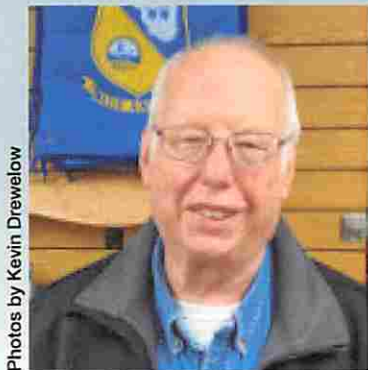


COMBAT AIR MUSEUM

December 2020 | January 2021
Vol. 36, No. 4

Our Unsung CAM Heroes

By Dave Murray



Photos by Kevin Drewelow

Nelson Hinman, Jr.



John Moyer



Kenneth Wright



Paul and Betty Frantz

Photos by Kevin Drewelow



Photo by Jon Boursaw

Jon Boursaw



Sharon Nolde with Brandi

Photo by Kevin Drewelow



Photo by Kevin Drewelow

Kay Foster



Photo by Kevin Drewelow

Filip Garner

When one listens to the daily national television news or reads the newspaper, it is very sad to hear of restaurants, gyms, entertainment venues and even museums that have had to or are in the process of closing their doors due to the COVID pandemic and/or resulting governmental regulations that have stripped such venues' ability to stay afloat, pay their workers or remain fiscally operational with a greatly reduced clientele.

The Combat Air Museum has suffered the latter issue and, for the last six months since reopening, we have

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PLANE TALK

COMBAT AIR MUSEUM 2



Topeka Regional Airport

Hangars 602 & 604
7016 SE Forbes Avenue
Topeka, KS 66619-1444
Telephone (785) 862-3303
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Website Hosted by
Rossini Management Systems, Inc

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Sharon Nolde
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
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



Photo by Kevin Drewelow

Gene masks the T-33's vertical fin for painting

This fall I decided to get out of the office and work on some museum projects, the kind I had signed up for when I joined the Combat Air Museum (CAM) 43 years ago. Painting and sheet metal work on airplanes takes me back to my Boeing Wichita days in the early 1960's. I walked by our Lockheed T-33A Shooting Star and noticed it had really faded since its first restoration and painting. In 1981 I took the lead in restoring the airframe, but the last twenty years have not been good to it. Allow me to share the plane's history and CAM's story with you.

In 1980, the National Museum of the United States Air Force (NMUSAF) at Dayton, Ohio, approved our request to transfer a T-33 which was in a park at Fulton, Kentucky to CAM. The city manager called to let us know they had it ready to pick up for the haul. When we arrived, we discovered the city workers

had removed the wings—with a cutting torch! I immediately called Gwendolyn King, the External Program Coordinator with the NMUSAF. After we both stopped crying she told us to just leave the carnage and she would have a team remove it.

During mid-summer 1981, Gwendolyn called and sent papers for our signature to acquire another T-33A which was on display in a park at Viborg, South Dakota. One of our good members, Ralph Knehans, then a truck driver for Mohan Construction in Topeka, had discovered this plane while delivering a load in South Dakota. On July 29, 1981, we dispatched a team of workers to assist members of the 114th Tactical Fighter Group at Joe Foss Field in Sioux Falls, South Dakota to dismantle the T-33A. The team then loaded the plane's assemblies onto several vehicles for delivery to our Museum.

Our T-33A suffered terribly while it was on display in the Viborg park. After vandals destroyed the canopy and damaged the aircraft interior, city workers had welded a wire cage and placed it over the cockpit to keep people out. The fuselage, wings and flight control surfaces had dents and holes where they had been smacked with what I would guess were hammers. I think by now you can imagine the picture I am painting except for horrendous scratches in the aluminum skin where vandals scratched their names. The most

Continued on pg 3

From the Chairman's Desk

prominent, by "Donnie," are still there and deep, making them mostly impossible to buff out.

Soon after delivery I discovered some parts in our 1954 manufactured plane, serial number 52-9362 had been manufactured in 1947. Lockheed began construction of T-33As in May, 1947 and delivered 362 to the Air Force on January 20, 1954. They obviously used some parts produced when manufacturing first began. In my mind this was a valuable find and a real piece of history for our Museum to display. Shooting Stars remained in production until 1959. Lockheed built our T-33A in Burbank, California. The Air National Guard retired its T-33s in 1987 and the Air Force retired its last Shooting Star, an NT-33 used for flight control systems research aircraft, in 1997.

Gwendolyn King gave us permission to work with the Military Aircraft Storage and Disposition Center at Davis-Monthan Air Force Base in Tucson, Arizona to acquire replacement parts for our plane, including a canopy, two ejection seats, and a nose gear light. The wing tip fuel tanks were damaged and we obtained replacements from the Montana Air National Guard at Great Falls, Montana. Don Dawson and Danny San Romani restored and painted the tip tanks and fitted them to the aircraft, finally making it original in character. Even though the plane was nowhere near perfect after the first restoration, it looked a lot better.

I would like to thank Rance Sackrider for stepping up and volunteering to buff and polish the aluminum. It was his idea to have the plane shine again. It is great having his support on the second restoration of this plane.

If anyone would like to help fund this second restoration with an estimated cost of about \$1,200, you can send a check for your donation to the Combat Air Museum, 7016 SE Forbes Avenue, Topeka, KS 66619-1444. You can also call our office at (785)862-3303 and we will process your tax exempt donation and send you a letter of donation for tax purposes. If there should be funds in excess of the amount needed for materials, paint, and decals for the T-33A, we will use the surplus to start restoring our Lim-6R, a Polish-built MiG-17. We hope to work on repainting that plane next summer. ♦



Photo by Kevin Drewelow

Rance polishing the rudder skin on to T-33

Service History of Lockheed T-33A-1-LO, 52-9632

* *

1954 Manufactured by Lockheed Aircraft Burbank, CA

Jan 1954 Delivered to the USAF

Jan 1954 14th Fighter Interceptor Squadron, Sioux City, IA

Jul 1957 53rd Consolidated Maintenance Squadron, Sioux City, IA

Jul 1959 13th Fighter Interceptor Squadron, Glasgow AFB, Glasgow, MT

Feb 1964 328th Fighter Wing ADC, Richards-Gebaur AFB, Kansas City MO

Jan 1966 13th Fighter Interceptor Squadron, Glasgow AFB, Glasgow, MT

Feb 1967 Dropped from inventory by transfer to school or museum (park), Viborg, SD

Aug 1981 Combat Air Museum, Topeka Regional Airport, Topeka, KS

2021 Calendar of Events

January

- 1-New Year's Day, Museum closed
2-Winter hours begin, Museum open noon-4:30 p.m.

February

- 1-Winter hours continue through the end of the month
8-Membership Luncheon (*Conditions Permitting*)

March

- 1-Normal hours resume, Museum open
Mon-Sat 9 a.m. to 4:30 p.m., no visitors admitted after
3:30 p.m.; Museum open Sun noon-4:30 p.m.
8-12 Young Aviators Class (*Conditions Permitting*)
14-Daylight Savings Time begins

April

- 4-Easter, Museum closed
12-Membership Luncheon (*Conditions Permitting*)
24-Celebrity Pancake Feed (*Conditions Permitting*)

June

- 14-18 Young Aviators Class DATE TENTATIVE
14-Membership Luncheon (*Conditions Permitting*)
26-27-Thunder Over the Heartland Air Show, Topeka
Regional Airport

July

- 3-4-Kansas City Air Show, New Century AirCenter,
Olathe, Kansas
12-16 Young Aviators Class

August

- 2-6 Young Aviators Class
9-Membership Luncheon

September

- 25-Combat Air Museum Winged Foot 5K/10K Run &
4K Walk

October

- 2-Girls in Aviation Day
11-Membership Luncheon

November

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

December

- 13-Membership Luncheon
25-Christmas, Museum closed

New & Renewing Members

New:

Spencer Duncan & family | Cejay Flores & family | Damien Griffin | Rodney Longhofer & family | Jerry Roach & family | Steve Zeoli

Renewing:

Gary T. Bender | Nathan & Beth Benfield | Ron & Nancy Bond | Retired U.S. Air Force Colonel Jon & Peg Boursaw | Duane Coash & family | Linda Coash | Thomas Crafton | Donald & Rebecca Duncan | Hal & Nice` Loney | Larry & Nancy Mann | Richard McCarthy | Jerry & Karen Milbradt | William Morgan | Todd Morgenstern & family | George Orff | Richard Painter | Dr. George & Linda Parkins | John & Holly Pickett | Sharon Rosenow | Don Thun | Chuck & Marlene Urban | Steve Wodtke

In Memoriam

Carl Quarnstrom

CAM member since 1996, #3376
USAF veteran 1951-1955
October 8, 1928-November 26, 2020

Restoration Report

By Kevin Drewelow



Photo by Kevin Drewelow

The forward pylon after installation on our Chinook

Boeing CH-47D Chinook... Deb took advantage of some good weather in December to install the forward pylon fairing and rain shield on our Chinook. She began by installing several hydraulic components in the pylon. Then, despite some assistance from Kevin Drewelow and Dave Murray, Deb put the forward and aft fairings in place, installed the large and heavy rain shield and then closed and latched the side doors, which fold down to serve as work platforms. 346 now looks more like a proper helicopter and less like a boxcar! Our Saturday volunteer crew has assembled both engine cowlings and they are ready for a trial installation as soon as the weather and winds permit.

Lockheed T-33A Shooting Star... Gene Howerter and Rance Sackrider have spent a lot of time painting and polishing the T-33, as described elsewhere in this newsletter. You ought to come to the Museum and see it for yourself!

North American F-86H Sabre... While Danny San Romani spends his weekdays restoring our North American F-86H Sabre, six Museum members join him on Saturdays in hangar 604 to help make progress. Kenny McKibben, Jayson Pierce, Dennis Smirl, Dave and Dominick Smith and Joe Wulfkuhle have been busy on several



Photo by Kevin Drewelow

Danny bead blasts the nose gear linkage

Sabre components. They have repaired the skin on the left gun bay access panel; completed work in the aft equipment bay; painted the nose landing gear strut; repaired and painted the main landing gear doors; and installed the left wingtip. Joe Wulfkuhle has also spent time repairing the hydraulic system on one of our maintenance stands. These fellows are real weekend warriors!



Photo by Danny San Romani

Joe (left) and Kenny drill the left gun bay access panel

Bomb fins... Don Dawson noticed the paint peeling on the fins of our large bombs. He stripped the remaining paint, applied a special primer for galvanized steel followed by a couple coats of olive drab. The bombs look great thanks to Don's time and initiative!

Museum Notes

By Kevin Drewelow

Clarkson University/CAM Partnership... The Clarkson aeronautical engineering student group completed their analysis of the Combat Air Museum's Beech SNB-5 wing and horizontal stabilizer and presented their findings via Zoom and in a written report, both made available to CAM. Professor Craig Merrett said, "The opportunity that you provided for my students to study your Beech SNB-5 was an invaluable experience for Group 3. The students appreciated their interactions with you, and being able to learn about a historic aircraft from the Second World War." We enjoyed working with him and his students and CAM has agreed to support his request to allow a second group of students to conduct an analysis of the Beech's fuselage during the next semester.

TV commercial shot at CAM... Paddock Productions of Kansas City transformed hangar 602 into a studio just before Thanksgiving. They shot a commercial for a product inside our Sikorsky NCH-53A, around our 1952 Willys Jeep and outside hangar 602. The crew's job was made more difficult by complying with COVID precautions, but we found them to be professional, polite, efficient and very enjoyable to work with. Paddock made a very generous



Photo by Kevin Drewelow

On the set in hangar 602

contribution for our support and, while our agreement prevents us describing the product used in the commercial, you'll recognize your Museum immediately when the spot airs soon!

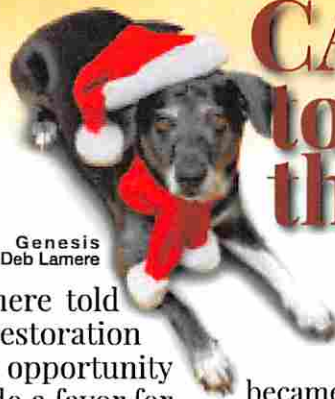
CAM returns a favor... The 1st Battalion of the 108th Aviation Regiment of the Kansas National Guard is our next-door neighbor to the south who operates Sikorsky UH-60 Blackhawk helicopters. The 108th has supported CAM for years, providing static display aircraft for various events and hosting visits for our Young Aviators classes. They rarely ask for anything in return, so when Major Jordan Clark wanted to hold a small gathering of



Photo by Kevin Drewelow

Deb Lamere tells members of the 1-108th about our CH-47D his Soldiers at the Combat Air Museum in early November, we were eager to make it happen! The unit had just successfully completed their Aviation Resource Management Survey (ARMS), a national level inspection and Major Clark brought a group over to recognize their accomplishment, enjoy lunch, and tour the Museum. We were able to accommodate their gathering while also complying with Shawnee County COVID guidance. A couple of his Soldiers began their careers when the unit flew Sikorsky CH-54A Tarhes, better known as Skycranes, and they shared some interesting stories from that time! The group were especially interested in our

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Genesis
Photo by Deb Lamere

CAM is Going to the Dogs!

By Kevin Drewelow

Boeing CH-47D Chinook; Deb Lamere told them about 346's history and our restoration plans. It was a pleasure and a rare opportunity to strengthen our partnership and do a favor for the 108th!

Turkey Trot at CAM... CAM hosted the 4th Annual Turkey Trot for Sheep Dog Impact Assistance of Kansas. Over 70 runners and two dogs, including Khan, mascot of the Metropolitan Topeka Airport Authority's Police and Fire Department, participated. The runners ran in groups to facilitate social distancing, and 20 runners took part virtually. Sheep Dog Impact Assistance is a national non-profit organization that exists to engage, assist and empower the men and women who make up our nation's military, law enforcement, fire and rescue, and EMS professions - society's protectors, our "Sheep Dogs."

Let There Be Light! Things are much brighter at CAM, thanks to Lesser Electric of Topeka. Several months ago the Museum acquired new LED light fixtures for our Bob Dole Education Center, the restrooms and upstairs offices in hangar 602. Two technicians from Lesser arrived at CAM early on November 30 and quickly got to work. When they finished, they left us with superb and reliable lighting. Please visit CAM soon and see the difference for yourself! ♦



Electricians install our new lights

Photo by Kevin Drewelow

Why is there always a bowl of water on the floor of the Museum's conference room?

Several years ago, the Combat Air Museum became a pet-friendly venue, allowing visitors to bring in their dogs if they wished. The same standard applies to our volunteers, and some of them routinely bring their canine friends to CAM!

Sharon Nolde and Brandi, a Morkie (Maltese/Yorkshire Terrier mix), look after our gift shop on Thursdays. Brandi thinks she's a Doberman and puts on quite a show when visitors come through the door. She quickly makes friends and no one can resist petting her after pooch and people get acquainted. You saw their photo in our lead story.

Genesis is Deb Lamere's service dog and companion. He is a 9 year old Labrador/Dalmatian mix who thinks he owns the Museum. He is at home in both the office and on the flight line. Better known as "G," he knows all the places where we keep dog treats and never misses an opportunity to remind us where they are!

Office manager Nelson Hinman, Jr. loves German Shepherds. After the passing of his beloved Ullock in September, Nelson now has a beautiful German Shepherd puppy appropriately named Kaos. Nelson often brings Kaos to work here and chaos ensues as we admire the pup and play with him. Based on the size of his ears and paws, Deb predicts Kaos will approach 100 pounds when he's fully grown. We will enjoy watching him mature!

We enjoy having these three dogs at the Museum. Our chairman, Gene Howerter, even got a pair of dog beds for Genesis and Kaos; he figured that as much time as those two spend here, they might as well be comfortable. There is a rumor at the Museum that we give too many treats to these three dogs. We're not sure how such rumors get started, but this one might be true! ♦



Kaos

Photo by Kevin Drewelow

The McDonnell F-101 Voodoo

By Dennis Smirl



McDonnell F-101A

Photo courtesy of NASA

One of the Combat Air Museum's historical treasures is our McDonnell F-101B Voodoo. A key player in the Air Defense Command's mission of protecting the United States from nuclear bomber strikes in the '60s and '70s, the Voodoo was a fast, heavy-hitting interceptor with the range and speed to meet the enemy a long way from home.

The F-101B Voodoo was an important component in the Air Defense Command but wouldn't have been available without several steps preceding it. The original XF-88 Voodoo was built and tested first as a result of a different military requirement.

During the years immediately after World War II, the U. S. Air Force was developing manned bombers capable of reaching enemy targets, but those bombers were relatively slow, and Soviet interceptors would have had an advantage over them. Experience told Air Force planners that escort fighters helped turn the odds in our favor during our bombing raids over Germany and Japan. If that idea remained correct, a new generation of escort fighters would be necessary.

The Air Force issued a request for proposal, and winning replies came from Lockheed (XF-90), McDonnell (XF-88), and North American (XF-93). The manufacturers each built two examples of each type, the Air Force evaluated them and the winner was the McDonnell XF-88.

Then came the Boeing B-52, considered so fast and heavily armed that an escort fighter wasn't needed. At about the same time the Tactical Air Command needed a long-range supersonic fighter. McDonnell engineers returned to the XF-88, enlarged it, equipped it with Pratt and Whitney J57 engines, and armed it with four 20-millimeter cannons. The Air Force called it the F-101A Voodoo.

The F-101A met the design specification but wasn't that much better as a fighter than the North American F-100. It was almost superfluous and expensive to operate and maintain.

Shortly thereafter, the needs of the Air Defense Command emerged. As the Soviets began producing more capable bombers, McDonnell engineers quickly modified the F-101A into a two-seat, radar- and missile-equipped interceptor—the

XF-101B. As an aside, McDonnell had offered a two-seat version of the XF-88 as a radar- and cannon-equipped interceptor, but it was never built. The idea had lingered, and when the need for a big, fast interceptor became all but critical, McDonnell was ahead of the pack.

The F-101B had almost the same side profile as the F-101A, but with important differences. First was the longer canopy, needed to cover the pilot and the weapon systems operator (WSO). Second was the longer afterburners for the Pratt & Whitney J57 engines. The longer afterburners produced extra thrust for high speed flight in the stratosphere. Less obvious was the deletion of the guns. The F-101B was equipped only with missiles. The standard load was four Falcon missiles, with two missiles carried externally and two internally on a rotating weapons pad. A more lethal load consisted of two Falcon missiles carried externally, and two 1.7 kiloton MB-1 Genie nuclear rockets carried internally.

The F-101B filled a critical niche in the tools available to the Air Defense Command. In the early 1950s, jet powered interceptors were subsonic and the weapons they carried less than ideal. There were three types available: F-86Ds, F-89s and F-94Cs. All carried unguided, folding-fin rockets that tended to fly erratically.



CAM's F-101B once flew weather research for Colorado State University

Photo by Jack R. Bol

Convair proposed a fleet of 1,000 interceptors and having small numbers of them operational by 1954. The aircraft were the F-102A and the F-106A. Both would be capable of employing Falcon missiles and Genie nuclear missiles. As the program ground forward, they missed several target dates, pushing the idea of the Convair interceptor back several years.

McDonnell already had the plan for an interceptor. The missiles were close to being on time.

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History Channel, KSNT profile service of CAM Veterans

By Kevin Drewelow

Two Combat Air Museum combat veterans were featured on television specials on Veterans Day. Retired Army Col. Rod Willis and retired Army Sgt. Deb Lamere shared their experiences on Army helicopters at war.

Dan Garrett of Topeka's KSNT contacted CAM seeking a veteran to interview for a Veterans Day special. Museum member Rod Willis agreed to support Dan's request. Rod described his two tours in Vietnam flying Hughes OH-6 Cayuse helicopters as an aeroscout, serving as the eyes and ears for Bell AH-1 Cobra gunships, an extremely dangerous role. Fellow Army aviator and unit member Hugh Mills flew with Rod and captured their experiences in the book "Low Level Hell." You can see Rod's interview and read more at <https://bit.ly/3owE8w8>

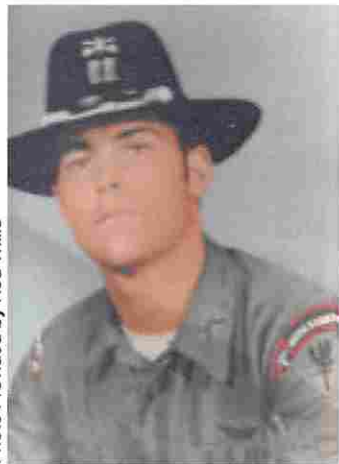


Photo Provided by Rod Willis

Rod Willis



Photo Provided by Deb Lamere

Deb Lamere

In our last issue we described how the History Channel filmed a story about retired Army Sergeant Deb Lamere and her professional and personal relationship with CAM's Boeing CH-47D Chinook heavy lift helicopter. That segment aired on Veterans Day on the History Channel as part of "Variety's Salute to Service." Deb served as an aircrew member on combat tours in Iraq and Afghanistan before injuries she suffered in Afghanistan led to her medical retirement from the Army. You can see Deb's story along with others in this hour long special at <https://bit.ly/3nu3V6Q> ♦

The McDonnell F-101 Voodoo, continued from pg 8 Putting an interim interceptor (the F-101B) in place was a smart choice. McDonnell delivered 479 aircraft by 1961 when production terminated. The F-101B Voodoo filled the gap at a time when it was needed and served the air forces of the U. S. and Canada.

A different version of the F-101 served in Southeast Asia. Reconnaissance was essential, and the aircraft that could get the job done were the RF-101A and RF-101C.

McDonnell RF-101s also served in Europe and in the U. S. The recon work in Europe kept the U. S. government appraised of Warsaw Pact bloc activities during that part of the Cold War when satellite imagery was in its infancy. RF-101s stationed in Florida overflew Cuba during the Missile Crisis, and one of the classic and declassified photos from that crisis shows Soviet missiles already on the ground in Cuba, with the shadow of an RF-101 passing over those missiles. For the Soviets, it was a matter of "you can run, but you can't hide."

If there were drawbacks to the McDonnell F-101 aircraft, one can attribute them to the technology of the time. The Voodoo was slower than it might have been because it was designed around Pratt & Whitney J57 engines rather than J75s that were used in the Republic F-105s, the Convair F-106s, and the prototype North American F-107s. However, waiting for the uprated J75 engine was not a viable option. The need was urgent, and the F-101 was ready when it was needed.

On the minus side, the rear cockpit for the WSO was a problem. Designed and built in haste, it was an ergonomic nightmare, resulting in a huge workload for the officer in the second seat. McDonnell learned from that experience and the WSO in the F-4 Phantoms had a much more efficient and effective workspace.

Then, with the development of ICBMs, the idea of an attack by air-breathing bombers became less of a priority, and the Voodoos were retired and shipped off to the Arizona boneyard and various museums. ♦

Combat Air Museum to Acquire

Student Intern for Spring Semester 2021

By Dave Murray

Working with a couple of the professors on the teaching staff of the Marketing Program at MidAmerica Nazarene University (MNU) in Olathe, the Combat Air Museum recently agreed to allow teams of students to conduct a study of CAM with the objective of coming up with new marketing plans for the Museum to appeal to a wider population in the Midwestern area, encompassing Wichita, Kansas City, Omaha and points west along Interstate 70.

Three teams advanced to the final presentation at the end of November and made their proposals via Zoom to us at CAM. Each team provided a PowerPoint presentation and expanded upon those points in a detailed Word document. One team clearly stood out from the rest but there are elements of each of the three plans that are clearly ideas that may work for the Museum. The Museum's Board of Directors will review each plan in detail in January 2021 at the year-end board meeting.

Coming out of the project, one MNU student asked to intern (remotely) with the Combat Air Museum admin staff for the spring 2021 semester to meet one of the curriculum requirements of a 100 hour internship with a real organization. The internship will include the following topics:

- Develop a direct mail campaign to school superintendents and principals to promote day trips to the Museum as a Science, Technology, Engineering and Math (STEM) location for the schools in their district
- Compile pre- and post- school tour visit materials (questionnaires/ teachers' aids) for two or three school grade level groups
- Develop an interesting informational letter about the Museum to send to newspaper editors in Kansas City, Wichita, Omaha, Salina, St Joseph and Leavenworth with the objective of having a reporter from their staff come to Topeka to write a news article for the Sunday edition of their papers
- Further develop the material for one of the marketing ideas, "Telling Our Story through Time." This material will include stories and histories of actual people who have crewed the Museum's aircraft, where we know them, and/or historic events that involved the aircraft

- Start, and maintain for the semester, an Instagram page as a social media experiment to gauge the Instagram community's interest in the Museum
- Develop a direct mail appeal campaign for soliciting donations for the Topeka June non-profit giving period and Facebook December Day of Giving
- Develop ideas for any or all of the following potential fundraising events at the Museum:
 - Creative ideas for the CBS "Bugles Across America" for Memorial Day 2021
 - A combined micro-brewery beer tasting & barbecue Saturday event at the Museum in summer 2021
 - A "Trick or Treat" night at the Museum for October 2021
- With the approval of Team 3 from the MidAmerica Nazarene marketing program, develop the Kilroy mascot idea into a brand for the Museum
- Develop a graphical theme for a 'selfie' location by the Tomcat aircraft with banners and board involving the Top Gun theme
- Develop ideas for a movie theater promotion for the summer 2021 release of the new Top Gun movie ♦



LOGBOOK

Great Aviation History



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Offer good while supplies last. Fly Safe!

Our Unsung CAM Heroes

continued from front page

been down on 2019 visitor levels by between 10% and 60% per month. Through sound financial policies, both before and during the pandemic, CAM has managed to keep afloat through the efforts of a small group of very dedicated volunteers. Of this group, none is more important than the Gift Shop volunteers who have come in daily to staff the Admission and Gift Shop desk, to welcome visitors to the Museum and to keep safe behind massive sneeze guards, personal face masks and hand sanitizing liquid.

Specifically, these are the small group of folk who have kept your Museum open since June 1st and continue to support us in many ways:

“Kay” Foster on a Monday; Filip Garner – Tuesday and some weekend days; Kenneth Wright on Wednesday; Thursday’s Sharon Nolde; Paul Frantz on Fridays and/or Saturdays; John Moyer and Jon Boursaw on weekends; and, of course, Nelson Hinman, Jr., CAM’s Office Manager, who has to both organize the schedule for the Gift Shop duties and, if there is no one available, he becomes a volunteer and fills in, sometimes, twice a week. Director Kevin Drewelow is part of this bunch of dedicated folk as he

conducts a daily deep cleaning regimen and opens and closes the Museum. Kevin sometimes also doubles up with me for Gift Shop duty when Nelson is desperate for workers.

We do rely on other volunteers upstairs in the admin office and those who toil in the workshop on aircraft restoration work, but it is our frontline group of eight Gift Shop workers who have bravely kept the Museum open and operating. If and when you come by, please thank those on the desk for they truly have been our COVID heroes. Or if you’re hankering to become one of our heroes, please join us as a Gift Shop volunteer. ♦



Photo by Klio Hobbs

*

Visitors

630 people from 29 states, Poland and Romania visited the Combat Air Museum in October.

In November, 470 visitors from 30 states, Puerto Rico and India toured your Museum.

Errata

In the “Museum Notes” section of our last issue, we incorrectly identified the jet on which Gene Howerter repainted the buzz numbers. It was our Lim-6, a Polish-built MiG-17.

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

or call the Museum at
785.862.3303



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ELECTRONIC SERVICE REQUESTED

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

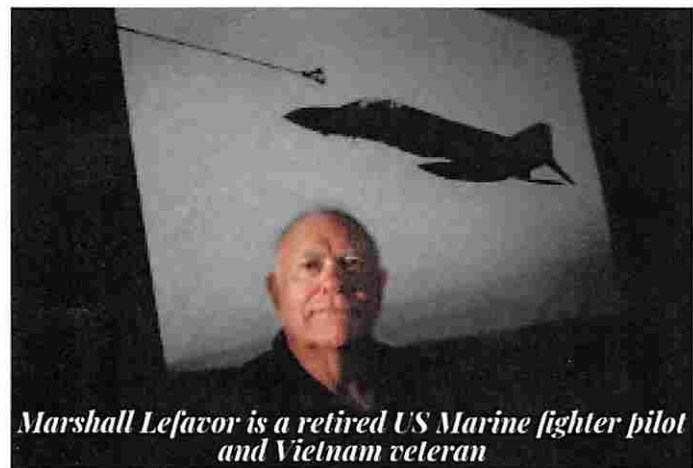
Fighter Pilot

COMBAT 12
AIR MUSEUM

"You can't come here groundling,
I dwell in space so foreign
That even though you stare at it
You will never taste it.

While you are simpering over your greasy eggs,
I am climbing out at a hundred percent, in burner,
Nose boring through the cold, blue-black sky.
While you shave, I make the sun rise and set again
With a touch of my gloved fist on the stick.
I can't see you down there, locked inexorably in the
twisting
mosaic beneath my wings.
You can't see me up here; you don't tread among the
gods.
This is a closed shop. Only those who hack it are
allowed.
And even those who dare had better press it;
For my purpose transcends aesthetics,
I'm here to flame something.

When I am on the ground—reluctantly—
I seek the company of others who have lived beyond
the edge.
If I seem aloof and haughty,
Call it: Honest arrogance..."



Marshall Lefavor is a retired US Marine fighter pilot and Vietnam veteran

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