

COMBAT AIR MUSEUM

✈ ✈ ✈ Plane Talk ✈ ✈ ✈

The Official Newsletter of the Combat Air Museum

Forbes Field Topeka, Kansas

February / March 2010 • Vol. 26, No. 1

The Great War and American Society as seen through Wartime Posters

We had a full room for our Christmas Membership Luncheon, and the tables were decorated with festive covers and poinsettias. **Mary, Gary, Susan, Desiree, Patricia,** and **Rachel Naylor** had earlier decorated the Conference Room and Gift Shop to add to the holiday scene. Attendees brought a variety of covered dishes for the meal. **Bob and Mary Ann Kelly, Chuck and Marlene Urban** and **Lois Ecord** had two tables full of donated Christmas items for prize drawings. **Larry Todd** contributed some wooden ornaments he had made.

Gene Howerter asked for guest introductions. **Dick Trupp** introduced **Zan Popp**, Collections Manager and Lead Associate Curator of the Sabatini Art Gallery at the Topeka Shawnee County Library. **Russ Wiedle** introduced **Klio Hobbs** who has done photo collages of Museum events and exhibits.

Gene also encouraged folks to go through the Gift Shop to see new items that would make great



*Below: Members and guests start to gather for the Christmas Membership Luncheon
Right: Dr. Richard Faulkner, our December speaker.*

stocking stuffers for Christmas. He also reminded members that the Museum goes into half-day mode for the months of January and February beginning January 2. We will open at 12 p.m. and close at 4:30 p.m. with the last entries taken at 3:30 p.m., all week long.

see "The Great War," con't. on page 10



Images by Dave Murray

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Museum Hours

January 2 - February 28/29

Mon. - Sun. Noon - 4:30 P.M.

Last Entry Every Day is 3:30 P.M.

March 1 - December 31

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

Last Entry Every Day is 3:30 P.M.

Closed New Year's Day, Easter,

Thanksgiving, Christmas Day

Newsletter

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Plane Talk, the official newsletter

of Combat Air Museum

of Topeka, Kansas,

is published bi-monthly.

Your comments are welcomed.

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2010 Events Calendar

Dates subject to change

March

15 – 18 Aviation

Education Class

April

24 Pancake Feed

June

7 – 10 Aviation

Education Class

July

12 – 15 Aviation

Education Class

August

2 - 5 Aviation

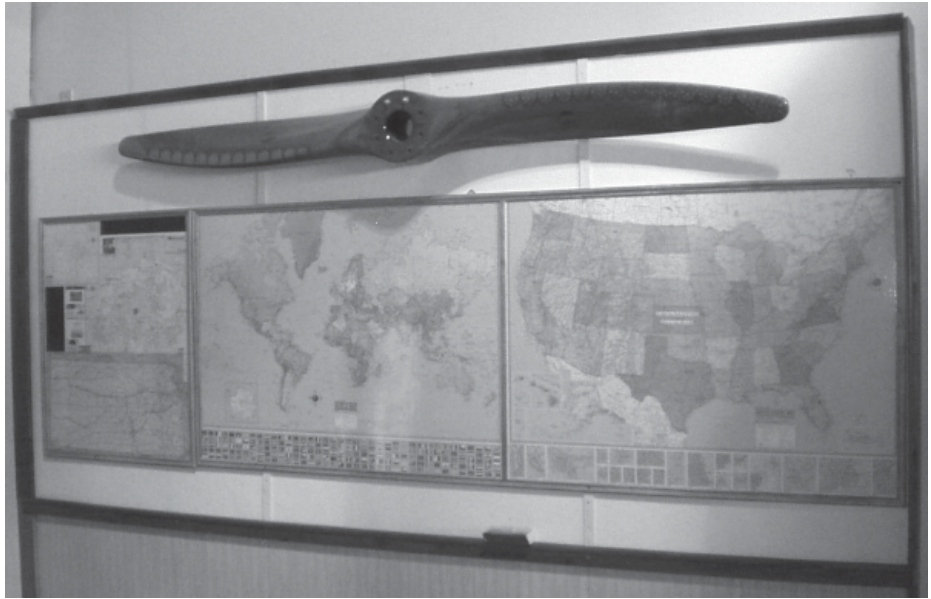
Education Class

September

25 *Winged Foot* 5K Fun
Run/Walk

→ → →

Artifacts found in the store room help work continue on a Museum project



The new pin maps outside the Gift Shop door.

Pin Maps

For years, the Museum has had maps of the United States and a World Map mounted on foam core and framed for visitors to put pins in to show where they had come from. Just before Christmas **Gene Howerter** removed the two maps to replace them with new ones provided by **Dave Murray**. The US map was pretty well used, particularly for Kansas. The I-70 corridor between Topeka and Kansas City had become, as **Jack Vaughn** said, a “Grand Canyon,” from all the pins placed in that area over the years.

Once the maps were down, Gene took everything to the work shop where he and Dave worked on mounting the new maps so they would be up before the new year began. They also expanded the choice of maps for visitors. The new set up includes a world map and a United States map as before, and now there are a Kansas map and a Topeka/Shawnee County map.

Wing Jacks

Don Dawson finished cleaning and repairing two 30-ton and four 5-ton wing jacks. All jacks have new hoses, and fresh coats of paint. While working on the 5-ton jacks, Don found that two of them had reservoirs filled with motor oil rather than hydraulic oil. He mentioned this to **Beattie Dixon** at the December Membership Luncheon, and Beattie said that was not all that

uncommon during World War II. Don drained all four jacks and put new hydraulic oil in each of them.

Some of the wheel stems on the 30-ton jacks were bent, and as Don removed all of them for inspection, he heated and straightened the bent stems.

F-86H

Bob Crapser continued cleaning the instrument panels and console panels removed from the cockpit. While looking at a website Bob found while searching for the three instruments missing from the panel, **Danny San Romani** found a Gun, Bomb, Rocket panel. The description said the panel was used on F-84, F-86, F-100, and F-105 fighters and the model type given in the description seemed familiar to Danny. He looked through the large storeroom for artifacts and found the same type of panel and its mounting yoke. From some hand painted notations on the panel, it had been purchased somewhere for \$85. Further research in the Armament Technical Order for the F-86 confirmed this panel was used in the type. It is complete with a mounted gun camera. Bob will clean all this up, and it will be installed in the plane.

Danny, Zak Amos, and Robert Johnston continue prepping parts and assemblies for painting.



3/4-scale replica of a German *Pfalz E 1* scout fighter is the Museum's newest airplane

On November 24, 2009, the newest aircraft to CAM's collection arrived at the Museum. **Mr. Robert Baslee** of Holden, Missouri donated a 3/4-scale, homebuilt replica of a German *Pfalz E 1* scout fighter to CAM. Mr. Baslee towed the aircraft to Topeka on a trailer. He and three members of the Dawn Patrol flying unit in Missouri and Museum volunteers assembled the airframe in Hangar 604.

Gene Howerter, Tad Pritchett, Dave Murray, Kevin Drewlowe, Don Dawson, and Danny San Romani were CAM members present to lend a hand. There was not much to the assembly. Put on two wings and attach all their support cables to top and bottom pylons. In less than an hour, the *Pfalz* was together.

Mr. Baslee had removed the engine and propeller for another project, but we had experience with doing a dummy engine for the 7/8-scale Nieuport donated earlier

and getting a non-flyable propeller for it. There is also no instrument panel. We will do some research to find out what the panel of an original *Pfalz E 1* looked like.

Not long before the delivery, Mr. Baslee and his company, **Airdrome Aeroplanes**, were the subject of an article in the *Kansas City Star*. He and his workers built two replica aircraft for the movie *Amelia*, released in October 2009. One of the planes was a replica *Bleriot IX*. Several years earlier, he and his crew built four replica *Nieuport 17s* in 52 days for the movie *Flyboys*, released in 2005.

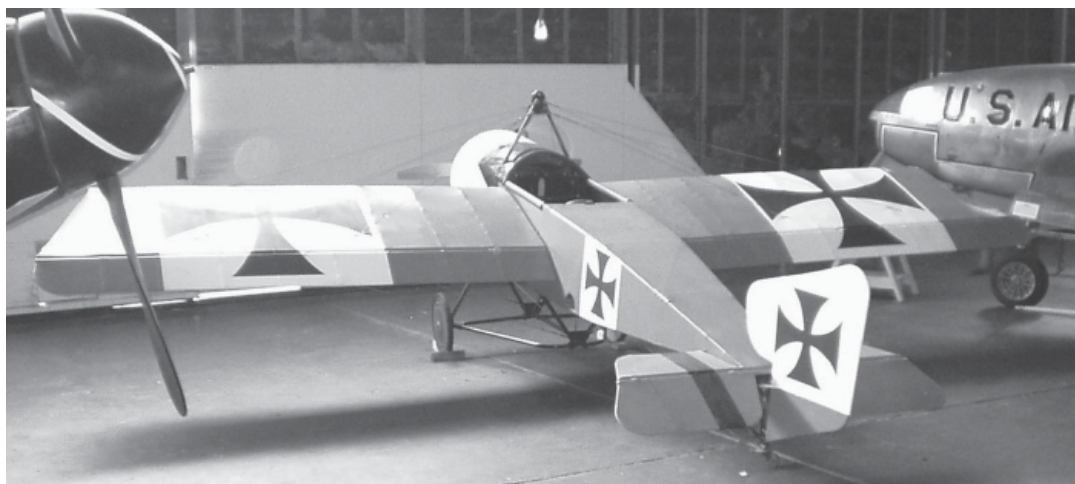
Airdrome Aeroplanes builds complete kits of a number of World War I aircraft designs for sale as well as building custom aircraft orders. The company also sells Rotec rotary engines that are used in the replicas.

Since arrival of the *Pfalz*, Gene Howerter and Don Dawson have been busy modifying the plane for a

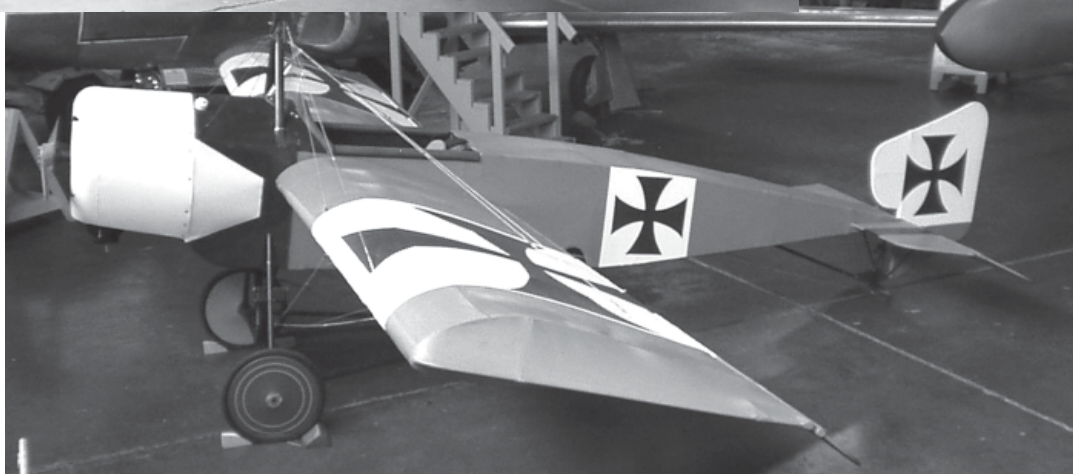


Above: Gene Howerter with the finished dummy engine.
Right: Gene holds his unfinished, hand built Oberursel radial engine
Images by Dave Murray





The 3/4-scale replica of the World War I Pfalz E-1 scout fighter



dummy engine. Unlike the *Nieuport*, the *Pfalz* has a cowl ring that is open on the bottom, exposing engine cylinders, and has a closed face. The *Nieuport* engine has a complete cowl ring that is open-faced. We installed a photo of a rotary engine mounted on Masonite inside the *Nieuport's* cowl. That would not work well for the *Pfalz*. So, Gene fabricated six dummy cylinders out of wood and mounted them on a section of plywood. He wrapped the cylinders with different diameters of line to give the appearance of cooling fins. He mounted four cylinders to the bottom edge of the plywood. The remaining two were mounted at the 10 o'clock and two o'clock positions of the plywood. Gene did this because there are two holes in the face of the cowling that would partially expose these cylinders.

With his wooden cylinders installed, Gene painted the assembly black. Dave Murray purchased some copper tubing that Gene cut and bent to shape and attached to the cylinders, and he mounted dummy spark plugs to each cylinder.

Don worked on fabricating a propeller shaft. He first had to build a mounting bracket out of angle iron and flat stock, as the existing firewall was too flimsy to hold the weight of a dummy propeller shaft, engine, and propeller. There were four existing mounting holes for installation of the original engine, and Don fabricated his mounting bracket to attach using these holes. He then installed a pipe flange to the bracket, and to the flange he mounted a piece of pipe he cut and threaded. The pipe will act as the propeller shaft. All of this was painted black.

Gene's engine assembly will slide onto the pipe and will be secured so it does not slide on the pipe. On December 18, we received a non flyable propeller Mr. Baslee donated and shipped. Don mounted a pipe flange on the rear face of the propeller boss and fabricated a mounting plate for the front of the boss. The completed unit threads onto the pipe shaft.

Pfalz Flugzeug-Werke built the original *Pfalz*. It was a shoulder-wing monoplane, a license-built Morane-

"Pfalz," con't. on page 6



Two replica German fighters: the Pfalz E-1 of WWI and the Messerschmitt Bf-109G of WWII.

"Pfalz," con't. from page 7

Saulnier type "H" with modifications, with a rotary engine. At first, the aircraft was used as an unarmed scout, but with the success of the Fokker synchronizing gear in 1915 that allowed machine guns to fire through the arc of a propeller without hitting the blades, a similar installation was successfully tried on the *Pfalz* monoplane and it became the *Pfalz E I*. Some sixty examples of the *E I* before the next variant (*Pfalz E II*), which little more than the *E I* with a 100 h.p. engine.

Due to its great similarity in appearance to the Fokker monoplanes, the Pfalz machines automatically became "Fokkers" to the Allies. It was through the shape of their rudder surfaces that the types could be identified. They differed little in size and weight.

In contrast, the Pfalz monoplane differed considerably in its structure. It had a completely wooden airframe instead of the Fokker's welded steel tube fuselage.

More efficient and powerful biplanes came into service, and the operational life of the *Pfalz E* types was comparatively short on the Western Front. They continued to serve on the Eastern Front as trainers.



Technical data for the original Pfalz E 1

Designation: Single-seat fighting scout
Manufacturer: Pfalz Flugzeug-Werke
 G.m.b.H. Speyer am Rhein (Pfal.)
Power Plant: One 80 h.p. Oberursel UO,
 nine-cylinder rotary engine
Dimensions: Span, 30 ft 4 5/8 in (9.26m)
 Length, 20 ft 8 in (6.3m) Height, 8 ft 4
 3/8 in (2.55m)
 Wing area, 151 sq ft (14 sq m)
Weights: Empty, 759 lb (345kg)
 Loaded, 1,177 lb (535kg)
Performance: Max speed, 91 mph (145km/
 hr) Climb, 2,624 ft (800m) in three
 minutes
 6,560 ft (2,000m) in 12 minutes
 Duration, circa two hours
Armament: One Spandau machine gun,
 forward firing

An overall look at attendance and visitors in 2009

Our best year since 2004

The following is a summary of recorded visitor attendance at Combat Air Museum for calendar year 2009.

Total attendance was 10,910. This is an increase of approximately 7.8% over 2008 and our best attendance since 2004.

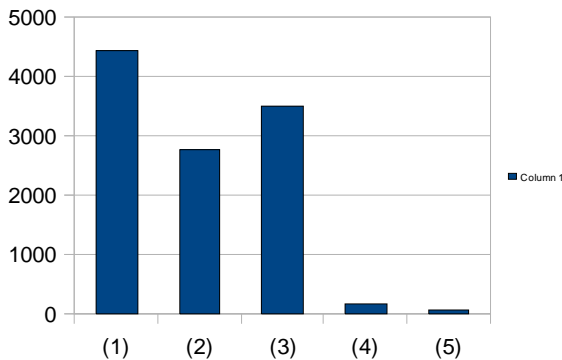
(1) 40.6% of the total (4,430) were from Kansas, outside of Shawnee County.

(2) 25.3% of the total (2,760) were from Shawnee County.

(3) 32.1% of the total (3,500) were from 47 other States, Washington D.C., and Puerto Rico. There were no visitors from Hawaii or Rhode Island.

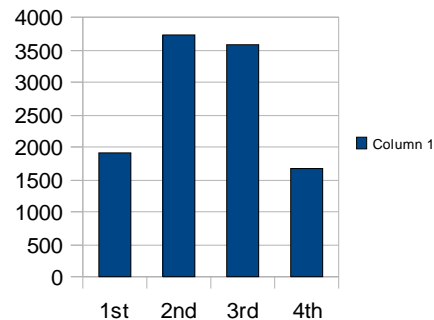
(4) 1.4% of the total (151) were from 28 other Countries.

(5) 0.6% of the total (69) were from residences unknown.



Attendance figures for 2009

1 st Quarter	1,923
2 nd Quarter	3,744
3 rd Quarter	3,580
4 th Quarter	1,663



Our tour-guides conducted 60 scheduled tours for a total of 1,883 visitors. Thirteen of these were motor coach tours (522 people).

The Kansas League of Municipalities held a dinner function in Hangar 602 the evening of October 4, 2009 with 245 attendees.

The top five states' visitors outside of Kansas were Missouri (701), Texas (407), Colorado (214), California (171), and Nebraska (170).

The top five countries' visitors outside of the US were Canada (18), Germany (14), Japan (12), Great Britain (10), and the Netherlands (9). ➔

Visitors

During November
the Museum had
675 visitors
from **33 states**,
and
Canada
China

Germany
Great Britain
Honduras
During December
we had
255 visitors
from **15 states**,

and
Great Britain
Mexico
Netherlands

➔ ➔ ➔

Museum assists with KSNT-TV's celebration of Kansas' heritage

During the fall, members of KSNT-TV Channel 27's news team in Topeka were doing brief presentations on Kansas and Kansans in celebration of the state's rich heritage. After the movie *Amelia* opened, **Kelli Stegeman** came to CAM to do a segment on Amelia Earhart. Kelli is co-anchor for the 5, 6, and 10 p.m. news. As a backdrop, Kelli used the Museum's SNB-5, a military version of Beech Aircraft's *Twin Beech*. It is a close look alike to Earhart's Lockheed Model 10E *Electra*.

Gene Howerter was with Kelli and her camera woman to help as needed. He opened the SNB-5 and Kelli did a number of takes around the plane, in and near the doorway, and from the cockpit. The footage that appeared on Channel 27 had her standing outside the plane.



Join the Combat Air Museum!

Your membership and
support are
important to us.

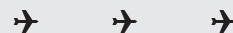
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We need your help. If you move, please forward a change of address to us. Bulk mail is not forwarded to a new address. In order to continue receiving *Plane Talk*, we need to know where to send it.



Our next Membership Luncheon

Our scheduled speaker for the February Membership Luncheon is **Mr. Dick Starks**, donor of the replica *Taube* that is hanging in Hangar 602. He will be talking about **Robert Blasee**, recent donor of the replica *Pfalz*, and Blasee's company Airdrome Aeroplanes building two replica aircraft for the cinema release *Amelia*. Mr. Starks is a previous luncheon speaker, and you should find his presentation to be quite entertaining. The luncheon will begin at 11:30 a.m., Monday, February 8 in the Jean Wanner Education Conference Room.





Lockheed T-33 jet trainer in Fort Garland, Colorado sports a canopy purchased from CAM

In the summer of 2008, Combat Air Museum sold a spare canopy for a Lockheed T-33 jet trainer to Costilla County, Colorado to replace the canopy on a T-33A they had on exhibit. **Mr. John Medina**, Commissioner's Assistant, had viewed our canopy in November 2007 and in March 2008, the Costilla County Commissioners approved purchase of the assembly. Mr. Medina and a couple of other folks from Costilla County picked up the canopy a few of months later.

This fall, **Dick Trupp** received images of the restored T-33A from Mr. Medina. The aircraft is located in a park just east of Fort Garland, Colorado, on the south side of US highway 160. Fort Garland is 22 miles east of Alamosa, Colorado. As shown by the images, the restoration produced a fine looking T-33.



*Above: Costilla
County, Colorado
Lockheed T-33A.
Right: The aircraft is
located east of Fort
Garland, CO, on the
south side of US
highway 160.
**Images by John
Medina.***



"The Great War," con't. from page 1

Gene then introduced our guest speaker, **Dr. Richard Faulkner**. Dr. Faulkner is a member of the Department of Military History, Command and General Staff College, Fort Leavenworth, Kansas. He spoke about Russia and the Eastern Front during World War II at one of our luncheons a couple years ago. His topic for this luncheon was "*The Great War and American Society as seen through Wartime Posters*," the Great War being World War I.

Dr. Faulkner used the big screen TV for his presentation via a computer hookup. It was quite a change from using a power point projector and the pull-down screen. Throughout the presentation he used images of posters produced in the United States to get the American people behind the war once the United States became a part of it. He would often ask the audience what we thought the poster was about and who it targeted.

Dr. Faulkner began by saying World War I is not a particularly well known war in the United States. It is oftentimes looked at "a war" that happened between the American Civil War and World War II. In Europe, the Great War is certainly viewed differently, as it happened on European soil. Monuments to the war abound in Europe. But Dr. Faulkner said World War I profoundly changed American Society. He said the United States was in a great turmoil before and during the war years. After the United States entered the war in 1917, a propaganda culture started in America. The force behind this new culture was the United States Committee on Public Administration.

President Woodrow Wilson set up this office with George Creel as its head. The office was popularly known as the Creel Commission. Using posters as part of its approach to the American public, the office played on American patriotism and anti-German sentiments. It became a propaganda machine whose intent was to sell the war to the USA.



*Dick Trupp introduces Zan Popp
of the Sabatini Art Gallery.*

Wilson ran his 1916 campaign for a second term as President using the phrase, "He kept us out of the war." But early in his campaign Wilson also pointedly warned Germany that submarine warfare that killed Americans would not be tolerated, and Germany's announcement of unrestricted submarine warfare that included sinking every vessel that sought entry to the ports of Great Britain and Ireland or the western coasts of Europe or any ports controlled by the enemies of Germany, regardless of neutrality, was key to the US joining the fight against Germany. A second point for entering the war was the content of the "**Zimmerman Telegram**."

In January 1917, German Foreign Secretary Arthur Zimmerman sent a coded telegram to the German ambassador in Washington, D.C., with instructions to forward it to the German ambassador in Mexico. The gist of the telegram was that Germany offered Mexico the option to enter an alliance with them against the United States in exchange for financial support and the return of territories to Mexico lost during the Mexican-American War of 1846-1848. These territories included the states of Texas, New Mexico, and Arizona. The German ambassador in Mexico was also instructed to urge Mexico to negotiate an alliance between Germany and Japan.

British cryptographers intercepted and decoded the Zimmerman Telegram and forwarded its content to the United States with a cover story so it would not be

revealed to the Americans or Germans that they were monitoring “neutral” diplomatic traffic and had broken the German code.

The contents of the telegram was revealed to the American press on March 1, 1917, and caused a public outcry. There was already a popular anti-Mexico sentiment in the United States and visa versa, as General John J. Pershing was chasing Pancho Villa, who had been making cross-border raids into the United States. Tensions between Mexico and the US rose, and with Germany resuming “unrestricted” submarine warfare a month earlier, the Zimmerman Telegram became a key point for President Wilson making his War Message of April 2, 1917.

President Wilson included in his War Message the statement, “*The world must be made safe for democracy.*” Congress declared war on the Imperial German Government four days later, April 6, 1917. Now, the President and his supporters had to sell a war to an American public that was not by any means 100 percent convinced the US needed to be a part of. Hence, the formation of the United States Committee on Public Information.

The first poster shown to the audience referred to “*4 Minute Men*” and “*A message from Washington: Uncle Sam Wants You.*” A Minuteman of the Revolutionary War ringing a bell and giving a warning is in the foreground with Independence Hall in the background. At the start of the war the United States had about 160 thousand regular and National Guard forces. By the end of World War I, there were some four million men mobilized and about two million went to Europe. A little over four weeks after President Wilson’s War Message, the first draft since the Civil War was passed by Congress. World War I would be the first time in US history that the majority of soldiers were draftees.

Dr. Faulkner showed the famous poster with Uncle Sam “*I Want You*”. He pointed out the serious expression of Uncle Sam. Along side this poster was one referring to the 1917 Draft. It had no image and read, THE NEW AMERICAN PLAN. SELECTIVE DRAFT AND SERVICE. NOT LIKE OLD CONSCRIPTION of the unwilling. The PRESIDENT says It is rather a SELECTION from a NATION which VOLUNTEERS IN MASS. The service part of the message referred to volunteering in mass.

Posters played on people’s pride and emotions. One showed a young man inside a room or an office, dressed in a suit, looking out a window as troops in uniform march past. The implication is that the young man should be a part of what is going on outside the window.

Other posters played on manliness and manhood and showed how the military would make a man out of you. The Army would build character, physique, and teach you things or trades you could use later in life. One famous poster showed a young lady in a Navy enlisted man’s uniform. The caption read “*Gee, I wish I were a man.*” The implication here was that if she wished she could do duty, then why don’t you (as a man). Basically, step up to the plate.

The Creel Commission used all kinds of strings to get men to join, and later, women. One poster was a stark image of a woman holding a child. Both were suspended under water, drowned. This was a direct play on the sinking of the passenger liner RMS LUSITANIA by a German U-boat on May 7, 1915, eight miles off the southern coast of Ireland. Just under 1,200 people died from the sinking, including 128 US citizens. The word ENLIST is on the poster. Many people say the sinking of LUSITANIA prompted the US to enter World War I. But it was almost two years from LUSITANIA’s sinking until Wilson delivered his War Message and Congress declared war on Germany. The sinking did play a role in the US entry into the war, but it was not the sole cause.

After LUSITANIA’s sinking, President Wilson told Germany to stop the unrestricted U-boat warfare or the US would enter the war. The Germans did back off somewhat, but also pointed out they were not sinking shipping of neutral countries, and LUSITANIA was a ship of a belligerent nation that US citizens happened to be aboard. Two weeks before the torpedoing, the German Embassy in Washington, D.C. issued a warning about traveling on British ships or those of her allies stating in part, “...*travellers sailing in the war zone on the ships of Great Britain or her allies do so at their own risk.*” Yet the poster of the drowned mother and child played heavily on American emotions, reminding them of the LUSITANIA sinking and the loss of American lives.

see “The Great War,” con’t. on page 12

The Great War, con't. from page 11

“PERSHING’S CRUSADERS” was a poster showing US General John J. Pershing astride a horse at the head of marching troops. In the background is a ghost image of horsemen from the Crusades of the 11th - 13th centuries. The intent of this poster was that the US going to war against Germany was a noble cause involving honor, chivalry, and loyalty. Of course, the carnage of the Crusades is not seen in the poster. Printing on this poster also said it was the first official American War Picture.

“If Your Soldier’s Hit” was a poster showing a soldier with his arm in a sling from a battle injury. An attentive nurse and doctor are taking care of his needs. The message was that our fighting men would be taken care of. Such posters were benign to the actual injuries of war. There were no soldiers missing limbs or showing blindness caused by chlorine gas.

A couple of posters directed at the Germans were meant to demonize them. One looked like it could have been a movie poster for *King Kong*, complete with Fay Wray in the clutch of the ape, were not for the fact that *King Kong* and Ms. Wray did not appear on the screen until 1933. A destroyed town and countryside are in the background of the poster with a body of water in front. The beast is walking on the near shore, and that has AMERICA printed on it. The beast wears a German spiked helmet with the word MILITARISM and carries a club that reads KULTUR (culture). Other printing reads “DESTROY THIS MAD BRUTE ENLIST U.S. ARMY.”

The second poster of this type shows just the head and shoulders of a German at ground level on the horizon. The apparent ruins of a town or village are just in front of him. His rifle has a bloody bayonet and the knuckles of his left hand are covered with blood. The soldier himself is a monochromatic dark gray with a lifeless expression in his eyes. The printing reads “Beat back the HUN with LIBERTY BONDS.” This was just one of many Liberty Loan Campaign posters used to urge people to raise money for the war.

Dr. Faulkner passed around a book and booklet

from the war. The book was titled *The German Terror in France*, by Arnold J. Toynbee. The booklet was titled *The Kaisers Talk to Hell*. Both tried to show the Germans as monsters and brutes. He said that when the US entered the war, we built on such existing propaganda in our own efforts to demonize the enemy.

One poster showed the Statue of Liberty surrounded by German aircraft and submarines with pillars of smoke all through the background. Dr. Faulkner pointed out that Germany had no aircraft capable of reaching the United States and only one type of submarine. But the ordinary American probably did not know that, so this poster played on the fears of many Americans.

Another example of playing on fears was a poster showing the dark specter of a German soldier, but only its upper torso, making it appear as though rising out of the ground. In the foreground of the poster is a young girl holding a baby. The printing reads “HUN OR HOME?

BUY MORE LIBERTY BONDS.”

Dr. Faulkner then talked about some of the turmoil in the United States he mentioned earlier in the presentation. He said that the pre-World War I era was a period of massive immigration to the United States with over 7 million immigrants. The period of 1905-1914 saw at least

six years when the number of immigrants topped the one million mark. This immigration came from southern and eastern Europe and included Italians, Russian Jews, Poles and people of the Balkans. They were considered the “new” immigrants. The Germans, Irish, and Scandinavians of the late 19th Century and early 20th Century constituted the “old” immigrants. Regardless, the new foreign born immigrants were looked upon as problems by many of the “established” Americans. When World War I broke out and especially when the United States entered the war, the view became “America first.” Dr. Faulkner said the view was there were no hyphenated Americans, or people were supposed to be American-Americans. Of course, German immigrants and Americans of German descent were targeted. But their scrutiny seemed to open doors to go after immigrants in general.

People were forbidden from any incitement to disloyalty or obstruction to recruiting. It banned any forms of protest or interference with military actions or government policies regarding conduct of the war.

With the great influx of Catholic and Jewish immigrants, the rise of a new Ku Klux Klan occurred in 1915. The American Federation of Labor showed a consistent hostility to more immigration. When the Department of Labor was formed in 1913, it was entrusted with administration of the various federal immigration offices. Congress passed the Immigration Act of 1917, overriding President Wilson's veto. The Act placed greater restrictions on immigration and virtually barred immigration from eastern Asia and the Pacific islands. Once the United States entered the war, two federal laws were enacted that also had some impact both on immigrants and born-and-bred Americans.

The Espionage Act of 1917 was passed on June 15, 1917. The law went beyond just "espionage" in the form of clandestine spying. It forbade any false statements which might interfere with the United States' prosecution of the war or might promote the success of its enemies. People were also forbidden from any incitement to disloyalty or obstruction to recruiting. It banned any forms of protest or interference with military actions or government policies regarding conduct of the war. Apparently, the Wilson administration feared any widespread dissent in time of war as constituting a threat to American victory. The US Postmaster decided what was or was not "seditious" and refused to allow the Post Office to carry any written materials that he deemed critical of the US war effort.

Eleven months later, on May 16, 1918, Congress passed the Sedition Act of 1918. This was much more restrictive than the Espionage Act. In effect, the Sedition Act made punishable all statements that brought contempt, scorn, abusive language, or disrepute to the United States' form of Government, the Constitution, armed forces, the [national] flag, or the military uniform. This included verbal or printed matter. The Act was intended to suppress any anti-British, pro-German, or anti-war opinions, but almost anything anti-government became punishable under the new law, even if it did not deal with the war.

Dr. Faulkner said the USA went a little nuts after passage of the Espionage and Sedition Acts. Non-governmental and quasi-governmental organizations offered their assistance to enforce the two acts. The American Defense Society (ADS) with its Vigilance Corps came into being in 1915 after splintering off from the National Security League. Clarence S. Thomas, Cushing Stetson, and John F. Hubbard formed the

Society. It advocated US intervention against Germany and later, against the Russian Bolsheviks. Members of the Vigilance Corps, which could just as easily been called Vigilante Corps, reported on suspicious persons and even held their own investigations of such persons. The group (mostly progressive Republicans) also had its own political agenda which played a part in who they spied on, all in the name of American Defense.

Albert M. Briggs founded the American Protective League in 1917 as an auxiliary to the US Department of Justice, Bureau of Investigation [forerunner of the FBI]. Like the ADS, members of the League spied on anyone they considered undesirables and made covert reports to the Bureau of Investigation, who had been charged with enforcement of the Espionage Act. The League often went after suspects on their own initiative and in their own manner. They would spot and report violators of rationing, draft evaders and socialists. They would intimidate union men with threats of immediate induction into the army. Allegations of civil liberties violations were made against the League as well as reports of unlawful detainment of US citizens. Dr. Faulkner passed around a gold badge that looked much like a police officer's badges. It had AMERICAN PROTECTIVE LEAGUE printed on it as well as the words OPERATIVE and AUXILIARY to US DEPT of JUSTICE

Many similar organizations, leagues, and societies cropped up across the United States. Dr. Faulkner said schools stopped teaching German, and German names of common items were changed to other names. Sauerkraut became Liberty cabbage. Dachshunds became Liberty dogs. Mob mentality often took over, resulting in damage or destruction of property of people of German descent, and in some cases the beatings and killing of these people. Dr. Faulkner said in one case a mob killed a man of German descent, saying that patriotic murder was justified. He passed around an example of an Alien Registration Card. The card included a photo of the man named William Wegner, with his name and signature and a fingerprint on the reverse side. A copy of *How Germany Seeks to Justify Her Atrocities*, by Frenchman Joseph Bedier, was also passed around.

Dr. Faulkner told the audience that these nationalistic organizations not only targeted individuals, but organizations as well. Labor parties seen as radical or socialist were favorites. Bolsheviks also came under scrutiny and

see "The Great War," con't. on page 14

The Great War, con't. from page 13

harassment. People really used the Espionage Act and Seditions Act to go after anyone they just did not like or who did not measure up to their particular definition of "American." Portions of the Espionage Act remain part of United States law. Congress repealed the Sedition Act on December 13, 1920.

World War I was part of the era of "*Jim Crow*" laws—discrimination against blacks by legal enforcement of traditional restrictions. Prior to the 1912 election, many African-Americans left the Republican party to vote for Woodrow Wilson. He had promised support for their issues, but actually allowed greater segregation in the federal government and in other areas of Washington, D.C.

Dr. Faulkner said the US entry into World War I precipitated a great migration of African-Americans from the south to the north. The industries of the north were gearing up to produce arms and materiel in support of the war effort, and that was where the factory jobs were. The large influx of African-Americans did not sit well with northerners. There were large race riots, and it became a time of lynch mobs. As mentioned earlier, the Ku Klux Klan experienced a re-birth in 1915 with the influx of immigrants. Also, in 1915 the silent movie *Birth of a Nation* was released. Set during and after the Civil War, the movie promoted white supremacy and presented members of the KKK as good guys. The movie premiered as *The Clansmen*.

African-American leaders were split as to how African-Americans should approach or participate in the war. One prominent leader, W.E.B. DuBois, a founder of the National Association for the Advancement of Colored People, felt African-Americans should take part to show they could fight as well as any man. His feeling was this would benefit their fight for civil rights. Other black leaders asked why fight for a country that kills us? Dr. Faulkner said that two World War I posters were created by African American entrepreneurs.

The role of women in World War I and their portrayal in posters was discussed next. Dr. Faulkner said that as men went to war, women went into factories and worked on farms. He showed a couple of posters of "dear sweet mothers" giving up sons to Uncle Sam and the Army so that they could do their part. The posters revealed traditional motherhood of the time. But other posters showed young women in the work force. One

showed an army of women workers marching with their tools and in work clothes. The printing read "FOR EVERY FIGHTER A WOMAN WORKER. BACK OUR SECOND LINE OF DEFENSE." The poster also had a Y.M.C.A. An audience member asked why the Y.M.C.A.? Dr. Faulkner replied that the Y.M.C.A. gave women a place to stay and go to after work, a safe refuge in some rather rough surroundings.

Another poster showed a woman in coveralls doing farm work. A shadow soldier charging into battle is to her side. The printing reads "Get Behind the Girl he left behind him. Join the land Army." Such posters gave the message that women will be there to help.

Dr. Faulkner told us that some 25,000 women served in Europe as Red Cross nurses. Women in uniform carried the "sword of service."

Children were also the subject of and subjected to posters. Most posters encouraged young people to buy War Savings Stamps (W.S.S.). Dr. Faulkner passed around examples of War Savings Stamps booklets made for children. This was Happy Jack's Thrift Club, with Happy Jack being a squirrel. There was also a Penny School Savings Book.

Labor and workers was also a target of the Creel Commission. Dr. Faulkner said that the forty-year period before World War I had been one of tension between labor and the nation's capitol. On a number of occasions the National Guard had been used as strike breakers. He told the audience that National Guard armories were built like fortresses in the northeast. The Wilson Administration had some work to do once the US entered the war to bring labor and the military together. One of the posters showed a trio of Army men manning a machine gun in the foreground. In the background is a laborer building the same machine gun with the US flag behind him. Printing on the poster reads "TEAM WORK WINS! Your work here makes their work over there possible. With your help they are invincible. Without it they are helpless." Another poster showed a coal miner standing next to a Doughboy. The miner is facing to his right with his pick held out about waist high. The Doughboy is facing to his left with his rifle and bayonet extended like the miner's pick, almost a mirror image pose. The caption reads STAND BY THE BOYS IN THE TRENCHES. MINE MORE COAL. The poster was sponsored by the United States Fuel Administration.

Dr. Faulkner mentioned the Loyal Legion of Log-

gers and Lumbermen. This was a company union formed in 1917 and made up of Army Officers. They worked to prevent strikes and labor unrest within the lumber industry as lumber was critical to the war effort. They could use strong arm tactics, including threatening workers who caused problems with being sent to the nearest draft office for induction.

Posters that encouraged Americans to pull together and others to buy Liberty Bonds were shown. The former poster implied that dissenters only aided the Kaiser/enemy. Bonds played on emotions. Two posters showed servicemen who made the ultimate sacrifice, and lay dead on a battlefield. Dr. Faulkner pointed out that even though the posters showed death, they did not show the horrible manners in which servicemen died. The dead servicemen on the posters were whole beings, and there was no blood to speak. Their clothing implied the great struggle of battle. Dr. Faulkner said the posters had to sanitize the war to make it palatable to Americans.

Other posters dealt with food and rationing. The theme of not wasting food was common. These posters were made to play upon pity or guilt. Future president Herbert Hoover was appointed head of the Food Administration. Food items considered critical for the troops overseas included wheat, meat, fats, and sugar. The terms “*Meatless Mondays*” and “*Wheatless Wednesdays*” were coined during the war. Dr. Faulkner said that initially, food



Gene Howerter, Mary Anne Kelly, and Lois Ecord start the Christmas raffle.

conservation was a voluntary compliance. Then, those who failed to comply and were caught were required to put a “Shame on me” poster in a window of their house.

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He passed around examples of food rationing cards and a United States Government Thrift Card.

Dr. Faulkner then opened the floor to questions and received a number of them from the audience. At the conclusion of the questions and answers, the audience gave Dr. Faulkner a long round of applause. A number of

members stayed after the luncheon to visit with him.

The luncheon ended with a fun raffle of the Christmas items and poinsettias. Several stuffed figures played Christmas songs, and their winners found that repeated pushing of the button did not stop the music, but made it play again. It was a great luncheon and a great get together to end this year.





*The visitor's
parking lot by
Hangar 602*

Winter storm sets records for snowfall in Kansas, but puts a freeze on Christmas holiday visitor attendance

While it may not be quite accurate to say white Christmases are rare in and around Topeka, the word occasional suits the situation pretty well. Christmas 2009 will be remembered as an occasion when Mother Nature made up for a number of Christmases past when there was no snow on the ground. What would normally be a series of busy visitation days around Christmas for CAM turned into three lost business days due to closure of the Museum.

A major winter storm entered western Kansas December 22 and began a slow, eastward trek across the state. Initially, Topeka saw a rain event while counties to the west and north were under blizzard conditions. For a period of time, travel to the east and south of Topeka was okay, but this window did not remain open very long. Hopes that maybe the storm would lose energy and remain just rain for us were not realized. The predicted accumulation of snow depended on what television station and meteorologist you chose to watch, and seemed to change with each news broadcast. One radio DJ covered his bases by announcing anywhere from one to ten inches. But one thing the meteorologists all predicted without change was that high winds would arrive

with the snow event, and no one backed off from that prediction.

Christmas Eve day in Topeka started with rain, but by the time we opened the Museum at 9 a.m., the wetness was turning to ice. This changed to an ice, sleet, snow mix throughout the morning, and as we could see the snow advancing on Topeka on the National Weather Service radar, we closed the Museum at 11 a.m. Shortly after 1 p.m., the snow started in earnest. As predicted, the wind moved in during the early morning hours, and we had sustained winds of 20-25 mph with gusts above 35 mph. We had no visitors December 24.

Over Christmas Eve and to 6 p.m. Christmas Day, Topeka's official snow accumulation was 8.8 inches with snow still falling. The 4.1 inches received by 6 p.m. Christmas Day broke the previous amount for December 25th, set in 1895. We realize some of our readers will look at this accumulation and think, "chump change." Please remember a few comparative things: latitude, altitude, and no lake effect.

The wind was still with us throughout Christmas Day, prompting our first blizzard warning in over a decade. It was sustained 20-30 mph with gusts now



The east door to Hangar 602

above 45 mph. Christmas is one of the four days each year the Museum is not open, so no visitors for December 25.

Snow and wind continued into Saturday, and by 7 p.m. on the 26th we were up to 10.5 inches. The wind, in particular, ruined any chance of opening the Museum on Saturday because of wind drift.

Forbes Field is in a rural setting, and there is no large number of structures to help slow the wind as there is in the city. Wind drift is a significant result around the buildings, roads, and runways. Attempts at removing snow on Saturday were futile as the wind filled in cleared areas within minutes. Around our hangars, we saw several areas of drifted snow as high as four feet, while less than fifty feet away, we saw grass or bare asphalt/concrete. Four foot drifts covered the entire lengths of Hangars 602 and 604 on their east sides and also on the west side of 604 about ten feet out from the building. The parking lot by 602 was a surprise. From past storms, we knew what area to expect drifting, but this time, the entire lot was covered deeply.

To be sure, a cover of snow brings a certain beauty with it, but when the stuff is hitting you in the face with

sustained winds of 25-30 mph for three days straight, it is sometimes hard to see. Coming to the Museum on Saturday did show us what was in store for snow removal in order to get the Museum open for business. We did not open December 26; zero visitor count.

Bob Crapser and **Danny San Romani** met at the Museum 8 a.m. Sunday morning. By that time the "official" accumulation for Topeka was 11.1 inches, and the winds had died down considerably. Bob and Danny cleared sidewalks around Hangar 602 and between the hangars. There was not all that much to do as the wind had kept snow from accumulating in most areas. They cleared a large drift against the south door of 602, and a large drift across the sidewalk about midway between the hangars. They then went into the parking lot adjacent to 602. The two cleared the drive into the lot and cleared a total of four parking stalls and an area for cars to back up into, and all of a sudden, it was noon. Four stalls down and 10 to go. It was not going to happen. The remaining snow cover was at or above the discharge chute of the snow blower and it only got deeper further into the lot.

"Winter storm," con't. on page 18



Can your snowblower handle this? Neither can ours.

"Winter storm," con't. from page 17

We did not open December 27, another zero visitor count.

On Monday, we dug paths through the drifts on the east sides of both hangars, and cleared a path out to the EC-121 and MiG-17. Very little new drifting had taken place on areas already cleared, so we were ready to open. Our biggest problems were the parking lot for 602 and the drive and parking area for volunteers on the west side of 604. **Dick Trupp** called Metropolitan Topeka Airport Authority (MTAA) and spoke with **Eric Johnson**, president of MTAA, to see if they could assist us in clearing the 602 lot. Chief of MTAA security, **Colonel Jim Gardner**, contacted Danny San Romani and said that when their plows were done with their areas of responsibility, they would send a truck up to clear the lot. **Dan Pulliam** had 27 visitors for December 28.

On Tuesday morning an MTAA dump truck with a plow started clearing our parking lot and was joined by a backhoe loader after lunch. By mid-afternoon the lot

was mostly cleared of snow, and sanded. We thought about starting a pool to guess when the plowed mounds of snow will melt away. Given the forecasted temperatures, it will be a while. Another MTAA truck plowed open the entry for the drive leading to 604, and we will seek other means to clear that drive and the 604 parking spots. **Ray Miller** had 24 visitors for December 29.

So, Bing Crosby's dream was fulfilled for December 25, 2009. But this article about CAM and Topeka is by no means unique. Snowfall records were set all over the state. Unfortunately, several lives

were lost on Kansas highways during the storm. Had we a "normal" December, the attendance would have been enough to bring us over 11,000 for 2009, but the few days of zero attendance around Christmas kept us short of that mark. We ended the year with 10,910, and Topeka has a new record for December snowfall with 19.2 inches.

The few days of zero attendance around Christmas kept us short of the mark of 11,000 visitors for 2009.

February & March 2010 Calendar of Events

February

Monday – February 8

Membership Luncheon

Jean Wanner Education Conference Room

11:30 a.m.

Mr. Dick Starks,
donor of the replica *Taube*
will be our guest speaker.

March

Monday – Thursday, March 15 - 18

Aviation Education Class

Jean Wanner Education Conference Room

9 am - 12 p.m.

There is no Membership Luncheon in March.



**Learn more
about the
Combat Air
Museum
at**

www.combatairmuseum.org

Aviation Education Classes are offered in 2010

Over the last several years Combat Air Museum has conducted classes for students between the ages of 7 and 12 in its **Aviation Education Class**, focusing on the history of aviation, principles of flight, parts of an airplane and how they work, weather and weather forecasting, aviation communications and flight control. These four-day long classes are conducted over schools' spring break and three times in the summer.

The cost of the class is \$40.00 per student. Tours of other aviation tenants at Forbes Field are planned as their respective schedules allow. These include the 190th Air Refueling Wing, Kansas Air National Guard, the 108th Aviation Battalion, Kansas Army National Guard, and the Forbes Field control tower.

If you would like to have a child, a grandchild, and/or a young friend enroll in the Museum's Aviation Education Class, call the Museum at 862-3303. See the "2010 Calendar of Events" (on page 2) for the complete schedule.





Combat Air Museum
P.O. Box 19142
Forbes Field
Topeka, KS 66619-0142

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Ya gotta know your audience

A couple of days before Thanksgiving three young boys and their grandparents visited the Museum. The youngsters were from Fort Riley, and their grandparents live in Topeka. Two of the boys were preschoolers.

Danny San Romani and **Jack Vaughn** were in the Gift Shop with **Bill Ballentine** when the boys each found a toy airplane they wanted. As each boy brought their find to the register, Jack and Danny looked at their choices. One of the preschoolers showed Danny his plane, and Danny decided to impart some of his curatorial knowledge by saying what a fine choice the youngster had made with his Curtiss P-40 *Warhawk*. To which the boy replied, "*It's a monster plane.*" Danny looked at the box again, and sure enough, the P-40 had a shark's mouth and shark's eye painted on its nose. He decided that an educational moment about Curtiss P-40s, the *Flying Tigers*, the British being

the first to paint a shark's mouth on P-40s in North Africa was best left unsaid. What piqued this youngster's interest in this particular plane was that it was a "monster plane," and for his age, that is all it needed to be.

Maybe, just maybe, some time in the future, this young boy will read a book or look at pictures in a book, or be watching something on television where an image of his "monster plane" appears. He may remember that he has or had one of those as a toy and be interested in more than just the "monster" aspect of the plane. Does it really matter what excites a youngster about planes or things that fly? Think about how each of us got hooked on airplanes and how old you were when it happened to you. Pay attention to what youngsters find exciting about airplanes and play off that. Just unloading historical facts and figures may dampen their enthusiasm.

