

# COMBAT AIR MUSEUM

## → → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

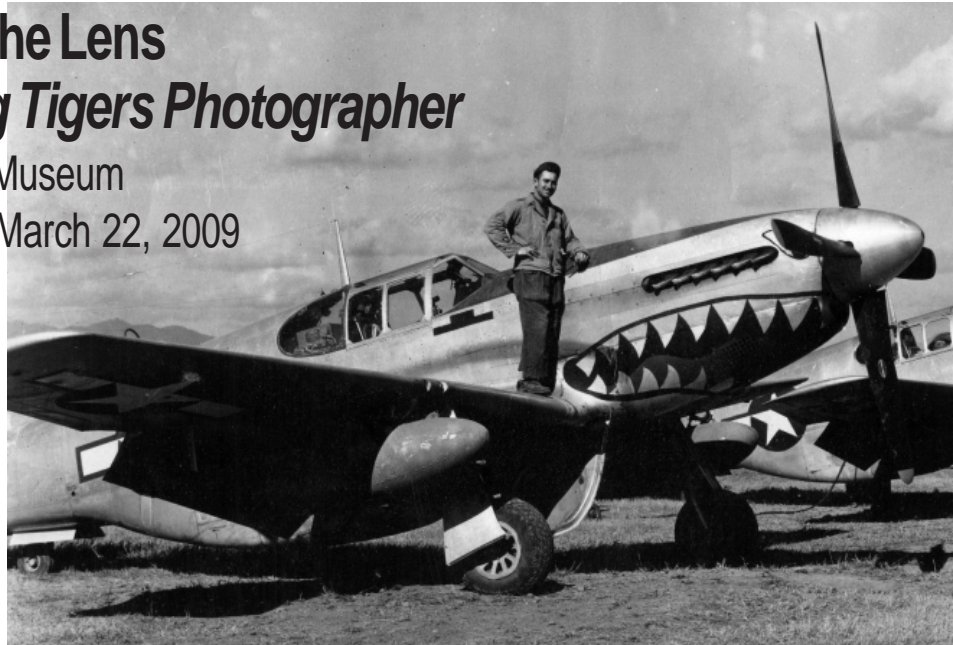
Forbes Field Topeka, Kansas

February / March 2009 • Vol. 25, No. 1

### China Before Mao: Through the Lens of a Flying Tigers Photographer

Mulvane Art Museum  
February 7 - March 22, 2009

The exhibit  
*China Before Mao:  
Through the Lens of a  
Flying Tigers  
Photographer* will be on  
display at the Mulvane Art  
Museum February 7 -  
March 22, 2009.



*One of the many images by William Dibble to be exhibited  
at the Mulvane Art Gallery*

**William Lyman Dibble** (1923-2004), a Topeka native, served as a member of the 4<sup>th</sup> Photo Tech-US Army attached to Claire Chennault's Flying Tigers and the Chinese Army from 1943-45. The Flying Tigers played a major role in the Chinese resistance against Japanese invaders with the group's effort in defending the Burma Road making all the difference. This road was a vital supply route for military and other aid to be sent by the Allies to the Nationalist Chinese government. The Flying Tigers main objective was to prevent the road from being seized by the Japanese army. The Flying Tigers were

**"Flying Tigers," con't. on page 2**

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**Museum Curator**

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Dave Murray - *Vice Chairman*

Tad Pritchett - *Secretary*

Stu Entz

Don Dawson

Martin Moyer

Dave Murray

Ted Nolde

Dick Trupp

**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**

**Editing & Design**

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**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.

**New Supporters**

Terry Wages

**Renewing Supporters**

Bill, Jennifer, Nate, & Ty Ankenbauer

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Eric & Lyn Walther

Tom & Mary Ann Witty



**"Flying Tigers," con't. from page 1**

formed to enable the US to help the Allies prior to eventually entering the war after the bombing of Pearl Harbor in 1941. Dibble's photographs and memorabilia provide a glimpse of the people, culture and landscape of China during that time in history and documents the collaboration between the Flying Tigers and the Chinese people.

The exhibit opens Friday, February 6 with a reception from 5 - 8 p.m., and will be on display through March 22. Museum hours are: Tuesday 10:00 a.m. - 7:00 p.m., Wednesday - Friday 10:00 a.m. - 5:00 p.m., Saturday and Sunday 1:00 p.m. - 4:00 p.m.

This exhibit is sponsored by the William Dibble family.

The Mulvane Art Museum is located on the Washburn University campus at 17<sup>th</sup> & Jewell, Topeka, Kansas. Admission is free.

Please contact the Museum for further information in regard to tours and programs at (785) 670-1124 or view our web site at [www.washburn.edu/mulvane](http://www.washburn.edu/mulvane) ore-mail [Mulvane.info@washburn.edu](mailto:Mulvane.info@washburn.edu).



## February Calendar of Events

Monday, February 9

### Membership Meeting – No Luncheon

1. Do not fix a covered dish for the February Membership Luncheon.
2. Do not come to Combat Air Museum for the meeting.

### Please Read Below.

In conjunction with the a new exhibit titled *China before Mao: Through the Lens of a Flying Tiger Photographer*, the February Membership meeting will be held at **Mulvane Art Museum** on the campus of **Washburn University**.

There is no luncheon with this meeting.

There will be **coffee and continental style breakfast** in the **foyer of the museum starting at 10 a.m.**

We will have a guest speaker and **his presentation will be given at 11:30 a.m. in the exhibit gallery.**

**Mr. Lee Lamar** of Kansas City will be our guest presenter. Mr. Lamar was a B-24 pilot in the Fifteenth Air Force during World War II. He was flying as copilot on his 21<sup>st</sup> mission when his plane was shot down over northern Italy (now part of Croatia). After bailing out he and three others were captured by the Germans.

About two years ago Mr. Lamar was contacted by a Croatian archaeologist who felt he had found the crash site of Lamar's B-24. After further exchanges of emails, Mr. Lamar felt convinced this was his plane. In August 2008, he and 21 others visited the site.

Please invite a friend to come to this meeting. You can tour the exhibit gallery before and after the presentation.

For our members in Topeka, there is a map of Washburn University on page 8 of the 2009 Phone Book. Mulvane Art Museum is near 17<sup>th</sup> Street, between Jewell and Boswell Avenues. Parking areas are to the west of the museum.

## March Calendar of Events

Monday March 16 – Thursday March 19  
Spring Break Aviation Education Class

JWECC

9 a.m. – 11:30 a.m.

There is no Membership Luncheon in March.

The next Membership Luncheon will be Monday, April 13. →

## 2009 Events Calendar

*Event dates subject to change*

### March

16-19 Spring Break Aviation Education Class

### April

25 – Celebrity Pancake Feed

### June

8-11 Aviation Education Class

### July

6-9 Aviation Education Class

### August

3-6 Aviation Education Class

### September

26 *Winged Foot* 5K Fun Run/Walk

→ → →

## Visitors

During **November** the Museum had **487 visitors** from **29 states** and Canada

During **December** we had **348 visitors** from **24 states** Guam Great Britain Mexico

→ → →

Visit our website at  
[www.combatairmuseum.org](http://www.combatairmuseum.org)

## Luncheon speaker tells of his Army experiences from the Philippine Islands in WW II to Berlin during the Cold War



*Diane Todd and Gene Howerter hold two of Diane's quilted wall hangings.  
Photos by Don Mathers*

During the December Membership Luncheon **Gene Howerter** had **Diane Todd** come up with him to recognize her for six quilted wall hangings she had made for the Gift Shop. The decorative quilts reflected the holiday/winter season. Each wall hanging is about 18 inches by 36 inches and has from two to eight holiday/winter appliques hand sewn on them. They are mounted on a dowel rod with heavy twine for hanging. The quilted works sell for \$45 each.

Our guest presenter for the luncheon was Chief Warrant Officer grade W-4 **Norman Winter**, US Army, retired, from Flush, Kansas. He is a World War II veteran who made a career in the Army, retiring in 1969. Before he began his presentation, Mr. Winter introduced two of his nieces in the audience. He began by telling us he grew up near Palmer, Kansas, one of 12 farm kids. He said his father bought the farm in 1920 and had the mortgage payed off in 1945.

Mr. Winter got his draft notice in 1944 and was inducted at Fort Leavenworth, Kansas. From there he went to Fort Hood, Texas for basic infantry training. After training he was first assigned duty outside of San Francisco, California. From there he and other troops boarded a troop ship bound for the Philippine Islands. He told us there were some 5,000 troops aboard stacked five deep in the berthing compartments. He also said that shortly after the ship cleared San Francisco Bay it got into some huge Pacific Ocean swells and the troops were served a meal of sauerkraut and wieners. Mr. Winter said over half the troops got seasick. He had been designated an acting Sergeant and was detailed with

eight men to clean up the head (latrine) with some 35 toilets. All were clogged and raw sewage was flowing freely in the compartment. He and his detail had to unplug the toilets and clean up the compartment. He said they put the effluent into five gallon buckets and dumped them over the side.

After 30 days, the ship pulled into Finschhafen, New Guinea and joined with other ships to form a convoy bound for Manila, Philippines. Mr. Winter said his troop ship was a fast transport and sailed independently from California to New Guinea.

The fighting in Manila was over when his convoy arrived in the Philippines, but the city showed the devastation of the battle. His next stop was north of Manila in Cabanatuan where he was reassigned. His new unit was the 129<sup>th</sup> Infantry Regiment, 37<sup>th</sup> Infantry "Buckeye" Division. Mr. Winter said several men from Palmer, Kansas had gone overseas together and were spread among the 129<sup>th</sup>/37<sup>th</sup>. He said the Japanese in the Philippine Islands were whipped but not beaten. One day when his unit was coming off patrol, they passed another going on patrol. One of his Palmer friends saw him, and they exchanged greetings. His friend asked what it had been like, and Mr. Winters replied that they had not seen much action. The next day his friend, Morse Lee Olsen, was killed.

Mr. Winter said that an opening as company clerk became available and he volunteered for it. He was a Private First Class (PFC) at the time. He said that as company clerk he was able to get into a tent and out of a foxhole. The war in the Philippines was winding down,



*Our guest speaker, CWO4 Norman Winter, USA (Ret)*

but the 37<sup>th</sup> Division was beginning preparations for what looked to be the eventual invasion of Japan. Mr. Winter said they were assigned to invade Honshu Island in November 1945. Some of the older Sergeants were being sent stateside and new Sergeants were being made. Mr. Winter, as company clerk, added his name to the list of new Sergeants, thereby going directly from PFC to Sergeant and bypassing Corporal.

As he told us, the best day of the war for him was August 6, 1945, the day the atomic bomb was dropped on Hiroshima, Japan. Another atomic bomb was dropped on Nagasaki, Japan three days later, and the need to invade Japan ended. Mr. Winter and a friend, David Weiss, knew they did not have enough points to go home and would most likely be assigned to the occupation force in Japan. To avoid this, the pair re-enlisted. First of all, there was a \$200 re-enlistment bonus and 30-days leave. Mr. Winters and other company clerks had the stencils cut for transfer orders by the time the troop ship arrived in port.

By January 1946, he was on his way to Germany. Someone, somewhere had read his service records close enough to see that he spoke fluent German, so he was sent to be part of that occupation force. Mr. Winter said he learned to read German by singing with a German Lutheran hymnal. His first assignment in Germany was with counterintelligence in Dachau, northwest of Munich. He said most of his training dealt with Nazi war criminals, finding them and rounding them up. The most known of the war criminal trials were held in Nuremberg (Nurnberg), in the American sector of Germany. But trials were also

held in Dachau in the American sector, and others were held in the British, French, and Soviet sectors. Over the next 20 years some 20,000 Nazis were convicted by Allied and, later, German courts.

Mr. Winter also dealt with displaced persons camps. He covered the equivalent of two counties. He went to “democracy” meetings and listened and reported on what was being said. He also worked in the efforts from 1945-1951 to hold national democratic elections. The first post-war elections from county through levels were held while he was in Germany, and he was there when Konrad Adenauer was elected Chancellor of West Germany.

During this tour in Germany, Mr. Winter worked with a fellow in the Hungarian Secret Service named Dr. Sorbo. Sorbo was a lawyer by trade and had been in a concentration camp. He was involved with a war criminal who had worked at a chemical factory. The German was a county health official who took babies born to slave laborers and administered a euthanasia shot to them, allegedly killing some 65 babies. He was captured and sent to the war criminal trials at Nuremberg (Nurnberg).

Another captive was a Captain in the black-uniformed Schutzstaffel (SS). Mr. Winter had him write 10 pages about how he became an officer in the SS. Among other things the German wrote that he had been a world class runner. Winter said that the German said too much in his writing and was arrested and sent to trial.

His most important captive was an SS General, Eric Naumann. Before capture, he had killed his Ser-

**"Norman Winter," con't. on page 14**



## Recognizing our supporters at Heartland Park Topeka

During the December Membership Luncheon **Ray and Nancy Irwin**, owners and operators of **Heartland Park Topeka (HPT)** were recognized for their support of Combat Air Museum. Over the past several years CAM has been a business partner with HPT, and the Irwins have always included us in HPT's Armed Forces Day salutes to veterans. They are promoters of the Museum in the public arena and have been guest flippers at our Celebrity Pancake Feed. This past summer Ray and Nancy donated funding for the new sidewalk poured between Hangars 602 and 604.

**Dick Trupp** introduced Ray and Nancy and **Gene Howerter** presented them with a recognition plaque. It featured an image of the EC-121 *Super Constellation*, Ray's and Nancy's names, a message of appreciation, and a set of CAM's winged logo. Ray thanked the audience for its recognition and went on to thank the members for the all the work they do to maintain and operate this museum and honor our men and women in military service. Here is to a long and continued partnership with these two fine people and their organization. ➔



Top: Dick Trupp (left) introduces Ray and Nancy Irwin with Gene Howerter.  
Bottom: Gene congratulating Ray and Nancy.

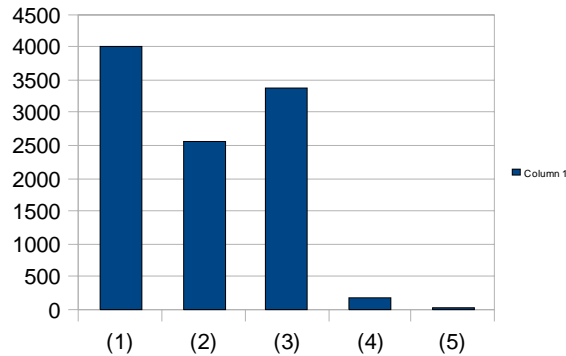
Photos by Don Mathers

## More than 10,000 visitors tour CAM in 2008

The following is a summary of recorded visitor attendance at Combat Air Museum for calendar year 2008.

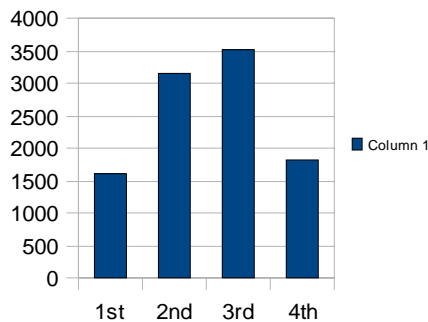
### Total attendance was 10,123.

- (1) 39.5% of the total (4,002) were from Kansas, outside of Shawnee County.
- (2) 25.1% of the total (2,544) were from Shawnee County.
- (3) 33.4% of the total (3,384) were from the remaining 49 States, Washington, D.C. and Guam.
- (4) 1.7% of the total (168) were from 26 other countries.
- (5) 0.3% of the total (25) were from residences unknown.



### Attendance figures for 2007

1 <sup>st</sup> Quarter	1,617
2 <sup>nd</sup> Quarter	3,158
3 <sup>rd</sup> Quarter	3,531
4 <sup>th</sup> Quarter	1,817



Museum tour-guides conducted 65 scheduled tours for a total of 1,787 visitors. Nine of these were motor coach tours. ➔

## There are lots of projects in the works at the Museum

### Nieuport Replica

Volunteers suspended the 7/8-scale replica, World War I *Nieuport 27* biplane fighter in Hangar 602 on January 8. It is “flying” near the southwest corner of the hangar. Million Air Topeka provided its deicer/lift bucket truck and two employees, Gary Richard and Robert Nance, to assist in rigging the beam clamp and chain fall hoist.

The evolution began by towing the *Harvard* and F-4D *Phantom* out of the hangar. The engine for the F9F-5 *Panther* was moved from one side of the plane to the other. Signs and other items were set aside. The UC-61K *Forwarder* was then rolled to the front of the hangar, leaving a pathway for the lift truck to get to the suspension point.

**Don Dawson** rode the lift bucket up to the rafters and installed the beam clamp. **Gary Richard** of Million Air then took the chain hoist up and hooked it onto the beam clamp. The truck was backed out of the hangar, the *Nieuport* was rolled to the hoist, and volunteers took turns hoisting the biplane to its assigned altitude. A tag line was tied to the tail strut and tied off to a rafter above the Museum offices to keep the plane from swinging.

As it lifted off the floor, the *Nieuport* assumed a nose down attitude of about eight degrees that shows the plane well, as though it is making a shallow dive. As the bottom of the plane came into view, the lifting was stopped to do some last minute cleaning of the fuselage underside. The hoisting continued and after some laser device measurements, the lift was complete with the *Nieuport* within one inch the height off the floor of the *Taube* replica, suspended in the summer of 2007. Million Air returned with its truck to place the hoist lift chain inside the *Nieuport*'s cockpit and that phase of the day's operation was complete.

The UC-61K and F-4D were put back into their

original spots, then we moved the F-84F *Thunderstreak* out of Hangar 604 and over to 602. After the F-84 was clear coated in October, the question came up as to whether or not it would fit into 602. Subsequently, several tape measures were strung out on the floor of 602. After shifting the tapes around a few times, we felt the jet could come into 602 and still leave room for the *Harvard*. We just had to be a little precise with our spotting to make it work.

The F-84F was towed into 602 at an angle with its tail ending a few feet in front of the F11F-1 *Tiger*. The *Harvard* was then brought straight in on an east-west axis. Its left wing cleared the F-84F, and its tail fit nicely between the F-4D and the CH-53A *Sea Stallion*. Phase two complete.

With the F-84F out of 604, the last phase was to move the F-86H *Sabre* into the empty space in that hangar. We did just that and shifted the fighter a couple of times for a best fit that allows visitors to walk around the aircraft. To

end the final phase, we put signs and other items back in place, put the tug away, and closed up hangar doors. We were done in under six hours.

We owe a big thanks to Million Air for the use of its employees and lift truck. Everything hinged on getting the beam clamp and hoist in place. Museum volunteers who took part in the operation included **Don Dawson, Dick Trupp, Tad Pritchett, Gene Howerter, Dave Murray, Jack Vaughn, Thor Elliot**, and **Stu Entz** and curator **Danny San Romani**.



**Don Dawson rides the bucket to attach the beam clamp.**



### USS ORISKANY

**Larry Todd, Ted Nolde, and Darrin Roberts** continue their respective work on this large aircraft carrier exhibit. Larry is rebuilding the hull and flight deck of the 1/96 scale ship. Ted continues with construction of the island superstructure. During holiday break, Darrin brought to the Museum several of the scale model aircraft that will eventually go on the carrier's flight deck.

In the meantime, **Dick Trupp** is working on the original flight deck, cleaning it up to place in the exhibit case with the model aircraft that are built to give visitors an idea of what will come in the future.

### USS TOPEKA

**Tom Witty** recently completed building a 1/700 scale model of the USS TOPEKA (CL-67) light cruiser in its World War II camouflage scheme. It is now in the USS TOPEKA surface ships exhibit case. **Larry Mann** is working on another model to also go in this case. It is a 1/72 scale kit of a Curtiss SC *Seahawk* that TOPEKA carried on its catapults. Not content to just build the airplane, Larry is scratch-building a scale catapult to support the model.

**Link Trainer and Harvard Dave Houser, Dan Pulliam, Don Dawson, and Don Duncan** have been doing workshop projects for these two trainers. Don Dawson finished installing the equipment in the lower framework of the Link trainer while Dave and Dan have installed some hardware on the fuselage. Dave has finished painting the hood for the trainer and it will be installed in the near future. Don Dawson removed the propeller spinner from the Harvard, stripped and bead blasted the paint off. Dave has applied primer to the spinner and will soon be repainting it yellow.



*The hoist begins.*



*A pause to clean the fuselage underside.*

**"Projects," con't. on page 10**

*Photos by Dave Murray*

**"Projects," con't. from page 9****World War II Exhibit**

**Tom Witty's** next project is to refurbish the World War II exhibit in Hangar 602. The exhibit is 20 feet long by 5½ feet high by 2 feet deep. Most of the items currently in the exhibit will remain but will be reorganized and with better labeling and other items added. Tom is presently studying the material and current layout and making his notes and sketches on where to move things around.

**Computers**

New computers for the curator and office manager were procured in November. **Dave Murray**, **Bob Crapsler**, and especially **Russ Wiedle** have since been getting the new units programmed for use and helping **Danny San Romani**, Curator, and **Lois Ecord**, Office Manager, work out bugs and learn the quirks of a new system. **Ken Holleman** has also provided assistance via email from Oregon as he originally established several of the forms and databases we use for membership files and artifacts.

**F-111 Capsule/Anti-Submarine Warfare/Soviet Air Power Exhibits**

Each of the above exhibits are or will be getting attention during this winter. **Dick Trupp** and **Jack**

**Vaughn** are placing several F-111 photos and a couple of models in an exhibit case adjacent to the F-111 capsule to tell the story of the aircraft and escape capsule. A couple of the photos show the crash site of the F-111 the capsule came from.

**Dick** and **Gene Howerter** will be upgrading the World War II Anti-Submarine Warfare (ASW) exhibit in the entrance hallway. This exhibit has two models of German U-Boats in it, one five feet long, the other 20 inches long with cutaway sections. The signage in the exhibit is about the air offensive against the U-boats, but the submarines are the things that catch visitors' eyes just before they enter the Gift Shop. Many ask why we have submarines in an aviation museum. Once **Dick** and **Gene** are done, hopefully such questions will be answered. They will be adding model aircraft and one model blimp representing some of the US types used in ASW over the Atlantic Ocean. New signage and some photos will also go into the exhibit to better illustrate the air offensive aspect of the Battle of the Atlantic.

With some donations made this past summer, **Gene Howerter** has more model aircraft to add to the Soviet Air Power exhibit in 604. Also, one of our summer storms carried some high winds that blew rain into an old ventilation system. Murphy's Law of Leaks came into play and water dripped from the vent duct onto the top of the case, collected, and then dripped into the case, damaging some of the signage. **Gene** will replace these.

**Tow Bars**

Over the past couple of months **Don Dawson** has been collecting aircraft tow bars and bringing them into the shop. He then scrapes and sands the bars before priming and painting them. A few have required minor repairs. All the bars are being painted with a safety yellow.

**Scooter Planes**

**Martin Moyer** and **Lila Mertz** added to our stock of scooter planes just before the holidays by assembling and painting several more for the Gift Shop. We were out of KU and K-State marked planes, but now have a couple of each university available.



*The Nieuport 27 aloft in the gallery.*



## CAM receives two monetary donations to mark volunteer work and in memory of a family member who served in the Navy

Near the end of 2008 the Museum received two monetary donations. One was a \$100 donation from **Westar Energy** on behalf of the volunteer work **Bob Crapser** has done at the Museum. Bob's wife, **Judy**, is a Westar retiree, and through the company's **Community Partner's** program, employees, former employees and/or their spouses can do volunteer work and are eligible for cash donations to the not-for-profit organization of their choice. Volunteers are eligible for a \$100 donation after their first 100 hours of volunteer work.

The second gift was \$1000 from **the family of Captain Vernon and Mary Goodman**. Captain Goodman was a retired US Naval Reserve Captain and aviator. He earned his wings in 1945 and later did his reservist time at Naval Air Station Olathe from 1947 until the air station was disestablished in 1970. He completed his career at NAS Memphis.

The family recently donated artifacts and memorabilia from Captain Goodman's career to Combat Air Museum, including many photos taken before and during his time at NAS Olathe. →

## CAM works with the Mulvane Art Museum on the *China Before Mao* exhibit

In support of the Washburn University Mulvane Art Museum exhibit, *China Before Mao: Through the Lens of a Flying Tigers Photographer*, Combat Air Museum loaned two pieces of artwork and several patches to the museum to be displayed with the photo exhibit. **Cindi Morrison**, Director, and **Carol Emert**, Curator of the Mulvane Art Museum earlier met with **Gene Howerter**, **Dick Trupp**, and **Danny San Romani** to discuss the exhibit and how our two museums could work together with events surrounding and promoting the exhibit. From this meeting came the decision to hold our February Membership meeting at the Mulvane Museum.

Later, Danny met with Carol at CAM to identify aircraft appearing in some of the photos. The exhibit is not just of aircraft. In fact most images do not have

aircraft in them. Most are of the people, villages and towns, and the landscape of China. William Dibble took the photos, often using film left in cameras used on aircraft photo missions. Many of those on exhibit will be in color. Some of the photos were taken when the first supply convoy traveled over the Ledo Road, also referred to as Stillwell's Road and Pick's Pike.

On Tuesday, February 24, a round table-type discussion *Conversations: Connecting Art and Our Lives* will be held at the Mulvane Museum as part of the exhibit. The discussion is slated between 5 p.m. and 6:30 p.m.

If you are not able to attend the February Membership meeting, please try to visit the exhibit at another time. We think you will find it most interesting.

→ → →

## CAM founding member attends the commissioning ceremony of USS GEORGE H. W. BUSH

In the life of a naval vessel there are three ceremonies steeped in naval tradition that pertain to the hull itself. One is the vessel's christening. The others are its commissioning and de-commissioning. **Bob and Gipsy Schneider** recently had the honor to attend a commissioning ceremony. Bob is a founding, if not the founding, member of Combat Air Museum. He and Gipsy received an invitation from the Department of the Navy and Captain Kevin E. O'Flaherty requesting their presence at the commissioning of the **USS GEORGE H. W. BUSH (CVN 77)** at Pier 14, Naval Station Norfolk, Virginia on Saturday, January 10, 2009. The USS GEORGE H. W. BUSH is the tenth, and last, Nimitz-class nuclear aircraft carrier.

Bob and Gipsy also received an invitation from the George Bush Presidential Library Foundation to attend a reception along with about 400 other Bush friends on Friday evening at the Waterside Marriott Hotel in Norfolk to celebrate the commissioning. Bob wrote that among the guests were Karl Rove, Don Evans, Don Rhodes, Duane Allen of the *Oak Ridge Boys*, golfer Doug Sanders, and other dedicated Republicans, friends, former White House staff, and others who served during the 41<sup>st</sup> President's time in office. Bob also wrote that some current members of President George W. Bush's cabinet and staff were present. Bob bumped into old friends retired Admirals Thomas Hayward and Tony Less. The former was a Chief of Naval Operations and the latter a Commander of Naval Forces Atlantic during the Reagan and Bush terms.

Those of you who attended the dedication of the Museum's F9F-5 *Panther* in October 2003 may remember Admiral Hayward as our guest speaker. He had flown our *Panther* during the Korean War. Bob and his crew restored the *Panther* for CAM in Hawkins, Texas.

George H. W. Bush is a Navy combat veteran of World War II. He flew Grumman TBM *Avenger* torpedo bombers with torpedo squadron VT-51 of Air



*Bob Schneider with Ginny Nadeau, widow of Leo Nadeau. Leo flew as a gunner with George H.W. Bush.*



*A 10 foot ice sculpture of USS GEORGE H. W. BUSH (CVN 77).*

*Photos from Bob Schneider*



Left to right: Bob and Gipsy Schneider and Charlie Peters, last surviving gunner of VT-51.

Group 51 from the light aircraft carrier USS SAN JACINTO (CVL 30). Veterans from both the air group and the carrier were present for the commissioning. Bob and Gipsy accompanied the few remaining survivors of VT-51 for the ceremonies. Jenny Nadeau, a widow of one VT-51 veteran also attended. Her husband, Leo, flew 56 missions as a gunner with George H. W. Bush. Bob met and befriended Leo some years ago when Bob restored a Grumman *Avenger* in the markings of the former president's aircraft. Leo made frequent visits to Hawkins, Texas, during the restoration, and often flew with Bob in the *Avenger* to air shows around the country and to events supporting the President during his term. Bob became an Honorary Life Member of Air Group 51 and the SAN JACINTO (CVL-30) Association. For the ceremony, these veterans (and Bob) wore special black cowboy hats bearing the seal of the USS GEORGE H. W. BUSH on their crown.

The super carrier was built by Northrop Grumman. Dorothy "Doro" Bush Koch, daughter of George H. W. and Barbara Bush, was the ship's sponsor. She christened the carrier on October 7, 2006. The last of the Nimitz-class carriers included a number of upgrades including all digital and computerized features. Following music by the U.S. Fleet Forces Band, Secretary of Defense Robert Gates (a Wichita native) introduced President George W. Bush, who gave the keynote address. At the conclusion of the ceremonies a flyby of four F/A-18 *Hornets* pleased the crowd, but, as Bob wrote, the best

was yet to come. Known only to him and those who had to know, about 30 seconds after the *Hornets* flew over, the sound of an R-2600 radial engine was heard and a World War II

Navy TBM *Avenger* flew over the carrier. Because of surrounding ships, the engine thundered over the crowd with a resonating sound. "Talk about emotional," Bob wrote, "When I looked up and saw President Bush with tears in his eyes, it got to me, also, because that was my old TBM I had owned and flown over 10 years doing political appearances for George H. W. Bush as Vice President and President, as well as air shows throughout the United States. That sound is what gets you because it is very different when you are on the ground and not in the cockpit".

Bob and Gipsy currently reside in Tyler, Texas.



Crew man the rail on USS GEORGE H. W. BUSH (CVN-77).

## "Norman Winter," con't. from page 5

geant and was processed as a prisoner using the Sergeant's identity. Mr. Winter eventually tracked him to a farm where he was using the name Bagen as an alias. One day in 1947, Mr. Winter found Naumann planting potatoes. He addressed him as Bagen and took him into custody for selling items on the black market. Mr. Winter said the Naumann did not appear upset as this was a rather common practice in Germany at that time. It was not until they were in the interrogation center that Mr. Winter addressed the General by his real name at which time Naumann's composure failed him.

Naumann was part of SS mobile forces charged with the "cleansing" of undesirables in Germany. The general method of execution was by shooting the victims. These SS forces killed thousands of people, and they were a precursor to the concentration camps. The troops could not shoot everyone so the gas camps were formed.

Naumann and three other generals of such SS forces were tried together. They were Paul Bloble, Otto Ohlendorf, and Karl Eberhard Schongarth. During their trials, one defendant testified he ordered that the troops were not to bayonet or bash in the heads of the condemned. Mothers were to be allowed to hold their child and then both were shot. Six months after their trials began Naumann and the others were hanged.

Years later, Mr. Winter and his wife were watching a program on the A&E channel about the war trials. He recognized people he had worked with and saw Naumann. He subsequently purchased a copy of the program and brought it with him to the luncheon. Unfortunately, we keyed the wrong segment of the tape and did not see the portion showing Eric Naumann.

With the development of the Cold War, the mission changed for Mr. Winter and his unit. The emphasis changed from Nazi war criminals to counterintelligence of the Soviets. He was assigned as Liaison Officer to West Berlin. In this capacity, he served as a buffer between various US intelligence and law enforcement agencies and the West German police. He also said he wore civilian clothes in this job.

One assignment Mr. Winter was involved with was called the Borghausen Mission. This was a mission to entice about 500 Hungarian refugees to go back to Hungary, then occupied by Soviet troops. Mr. Winter was assigned to find out what was behind this repatriation

attempt, if anything. He and another Warrant Officer were assigned to go to Hungary and see what happened to the refugees. Both dressed up as enlisted Military Police and took a train to Hungary. Once there, their weapons were confiscated by Soviet authorities. While there, a Russian troop train pulled into the station by their train. While they were gone, Russian troops raided their compartment and stole all loose items. Mr. Winter and the other Warrant Officer wanted their boots back and went to the Soviet train commander to demand their return. He said they were roughed up a bit by some of the Russian soldiers. Mr. Winter told the Soviet commander they had witnessed Russian troops stealing and said the Soviet Commander produced his pocket knife and said if their eyes were cut out, they could not see anything. The two Warrant Officers recognized a bad situation and did not pursue the matter.

While in Hungary, the two men were followed everywhere they went. One evening they met and shared drinks with a Soviet Officer and later took him back to his troops. Other Soviet Officers demanded to know what he had said to the Americans, but the situation was defused with a comment about celebrating the Allied victory.

In regard to the Hungarian refugees, Mr. Winter and his partner found out that they had been arrested and taken away by the Russians, part of their taking political control of that country.

Another incident that occurred during his tour involved a Russian named Ivanov. This individual had been a 16 year old orphan whom Russian intelligence trained to be an assassin. When Ivanov reached the age of 20 or 21 he was sent to West Germany. While there, he met a West German girl, fell in love, and they were married.

Eventually, Soviet intelligence contacted him with an assignment. He was sent to Munich where Radio Free Europe had a broadcasting station. Ivanov was sent to kill two of the announcers, which he did. Mr. Winter said he used a prussic (hydrocyanic) acid solution that leaves little trace. This was in 1958. Ivanov returned to his wife then they both went to Moscow. After a while, Ivanov got permission to send his wife back to Germany, as she was pregnant. The baby died and he got permission to go and see his wife. While there, the Berlin wall went up (August 12, 1961), and Ivanov demanded to see American authorities. Mr. Winter picked him up and turned him

over to the CIA. For trade of information, Ivanov worked to get a lesser sentence for his crime, and he and his wife were eventually relocated.

In 1962, Mr. Winter was transferred stateside to the Big Red One, 1st Infantry Division, at Fort Riley and was back in uniform. He pointed out that the uniform blouse he was wearing was from that tour. After two years, he was transferred back to Berlin and assigned to the same job, same house, and same secretaries. Mr. Winter mentioned he also picked up a couple of other things, an ulcer and a Legion of Merit award.

During his second tour, Mr. Winter was exposed to the many and varied ways people tried to get over, through, or under the Berlin wall from East Germany to West Germany. One evening he received a call from West German police about an escape attempt that was going down. A husband, wife, and 8 year old son had locked themselves in the restroom of a five story building by the wall. When clear of people, the family got to the roof of the building. They threw a hammer with a string tied to it across the wall to brothers on the west side. The brothers hooked up a wire and pulley assembly, and the family hauled it back across the wall to the rooftop. Mr. Winter said the police were calling him to keep him informed of the escape attempt. The husband anchored the wire and pulley assembly to the rooftop and then rigged a boatswain's chair (a short board fastened in a loop of line) to the wire. The son and then the wife rode the chair down the wire to the west side of the wall and each time the chair was pulled back to the rooftop. Mr. Winter said that something at the top of the rig jammed as the husband tried to use the chair, but he finally worked it free and rode the cable down to freedom in West Berlin.

Mr. Winter said that today there is a museum at the location of the former Checkpoint Charlie of the Berlin Wall and that the boatswain's chair and cables are in that museum. He spoke of the ingenuity of escapees to get out of the GDR (East Germany). He also said that religious freedom was the basis for some to escape from east to west.

He spoke of a particular nun in the GDR (West Germany). Part of her convent was in East Berlin, part of it was in West Berlin. She was able to travel back and forth between west and east. During one period, East Berlin was being systematically starved. To do her part in getting food to the starving, the nun sequestered 50

pounds of rice in baglets under her habit and transported it into East Berlin.

Mr. Winter then showed several artifacts from his service days. One was a New Testament Bible he had carried in the Philippines. Another was a common looking bolt he said came from a motorcycle tool box. He then took the bolt apart and showed us where there was room to put 30 pages worth of microfilm. The bolt was used in a dead letter drop. He produced a set of his dog tags and a P38 can opener. Some other items were a Russian issue knife and bottle opener and couple of German bayonets. He told us that he had occasion to work with the US Secret Service when dignitaries visited from Washington. He helped set up surveillance on folks who might caused harm to the dignitaries. He jokingly said he got a set of cuff links from [Hubert] Humphrey, nothing from [Richard] Nixon.

One time when out with his wife and son, Mr. Winter realized a man was following them wherever they went. An opportunity came up when he could confront the man, which he did. In fact he forced the fellow into a car and they drove out into a secluded, wooded area. Mr. Winter said he pulled out a gun and told the man he could kill him, but did not. Instead, Mr. Winter got back into the car and returned to the city, leaving the shadow in the woods 20 miles from town.

He told us about an old West German major who spied on US troop movements. The major wrote detailed reports and would pass the information on to a brother in East Berlin, attaching the papers inside his shorts. Mr. Winter had the occasion to send a set of these papers to the Commanding General of the Third Army. The General responded that the major's reports were better than his own after-action reports.

Mr. Winter ended his presentation with this anecdote and received a big round of applause from the audience for an enlightening and entertaining presentation. No doubt we only heard only a small number of Berlin and Cold War experiences from this remarkable gentleman.



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## CAM Celebrity Pancake Feed / Silent Auction

**Saturday, April 25, 2009 – 7 a.m.-12 p.m.**

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**Pancakes by Bob Carmichael and Perkins Family  
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This is where **all** members can help. "How?" you ask. The answer is: **Buy/Sell tickets** to all persons you know and bring them to our event. **Donate** items for the Silent Auction. **Bid on and Buy items** during the auction. Place the posters advertising the event wherever there is traffic, to call attention to the Museum and this fundraiser.

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