieutenant out of Army ROTC program at K-State and earned his pilot's license in the Army's flight training program there. After graduate school he attended Armor Officer's course at Fort Knox, KY. He attended Armor Officer's Wing Pilots courses at Ft. Wolters, TX and at Savannah, GA after which he was assigned to a year's duty (1969-1970) in Vietnam as a combat pilot in an Air Calvary unit in the Mekong Delta. During that time, he was promoted to Captain...Soon after Phil's military career, he bought a 1947 Aeronca Super Chief airplane - which he always said he brought home in pieces in a bushel basket. He rebuilt the plane, and thus began a true love! He spent hours during the weekend flying around in his plane with Sean, friends and relatives. Often on good days he would go to Mesa Verde after work and "drill holes in the sky." He called in his "golf." -excerpt from www.dovetopeka.com

From Flying Aboard... continued from page 3

aircraft missile's warhead. The third type was contact and detonation, and that always resulted in destruction of the target aircraft. Photos taken with telephoto lenses illustrated each type of intercept.

Questions followed the presentation and Shaun's responses were interesting and informative, including fragments of targets that the Patriot missiles had intercepted.

To read an account of flying F3Ds at Holloman, read "My Week With Willie the Whale" from Air & Space magazine at www.tinyurl.com/F3Ds-Holloman ♦



The Moth... continued from page 8

instrument and night flying requirements they would move on to the North American Harvard for more advanced training.

During the amazing full production run of over 8,800 aircraft, more than 4,000 Tiger Moths were built during the war years and greater than half that number being built at the motor car factory of Morris Motors, Cowley. This was due in the main to free up capacity at de Havilland's Hatfield factory for the production of the DH98 Mosquito plane.

Needless to say Neil loved his hour in the front seat of K4259, and once airborne, taking the stick and flying over the Kent countryside. Of course, we don't know who had previously sat in that wonderful little plane as it trained probably hundreds of RAF fighter pilots during its time at 24 squadron 11 fighter group during World War II! ♦

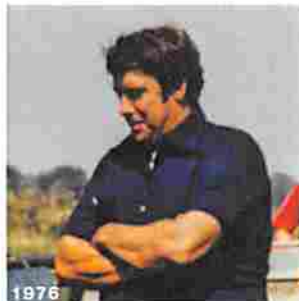


Pilot's Notes... continued from page 9

even in his 70s to succeed is an understatement; but being the man of courage and honor he is, eventually succeeds in closing the forty year sad chapter. Fellow pilots facetiously tagged Sykes as "Ed Sykes, World's Greatest Fighter Pilot." It's a title I certainly agree with and he is a man I feel honored to have known. At well over 400 hundred pages, "The Patch and the Stream Where the American Fell" will be real hard to put down. It will make you laugh, question, shed a tear and yet swell with pride to know there are folks like Colonel Ed Sykes. ♦



2021



1976

Robert Ranson "Bob" Schneider
 United States Marine Corps
 June 4, 1941-August 13, 2021
 CAM member #6



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Vultee Aircraft... continued from pg 5

University, University of Kansas, the von Karman Institute for Fluid Dynamics, and Thunderbird Graduate School. He spent 28 months in Vietnam as a civilian advisor to the U.S. Army. Gerry's hobbies included flying, gliding, and aircraft restoration. He was recognized as a recipient of the Wright Brothers Master Pilot Award and the Federation Aeronautique International Diamond Badge for Soaring. Gerry was a member of the Experimental Aircraft Association, Academy of Model Aeronautics, Soaring Society of America, and Aircraft Owners and Pilots Association. He actively volunteered his time with B-29 "Doc" in Wichita prior to his death.

When Mr. Sibley passed on March 6, 2021, it was discovered that he had willed his aircraft to the Combat Air Museum. Gerry had been a regular member of the Museum since 1997. The BT-13A was flown to this Museum on June 15, 2021, by Tim Wiebe (Wichita pilot of the B-29 "Doc") from an airfield in Rockford, Illinois. ♦