

COMBAT AIR MUSEUM

→ → → Plane Talk → → →

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The Official Newsletter of the Combat Air Museum

Forbes Field Topeka, Kansas

April / May 2008 • Vol. 24, No. 2

Dear _____ [fill in the blank]
Love, _____ [fill in the blank]

A form letter from your boy at sea

Chuck Bradshaw, via Gene Howerter, submitted the following for Plane Talk. It is a form letter for sailors who were not particularly prone to writing home to let family and friends know where they had been and what they had been doing.

USS MIDWAY (CVA-41)

_____ March, 1959

Dear _____

Well, MIDWAY has been overseas now for nearly seven months, and during that time we have seen and learned a lot about the Far East.

After leaving the U.S.A., we headed for Pearl Harbor, Hawaii, to make an Operational Readiness Inspection, but that was canceled when the Formosan crisis interfered.

MIDWAY immediately left Pearl and after several day's travel arrived in the Far East.

We were deployed off the northern tip of Taiwan for nearly a month and believe me with the CHICOMs raising a fuss, we were ready for just about anything.

While at sea we conducted flight operations almost every day, and very often the ship's Air Department and Air Group held reveille just after midnight in order to launch aircraft. General Quarters was sometimes scheduled for gunnery and damage control practice. In order to see how fast we could get to our battle stations, surprise drills were held in the middle of the night. Talk about something funny, I got

a big kick out of watching some of the men make their way to GQ only half awake.

Other times we would have refueling at sea or replenishment of provisions from tankers and supply ships. And we have eaten 414,000 pounds of meat, 136,500 loaves of bread, 52,900 dozen eggs, 87,978 gallons of coffee, whew! And...oh yeah, 280,840 tons of spuds.

How would you like to burn 14,069,814 gallons of fuel in your car engine? The MIDWAY sure did on this cruise. Our pilots have made a total of 4,700 landings, and have used 3½ million gallons of jet fuel and 500,000 gallons of aviation gas. Finally, after 37 days at sea, we made our first port of call, Subic Bay, Philippines. There we had opportunity to take a guided tour sponsored by the ship to Baguio, a resort nestled back in beautiful mountain ranges. It is the

"Form Letter", con't. on page 10

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Museum Hours

Monday - Saturday

9 A.M. - 4:30 P.M.

Last Admission 3:30 P.M.

Sunday Noon - 4:30 P.M.

Last Admission 3:30 P.M.

Plane Talk, the official newsletter
of Combat Air Museum
of Topeka, Kansas,
is published bi-monthly.

Your questions and comments are
welcomed. Submit information for

Plane Talk to CAM office.

CAM will host the All Kansas Air Tour

-An 80th Anniversary re-enactment-

Here is some updated information about the **All Kansas Air Tour** we first wrote about in the last issue of *Plane Talk*. The Air Tour is an 80th Anniversary re-enactment of a 25 aircraft caravan that toured Kansas in 1928, starting from Wichita. The flight of aircraft took place to promote aviation and help cement Kansas' claim to be the Air Capital of the World.

Take a look at the day's schedule [to the right]. As you can see, it is an ambitious day of flying. As of press time, it looks like at least 21 planes will fly into Forbes Field.

We will serve lunch to the flyers/passengers at CAM. The lunch will be served in the Jean Wanner Conference Education Center, where we hold our Membership Luncheons.

Pilots and passengers will be met at the flight line side of Hangar 602 and given a means to identify themselves as aircrew, so they can get their lunch.

The aircraft are scheduled to be on the flight line in front of Hangar 602. We are also scheduled to have a KC-135 Stratotanker from the 190th Air Refueling Wing, Kansas Air National Guard on exhibit.

Visitors who wish to see the touring aircraft will pay admission to the Museum and have access to the flight line through Hangar 602.

Members of the *Rolling Thunder* chapter of the Military Vehicle Preservation Association are scheduled to have their military vehicles on exhibit in front of Hangar 602 or between 602 and Hangar 604.

We ask that our volunteers helping with the lunch arrive between 8:30 a.m. and 9:00 a.m. ➔

The tour is scheduled to come to Forbes Field on Saturday, April 5

This is a **tentative schedule** for that day.

7:00 a.m. – Light Breakfast for flyers
 7:00 a.m. – Pathfinder **departs Manhattan airport en route Atchison**
 7:10 a.m. – First wave departs
 7:45 a.m. – Second wave departs
 8:30 a.m. – Third wave departs
 9:00 a.m. – All aircraft **en route Atchison**

7:50 a.m. – Pathfinder **arrives Atchison Amelia Earhart Airport**
 8:00 a.m. – First wave arrives
 8:45 a.m. – Second wave arrives
 9:00 a.m. – First wave **departs en route Forbes Field**
 9:30 a.m. – Third wave arrives Atchison
 9:45 a.m. – Second waves **departs en route Forbes Field**
 10:00 a.m. Fourth wave arrives Atchison
 11:00 a.m. – All aircraft **en route Forbes Field**

9:30 a.m. – **Pathfinder and First wave arrives Forbes Field**
 11:30 a.m. – 2:00 p.m. – **Lunch at Combat Air Museum**
 3:30 p.m. – Pathfinder departs en route Lawrence
 5:00 p.m. – All aircraft en route Lawrence

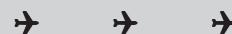


Visitors

Visitors

During **January**
the Museum had
284 visitors
from **14 states**
and
Germany

During **February**
we had
446 visitors
from **22 states**
and
Czech Republic
Great Britain



Students will present History Day projects at our next Membership Luncheon

Our guest presenters for the April Membership Luncheon will be **students** from **Seaman High School** of Topeka. We have a mix of topics for the presentations. One will be on the WASPs. A second will be on the Cuban Missile Crisis, and the third will be on the Americanization of Potawatomie Indians. The students are from teacher **Susan Sittenauer's** history classes. Susan requires her students to participate in the annual History Day competition. Over the past decade, a number of Susan's students have been very successful with their topics, winning at the state level and then participating in the national competition held at Silver Springs, Maryland.



There's been a lot going on in the CAM workshop over the winter months

Dave Houser is busy refurbishing a World War II Link C-3 Instrument Trainer. Over the past couple of years he recovered the fabric wings, tail feathers and hood for the trainer. This winter he replaced some damaged fabric on the trainer's body and is getting ready to do the same for its door. Everything has a new coat of paint, and Dave has installed the horizontal stabilizers and elevators, hooking the latter up to the control column. The vertical fin and rudder are in place, too.

Based on an inventory made of the trainer against its technical manual, we are only missing a handful of parts. The instrument panel and other interior parts need to be installed. Most of the actual machinery for the trainer is mounted to a square frame below its body, and Dave will be doing this, too. The main wings will have to wait until the trainer leaves the workshop.

Don Dawson completed building an engine stand to hold our Pratt & Whitney R-1535-11 radial engine. He is now starting on an engine stand for a Lycoming T53 turbine engine used to power Huey UH-1 helicopters. The R-1535-11 was in the workshop during the winter being scraped, scrubbed, and steam cleaned. The US Army Air Corps accepted the engine May 26, 1936, and it accumulated a lot of grease and grime over the years. In order to clean the

bottom cylinders and accessories of the engine, we moved it to a chain fall mounted in the northeast corner of 604. We can now raise it to clean the lower areas before placing it on the stand.

Don used the steam cleaner on the T53 engine and is working on the mounting supports for the stand. He will also be mounting large caster wheels to the stand's base.

The right elevator for the F-86 was removed from the Sabre and taken to the shop for paint stripping and cleaning. When done, it will be ready for new paint.



*Above: Our World War II Link C-3 Trainer.
Right: The 1936 Pratt & Whitney R-1535-11 and its stand.*

Dick Trupp has a couple of more sign stands to paint, and then all of the Museum's stands will have been repainted this winter.

The crew cab and engine compartment of the Hiller helicopter is back in the 604 hangar bay, and when the weather is warm enough, it will be cleaned with the power washer.

Martin Moyer, Amos Page and Zak Amos are working on an exhibit case for the new exhibit Tom Witty is putting together on aerial cameras and aerial photography. The case work is going on in the carpenter shop, and Tom is putting the exhibit together in the library.

Volunteers who worked in the 604 workshop this winter were surprised at just how many projects we could squeeze inside that space and still move around. That is not to say that some of us did not come away without some fresh paint on our trousers or sweatshirts from bumping into newly painted surfaces, but we did make excellent use of the workshop during the cold weather.



*Above: The aerial cameras dummy layout.
Below: The Lycoming T53 Huey engine after steam cleaning.*



You can help us make this Annual Pancake Feed an even bigger success

Our Annual Pancake Feed will take place on the last Saturday, April 26th from 7 a.m. until 12:00 p.m. Invitations to local celebrities to flip pancakes for us have gone out and **Lois Ecord** has been getting positive responses back. As of press time, some of our celebrity flippers include **Ron Thornburgh**, Kansas Secretary of State; **Ted Ensley**, Shawnee County Commissioner; **Norton Bonaparte**, Topeka City Manager; **Eric Johnson**, Director of Operations for Forbes and Billard Airports and acting President of Metropolitan Topeka Airport Authority; **Megan Ensley**, Miss Capital City; and **John Lee Hooker**, KMAJ FM radio.

There are several things you as members can do to ensure CAM has a successful fund raising event. Please sell tickets. The more sellers we have, the more tickets we will sell. Think about buying additional tickets yourselves and then give them away to relatives, friends, or neighbors. You get the idea. Look at it this way: **125 local members buy 4 tickets apiece at \$4 per ticket equals \$2,000.** Not too much work involved to raise that much money. Please call Lois at 862-3303 to reserve your tickets. Send a check or use your VISA/MasterCard to purchase the tickets.

We will move aircraft out of Hangar 602 on the Thursday before the event and give the hangar floor a good cleaning. We may set up tables and chairs that day, or do it on Friday.

Bob Carmichael of Perkins Restaurant will be bringing his grills, pancake mix, sausage, and syrup. Bob will also provide his expertise to our celebrity

flippers and will likely be the flipper for any pancake catching events that may occur during the feed.

Dan Pulliam will have some of his band students present to play musical selections, and **Beverly Post** is scheduled to have some of her dancers come, too.

We will need volunteers to help clean the floor and set up tables and chairs prior to the Saturday event. On that day we will need

Pre-Breakfast – Volunteers please arrive by 6 a.m.

Start coffee pots

Fill syrup containers

Put butter, juice, and milk on ice at the service table.

During the Breakfast

Ticket sellers

Sausage cookers/servers

Drink servers

Table cleanups

Kitchen Police (KP) duty – making fresh coffee, refilling juice pitchers,

Runners for moving full and empty coffee pots to and from the kitchen and service table,

After Breakfast

Clean Up Crew

This is our first fund raiser of the year, and it is a large one. Traditionally, it has also been fun for everyone. Please help us when and where you can, including pre-event ticket sales. If you can help, please call Lois and let her know how and when you would like to volunteer.





Memoirs of a gunner on a B-17 Flying Fortress in WW II

Merton Wilch presents the Membership Luncheon program

school at Tyndall Field, (Panama City) Florida. Merton's crew assignment took place at Dalhart Army Air Base, (Dalhart) Texas, about equidistant from the New Mexico and Oklahoma borders. Merton said fifty-five B-17 crews trained together at Dalhart. About half of the crews went to England by ship. The others flew. Merton said his crew went by ship. He and his crew were assigned to the 100th Bombardment Group along with four other crews from Dalhart.

They arrived in England about two weeks before the D-Day landings in Normandy, France on June 6, 1944. Within the 100th Bomb Group, Merton's crew was assigned to the 418th Bombardment Squadron, one of four squadrons in the Group. His pilot's name was Murray D. Johnson, and the crew was commonly referred to as Johnson's crew. His aircraft was a Boeing B-17G Flying Fortress with the name *Silver Dollar*, serial number 42-32090. Merton was the flight engineer and top turret gunner on the plane. He said that after the end of the war in Europe, the plane was stripped of its armament and converted to a VIP transport. In all, the aircraft flew 102 missions. It returned to the US in 1950 where it was scrapped at Pyro, Texas. Merton also mentioned that they got over to England at a good time. They had good fighter coverage during their missions, had heated flying clothing, and good oxygen masks.

Merton told us the 100th Bombardment Group began flying missions from England in June 1943 and flew their last mission in April 1945.

"Gunner", con't. on page 8

One of CAM's own members, **Merton Wilch**, was our guest speaker for the February 11 Membership Luncheon. Merton holds membership number 29. His talk was about his experiences as a gunner on B-17 Flying Fortresses during World War II. We had a large pre-Valentine's Day audience of 42 people present for the lunch. Other members in the audience who had World War II B-17 missions were **Marion Raper** and **Beattie Dickson**.

Merton is a Topeka area native, born near present day 77th Street and Shawnee Heights Road. He graduated from Berryton High School. Berryton is located a few miles east of Forbes Field.

After high school Merton attended Fairfax Aviation School (Kansas City, Kansas) and went to work building North American B-25 Mitchell medium bombers at Fairfax. He was drafted while there and began his Army Air Force training in Miami, Florida. From Miami he went to Seymour Johnson Field, (Goldsboro) North Carolina for mechanic school. He then attended gunnery

Above: Merton Wilch, our February Membership Luncheon speaker.

Photo by Don Mathers

"Gunner", con't. from page 7

All group missions were flown from Thorpe Abbots, Station 139. The field was located about one mile northeast of the village of Thorpe Abbots and four miles east of Diss. London was about 83 miles southwest of the field. The 100th Group flew 306 missions from Thorpe Abbots. During the course of the war, the 100th Group lost 177 aircraft to combat and another 52 to other operational losses. Merton flew a total of 32 missions over a 90-day period. His first mission was on June 15, 1944, and his last was on September 11. He passed out some information sheets for the audience. One sheet listed all 306 missions flown by the 100th Bomb Group. Merton annotated this sheet by marking down his mission numbers. A second sheet listed comments and general information about the five crews that went from Dalhart to the 100th, information on the 100th in England, and notes about his missions and the other four crews.

Silver Dollar flew both tactical and strategic missions. The tactical missions were in support of the invading allied forces in France and other missions in Germany. The strategic missions were in Germany against the synthetic oil industry and airfields. Two of the missions were to Berlin. Opposing forces included fighters, anti-aircraft artillery fire (flak), and weather.

Merton said the D-Day landings at Normandy took place on a Tuesday. The first of the five crews from Dalhart, identified as Ryan's crew, flew their first mission the following Sunday. It was a bad mission and the bombers did not drop their bombs. Ryan's crew and one other were shot down. The radio operator was the only survivor of Ryan's crew. The following Friday, Merton's crew flew their first mission, on June 15, 1944. It was to Wilster, Germany to bomb oil targets. Merton said that after they returned to Thorpe Abbots, the bombardier refused to fly any more missions.

Merton told us that during his 32 months in service, he always had a bed to sleep on except when he was traveling on troop trains. He paid tribute to all the ground forces that made the landings at Normandy and took part

in the ground operations through the end of hostilities in Europe.

Depending on the mission, the 100th Group would put up 12, 24 or 36 aircraft along with other B-17 and B-24 groups in the 3rd Bomb Division. Bomber groups from the 1st and 2nd Bomb Divisions also flew on the assigned missions. Merton listed nine of his missions in which B-17s of his Group were shot down. A total of 29 crews were downed on those missions, and that was just the crews from the 100th Group. During one period, Merton's crew flew seven missions in nine days. He said that when the plane returned from a mission, the air crew

cleaned the guns and the ground crew prepped the plane for the next day.

On Merton's 19th mission, July 29, 1944, another of the five Dalhart crews was shot down. Merton identified them as Jones' crew. Four of the nine crewmen on the B-17 survived

the shootdown and became prisoners of war. Eight B-17s of the 100th Group were shot down that day. Merton said the remaining three Dalhart crews finished their missions.

The largest loss of 100th Group B-17s during Merton's missions occurred on September 11, 1944. The mission was to Ruhland deep into eastern Germany to bomb oil industry targets. The 100th Group was flying the low and rear combat position (box). About 40 miles from the target, near Annaburg, Germany, an entire group of German fighters attacked the Group. In five minutes' time, 11 Fortresses were shot down. This was Merton's 31st mission. The following day, he was in the air again, this time to Dusseldorf, in western Germany. It was Merton's 32nd and final mission.

Merton said that the crew completed its tour when the pilot completed 35 missions. He said their pilot had flown as a co-pilot on another crew on his first mission for training. Merton had been sick during one mission and could not recall what happened on the other to account for his 32 missions against the pilot's 35. They were done and returned to the US. He went on to say that when air crewmen flew six missions, they received an Air Medal.

**During the course of the war,
the 100th Group lost
177 aircraft to combat
and another 52
to other operational losses.**

After 30 missions they received a Distinguished Flying Cross.

During his presentation, Merton passed around a piece of flak collected from inside the *Silver Dollar* after one of their missions. The dense metal piece was part of an anti-aircraft artillery shell. It had sharp, jagged edges, and it was easy to visualize the damage such a piece of metal could do to aluminum aircraft skin and humans.

After the War, Merton was a mail carrier in Topeka and a Dupont mechanic at a cellophane plant in nearby Tecumseh, Kansas. He also did a three-month tour in a cellophane plant in South America. Merton told us the 100th Bombardment Group has held reunions every other year since 1992, and he has attended some of those as well as other Army Air Force reunions.

He returned to England in 1969 and toured his old base at Thorpe Abbots. He said there was a memorial book to American Airmen who flew from England during World War II. The book held the names of over 26,000 Americans killed in action, and a page in the book was turned each day. Merton said the 100th's control tower had been made into a museum. He also said this trip was his first experience in driving on the wrong side of the road. Merton has made subsequent trips to the United Kingdom, getting to see much more of the country, including a visit to the Duxford Air Museum. He is a great fan of antique engines and machinery and mentioned some of those that he saw while traveling England. In 1998 Merton went to Munich, Germany, a city he bombed four times during the war. During the visit he took a boat trip on the Rhine River and later traveled to Brussels, Belgium. While in Germany, he also visited Berchtesgaden and Regensburg. Merton said the movie *Sound of Music* was filmed around the latter city.

At a 1985 reunion in Wichita, Kansas, Merton met the gentleman who named the *Silver Dollar*. He had flown in the crew just before Merton's.

Merton said the Czech Republic has shown it appreciation of the 100th Bombardment Group at a couple of their reunions. Once was in 1994, and in 2001, a Czech citizen came to a reunion in Omaha, Nebraska to offer his comments of appreciation and praise.

Photocopies of an article Merton wrote for a periodical called *Splasher Six* in its Winter 2004 issue was about him and his five brothers. All served in the US Armed Forces during World War II. Merton and one brother were in Europe; the other four brothers were in the Pacific. The article includes a couple of family photos from that period and one of Merton's B-17 crew. His brother Cletus was a chaplain in Patton's Third Army. Brother Kyle was in the Navy with the 72nd Naval Construction Battalion in Hawaii, then Guam. Brother Harold was also in the Navy and the last of the six brothers to join up. He was assigned to the transport ship *NEWSBERRY* that took men and supplies to the battle of Iwo Jima. Brother Clarence volunteered for the Army Air Corps aviation cadet program, but the need for ground troops was so great that he was reassigned to the infantry. His plumbing skills, though, sent him instead to Guam where he performed refrigeration maintenance. Brother Veryl was a ground crewman in the Army Air Corps and stationed in the South Pacific about 400 miles from the Philippines. The island still had Japanese soldiers on it. All of the brothers returned home, Cletus being the last to come back, in 1947.

Merton ended his presentation by mentioning some articles in the fall and winter issues of the *Eighth Air Force News*. One of these was about a 240-city tour the Collings Foundation restored B-17 Flying Fortress is scheduled to make during 2008. The passing of David Tallichet was also written in one issue. Tallichet had flown B-17s in the 100th Group during World War II.



Join the Combat Air Museum!

Your membership and support are important to us.

"Form Letter," con't. from page 1

summer capital of the Philippines. A tour was also conducted to Manila, the capital city.

Boy, talk about the heat and humidity. This place really had it. Our coke machines were constantly in operation because of the large demand for something to help keep us cool.

After leaving Subic, the crew welcomed a dip in the soothing waters of the Pacific. The ship stopped and the men went swimming in the middle of the ocean.

With a few more days of operations behind us, we anchored in Buckner Bay, Okinawa, our second port of call. There we went ashore in liberty boats for rest and

recreation.

We left Okinawa a few days later and continued operations. Afterwards, we steamed north toward Japan.

We arrived in Yokosuka for our liberty and to make repairs on the ship until after Thanksgiving.

I really had a good opportunity to see a lot of this oriental country. The ship arranged tours to see Kamakura, site of the giant bronze statue of Buddha, and several Japanese shrines; Tokyo, one of the largest cities in the world, and capital of Japan; and Mt. Fujiyama, a mountain held sacred by the Japanese people. Some of the guys also went on ski trips.

Something I'll long remember is the bargain buying that can be done in Yokosuka. I really had a ball trying

to agree with the merchants on what price to pay them for their merchandise.

A few of the Japanese customs really fascinated me. Some of the people dressed in kimonos and wore wooden "clod hoppers" called getas. Before you could enter a home, which usually had doors that slid open instead of swinging on hinges, you had to remove your shoes.

Time finally came for us to leave Yoko and return to our operational area near Formosa. We spent a little less than a month at sea, sometimes anchoring in Buckner Bay for a rest and liberty.

Again we headed north to Yokosuka for another in-port period and to spend the Christmas holidays.

I guess about this time the guys were writing home a little bit more than usual. Packages, letters, and post cards went out through MID's post office each day.

Maybe people think that sailors don't write very much. But since the beginning of the cruise,

New Supporters

Larry & Diane Toddr

Renewing Supporters

Tom & Mary Ann Witty

Dave & Judith Murray

Gregory, Isabelle,
Emma, & Barrie Judge

Marion Raper

Bill Clawson

Lacy Hinter

Gail Beal

Anderson Chandler

Michael Kozubek

Ted Nolde

Charles H. & Charles F. Culter

Ron & Linda Coash

Harold Jameson

Harlan Sweeten

Dan Pulliam

Charles Linville

Lloyd Thomas

Richard & Sharon Long

Tom & Diane Gorrell

→ → →

2008 Events Calendar

Event dates subject to change

April

5 – All Kansas Air Tour,
80th Anniversary Flight
CAM provides lunch to the fliers
and dignitaries

26 – Celebrity Pancake Feed

June

9 – 12 Aviation Education Class

July

14 – 17 Aviation Education Class

August

4 – 7 Aviation Education Class

September

27 – Winged Foot 5K Run/Walk

→ → →

our post office has sold over \$1,000,000 worth of stamps and money orders.

After Christmas we slipped away from our berth for another period at sea and our next port of call, the British Crown Colony of Hong Kong.

We anchored out in the bay from the city and huge ferries were used in place of liberty boats, allowing several hundreds of men to go ashore at once instead of a few.

Man! was this ever the place. Prices for clothes were really low. Many of the guys bought suits, sweaters, and all sorts of wearing apparel. Guided tours were arranged for us to see this city of three million people and the surrounding countryside. We were able to visit such places as the famed Tiger Balm Gardens; the floating restaurants at Aberdeen, a large fishing village; and Kowloon, part of the China mainland.

After a week's visit in this fabulous port we weighed anchor and steamed south to Manila. We spent four days there, then put out to sea for more operations and another trip to Japan.

We arrived in Yoko the 2nd of February for twelve days to make our preparations for leaving WestPac and returning to CONUS (Continental United States).

After our twelve days in we went back out for gunnery practice and to qualify Marine pilots for carrier operations.

We returned to Yokosuka for three more days to finish preparations, and then left for home.

Since the beginning of the cruise we have really been able to exercise Ike's People to People program. While we were at sea, we'd hold raffles, play bingo and have clothing collections to raise funds for the people living in the Far East. We have also given large sums of money to charities in the San Francisco Bay area and in San Francisco. All summed up we have given over \$9,000 for charitable purposes.

Things may have gotten a little tough at times, but we still did our job and completed our mission in the Far East.

We have cruised 53,750 miles in 203 days since leaving the States. Now we are almost home.

Love,

April / May Calendar of Events

April

Saturday, April 5

All Kansas Air Tour Luncheon
Jean Wanner Education Conference Center
11:30 a.m. – 2:00 p.m.
CAM will host a luncheon for pilots flying
in the All Kansas Air Tour

Monday, April 14

Membership Luncheon
JWECC
11:30 a.m.
Students from Seaman High School
will present their History Day contest
topics

Saturday, April 26

Annual Celebrity
Pancake Feed
Hangar 602
7 a.m. – 12 p.m.

May

There is no Membership Luncheon in May.
The next luncheon is Monday, June 9.



Join the Combat Air Museum!

Check out our website You'll see something new

If you have not already done so, please check out the much-revised website for Combat Air Museum. Go to www.combatairmuseum.org and see what **Dave Murray's** work has produced. The site literally has a new look. Dave worked several weeks on the site with assistance from **Ken Hollemon**, but it was not just a computer exercise to produce what we currently have. Dave made, and continues to make, a number of trips to the Museum to get information and take many photos of aircraft, engines, exhibits and artifacts. From these he chooses certain images to put on the site. Curator **Danny San Romani** is providing Dave write-ups on the aircraft that can be condensed and placed on the site. *Plane Talk* Editor and Designer, **Toni Dixon**, worked with

San Romani so the newsletter can be provided to Dave in a .pdf format for the site.

When you start your tour of the Museum, Dave has set up 17 information blocks to click on. The revamped website is dynamic in that changes will occur to reflect Museum events, new exhibits, the newsletters, or other changes. San Romani owes Dave some more aircraft signage, but there are already plenty of things to look at and read through.

Dave put a lot of time and effort in the revamped website. Please take a look at what he has done. There is a comment section, so look over the site and let us know what you think of it.



Visit our website at
www.combatairmuseum.org



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