

COMBAT AIR MUSEUM

→ → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Topeka Regional Airport Topeka, Kansas

April / May 2017 • Vol. 33, No. 2

Capitol Federal® Foundation, Westar Energy Foundation donations ensure a bright future for CAM

By Kevin Drewelow

Thanks to generous donations from the Capitol Federal® Foundation and the Westar Energy Foundation, the future of the Combat Air Museum will literally be much brighter.

In separate ceremonies on Thursday, March 16, the two foundations donated a total of \$25,333 to CAM to replace the light fixtures in hangars 602 and 604.

"Donations," con't. on page 14



Left to right: Kevin Drewelow, Dave Murray, Gene Howerter, Brad Loveless, Cynthia McCarvel

Above - Left
to right:
Dick Trupp,
Jack Dicus,
Tammy
Dishman,
Dave
Murray, Anya
Leonard,
Kevin
Drewelow,
Gene
Howerter
- photos by
Klio Hobbs

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Combat Air Museum

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Ted Nolde

Bill Stumpff

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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.

Sun. Noon - 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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 of Topeka, Kansas,

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We welcome your comments.

From the Chairman's Desk

By Gene Howerter, Chairman, Board of Directors

2017 is our fortieth anniversary as a Museum and this is the second part of the history of our organization, beginning with Yesterday's Air Force (YAF). First, I need to recant something I wrote in the last newsletter. Ralph Knehans and I are not the members with the lowest membership numbers still actively volunteering at the Museum. That honor belongs to Dave Houser, who has membership card number eleven. Congratulations Dave, you are in fact still regularly volunteering at the Combat Air Museum (CAM) and rightly deserve this honor!

As I detailed in the last issue, the Consolidated Liberator Mark VI (B-24J) was our first aircraft acquisition as Yesterday's Air Force (YAF) Kansas Wing. To the best of my recollection over the years following, Mr. David Tallichet brought in nineteen additional aircraft from his collection. This bolstered our fleet and made YAF's Kansas Wing a viable museum. Members later restructured YAF Kansas Wing and changed the name to Combat Air Museum. For this article I will only refer to aircraft which Mr. Tallichet owned and loaned to our Museum. However, keep in mind we do have other aircraft in our collection which we own or are on permanent loan from other agencies. At this time the Museum's total collection of aircraft stands at thirty-nine.

As the years have faded into the past it is beyond my memory to recall the order in which Tallichet's airplanes entered our collection. Those of us who knew him will always remember David Tallichet as a friend and a co-partner of our Museum throughout his lifetime. I would like to thank him for his service, not only to his country but to both YAF Kansas Wing and the Combat Air Museum.

Before I list the aircraft David shuttled to our museum, let me briefly share with you some of his

background information.

David was born in Dallas, Texas. After attending college he joined the United States Army Air Force and deployed to England during World War II as a second lieutenant. Initially, David flew copilot on a Boeing B-17 Flying Fortress bomber. His crew became part of the 350th Bombardment Squadron, 100th Bombardment Group, 8th Air Force based at RAF Thorpe Abbots in February 1945. David's crew flew all 20 missions together in an aircraft called Spirit of Pittwood, and he then flew two additional missions. After the end of hostilities, Tallichet flew transport aircraft on missions supporting the war-torn European continent. On returning to the United States, he joined the New Mexico National Guard, flying the P-51 Mustang and remained on active reserve status in the USAF until 1957. Based on this service record, one does not have to wonder why he was so enamored with flying various historical aircraft of the World War-II variety.

In 1955 David joined the Hilton Hotels group as a manager of the Lafayette Hotel in Long Beach, California. While he was there his hotel managed the Miss Universe Beauty Pageant and he later married the contestant from Indiana. In 1958, Tallichet and Sea World Founder George Millay formed the Specialty Restaurant Corporation, a destination restaurant business. David continued to design, finance and build more than 100 other restaurants across the nation including the Proud Bird adjacent to Los Angeles International Airport and the 94th Aero Squadron restaurant near the Van Nuys, California airport. His World War II experience continued to have a profound effect on the themes and designs of many of his newly constructed restaurants across the country.

David visited the National Air and Space Museum in the early 1960s,

and this trip inspired him to begin acquiring former military aircraft. His first purchase was a P-51 Mustang for \$13,000 and others soon followed: a B-25 Mitchell; P-40 Tomahawk; B-24 Liberator; B-26 Marauder; and a MiG-17 Fresco. David's next venture was to form the Military Aircraft Restoration Corporation (MARC) as a subsidiary of the restaurant operation to manage his newly acquired vintage aircraft collection. Many of MARC's later aircraft were recovered wrecks from the Pacific Ocean, often from around Papua New Guinea. After he began his partnership with our Museum, David and various members of our organization embarked on a mission to recover some of Tallichet's newly acquired assets in the war torn country of Nicaragua. The aircraft they recovered included an A-26 Invader attack bomber and two T-28 Trojan trainers which we housed at our Museum. Flying these babies back to Kansas will be another story in our series as there is not enough space to write about it at this time.

David enjoyed flying airplanes in his collection as often as he was able. It was not unusual for him to come to Topeka, fire up one of his flyable planes and spend the weekend at an air show. Early on, some local members flew with David to California in his B-24J to support Paramount Studios in the filming of the movie Young Joe, the story of Joe Kennedy. Later we prepared several B-25 bombers for a trip to Duxford, England for the filming of a movie named Hanover Street. CAM's last movie adventure involved preparing the second of David's two B-17 bombers for a trip to Memphis, Tennessee and then on to England to film the movie Memphis Belle, where David was the command pilot for the filming and the movie star rode in the right hand seat enjoying the time of his life. Yes, these were exciting times at our Museum and probably the main reason some of us are still volunteering to this day. David's favorite place in Topeka when he was not at the Museum was ordering a steak at the North Star, a small historic family-operated restaurant in North Topeka. David would often remark it was the best steak he had ever eaten. David also loved what we here in the Midwest refer to as "roasting ears." Once while attending an air show at Olathe, Kansas, we purchased fresh field-picked corn and boiled it in a 55 gallon drum for all to enjoy. After plastering it with fresh, real butter, all agreed it was the best we had ever eaten.

David died on October 31, 2007 at his home in Orange County, California, of complications from prostate cancer. I think it would be fair to say he left behind a lot of fond memories and love for those of us who knew him. I will always salute David Tallichet for the role he played in the success of the Combat Air Museum.

On a personal note, the only planes remaining in the CAM fleet from the Tallichet collection are the MiG-17 and ME-



Dave Tallichet (photo by Gettyimages.com)

109 movie mock-up. As David and I were reminiscing in one of our final conversations outside hangar 602, Dave told me he wanted to donate the MiG-17 to our Museum for all we had done for him. It is our hope that MARC management will soon sign the donation paperwork to complete the transfer of ownership. It is our desire to restore the MiG-17, making it a beautiful exhibit for CAM.

I want to thank all of our members, volunteers, and supporters for all you do to help us keep the Museum operating year in and year out. With your continued support again this year and in the future we will make CAM even better. We want current and future generations to enjoy and be a part of what we have to offer. It is our goal to keep history alive at the Combat Air Museum.

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Aircraft David Tallichet brought to our Museum

FLYABLE

B-24J Liberator; P-51 Mustang; P-40 Tomahawk; P-38 Lightning; P-47 Thunderbolt; de Havilland Mosquito; CASA 2.111 (Spanish license built Heinkel He-111); two B-17 Flying Fortresses; two B-25 Mitchells; A-26 Invader; two T-28 Trojans; Fieseler Storch; Grumman F7F Tigercat

RESTORATION PROJECTS

Fairey Swordfish; Messerschmitt Me-109 movie mock-up; MiG-17 Fresco; PBV-5A Catalina; BT-13 Valiant; B-26 Marauder

Captured: The extraordinary adventures of Colonel Hughes

By Dennis Smirl

A capacity crowd filled the Bob Dole Education Center for the February bi-monthly membership meeting and covered-dish luncheon. Once everyone had sampled the wide array of entrees, veggies, beverages, and desserts, Chairman Gene Howerter called the meeting to order. After beginning with the Pledge of Allegiance and a prayer, Gene informed the membership that 2017 is the 40th anniversary of the Combat Air Museum and that we have quite a year of celebration planned.

After a few short items of business, Gene introduced our speaker for the day. Mary Madden is Division Director of both the Museum and Education for the Kansas Historical Society at the Kansas Museum of History in Topeka.

With more than 25 years of experience in the field of museum education and interpretation, Mary holds a Masters of Fine Arts degree in American Studies from the University of Kansas. She has taught a course for KU in "Introduction to Museum Public Education" at the Watkins Museum in Lawrence. The course provided an overview of the role of the museum educator in employing professional and academic tools needed to create, implement, promote, and evaluate sound interpretative educational museum programs.

The program she shared with us focused on Colonel James Clark Hughes, a native Topekan, an officer in both world wars and currently the subject of an extensive display and program at the Kansas History Museum.

Mary started with Colonel Hughes' early life in Topeka, making mention of the fact that James Hughes was his father's name, and that the name James was featured prominently in the family history. Along with the prepared talk, Mary had a series of digitized slides that she shared with the membership as she spoke. She told us the Hughes family had presented the Kansas History Museum with 600 previously unpublished photos, many of which Colonel Hughes had taken in his journeys.

The first part of the program focused on Colonel Hughes' experiences in World War I, and Mary treated us to several photographs that Hughes took and dated. As an aside, Mary showed us the type of Kodak camera that the colonel used and how he was able to date his photos. She also told us that his granddaughter trav-



Chairman Gene Howerter presents Mary Madden with a certificate of appreciation

- photo by Dave Murray

eled to Europe some years back, explored some of the battlefields, and took photos of the same places the colonel had photographed.

One surprising fact Mary shared with us involved the colonel's involvement with his family before he went to fight in World War I. To protect his wife and children, Colonel Hughes divorced his wife, and as part of the divorce, gave everything to her. Upon his return to Topeka after the war, he re-married his wife and maintained the marriage thereafter.

Colonel Hughes stayed in the military through the period between the wars and was in the Philippines when World War II broke out. Japanese soldiers captured him and he remained a prisoner of war until the surrender of Japan. His internment was long and arduous and he documented it with sketches and drawings depicting the conditions he endured. Subsisting on a cup of watery soup and a ball of rice each day, Colonel Hughes lost more than fifty pounds while a prisoner. One thing he did not do while captured was shave, and when he was released he had an impressive beard!

Almost a year after the surrender, Colonel Hughes was able to return to home and family where he lived for twenty-odd years, passing away in the 1960s. His heroic life and adventures are on display at the Kansas Museum of History in Topeka, which is a worthwhile educational experience for young and old.

→ → →

Spring has sprung; time for the **CAM Celebrity Pancake Feed!** Saturday, April 29



The arrival of spring means the return of flowers, songbirds and the Combat Air Museum Celebrity Pancake Feed and Fly-In Market! We'll host our 24th annual fundraising breakfast on Saturday, April 29, but we need your help to make it successful.

Celebrity flippers and CAM volunteers will serve breakfast from 7 a.m. to noon in hangar 602. For the usual \$6 admission fee, visitors will receive all the pancakes they can eat with an initial serving of sausage links, orange juice, and coffee; more sausage will be available for an additional charge. After breakfast, visitors are welcome to shop for bargains in the Fly-In Market, enjoy special events and then tour the Museum.

Proceeds from the Celebrity Pancake Feed and Fly-In Market, along with the Kansas Chocolate Festival fun run in September, support annual Museum operations.

Gene Howerter and Nelson Hinman, Jr. have invited potential celebrity pancake flippers and are setting the schedule for those who accept. Celebrities include city, county, state, and national office holders; local television personalities; law enforcement and military members; Washburn University faculty, administrators and sports representatives; and corporate and public personalities from the local area.

Advance tickets for the Celebrity Pancake Feed are available in the gift shop or by calling Gene or Nelson at 785.862.3303. As before, we have blocks of tickets for members to sell outside the Museum: call Gene or Nelson for more information.

Bob Carmichael of Perkins Family Restaurant will supervise pancake production, providing on-the-job training to our celebrity flippers. The Museum provides juice, coffee, plates, eating utensils, cups and napkins. Bob provides the pancake batter, sausage, syrup, and butter at his cost. Some people assume Perkins donates these items; it does not, and we appreciate those who contribute over and above the price of a ticket to help the Museum defray the ingredient costs.

As always, there will be plenty of live entertainment during the pancake feed. You can look forward to enjoying the Bluemont Singer Revival musical ensemble; the Soul-full Singers from Countryside Methodist Church; and students from the Beverly Bernardi Post Conservatory of Dance & Pom. We've invited the 190th Air Refueling Wing, Kansas Air National Guard to display one of their

KC-135R Stratotankers. Washburn University School of Nursing students and staff will be in the Bob Dole Education Center to administer free blood pressure and blood glucose screenings.

2017 will be the fourth year for our Fly-In Market Sale with Marlene Urban heading this popular segment of the pancake feed. The sale will be open throughout the pancake feed. We are currently collecting smaller, new (unused) items and estate sale type items for the sale, placing them on tables in the gift shop office space. You're welcome to bring in smaller items any time before Thursday, April 27, and large items can be brought in by April 28th. If you need to bring in a large item before the 27th, please contact Dick Trupp at 785.862.9899 to discuss where we can store it. If your donation does not sell and you would like it returned to you, please indicate on a note and attach it to the item with your name and phone number. Many of these items can be marketed through the gift shop after the event. Take advantage of retail store sales, estate sales, etc. and purchase bargains for this event. We also welcome your home baked goods to sell. If you want to help but do not have an item to donate, consider making a cash donation. Questions? Call Marlene Urban at 379-5306 or email her at urban.marlene@att.net.

DESIRED ITEMS

- Cash
- Theme baskets or items suitable or such baskets
- Collectibles
- Jewelry
- Unique gift items
- Gift cards
- Antiques
- Gift certificates
- Gift cards
- New or like new kitchen items
- New or like new baby items
- New or like new children's toys
- Gardening items

"Pancake Feed," con't. on page 9

Dave Houser

CAM Volunteer Profile

By Kevin Drewelow

Dave Houser has been a fixture at the Combat Air Museum throughout its forty years. Dave, Gene Howerter and Ralph Knehans joined within minutes of one another, but Dave came away with the lowest membership number, 11. He's seen it all over the last four decades: the flying and non-flying eras, the difficult times, the good times and everything in between.



Dave was born in Ottawa, Kansas in 1928 and later moved to Topeka. The flying bug bit Dave early. Then, as now, there was no known cure, so in his senior year at Topeka High School, he self-medicated by taking flying lessons at Philip Billard Airport. It was 1945, World War II was over, and airports were awash in military veterans taking flying lessons. Dave said there were four flight schools at Billard at the time! He learned to fly in a Luscombe with his instructor, Carl Wilson, who taught him well. Back then, unlike today, student pilots learned how to spin an aircraft; there was no written test, only an oral exam and check ride. Dave received his private pilot's license at age 17.

Dave studied at Kansas University and became a draftsman for the Kansas Highway Department. He then attended Kansas State where he majored in architecture. While at K-State, male students were obligated to participate in the Reserve Officers Training Corps (ROTC). Dave entered the Army ROTC program with an emphasis on artillery. He was very busy in June of 1952: graduated from K-State with a degree in architecture; commissioned as an Army second lieutenant; and married Ruth Curtis! Two weeks after graduation, 2nd Lieutenant Houser arrived at Ft. Bliss Texas for refresher anti-aircraft artillery training. He and his crews practiced firing at small radio-controlled drones identical to the ones powered by engines displayed in our hangar 604. During his final gunnery test, Dave was in a bunker where he was to direct his gun crew as they fired a 90 mm gun at a fixed target on the firing range. The captain evaluating Dave's performance told Dave to commence firing. After Dave directed the required three rounds, the captain said, "Good shooting, wrong target!" and failed Dave on the evaluation.

There was a silver lining to the failed exercise: Dave remained at Ft. Bliss as an artillery instructor while many of his friends went to war in Korea where they served as artillery forward observers. Several of them were killed in action. Dave left the Army in 1954 and remained in the Reserve until he completed his obligation.



*Far left: Dave Houser, 2017
-photo by Kevin Drewelow
Left: Second Lieutenant Dave Houser, 1952
- photo courtesy of Dave Houser*

Dave spent the next several years working for Topeka architectural firms. While he and Ruth raised three daughters, Dave purchased a 20-foot long sailboat that he raced at Lake Shawnee. He enjoyed sailing, but it rekindled his interest in flying. Before long, he

sold the sailboat and became a partner in a Taylorcraft BC-12D. Fifteen years later, Dave sold his interest in the Taylorcraft and bought a Stinson 108-2 that he kept at Mesa Verde airport northwest of Topeka. He flew it for several years until a propeller blade separated in flight while he was returning from Kansas City. He landed in a milo field, but the aircraft overturned, breaking his back and left forearm. Dave recovered, sold the Stinson, and then built an ultralight MiniMax.

His involvement in the Combat Air Museum began early, as evidenced by his low membership number. Thanks to his experience repairing and replacing fabric on his Taylorcraft and Stinson under the tutelage of legendary aircraft mechanic and inspector Max Collier, Dave was one of the experienced fabric workers at the new museum. He enjoyed working on and flying in the Museum's aircraft right after joining the rest of the crew for Saturday morning breakfast at Banjo's Café in Pauline. After the Museum obtained a former Navy SNB (Beech 18), Dave led a ten-year restoration of the aircraft, replacing the flooring and missing instruments as well as the fabric on the rudders.

At the end of the SNB project, Dave added some nose art, the waitress from Banjo's as a bikini-clad damsel. Regrettably, he never got to fly in the SNB; Dave's team completed the annual inspection just as CAM's Board of Directors made the difficult decision to cease flying operations in 1995. After that, some Museum members left to form the American Flight Museum. Dave joined the new museum and maintained his CAM membership, thereby scratching his itch to fly while continuing to support CAM aircraft restoration efforts.

You'll usually find Dave in hangar 604, either working on the Museum's Vultee BT-13 Valiant trainer or in the workshop. He has his own bench where he builds pedal planes and airplane scooters for children. He's produced quite a few over the years, selling them in the gift shop to benefit CAM. Dave's been supporting the Combat Air Museum for forty years and he's not done yet! →

CAM receives Royal Aircraft Factory S.E.5a Replica

By Kevin Drewelow

An area craftsman and aviation enthusiast has donated a full-size replica Royal Aircraft Factory S.E.5a project to the Combat Air Museum, increasing our fleet to 39 aircraft.

Mr. John Troth of rural Dover is a skilled artist, hunter, taxidermist and woodworker who is also an aviation enthusiast. Several years ago, his son bought him a set of Replicraft plans for the British S.E.5a fighter plane of World War I. It seemed a natural fit for Mr. Troth as the aircraft was constructed primarily of wood, and he has spent his life working with wood as a carpenter, cabinet-maker and millwright. Mr. Troth told Plane Talk, "Since he bought the plans, I thought I ought to build it."

Replicraft plans are known for their level of well researched detail and builders have constructed many museum quality authentic flying replicas from their plans. Mr. Troth never intended to fly his S.E.5a, so he used woods other than the usual spruce and made some minor changes to facilitate construction. He built the fuselage, wings and empennage. The fuselage stands on its landing gear and is complete through covering and paint; the wings and empennage await fabric covering. Mr. Troth has several other projects underway and wanted his S.E.5a in the hands of someone who would complete it. He has visited CAM often and was quite happy to donate his aircraft to our collection.

The Museum is seeking a crew of interested volunteers to complete this aircraft and Mr. Troth will be happy to be part of the crew. This would be a great opportunity to get involved in a project that does not require strict adherence to normal aviation standards since the S.E.5a is a non-flying replica. The crew will need to fabricate the wing struts and assemble the wings to the fuselage, then remove the wings for covering before final assembly.

The S.E.5a was a fast but stable fighter which served the budding air forces of Great Britain, Canada, Australia and the United States, among others, during World War One. Famous pilots such as Albert Ball, Mick Mannock and James McCudden made names for themselves in the



Top: Gene Howerter and Stu Entz secure the SE5a to the trailer

Above: Gene Howerter, Danny San Romani, Dave Murray, John Troth, and Dick Trupp prepare the SE5a's tailplane for transport to CAM

- photos by Kevin Drewelow

S.E.5a. This project is an important addition to our growing fleet of aircraft from the Great War and, when compared to our F-14 Tomcat, will help our visitors better understand how fighter aircraft have evolved over the last century.

→ → →



"NOW HEAR THIS!"

WHAT: TOPEKA GIVES!

WHERE: Fairlawn Plaza Mall, SW 29th Street and Fairlawn Road

WHEN: Tuesday, June 6, 2017 from 7 a.m. to 5 p.m.

Make your annual CAM donation and receive 18 percent interest on your gift.

Cash, check and credit cards accepted. Questions? Contact Dick Trupp at 785.862.9899.

Learn more at <https://www.topekacommunityfoundation.org/TopekaGives/>

Projects Update...

Mild Winter = Greater Productivity!

By Kevin Drewelow

Our mild winter weather resulted in greater productivity than usual. The “usual suspects” have been very busy and their fruits of their labor is apparent.

Don Dawson and Danny San Romani set a steady pace, progressing on several projects. After they removed the Martin RB-57A navigator’s ejection seat from its display base, they disassembled the seat and prepared it for painting. The repainting went well and they are reassembling it. They are also well along on refurbishing the display base. Don replaced the batteries which power the sequence lights and alarm; Bob Crapser restored the electrical system to working order. We’ve learned a lot about the operation of this seat and the mishap in which it saved a life; we plan to add some of that information to the display. Once completed, the ejection seat will be a great hands-on exhibit our visitors will enjoy.

You may recall Don and Danny recently restored an ejection seat from a Lockheed T-33 Shooting Star, outfitted a manikin in suitable flight and survival attire and placed the seat and pilot in a display case near the Museum’s T-33. They were not satisfied with the tilt of the pilot’s head, so they returned the manikin to the shop. “Dr. Dawson” performed some neck surgery, and Plane Talk is happy to report the pilot survived and has returned to duty in the ejection seat showcase, none the worse for wear!

Danny and Huw Thomas devoted a lot of time to plot the best locations for the new LED lights soon to be installed in hangar 604. Danny’s attention to detail, combined with Huw’s expertise (when he’s not producing 3D-printed engines and weapons for CAM, he’s an Associate Professor in the department of design at the University of Kansas) resulted in an installation plan which will maximize illumination in the south hangar, providing a dramatic improvement over the mostly original 1952-vintage lighting. In addition to everything else, Danny continues to make progress on the restoration of the North American F-86H Sabre vertical fin.

Huw is making great progress in creating an 80 percent scale Lewis machine gun which will be mounted in the nose of the 80 percent scale Airco/de Havilland DH-2 suspended in hangar 602. The magazines will contain spent cartridges, because they are visible on the real item. One of Huw’s industrial design students, Wesley Johnson, a sophomore at KU, recently provided a 3D printed pilot for the Fokker DVIII in the Museum’s art gallery. Wesley had printed pilots for his father’s radio controlled airplanes, so Huw suggested he print one for the Fokker. Wesley scanned a head and scarf, printed and painted the pilot, and then installed him in the Fokker. You must see it to appreciate it. Thanks, Wesley!

"Projects," con't. on page 12



*Top: 3D printed
Lewis machine gun
replica
- photo by
Huw Thomas*
*Right: RB-57A
navigator's ejection
seat after paint
-photo by
Kevin Drewelow*



Upcoming Events

April

Monday, April 10

Membership Luncheon

Bob Dole Education Center

11:30 am

Seaman High School

National History Day

Presentation by

Susan Sittenauer & Students

Another in our popular series of

Seaman student presentations as part of
the State and National

History Day competition.

Mrs. Sittenauer always brings some of
the brightest and best

Advanced Placement history students
to the Museum's April luncheon

as a "dry run" prior to

the State History Day competition.

This year two of her students will speak on

"Standing Up for the 'Bu Doi';

U.S. Representative Robert J. Mrazek's

Impact on Vietnamese Americans

with the American Homecoming Act"

and "Wes Jackson:

Taking a Stand for the Land."

Sunday, April 16

Easter, Museum closed

Saturday, April 29

24th annual Celebrity Pancake Feed

→ → →

Join the
Combat Air
Museum!

"Pancake Feed,"

con't. from page 5

Potted plants
Large lawn or garden items
New or like new bikes
New or like new tools
New electronic/tech items
New pet items
Sports memorabilia
New or like new camping gear

NOT DESIRED

Clothing
Pictures or prints
Vases
Leftover garage sale items
Out of date/obsolete electronic items
Chipped, cracked, broken, worn or dirty items.

We're seeking volunteers to assist before, during, and after the event. A sign-up sheet for volunteers working on Saturday will be in the gift shop.

We'll tow four aircraft out of the hangar on Wednesday, April 26. On Thursday we will sweep and scrub the floor and begin cleaning aircraft, which will continue into the next day. Also on Friday, we'll set up dining tables and chairs and the Fly-In Market tables. Marlene Urban and her crew will set out the sales items for the Fly-In Market. Bob Carmichael will bring the gas grills and other items later on Friday afternoon.

We ask Saturday morning volunteers to be at the Museum no later than 6:30 a.m. Bob Carmichael will arrive earlier, bringing in the pancake mix, butter, and syrup. He will also set up the grills. The early arrivals will prepare the ticket sales table, fill syrup bottles, place butter on the tables and set up the beverage stations. Once the event begins, we'll need volunteers to sell tickets in the Bob Dole Education Center; work the Fly-In Market; greet and escort guest flippers to the grills; take tickets at the start of the food line; serve utensils, beverages (juice, coffee and water), and condiments at the end of the serving line; transfer juice pitchers and coffee urns to and from the kitchen; replenish syrup bottles and butter; clean table and floor spills; and change out trash bags.

As soon as the feed and sale end at noon on Saturday, we'll need volunteers to take down the tables and chairs, help Bob Carmichael clear his gear out of the hangar, clean the food preparation and serving area and other areas as needed, and weather permitting, bring the aircraft back into the Museum.

As you can see, there will be plenty to do. Why not come out for a great breakfast and help make this 24th Celebrity Pancake Feed as successful as the others? It's all for a great cause!

→ → →



Lt. Brandon Hempler

CAM display honors Blue Angels from Kansas



GySgt. USMC Beau Beville

By Kevin Drewelow

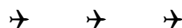
The US Navy recently announced the selection of Wamego native Lt. Brandon Hempler, an experienced F/A-18E Hornet pilot, to join the Blue Angels. While researching his biography for inclusion in the Museum's Blue Angels display, we learned he would join three other Kansans already on the team. CAM's Blue Angels display now proudly features all four Kansas Blue Angels members. They are:

Lt. Brandon Hempler, Blue Angel #7, narrator- Lieutenant Brandon Hempler is a native of Wamego, Kansas, and graduated from Wamego High School in 2002, where he lettered in cross country. He attended Kansas State University (KSU), Salina, Kansas, and graduated with a Bachelor of Science in Airway Science in May 2007. After serving as a flight instructor at KSU for a semester, Brandon reported to Naval Air Station (NAS) Pensacola, Florida, for Officer Candidate School and was commissioned an Ensign in the U.S. Navy. Brandon joined the Blue Angels in September 2016. He has accumulated more than 2,100 flight hours and 320 carrier-arrested landings. His decorations include two Strike Flight Air Medals, two Navy and Marine Corps Achievement Medals, and various personal and unit awards.

GySgt. USMC Beau Beville, C-130 CrewMaster, Manhattan, KS-is part of the team responsible for transporting road-crew personnel, supplies, and equipment to and from each show site throughout the season.

AEC (AW/SW) John Crumrine, Maintenance Control, Wichita, KS-helps ensure day-to-day operations while providing key leadership, guidance, and training to enlisted personnel in the areas of maintenance, logistics, public affairs, and administration.

AME1 (AW/SW) Andy Teague, Quality Assurance inspector, Winfield, KS-administers and prepares maintenance instructions, reviews incoming technical directives, and participates as a member of a technical task force that investigates trouble areas in fleet-wide aircraft maintenance. They also supervise and inspect the squadron's aircraft maintenance regime and regularly complete audits on work centers for specific maintenance programs.



AEC (AW/SW) John Crumrine



AME1 (AW/SW) Andy Teague

April 18th marks the 75th Anniversary of Doolittle's Raid on Tokyo

By Kevin Drewelow

Four months after the Japanese surprise attack on Pearl Harbor, President Roosevelt wanted to return the favor-but how? A naval officer's idea to use Army long range bombers launched from a carrier proved practicable and got traction. Lt. Gen. Henry "Hap" Arnold, Chief of Army Air Forces, turned the project over to his aide, Lt. Col. Jimmy Doolittle, a famous racing pilot and the nation's first aeronautical engineer.

Doolittle determined the only aircraft suitable for the raid was the North American B-25 Mitchell medium bomber, very similar in size to today's A-10 Warthog. He selected the 17th Bomb Group because they had the most experience on the bomber. When everyone in the group volunteered for "a dangerous and secret mission" Doolittle selected the 24 most qualified crews. Most of the aircrews actually had very little experience with long range navigation and dropping live ordnance; almost none of the gunners had ever fired live ammo at a moving target.

Over the next six weeks the crews learned to fly from a simulated carrier deck at extremely low speeds with increasingly greater loads and practiced long overwater navigation while also having their aircraft modified to double their internal fuel.

Before long, the fleet was underway. As they neared Japan, they were spotted by a Japanese picket boat, which radioed a warning to Japan before US ships sunk the boat with gunfire. Doolittle's 16 Mitchell bombers immediately took off from the USS Hornet, 10 hours and 250 miles earlier than planned, knowing they might not have enough fuel to make landfall in China.

All 16 aircraft found and bombed their targets; they continued west towards China. As they neared the coast in the dark, 15 of the crews ditched or bailed out; three crew members died as a result. Eight became prisoners of war; Japanese soldiers executed three and one died in captivity. Kansas native Sergeant Harold Spatz of Lebo, an engineer-gunner on the 16th crew, was one of the three who were executed.

The 16th B-25 landed in Russia where Soviet troops interned the crew. Japanese troops laid waste to the coastal areas of China and killed over 250,000 Chinese for assisting the Americans.

The raid caused very little damage but had immense morale and propaganda value. The attack caused Japanese military leaders to change their plans and prematurely attempt to engage and destroy the American aircraft carriers; this path eventually led Japan to the Battle of Midway and put them on the defensive for the rest of the war. Jimmy Doolittle received the Medal of Honor and a promotion to brigadier general; his crew members all received Distinguished Flying Crosses and other decorations.

Many books are available about Doolittle's raid; two stand out for different reasons. Captain Ted Lawson commanded the seventh aircraft, named "The Ruptured Duck." He wrote "Thirty Seconds over Tokyo" in 1943 from the viewpoint of a crew member, describing things as they happened. It's a



Doolittle's Crew

Crew No. 1 (Plane #40-2344, target Tokyo): 34th Bombardment Squadron
Front row, Left to right: Lt. Col. James H. Doolittle, pilot; Lt. Richard E. Cole, copilot;

Back row: Lt. Henry A. Potter, navigator; SSgt. Fred A. Braemer, bombardier; SSgt. Paul J. Leonard, flight engineer/gunner.

- photo U.S. Air Force

Sgt. Harold Spatz, Lebo, KS



first-person account, a quick and engaging read. A paperback version published in 2002 adds extra content. "Target Tokyo – Jimmy Doolittle and the Raid that Avenged Pearl Harbor"

by James M. Scott, written two years ago, is well-researched and vividly fills in the details missing from Lawson's book. It is compelling and engaging – you won't want to put it down.

Only one Raider remains today: 101 year old Dick Cole was Doolittle's copilot. He's very active and routinely attends gatherings and air shows. Read these books and if you're lucky he might autograph your copy one day!

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"Projects," con't. from page 8

Bob Crapser is gaining on the Hiller OH-23 restoration. His recent progress is not as dramatic as when he installed the engine and rotors last year, but he is progressing. Similarly, Stu Entz's perseverance in the EC-121 interior restoration is apparent. He is slowly working his way from the nose to the tail, cleaning and painting as he goes. We closed the Constellation for a few days in March as his painting and work briefly made the interior unsafe for visitors. And wait until you hear Forbes air traffic controllers and pilots talking live over the receiver he's installed in the cockpit!

The Museum has a flagpole again! After high winds toppled the flagpole recently, several volunteers loaded the pole on Stu Entz's trailer for the ride to Topeka Foundry, where they straightened the pole and provided it with a much more securely welded base. Stu returned it to the Museum where a J.B. Turner and Sons Roofing and Sheet Metal technician used a truck-mounted crane to return the pole to its previous location. The pole now proudly displays new US and POW/MIA flags and a Kansas state flag will join them shortly.

The Combat Air Museum depends upon its volunteers - now that better weather is upon us, why not come out and lend a hand? There is plenty to do: are you interested in aircraft, building and display maintenance; being a flight simulator instructor; or would you prefer to lead a tour or work in the gift shop? These are only a few of the many volunteer opportunities that await you at the Combat Air Museum. Call or better yet, stop by the Museum to find the opportunity that's right for you!

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*3D printed
Fokker DVIII
pilot*
- photo
by Kevin
Drewelow



B-25 departing Hornet



National Memorial Day Concert

The National Memorial Day Concert will air live on most PBS stations Sunday, May 28th at 7 p.m. CDT, and be rebroadcast again at 8:30 p.m. CDT.

The National Memorial Day Concert features uplifting musical performances, documentary footage and dramatic readings that honor the military service of all our men and women in uniform, their families at home and those who have made the ultimate sacrifice. One of PBS' highest-rated programs, the multi-award-winning television event has become an American tradition, featuring a star-studded lineup performing in tribute to all Americans who have sacrificed for our country.

The program is co-hosted by Tony Award winner Joe Mantegna and Emmy Award winner Gary Sinise, two acclaimed actors dedicated to supporting veterans and troops.

The concert's mission is to unite the country in remembrance and appreciation of the fallen and to serve those who are grieving. Executive Producer Jerry Colbert says, "We think of the agony of the mother or father who lost a child, the spouses and children left behind, the people who are wounded in body and soul. And we do this memorial service to remember and reach out to them. We must remember their sacrifices and continue the mission set forth by Abraham Lincoln to 'care for him who shall have borne the battle, and for his widow and his orphan.'"

Learn more at <http://www.pbs.org/national-memorial-day-concert/home/>



Learn more about the
 Combat Air Museum at
www.combatairmuseum.org

Visitors

390 people from 18 states and Australia, Canada, Mexico, Switzerland and Venezuela visited the Combat Air Museum in January. In February, 585 visitors from 20 states and Israel and the Netherlands toured your Museum.



2017 Calendar of Events

April

- 10-Membership Luncheon
- 16-Easter, Museum closed
- 29-24th Annual Celebrity Pancake Feed

June

- 5-8 Young Aviators Class
- 6-TOPEKA GIVES! At Fairlawn Mall, 7 a.m. – 5 p.m.
- 12-Membership Luncheon

July

- 10-13 Young Aviators Class
- 31-Aug 3 Young Aviators Class

August

- 14-Membership Luncheon

September

- 30-Kansas Chocolate Festival Winged Foot Run

October

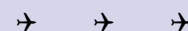
- TBA-Girls in Aviation Day (likely Oct 7)
- 9-Membership Luncheon

November

- 5-Daylight Savings time ends
- 23-Thanksgiving, Museum closed

December

- 11-Membership Luncheon
- 25-Christmas, Museum closed



"Donations," con't. from page 1

Representatives of the Capitol Federal Foundation arrived at CAM at 10:30 a.m. Mr. Jack Dicus, chairman emeritus and US Navy veteran; Tammy Dishman, Capitol Federal Foundation president; Tom Hagen, Capitol Federal® marketing communications; and Anya Leonard, executive assistant to Ms. Dishman, met with Dick Trupp, Gene Howerter, Dave Murray and Kevin Drewelow. They presented a ceremonial oversized check in the amount of \$15,333 to replace the light fixtures in hangar 604 with modern and energy efficient LED lights. Gene led them on a tour of CAM; he showed the group the new LED lights in 602 and then asked them to imagine those lights installed in 604 and the difference it will make. CAM member Klio Hobbs photographed the ceremony; Tim Hrenchir of the Topeka Capital-Journal covered the event in print and online.

The Capitol Federal Foundation has donated \$50,333 to the Combat Air Museum over the years, making them our largest corporate contributor.

That afternoon, Brad Loveless, member of the Westar Energy Foundation board and Cynthia McCarvel, Westar Energy Foundation President, visited CAM to present a check for \$10,000. Their generous donation paid for replacement of the failing metal halide lights in hangar 602 with LED lights. Klio Hobbs again took photos of the event while Doug Brown of WIBW-TV provided on-air and online coverage.

The situation with the old and failing lights in the Museum directly and negatively impacted our ability to carry out our fundamental program – that of education, of the general public and of the school students entrusted to our care, through our various programs. There is no other issue in a museum of history that negatively impacts its core mission more than to have poor lighting that discourages study and access to signage and causes visitors to avoid repeat visits because of an unsatisfactory visit.

Having the ability to uniformly light our Museum with bright, even and white light on aircraft, artifacts and signage improves the attractiveness of the Museum to an enquiring mind.

Hangar 602 had a mixture of 26 high bay lighting fixtures to illuminate the aircraft and exhibits within that hangar. Ten of these were original incandescent bulb fixtures from the 1940's (not all still lighting) and the other 16 were metal halide lights 50 percent of which had failed over the last year. The result of this had been to the detriment of

visitors to the Museum being able to fully appreciate and enjoy the historical holdings of the Museum, because of the marginal aspect of the lighting. Westar Foundation generously funded \$10,000 of the cost to replace all 26 of these fixtures.

Hangar 604 has 62 light fixtures, most of which have currently failed. We have determined that 38 of the new-style LED light fixtures will cover the entire lighting requirements for the hangar and the \$15,333 cost of replacement of these fixtures is what Capitol Federal Foundation has so generously funded. The electrical contractor plans to start replacing lights in 604 in early April.

On top of the drastic transformation of the

hangar lighting, the life expectancy for the LED lights is over 40 years with a cost reduction in the Museum's lighting bill by up to 75 percent. The LEDs are, in every way, a 'win-win' for CAM.

A big 'thank you' goes out to both our benefactors, the Capitol Federal Foundation and Westar Foundation from a grateful Combat Air Museum for allowing us to achieve this BIG WIN!

→ → →

(Ed. note - Dave Murray contributed to this article)

***Special thanks to
the Capitol
Federal Foundation
and Westar Energy
Foundation***

*Your membership is
important to us.
Join the
Combat Air
Museum!*

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 Mary Naylor

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In Memoriam

LCDR (USNR, Ret.) Walter Hoeg

1932-2016
 Rockland MA
 CAM #5169

Col (USAF, Ret.) Freeman Bruce Olmstead

1935-2016
 Annapolis MD
 CAM #3529

In July 1960, Bruce became the subject of national attention as the co-pilot of an RB-47 reconnaissance flight shot down by Soviet fighter jets over international waters near the Soviet Union. Bruce was one of two survivors and was held by the Soviet Union for seven months at Lubyanka Prison in Moscow. President John F. Kennedy greeted Bruce and his fellow crew member upon their return to United States in late January, 1961. The episode was the subject of a 1962 book, "The Little Toy Dog", and has been frequently noted in later histories of the Cold War. Bruce was honored with the Silver Star, Distinguished Flying Cross, and Purple Heart for his military service.

Mary Ann Kelly

1932-2017
 Topeka KS
 CAM #3841

Mary Ann and her loving husband, Bob, have been faithful supporters as well as great volunteers at the Combat Air Museum. Mary Ann was always seen cutting pie and serving dessert at the Membership Luncheons. She loved people and was also a longtime volunteer at the Topeka Zoo. We will always remember her at the Combat Air Museum. -GH

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Donors, contractor add LED lights to CAM gift shop

By Kevin Drewelow

Museum members and supporters recently contributed money and skills to literally lighten up the Museum's gift shop.

After learning more about the capabilities of the LED lighting recently installed in hangar 602, CAM Chairman Gene Howerter knew LED lights were the answer to improving lighting in the gift shop. He mentioned his plan and several people immediately contributed to make it a reality.

Volunteers Les Carlson, Dave Murray, Jack Vaughn, Mike Welch and Kristen and Will Price II joined Gene to raise \$1600 which replaced all

of the fluorescent light fixtures with LED lights in the gift shop. The old fluorescent fixtures contained four tubes in each fixture which provided 15 foot/candles of light. A single LED strip replaced those four tubes and produces 16 foot/candles of light while using 75 percent less electricity.

Lesser Electric technicians installed the lights and then donated some time to troubleshoot and fix a circuit breaker problem that affected lighting and service in some showcases and the POW display.

Thanks to our supporters donating money, time and skills, we can all see the gift shop in a new light!

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190th Air Refueling Wing to host 50-60-70 event May 6

By Kevin Drewelow

The 190th Air Refueling Wing is having a party and you're invited! Help the 190th celebrate 50 years at Forbes, 60 years as a Kansas Air National Guard unit and the 70th anniversary of the establishment of the United States Air Force. Bring your family to Forbes Field on Saturday, May 6 at 3 p.m. to enjoy a fun-filled day. Among the many activities planned for the day you'll see static displays of current and vintage military aircraft, hear live music, learn about the many occupations required to run an air refueling wing, sample the wares of a variety of food trucks and enjoy a fireworks display in the evening. Best of all, admission and parking are FREE!

The 190th asked CAM to display aircraft from our collection that represent airplanes once assigned to the unit. We will tow our Beech SNB, Douglas C-47 and Lockheed T-33 to the 190th for the event where they will join several current military aircraft on the flightline and in the air. We'll need some volunteers at our aircraft to tell the public about them. If you're interested in helping with this event, call Kevin Drewelow Monday through Friday at 785.862.3303.

The 190th traces its heritage to the establishment of the 440th Bombardment Squadron in 1942. The 440th flew a variety of medium bombers during World War II in the

Mediterranean, European and Pacific theatres. At the end of the war the 440th became the 117th, assigned to the Pennsylvania National Guard in Philadelphia. Due to a lack of manning, the Air National Guard closed the unit in 1957 and transferred its designation and decorations to the newly formed Kansas Air National Guard unit at

the Hutchinson Naval Air Station. A few years later the Air Guard reorganized and the unit became the 190th Tactical Reconnaissance Group; the 117th designation remained with the operations squadron of the new Group. The Navy closed the base in 1967 so the 190th moved to Forbes Air Force Base in Topeka. The airplanes and people have changed over the years, but the 190th remains at Forbes Field, serving Kansas and America at home and around the world. We'll see you there!

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