

COMBAT

AIR MUSEUM PLANE TALK

Apr-June 2023
Vol. 39, No. 2

Black Hawks and an Apache visit CAM

By Kevin Drewelow

Combat Air Museum members and visitors got a close look at some Army helicopters, thanks to members of the 1st Combat Aviation Brigade (CAB) based at Fort Riley, Kansas.

On March 15, three Sikorsky HH-60M Black Hawks brought 35 Soldiers to CAM. The Black Hawks belong to Company B “Black Knights,” 3rd Assault Helicopter Battalion, 1st Aviation Regiment, 1st Combat Aviation Brigade of the 1st Infantry Division. They parked on the ramp near hangar 602 and promptly opened their helicopters for tours. The Soldiers described the mission and capabilities of their HH-60s and answered many questions. They were then able to tour the Museum.

The Black Hawk has been in service since 1979 and the design has been evolving ever since. The HH-60 replaced the Bell UH-1 Huey and variants serve in almost every American military service and with the forces of many nations. The Black Hawk is used to transport troops, cargo, and provide aeromedical support, among many other missions. Stub wings can be fitted to carry external long range fuel tanks.

Captain Olivia Lynch is the commander of Bravo Company; she and her family visited CAM a few months ago and she said then she wanted to arrange a visit for her troops. A week prior to visiting CAM, Captain Lynch participated in a flight of 1st CAB Apaches, Blackhawks and a Chinook which visited the Amelia Earhart Hangar Museum at the Amelia Earhart Airport in Atchison, Kansas. The flight honored Women’s History Month and all crew members and passengers were female. They got to see the Amelia Earhart Hangar Museum before its formal opening on April 14.

Captain Lynch organized the visit to CAM and the Soldiers



Bravo Company Soldiers visit CAM (K. Drewelow photo)

enjoyed an afternoon learning about the history of military aviation. Much too soon, it was time for them to climb aboard their Black Hawks and return to Ft. Riley. We all enjoyed their visit and we look forward to seeing more of Company B in the future.

Five days later, Chief Warrant Officer 2 Joe Chapa and 1st Lieutenant Mullen of Troop C (Reconnaissance) “Crusaders,” 1st Squadron (Heavy Attack Reconnaissance), 6th Cavalry Regiment, 1st Combat Aviation Brigade of the 1st Infantry Division flew in to visit the Combat Air Museum in one of their Boeing AH-64 Apache gunships. Like Captain Lynch, Joe and his daughter visited CAM on Girls in Aviation Day and he wanted to return with an Apache. He planned the visit and even brought his commander past the Museum to see it.

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PLANE TALK

COMBAT
AIR MUSEUM

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THE OFFICIAL NEWSLETTER OF THE COMBAT AIR MUSEUM
COMBAT
AIR MUSEUM

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PLANE TALK, the official newsletter of the Combat
Air Museum of Topeka, Kansas, is published quarterly.

We welcome your comments!

Newsletter Layout by Megan Garner

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

Your membership is important to us! Join the
COMBAT AIR MUSEUM



From the Chairman's Desk

By Gene Howerter, Chairman, Board of Directors

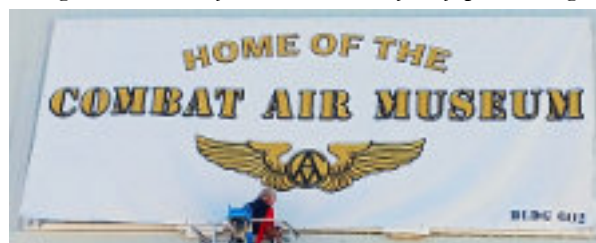
What a great day to be writing this update! Topeka has experienced a warmer than usual winter this year, with only two short arctic blasts of cold weather. As you might guess, warmer winter temperatures usually increase Museum attendance, which is ideal for this time of year. As I write this, all Kansas K-12 students are enjoying their annual spring break. The Kansas Legislature passed a law last year stating that all schools must take spring break during the same week. WOW, what a surprise this year's spring break has created! We have often received over 100 visitors per day to the Museum as the weather has been pretty good for the most part. Life is good when the Museum is alive with visitors. Tell everyone you see we would love to have them visit the Museum. And tell everyone you know the Combat Air Museum will host its 29th annual Celebrity Pancake Feed (as always) the last Saturday in April. Circle the date, April 29, 2023. From 7 a.m. until noon Museum admission is free **with the purchase of a pancake ticket.**

There is a lot of activity taking place around the Museum. We just installed a new sign on the flight line side of hangar 602 above the hangar doors. I've wanted such a sign for decades; this winter I provided my idea to Megan Garner, who completed the design and gave it to Lamar Advertising, who produced the sign. Mike Madden, Ted Nolde, Mike Welch and I built a 10' x 24' wooden frame, attached the sign and hung it in place. Mike Madden was a genius with his ideas for this project, and I thank everyone who helped turn this idea into reality. This sign really looks great when seen from the flight line, and we hope that it may even be seen by those watching the races at Heartland Motorsports Park.

Other projects in the works include finishing up markings and bird control on our freshly painted Lockheed EC-121 and preparing to paint our McDonnell Douglas F-15 after we complete some maintenance. This is going to be a real winner when it goes on permanent display for our patrons, as will be our T-33 when we finish polishing the skin and install the new decals.

The past few weeks have been a bit hectic for us here at the Museum as we have been working on writing grant applications for various projects. Trust me, we will let you know if the Combat Air Museum receives any of these grants. There is never a dull moment at the Museum. For all who have extra time and wish to join us, please bring your skills and join in on the fun!

Finally, I would like to express my gratitude to all of the Soldiers who flew in from Fort Riley, Kansas recently to tour our museum. How great it is to mingle with active members of our military service community. What a great way also to recognize that they are there every day protecting and serving our great nation.



New sign on Hangar 602 (D. Murray photo)

Don't forget to always thank these military men and women for their service when you see them. You can read more about their visit to the Museum elsewhere in the lead story in this newsletter. ♦

At the Intersection of *Art & Aviation*

By Dennis Smirl

Our presenter for the February 13, 2023 membership meeting and brown bag luncheon was one of our own. Art curator, frequent tour organizer and guide, and reorganizer of the Combat Air Museum's James R. Mirick Art Gallery, Chuck Watson brings an abundance of talent and experience to the benefit of our group.

A Kansas City, Kansas native with ten years of teaching experience in the Kansas City, Kansas schools, Chuck moved on to Liberal, Kansas and spent 27 years teaching art in their schools. During that time, Chuck became a very active member and volunteer at the Mid-America Air Museum.

During his time at the Mid-America Air Museum, Chuck had the opportunity to spend time with aerial performers, both military and civilian, and received a few rides in some very interesting hardware, among others a North American B-25 Mitchell and a North American P-51 Mustang. He also flew in the back seat of a Polish jet trainer and mentioned that the cockpit was a bit tight. There were other aerial experiences to report, going all the way from a ride in a PT-19 to one in a KC-135R in which the receiving aircraft was a B-2 Spirit stealth bomber. In between was a KC-135R refueling mission where the receiver was a Boeing F-15.

And that's not the entire list, but an excellent jumping off point for having a conversation with Chuck. Plan on being a bit envious as he shares some exciting experiences!

Upon retiring from the Liberal school district, Chuck returned to northeast Kansas and became a member of the Combat Air Museum, where he has been-and is-a highly valued artist and volunteer.

Oh, and here's the rest of the story: Chuck's excellent aviation art graces many formerly empty walls. Along with being an art teacher, Chuck's own art is a more-than-welcome addition to the look and the mission of the Combat Air Museum.

Well done, Chuck Watson! ♦



CAM Art Curator Chuck Watson
(K. Hobbs photo)

Visit CAM *Continued from page 1*

Despite high winds, Joe made the landing look easy. We parked a maintenance stand alongside the Apache so visitors could look inside the cockpit. Quite a few visitors and Museum members got a close look at the Apache. The aviators explained the amazing capabilities the Apache possesses. Its sensors can see in all kinds of weather and adverse visual conditions. The Apache can deliver an amazing array of missiles and rockets; it also carries a 30mm M230E1 Chain Gun, an electrically driven cannon that fires 625 rounds per minute. The Apache is designed to take a lot of damage, its twin General Electric T700-GE-701 turboshaft engines deliver 1,890 shaft horsepower and are the same engines used in the Black Hawk. Both crew members can fly the helicopter from their respective positions.

Before long, it was time for the Soldiers to return to Ft. Riley. Once again, despite strong winds, the crew made their departure look routine. Our members and visitors were delighted to have the opportunity to see these amazing machines and learn about them from the Soldiers who fly and maintain them. Our nation's defense is in good hands. ♦



Two of the visiting HH-60s (K. Drewelow photo)

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Offer good while supplies last. Fly Safe!

Museum Notes

By Kevin Drewelow

Young Aviators class dates announced... the Combat Air Museum will hold two sessions of our popular Young Aviators classes this summer and registrations are already coming in. Class 23-01 will take place June 19-23; Class 23-02 will be held July 17-21. Children from 9 to 13 years old are eligible to attend and seating is limited to 20 students for each class, which runs from 9 a.m.-12:30 p.m. Monday through Friday. The cost per student is \$75. The classes cover many aviation subjects including history, forces of flight, navigation and weather. Students will visit the 190th Air Refueling Wing and tour a KC-135 Stratotanker; the 1-108th Aviation Regiment and tour a HH-60 Black Hawk helicopter; the air traffic control tower at Topeka Regional Airport; and the Metropolitan Topeka Airport Authority Fire and Rescue Station. Call the Museum at 785.862.3303 or email office@combatairmuseum.com for more information or to request a registration form.

engineering students at Clarkson University in Potsdam, New York, once again partnered with the Combat Air Museum; the students evaluated the fuselage structure of the F-15A. Kevin Drewelow had the pleasure of climbing inside the engine bays to photograph fuselage structure for the students, along with providing related technical data and additional photos. At the completion of the course, the students presented via Zoom their structural analysis with a bit of Eagle history mixed in. We've enjoyed working with Clarkson aero students in the past and look forward to the next class!

EC-121 Warning Star update... Mike Madden and Mike Welch took advantage of some decent weather in mid-January to install the rudders on our Lockheed EC-121T Warning Star, so the aircraft now looks complete. With the arrival of good weather, work will soon begin on installing the remaining markings, bird-proofing and related maintenance. We obtained new nose tires and tubes and will install them once we are able to jack the nose.



Mike Madden and Mike Welch install the last rudder (K. Drewelow photo)



Rance polishing the T-33 (K. Drewelow photo)

T-33 Shooting Star update... Rance Sackrider continues his labor of love, polishing the aluminum skin of our Lockheed T-33A Shooting Star. After its flying days were done, our T-33 was displayed in a city park in Viborg, South Dakota, where vandals damaged the jet. CAM volunteers sourced missing parts and repainted the jet. Rance has spent months replacing markings and polishing the vintage Lockheed, returning the skin to a like-new appearance. His patience and persistence are paying off and can only be appreciated by seeing the jet for yourself.

F-15A Eagle update... We are preparing to resume restoration and paint preparation work. Former Eagle maintainer Tim Felks and Christi Bulit, both Farmers Insurance employees from Kansas City, spent a Saturday morning in March installing Hi-Torque fasteners in the Eagle. We have a lot of minor maintenance discrepancies to complete before we prepare the jet for paint. If you'd like to help, email Kevin at director@combatairmuseum.com. In a related matter, aeronautical



Christi and Tim work on the Eagle (K. Drewelow photo)

CAM hosts promotion reception... Lieutenant Colonel Jordan Clark commands Army Aviation Support Facility #1 at Topeka Regional Airport, home of the 1-108th Aviation Regiment, Kansas Army National Guard. The Combat Air Museum was honored to host his promotion reception on January 13 in the Bob Dole Education Center. Col. Clark has been a great neighbor and friend to CAM, supporting our requests for Young Aviators tours and static display aircraft. It was our pleasure to make the day special for Col. Clark and his family!

Continued on page 14

Thoughts *on the* Pratt & Whitney J57

By Dennis Smirl

The Pratt & Whitney J57 represents one of the most significant advancements in jet engines and the Combat Air Museum is a great place to learn about this pioneering powerplant. A quarter-scale model of the engine is displayed in hangar 602; the model is cutaway to reveal its inner workings and visitors can push a button to rotate the compressor and turbine sections. Hangar 604 contains a J57 displayed as an 'exploded' version in which all the internal workings are on 13 individual stands. It served for decades at Chanute Air Force Base in Illinois as a training device for future Air Force jet engine mechanics. An assembled J57 mockup used for external training stands next to the disassembled engine.

The best descriptor I can use for the J57 is the slightly hackneyed term, 'Game Changer,' because no other descriptor fits as well. Before the J57, supersonic flight was a rarity reserved for only the best of the best, the test pilots at Edwards Air Force Base. In those days before the 'Game Changer,' most jet aircraft were limited to velocities of less than Mach 1. As an aside, the United States had the North American Aviation F-86A, equipped with a General Electric J47, which could sneak past the speed of sound in a full power dive.

Back in those formative days, Allison, Westinghouse and Pratt & Whitney (with its centrifugal compressor engines) dominated the market. Allison's J33 engines were used in Lockheed's F-80 series, T-33 series, and F-94A and B. Westinghouse engines were problematic in every use made of them.

At the time, it seemed that Mach 1+ performance was a difficult target to hit. Allison's J35 series engine, used on the Douglas F3D Skyknight and Northrop F-89 Scorpion, morphed into the J71, but it was just a bigger engine built on older technology and always had problems with engine airflow at speeds approaching supersonic.

The breakthrough, or 'Game Changer' was the dual spool design of the Pratt & Whitney J57. About halfway toward the back of the engine, the compressor was divided into a low-pressure section and a high-pressure section. This allowed much higher compression ratios and ended compressor stalls by keeping the velocity of the incoming air just below the speed of sound. Having two compressor sections rotating at different speeds required two driveshafts, one running inside the other. The design also included a significant amount of titanium in the compressor sections, the only metal light and strong enough to facilitate a workable power/weight ratio.

That level of complexity may seem cumbersome and expensive, but it was a working solution that provided



CAM's ¼ scale J57 model (K. Drewelow photo)

sufficient thrust for supersonic operation.

Finally, not only was the J57 revolutionary, it was widely used and in great quantities; 21,170 engines built. The US Air Force's first fighter capable of supersonic speed in level flight was the North American Aviation F-100 Super Sabre. It was followed by the McDonnell F-101 Voodoo and the Convair F-102A Delta Dagger. The Air Force also selected the J57 for the Boeing B-52 series, the KC-135A, early U-2 models and the Martin RB-57D. The United States Navy chose the J57 for the Vought F-8 Crusader, the Douglas A-3 Skywarrior, the Douglas F4D Skyray and F5D Skylancer prototypes. The civilian variant of the J57, the JT3C Turbo Wasp, powered the Boeing 707, the Boeing 720 and the Douglas DC-8.

The J57 produced 10,500 pounds of thrust at takeoff but the B-52s and KC-135s needed more power for heavyweight takeoffs on hot days at high altitudes. Engineers provided a water injection system that boosted thrust by 2,000 pounds for two minutes. This resulted in a deafening roar, thick, black smoke and lots of stories when the system misbehaved!

Modern engines are far more powerful and fuel-efficient than the J57, but without the J57 and the unique method of maintaining subsonic airflow through the engine (even though the airframe is traveling faster than the speed of sound), modern aircraft would be far different from what we see in the skies today. ♦

“Lady Be Good” and Topeka Army Air Field

By Kevin Drewelow

Many *Plane Talk* readers are familiar with the story of “Lady Be Good,” the Consolidated B-24D Liberator bomber and her crew that disappeared over Libya while returning from their first mission on April 4, 1943. Fewer are aware the ill-fated airmen and their aircraft passed through Topeka Army Air Field (TAAF) on the way to the war.

Construction of TAAF began in March of 1942 and the first troops arrived in August. A month later, heavy bomber crews began a 30-day training program prior to deploying to the war. According to Steven R. Whitby, author of “No Way Out: The Untold Story of the B-24 ‘Lady Be Good’ and Her Crews,” a bomber crew arrived at Topeka Army Air Field on January 5, 1943 to receive a brand-new Consolidated B-24D Liberator bomber and begin their month of training.

Liberator serial number 41-24301 rolled out of the Consolidated factory in San Diego in November, 1942 and made its first test flight on December 4. Two WASP (Women’s Air Force Service Pilots) delivered 301 to Fort Worth, Texas for final wartime modifications, including repainting it in desert pink instead of olive drab. Two more WASPs flew 301 to TAAF in late January where the crew met “their” bomber.

A ten-man crew led by 2nd Lieutenant Samuel Rose, took 301 on their first flight together along with several more through the end of January. A crew member suggested the name “Lady Be Good” after the then-popular song and movie, and the crew agreed. They found some yellow paint and someone to apply the name to the right side of the nose. Lt. Rose’s crew departed Topeka on March 8, headed for Africa. They arrived at Soluch, Libya, home of their new unit, the 376th Bomb Group, on March 25. Lady Be Good needed some maintenance after the long trip, so Lt. Rose’s crew flew their first combat mission in a war weary Liberator. They bombed Palermo, Italy, but engine problems forced the crew to divert to Malta. When they returned to Soluch a few days later, they landed, secured their aircraft and watched as other unit aircraft took off to bomb Naples, Italy. One of the aircraft was Lady Be Good. It was the last time Lt. Rose and his crew would see “their” Liberator.

The crew departing on that afternoon raid in Lady Be Good had

also trained at Topeka Army Air Field. Like Lt. Rose’s crew, they flew a Liberator from Kansas to Libya, arriving on March 16. Five days later, they discovered “their” B-24 was gone, reassigned to another unit. The pilot and copilot each flew their first combat missions filling in with other crews. The crew was ordered to fly the April 4 afternoon mission to Naples in Lady Be Good. The members of the crew were: 1Lt. W.J. Hatton, pilot; 2Lt. R.F. Toner, copilot; 2Lt. D.P. Hays, navigator; 2Lt. J.S. Woravka, bombardier; TSgt. H.J. Ripslinger, engineer; TSgt. R.E. LaMotte, radio operator; SSgt. G.E. Shelly, gunner; SSgt. V.L. Moore, gunner; and SSgt. S.E. Adams, gunner.



Lady Be Good at TAAF 1943 (internet)

Lady Be Good was one of 25 B-24s on the raid and part of the second wave of 13 bombers. The flight quickly encountered a sandstorm and nine of the aircraft immediately returned to base. Lady Be Good and three others arrived over Naples but did not attack due to poor visibility. Now flying at night, the aircraft dropped their bombs in the sea and headed home individually.

A few minutes past midnight, Lt. Hatton radioed his base at Soluch, said his automatic direction-finding radio was not working and asked for a bearing to the base. Everyone presumed the bomber was still over the Mediterranean Sea, when in fact the aircraft had already crossed the coast and was flying deeper into the desert. Ground crews fired multiple flares from the base in an attempt to help guide the lost crew, to no avail. Lady Be Good failed to return to base, the only loss on the raid.

Assuming the crew bailed out over the Med, the base launched a search and rescue mission which found nothing. The crew was listed as missing in action and the war went on.



Lt. Hatton’s crew (USAF photo)

A British oil exploration team reported seeing some B-24 wreckage deep in the Libyan desert on November 9, 1958. Other reports followed, and the United States Air Force sent a team to the site on May 26, 1959. Lady Be Good had run out of gas, glided down and skidded along the desert floor until the fuselage snapped in two. The team found no human remains nor parachutes at the site, but they found a radio and machine guns that still worked, along with a thermos of tea, among other objects.

Two joint Air Force/Army searches

Continued on page 8

About “An Ode to the Relic”

By Gene Howarter



CAM's Lockheed EC-121T arriving at Forbes in 1981 (CAM photo)

Although the Combat Air Museum's Lockheed EC-121T-LO Warning Star, serial number 52-3418 was in decent condition when it arrived at our Museum in May of 1981, 41 years of being parked on the ramp had taken its toll on the plane. In April 1976 the plane had been retired to the Military Aircraft Storage and Disposition Center, Davis-Monthan Air Force Base, Tucson, Arizona from its previous home, Homestead Air Force Base in Florida. It was one of the grandest days in the life of our Museum when it arrived at Topeka's Forbes Field for static display. Finally, we had a plane the public could enter for viewing and what a crowd pleaser it has been for our visitors. Over the past two years, Museum volunteers have spent many hours repainting and restoring the historical radar plane, both inside and out. I hope you will enjoy this piece by an unknown author written specifically for the numerous Warning Stars that were in Air Force service from the early 1950s to the late 1970s. I am sure many of you will identify with the gist of this writing.

An Ode to the Relic *Author Unknown*

It sat there, parked on the cold ramp. Tired. Old. Empty.

Its once shiny skin of metal now tarnished and grey from the many flights through all kinds of good and adverse skies and weather.

Its four engines, recips, a prop job in a day of fast screaming jets, each one dripping black oil from their many loose joints and connections. They were cold, ever so quiet.

Then men, the crew, the pilots, the drivers and the mind. The engineers, the hearts to keep it all going. The navigators, through space and time, directing the way. The radar operators, to some, scope dopes, with far seeing eyes. The radar techs, electronics for blood, tubes for hearts, like the engineers, keeping it all going. The radio operator, the voice, the link to all others.

All of them, the crew, coming aboard. Beating. Pounding. Looking and checking to see if it will fly.

A switch, many switches, turned on; the feeling of life, electricity, surging through its miles of copper wire, its nerves.

The flow of hydraulic fluid like the flow of red rich blood.

All of it giving life. A life that hummed and purred with many clicks and noises, large and small.

An engine starting, slowly turning, coughing, spitting, bellowing smoke, catching then roaring and breathing fire; the once sluggish prop now a swirl of flashing light.

Then another engine and another and still another, the last, all four turning, roaring, breathing life and heat into its tired old frame and its soul. It forgot its age, its tiredness and it throbbed and purred with the strength and eagerness of youth.

No matter now, its dripping oil, its loose joints, its lost rivets, the missing broken parts. All that mattered now was that it felt life and heat and had the roar and strength of great power in its engines and turning props.

Creeping, like a cat, ready to leap forward, the brakes groaning, straining to hold him back. Stopping at the end of the runway, the brakes locked. The final runup. The final checkout. The last chance for a fatal flaw to be detected. For if one should escape or slip by, unnoticed by the wary eye, the wary mind then knows how to avoid the flash of fire and the blackness of death at the other end of the runway.

But all is well as he knew it would be. For he could feel the faith the crew had in him, and he would not fail them.

Now set, poised, its black nose aimed and pointed down the long, wide runway. A runway harked and scarred by many before him. The throttles suddenly pushing forward. Wide open. Full power. The engines roaring, hot blue flames bursting and exploding out of the red-hot exhaust stacks. The defining, mind shattering roar of the engines. The props creating a wind raging hurricane of wind behind him. The whole frame shaking violently from nose to tail, from wing tip to wing tip. Raw power throbbing and beating in its soul, ready to leap forward.

Then suddenly, freedom, the brakes letting go and a violent surge forward that grabbed you and held you in your seat.

Now it is up to him, the pilot with only a hand guiding him down the runway. A runway that suddenly seemed to shrink to half its original length.

Speed! God, it needed speed! And it roared, beating and clawing down the runway, gaining speed with every passing second, with every passing foot of runway, its heart nearly bursting with the effort for it was heavy, oh so heavy. There were moments when it wanted to quit but, no, God, no, I can't. Then a sign, a whisper, a sudden exhilarating relief as the wheels bounced up. Once, twice, its wings catching and holding the thin air till the chains that had bound it to the cold, damp earth snapped and broke and he was airborne.

Nor did he try to hold back the surge of pride and arrogance that flowed through its soul.

Now its wheels folded into their wells and the doors closed upon them to be forgotten. For now, he was airborne, flying and needed not their cold touch of earth.

But he wasn't through yet nor were his engines quiet. They throbbed with power as he reached for more altitude and more speed, his props grabbing and digging in to the air until he was home, high above the earth. The earth that stole his power and robbed him of life.

He Flew *Our Harvard!*

By Kevin Drewelow

The North American Aviation T-6 Texan/SNJ/Harvard advanced trainer taught the Allies to fly during World War II and remained in service around the world for many years after. The Canadian Car and Foundry Company built Harvards during the war and then, after the war, produced 555 more Harvards for both the United States, who provided them to other nations under the Mutual Defense Assistance Act, and for the Royal Canadian Air Force (RCAF). The Combat Air Museum's Harvard was part of this order.

Arnold Begeman sent a message to the CAM Facebook page a few months ago to tell us he had been in touch with Abe van der Schraaf, a former fighter pilot in the Royal Netherlands Air Force (RNAF) who later became a test pilot for Fokker and was part of the crew that made the first flight of the Fokker F28-1000 Fellowship, a small, twin-engine jet airliner on May 9, 1967.

Abe told Arnold that the RNAF had an agreement to train pilots in Canada and in 1956 he found himself at Claresholm Air Base in Alberta, assigned to the #3 Flying Training School. He sent Arnold a photo of a page in his logbook and Arnold noted Abe had flown Harvard 20294...the very Harvard that has been at the Combat Air Museum for the last 42 years!

Abe said that some of the instructors at Claresholm were Korean War veterans with combat experience and were excellent teachers. Abe was flying with an instructor while attempting a



Abe van der Schraaf (left) (A. Begeman photo)

difficult maneuver when the instructor asked, "van der Schraaf, what the @\$* do you think you're doing?" Abe replied, "Sir, I am trying to fly this airplane." The instructor said, "Well, you could have fooled me, son."

Abe completed the basic flying course and then qualified on fighters before returning to the Netherlands where he flew Gloster Meteors, Hawker Hunters, Republic F-84 Thunderstreaks and Lockheed F-104 Starfighters, among others. Abe remained in the aviation business until he retired in 2016.

The RCAF accepted Harvard 20294 on May 9, 1952 and it served until September 11, 1964. Canadian citizens John Bootsma and Maurice McCullagh bought 294 and registered it as CF-RUQ. Bootsma was in the oil business in Kansas and displayed 294 at CAM in 1981. Six years later, CAM bought 294, registered it as N294CH and flew it until the mid 'Nineties when the Museum ceased flying operations. ♦

* * *Lady Be Good* Continued from page 6

in 1960 found five sets of human remains. British Petroleum exploration crews found two more and a second US military search found another. The remains of SSgt. Moore were never found; however, some patrolling British Army soldiers found and buried a body in that area in 1953 which may have been Moore.

Based on a diary kept by copilot Lt. Toner, the crew bailed out of Lady Be Good as the engines ran out of fuel. The crew members used flares and their pistols to rejoin on the ground; all but bombardier Lt. Woravka were present. Woravka's parachute did

not fully develop and he was killed upon impact with the desert floor. The crew thought they were close to the Mediterranean Sea, when in fact they were 440 miles away from the coast. They began walking north, leaving a trail of equipment and personal items for searchers to follow. The crew walked for eight days and covered 100 miles, all on a single canteen of water. At that point, five of the crew remained together while the other three continued. Two of them were found 20 and 27 miles further north.

Experts point out that flying at night over water and desert, the crew would have had to see the waves breaking on the beach to know they had crossed the coast. When the crew requested a bearing from their base, they presumed they were over the Mediterranean. Equipment limitations prevented them from understanding they had already passed the base so they presumed they were on course.

There is much more to this story than space permits. An interested reader can learn more online, or obtain a copy of "No Way Out: The Untold Story of the B-24 'Lady Be Good' and Her Crews" by Steven R. Whitby and is available in the Combat Air Museum gift shop. ♦



Lady Be Good crash site (USAF photo)

UK Teams Bringing Historic Planes Back to the Skies

By Richard Knight, *Plane Talk* UK Correspondent



Sopwith 1 ½ Strutter (RAF Museum photo)

Two ambitious UK projects will soon put replicas of a Sopwith Strutter and a de Havilland Mosquito into the sky.

An amateur volunteer team at the Aviation Preservation Society of Scotland (APSS) first had the idea of building a vintage plane back in the year 2000 and after talks with the National Museum of Flight at East Fortune, Scotland, they chose a Sopwith Strutter 1 ½. The team wanted the plane to fly so that it could tour around air shows and events to tell the story of this amazing little plane from World War 1. There are only two airworthy “Strutters” flying in the world, one in the USA and the other in Canada.

Working from original Sopwith plans and only using traditional construction methods, by 2013 the amateur team had built the main airframe and then concentrated on building the power unit and control systems. One of the incredible things about this project is that everything has been recreated for the plane, no original parts have been used. So, while the machine is a replica, it certainly has the attention to detail and high standards of the original machine, complete with functioning air brakes, a remarkable inclusion for a design of the time.

The only main departure from an original Strutter is the use of a Rotec 150 hp radial engine in place of the Clerget 110 hp rotary engine originally used in WW1. (A rotary engine has a static crankshaft and the cylinders rotate about it. A radial engine has static radial cylinders and a more conventional rotating crankshaft). The choice of using a radial engine was for reliability and airworthiness certification, but on a static display, this engine looks remarkably like it was original. Engine tests on the fuselage with fitted propeller took place in December 2022 and with the fuselage now covered and the wings finished it's a case of bringing the main assemblies together and setting up a test flight, hopefully in early spring 2023. You can see an engine test run here: <https://www.youtube.com/watch?v=KR9oihDzk7s>

A feisty little plane

The Sopwith Strutter (nicknamed the 1 ½ because of its unequal cabane struts that held up the top wing) was a British single-engine, biplane fighter and reconnaissance aircraft used during World War I. It was the world's first multi-role aeroplane and played a significant role in the early war effort, making it an important part of the history of aviation and World War I. The first prototype set a new British altitude record of 18,393 ft on 6th June 1915.

At a time when combat aeroplanes were very new, this little plane had a significant impact in several ways. The Strutter was used extensively as a reconnaissance aircraft and played a crucial role in gathering intelligence on enemy positions, movements and fortifications. Its four-hour flying time was exceptional for this era and a huge benefit in this task.

The Strutter could be armed with both machine guns and bombs, the forward firing gun being synchronised to fire through the propeller, the first British plane to do this. Other innovations included a variable-incidence tailplane controlled from the cockpit to balance the aircraft over a wide range of load distributions. This made it an effective ground attack aircraft as well as an air combat plane.

The Strutter was also used as a fighter aircraft, engaging in air-to-air combat with enemy aircraft. Its speed and manoeuvrability made it a formidable opponent and it played an important role in maintaining air superiority over the battlefield. And alongside all this, the Strutter was also used for training purposes, helping to train new pilots in the skills required to fly and fight in the skies over the battlefields of World War I. Overall, the Sopwith Strutter deserved its place as the first multi-role aircraft.

400 miles south of the Strutter project, another ambitious team in East Sussex are well underway with building an airworthy de Havilland Mosquito. Dubbed “The People’s Mosquito” it is similarly being built using original de Havilland plans, all 22,300 drawings! With only three airworthy Mosquitos flying – two in the USA and one in Canada – “The People’s Mosquito” is a UK-based charity which plans to change that. By working with appointed contractors Retrotec they are well on the way to building the UK’s first ‘new’ Mosquito for over 70 years. The project is being funded by public and corporate donations and by using original de Havilland drawings they expect the aircraft will meet strict CAA airworthiness standards.

The Mosquito’s unique plywood construction played an important role in pioneering the composite material construction used in today’s aerospace industries, and was pivotal to the aircraft’s unmatched performance between 1941-1943. The fuselage molds used to form the plywood semi elliptical shells that make up the fuselage are now nearing

Continued on page 10

My Visit to the Combat Air Museum *UK Teams* Continued from page 9

By Lucy Horton

I was flying so fast! I was doing all these amazing tricks in the F-14 fighter jet. As the jet went upside down then right side up, my stomach started doing flips. I could see the ground getting closer and closer, I was so worried I was going to crash! That's when I heard Mr. Watson telling me how good of a job I did.

Flying the simulator felt so real, and that's how it easily became my favorite part of visiting the Combat Air Museum. Visiting the air museum during Girls in Aviation Day was a great opportunity to meet female pilots and get to learn about so many different aircraft.

One of the activities I participated in was the paper airplane flying contest. My brother cheated by crossing the line that we were supposed to stand behind, though mine still flew further! We made them on our own and got to decorate them.

One of the highlights of the day was getting to talk to two pilots who flew in for the day from Vance Air Force Base in a T-6 Texan II. It was so special to get to see the planes from wars, especially the Navy ones because my uncle is in the Navy. Overall, I had an amazing time, and that's why you should visit the Combat Air Museum in Topeka, Kansas.



Lucy Horton
(Submitted)

[Editor's note: Lucy is in the 5th grade at Sunflower Elementary School in Lawrence, Kansas.] ♦

* * Ode to Relic Continued from page 7

With a sign, he felt the pilot's hands taking control once more; the engineer taking control once more. The engineer throttling his mighty engines back until they purred like a kitten, not so loud, they purred.

Yet he had his dream, and with all his might, he dreamed of an endless flight.

A little girl, playing in her backyard, hearing the roar of noise, almost hurting her sensitive ears, looked up and then pointed up in the sky. She asked her father, who was nearby, "Daddy, what's that?" Her father looked up, squinted his eyes against the sun, saw what she was pointing at, then said to her, "Oh that, Lisa, is just an old RC-121."

Excerpted from "The Old Man of the Radar Connies: Victor Sierra" by L. De La Torre and Viggo E. Sorensen, used with permission from Dorrance Publishing Company, Pittsburgh, Pennsylvania 15238. ♦

completion. And orders have been placed for the first aircraft-grade Sitka spruce sourced in British Columbia, Canada – the same region used to supply the original Mosquito production between 1941-1950. Progress on the project can be found here: <https://www.peoplesmosquito.org.uk>

A beautiful plane with a big hit

The de Havilland Mosquito, a twin-engine, multi-role combat aircraft, had a significant impact during World War II. Known for its speed and versatility, the Mosquito was widely used by the British Royal Air Force (RAF) and the Royal Australian Air Force (RAAF) in a variety of roles, including as a light bomber, reconnaissance aircraft, night fighter, and as a fast transport for agents in occupied Europe.

Back in 1941, with metals already in short supply due to increased munition and aircraft production, innovative aircraft designer Geoffrey de Havilland pursued his ambitious design plans to construct an aircraft extensively from timber and composite plywood. Such was the prototype's success that despite heavy initial cynicism in the Air Ministry, the first flight trials of the Mosquito proved he'd created an aircraft that could fly faster than any other of the period and with sufficient power to carry a heavy load, turning what was envisaged as an unarmed bomber into a true multirole aircraft which became popularly known as the 'Wooden Wonder.'

One of the Mosquito's key strengths was its ability to outrun enemy fighters, making it an effective bomber. It was also used for night-time bombing raids, where its high speed made it less vulnerable to anti-aircraft fire and night fighters. The Mosquito's wooden construction also made it difficult for enemy radar to detect, making it an effective reconnaissance aircraft. The Mosquito was also used as a night fighter: equipped with radar and powerful armaments, it was able to engage and shoot down enemy bombers with great success. Its speed and versatility made it one of the most successful aircraft of the war, and it remains one of the most iconic British aircraft of all time. ♦



de Havilland Mosquito (peoplesmosquito.org.uk)

Remembering Ted Ensley

December 4, 1935–March 9, 2023

Ted Ensley was a gracious friend of the Combat Air Museum for three decades. Sadly, Ted passed away March 9th at the age of 87 after 50 years of dedicated service to Topeka and Shawnee County. Ted attended our Annual Celebrity Pancake Feed for the past 28 years as a celebrity pancake flipper. He loved supporting us here at the Museum in any way he could. Ted served as a county commissioner from 1998 to 2014. He also served as Shawnee County Parks and Recreation director from 1961 to 1992 and as Kansas Secretary of Wildlife and Parks from 1992 to 1995. His name will live on forever as the inspired creator of the 37.5-acre Ted Ensley Gardens at Lake Shawnee in Topeka. Ted was a gentle, kind, and loving personality all of his life and we were blessed to call him our friend at the Combat Air Museum. - *Gene Howarter* ♦



New & Renewing Members

New:

Brent Allshouse & family | Michael Clarkin |
Matthew DeVille | Scott Freeman & family |
Kathy Keck & family | John & Julie
Goehrung | Phil Gray | Ron & Judi Gray |
Jerry & Nancy Hanson | Dillon O'Keefe &
family | Bill Owens & family | Chris
Tregellas & family | Mark & Milè Wallace |
Larry White | Garrett Whorton & family |
Dustin Wise & family

Renewing:

David Bainum | Chuck & Connie Bradshaw |
Jim & Mary Braun | Marty Braun & family |
Les Carlson | John M. Davis | Don Dawson |
Dennis & Mary Donahue | Norman Dysart |
Russ & Kyle Elliott | Shaun & Inga Finn |
William & Donna Gilliland | Jane Holley |
Connie Houser | Maegan Hutchison & family
| Mike & Pat Kozubek | Jim & Ruby Leighton
| Roland Mayhew & family | Ronald Morrison
| Stephen Morrison | John & Rita Moyer |
Dave & Judy Murray | Ted & Sharon Nolde |
Shaun O'Keefe & family | Michael
Rockefeller & family | Chris Rundel & family
| Matt Sabatini & family | Rance & Laraine
Sackrider | David Salguero | Danny San
Romani | Gipsy Schneider | Jay & Marty
Stevenson | Mike & Kimberly Stewart | Bill
Stumpff | Terry Wages | Ramon Washington |
Steve & Rosie Williams | Kenneth Wright

New Lifetime Members:

Michael Fewell & family | Patrick Wilson

Visitors

498 people from 23 states, Brazil, Japan, Scotland, Singapore and Ukraine visited the Combat Air Museum in January.

In February, 566 visitors from 16 states, Brazil, Canada, Great Britain, Guinea, Israel, Switzerland and Ukraine toured your Museum.

1,757 people from 38 states, Brazil, Germany, Guatemala, India, Netherlands, South Africa and Spain visited the Combat Air Museum in March.

Pilot's Notes: a Book Review

“Wings of War: The World War II Fighter Plane That Saved The Allies and the Believers Who Made It Fly”

by David Fairbank White and Margaret Stanback White

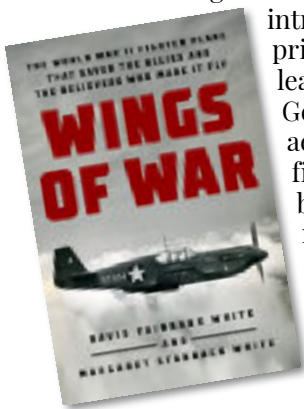
Reviewed by Chuck Watson

Most aviation scholars and fans know some of the story of how the famous P-51 Mustang came to be and the variations the plane went through during and after the war. Most know that British purchasing agents approached the little company North American Aviation and asked them to produce Curtiss P-40 Warhawks desperately needed to fight off the Germans before America joined the war. North American refused but offered to design a totally new aircraft instead. Company President James “Dutch” Kindelberger assigned his German-born head designer Edgar Schmued to the project designated as the NA-73X which, from first plans to prototype, took to the skies in a record 100 days.

It's common knowledge that the earliest models now known as P-51As were equipped with underperforming Allison engines that gave fair performance at low altitudes, but it wasn't until the British Rolls-Royce Merlin supercharged V-12 engine replaced the Allison that it became a high-altitude star. The deep fuselage evolved into a full bubble canopy in the definitive D/K model Mustang.

At this point, most Mustang scholars assert that Mustangs made bomber crews safer over Europe and brought the Nazis to ruin. Throughout this book, the authors take to task America's military and political leaders, along with international intrigue, that kept the Mustang out of the role it was designed and needed for, and they place the primary blame on Generals Henry “Hap” Arnold, Carl Spaatz and Ira Eaker. They and many other leaders held to the idea that bombers such as the B-17 and B-24 could sustain the efforts at bringing Germany to its knees, even when Luftwaffe anti-aircraft artillery and fighters were decimating the aerial armadas. Stubborn and from earlier times, these men kept the Mustang from its role as escort fighter for over two years when it could have reduced losses of crews and aircraft while improving bombing results. The authors return to that bitter argument throughout the book, but also highlight many American and British officers, envoys, defense planners and pilots that never quit in their drive to bring the P-51 into the war.

The authors also relate many battle reports, war stories, combat descriptions and successes through the end of the war that will enthrall the reader. An enlightening read at a little over 300 pages with maps and photos. ♦



“Rupert Red Two: A Fighter Pilot's Life from Thunderbolts to Thunderchiefs”

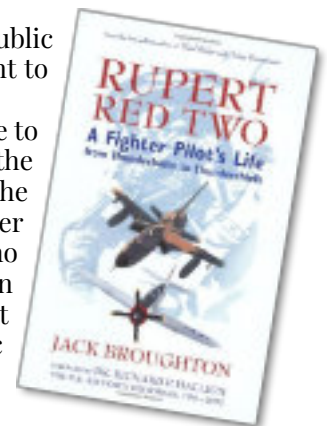
by Jack Broughton

Reviewed by Kevin Drewelow

Many of us are familiar with Col. Jack Broughton's books about his experiences flying the Republic F-105 Thunderchief in Vietnam: Thud Ridge and Going Downtown. Those books made me want to know more about his Air Force career. Rupert Red Two fills in the rest of his fascinating story.

Broughton graduated from West Point and completed flight training as a fighter pilot. Too late to serve in World War II, he soon found himself in occupied Germany flying P-47 Thunderbolts along the border, watching for Soviet MiG-15s. He returned to the States and Nellis Air Force Base, where he qualified on the Lockheed P-80, America's first jet fighter. He saw plenty of combat in Korea after that war broke out. Broughton was always a member of the fighter community, so it was no surprise that he was selected as the second commander of the Thunderbirds flight demonstration team in 1955. During Broughton's time with the Thunderbirds, they transitioned from the straight wing Thunderjet to the swept wing Thunderstreak and on to the Air Force's first supersonic fighter, the Super Sabre. Broughton went on to fly every one of the Century Series fighters. He said he enjoyed flying the F-105 but it was the F-106 Delta Dart that he would want in the garage. After retiring from the Air Force, Broughton spent many years in the aerospace business.

As you might imagine, the book is full of many intriguing flying stories. Broughton expected a lot of his people but he also really cared about them. This is a great read that describes the rapid change in technology and the Cold War experience that took place in aviation during that period. We were fortunate to have people like Jack Broughton defending our nation at such a critical time. ♦



In Remembrance

Rebecca Carter

June 20, 1954–December 12, 2022
CAM #3732

* *

Orvin N. Grondahl, Sr.

November 1, 1921–February 2, 2023
CAM #5662

Orvin served in the Army Air Force during World War II as an aircraft mechanic in Alaska, where he prepared Curtiss P-40s for their flights to the Soviet Union as part of the Lend-Lease program. Orvin's love of aviation continued throughout his life; he built countless balsa wood model aircraft and donated them to the Combat Air Museum to give to children.



* *

Phillip E. Hotzel

May 3, 1938–February 22, 2023
CAM #3501

Phillip joined CAM in 1998 and enjoyed spending time at the Museum in the company of other members. Phil served in the Air Force from 1956–1962 and then worked at the Colmery-O'Neil Veterans Administration Hospital in Topeka.

* *

Dr. Robert McElroy

1935–2023
CAM #5733

* *

John R. "Randy" Mettner

U.S. Air Force veteran
December 3, 1933–December 14, 2022
CAM #6275

Randy was a member of the original board of directors of Yesterday's Air Force – Kansas Wing (now the Combat Air Museum) in 1976 and helped write the organization's charter. Randy served in the 190th Air Refueling Group and on the board of the Metropolitan Topeka Airport Authority.



2023 Calendar of Events

April

- 9–Easter; Museum closed
- 10–Membership Luncheon, Brown Bag
- 29–CAM Celebrity Pancake Feed and Fly-In Market

May

- 29–Taps Across America

June

- 12–Membership Luncheon, Brown Bag
Jim Means will speak about his time as a Raytheon engineer and his involvement in the flight testing of our McDonnell Douglas F-15A Eagle
- 19–23–Young Aviators Class 23-01

July

- 17–21–Young Aviators Class 23-02

August

- 14–Membership Luncheon, Brown Bag

September

- 23–Girls in Aviation Day
- 30–TOPGUN 5K/10K Run and 4K Walk

October

- 1–3rd Annual Car Show
- 9–Membership Luncheon, Brown Bag

November

- 23–Thanksgiving; Museum closed

December

- 11–Membership Luncheon, Pot Luck
- 25–Christmas; Museum closed

Museum Notes *Continued from page 4*

CAM art curator's works on display in Lawrence... As you read in the previous article, Chuck Watson is a retired art teacher and working artist who serves as CAM's art curator. His vision became reality when we renovated the Museum's art gallery a few years ago, and he regularly rotates the works on display at CAM. Landmark National Bank in Lawrence, Kansas, featured many of Chuck's works, along with another artist, in their lobby from January through April. Chuck is well known for his aviation art and photography, but many Museum members who attended the opening reception were also fascinated by his glass and pottery pieces!



Aviation artist Chuck Watson
(K. Drewelow photo)

CAM on TV... When a Northrop B-2 Spirit stealth bomber had a landing mishap in December, KMBC News 9 from Kansas City sent a reporter to CAM to learn more about the aircraft. Reporter Rob Hughes interviewed Museum Director Kevin Drewelow and then toured CAM. Rob also serves as a captain in the Kansas Army National Guard and took an interest in Deb Lamere and her connection with CAM's Boeing CH-47D Chinook helicopter. He and a photographer returned to CAM on January 27 for an extended interview with Deb. That segment aired on KMBC on February 16 and you can find it at <https://www.kmbc.com/article/she-saved-me-combat-veteran-reunited-with-chinook-she-served-on-in-iraq/42954502> or on the CAM Facebook page, added on February 17. KSNT visited CAM on March 8 to shoot a promotional segment about their "Veterans Salute" weekly feature, and Lewis Toyota shot a commercial at CAM to air around Memorial Day.

Library improvements... CAM volunteers recently doubled the size of our library, improved the lighting and carpeted the space. In early February, we obtained some bookcases from Kansas State Surplus and placed them in the library. CAM librarian Steve Wodtke wasted no time in putting them to use! The library is available by appointment to CAM members; call the Museum at 785.862.3303 or email



Dave, Steve and Mike install a bookcase
(K. Drewelow photo)

director@combatairmuseum.com to schedule your visit.

Aviation Day at the Capitol... Ice and low temperatures reduced attendance, but the Combat Air Museum participated in "Aviation Day at the Capitol" on Thursday, February 16. Gene Howerter, Dave Murray and Kevin Drewelow staffed a display and met with a variety of people to tell them about CAM. We had the pleasure of meeting and speaking with retired US Army Lt. Gen. Mike Dodson, who flew attack helicopters through two tours in Vietnam! He represents District 67, surrounding Ft. Riley.

Signs of progress... Our Saturday volunteers spent the last few weeks replacing the heavy wooden sign supports used at each aircraft with much lighter frames made with PVC pipe. They then transferred the various signage to the new frames and then placed them by the respective aircraft. The old frames were disassembled and the wood placed with our surplus lumber, awaiting reuse in a future project. Two years ago, steady winds in excess of 80 miles per hour knocked over the CAM sign on Interstate 70 just west of the Topeka service area. Mike Madden, Ted Nolde and Mike Welch spent a lot of time repairing the sign and attaching it to new ground supports. They even added a large and conspicuous wind sock to the sign. Be sure to look for it next time you're returning to Topeka from the east. Many Museum visitors tell us our road signs were the reason for their visit, so these signs are very important. We're grateful for everything our volunteers do for the Combat Air Museum!

Aviation merit badge classes at CAM... Two Boy Scout troops spent weekends in March at the Combat Air Museum and earned their Aviation merit badges. Troop 251 from Lake Lotawana, Missouri, traveled to CAM on March 18 and promptly got to work. The scouts learned about the forces of flight, basic aircraft flight controls, and aircraft instruments. They toured the Combat Air Museum and visited the air traffic control tower at Forbes Field.

Continued on page 15

Ways You Can Support the Combat Air Museum

Dillon's Community Rewards Program



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.



Enrolling in the Community Rewards program is a one-time event and no longer requires annual registration. If you've already signed up, no further action is required. Go to www.dillons.com/account/enrollCommunityRewardsNow to create a Dillon's account before enrolling in the Community Rewards program. You can also call **800.576.4377** and the Dillon's customer service representative will register you. You'll need to provide them with the Combat Air Museum's five-character Non-Profit Organization (NPO) account number, **GA302**. Thanks to your generosity, each quarter the Museum receives a check from Dillon's that really helps us maintain the collection and facilities and provide the classes and service our visitors enjoy. Last year, Dillon's donated \$815 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!

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 Notes Continued from page 14

They built and flew foam plates gliders, learned how to conduct an aircraft preflight inspection and flew our flight simulator. The scouts passed their knowledge check and earned the merit badge. After dinner, they watched an aviation movie and camped out overnight in the Museum! The next weekend, Troop 18 from Topeka, led by CAM's own Carter Vincent, Troop 18's senior patrol leader, took their turn earning the merit badge. Carter even led their tour, although they had to stop for a bit to watch a flight of eight F-16s as they arrived at Forbes for a quick fuel stop. All of Troop 18's scouts passed their test and earned the badge. If you know of a Scout troop that is interested in taking the Aviation merit badge class, send an email to Kevin Drewelow at director@combatairmuseum.com.

Museum outreach... Director Kevin Drewelow had the pleasure of speaking to the Topeka Chapter of the Daughters of the American Revolution on April 8 at the Topeka Shawnee County Public Library. Most of the members present had been to CAM before and were quite excited to learn about our Girls in Aviation Day, to be held this year on September 23. ♦



COMBAT AIR MUSEUM
7016 SE Forbes Avenue
Topeka, KS 66619



PLANE TALK

ELECTRONIC SERVICE REQUESTED

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Topeka, KS 66603
Permit #181

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

COMBAT 16
AIR MUSEUM

Oh Once Again



To climb aloft and watch the dawn ascend
Earth's haze-enshrouded rim. To dally high
And see the morning ghosts forsake their blend
For sundry silhouettes. To catch the sky
Transformed, its fawn and silv'ry tints now rife
With brilliant hues recast. To ease my craft
Below as golden darts give birth to life
And set the world astir. To catch a shaft
Of beaming warmth, and quickened by its touch
Assault its course through hills of airy fleece.
To burst at last above the crests and clutch
The fleeting freedom-endless blue, at peace.

*Pilot Officer John Gillespie Magee, RCAF
1922-1941*

COMBAT AIR MUSEUM • PLANE TALK