

THE OFFICIAL NEWSLETTER OF THE

COMBAT AIR MUSEUM

PLANE



talk

June | July 2018 • Vol. 34, No. 3

TOPEKA REGIONAL AIRPORT, FORBES FIELD, TOPEKA, KANSAS

Seaman High history students prepare for Kansas History Day at the Combat Air Museum

By Dennis Smirl

Chairman Gene Howerter called the April 2018 meeting to order at noon, and after a few introductory remarks detailing progress on improvement projects for the Museum, introduced Susan Sittenauer from Seaman High School for her 18th appearance. Susan then introduced presenters Kim Vu, Madeline Hulsing, and Xianne Williams, along with Nathan McAlister, Susan's faculty co-sponsor.

Susan's history students wrote and produced video documentaries covering this year's theme "Conflict and Compromise," which they were due to present at the Kansas History Day Competition on April 21st at Washburn University; more about this competition in a moment.

Kim Vu produced the first documentary entitled "Saving the Boat People." In her 9-minute presentation, she covered some of the major elements of the exodus of people from Vietnam in the postwar period between 1975 and 1978. One of the threats the Boat People, as they were called, were trying to escape was the invading North Vietnamese Army and the possibility of execution or "re-education" camps, both of which were horrible alternatives. The refugees numbered in the hundreds of thousands, and they employed any method of escape that was available. Many were aboard filthy, leaky, overloaded boats, and while on the water the refugees faced the threat of Thai pirates, violent thieves who would steal anything of value from the helpless people.

Some of the more fortunate refugees made it to the United States. Some estimates run as high as 500,000 people being accepted into the USA, and over the years,



(l-r) Madeline Hulsing, Xianne Williams and Kim Vu (photo by Kevin Drewelow)

assimilated into the greater culture. Many of these people could not speak English, but their desire to assimilate and their work ethic resulted in positive placement and bright futures in America.

Madeline Hulsing and Xianne Williams, both 11th graders, created the second documentary. Their title was "Reverend T.J. Jemison: Breaking Barriers in Baton Rouge" and it covered the years before 1968. Taking a look at Baton Rouge, Louisiana in the late 1950s and the early 1960s, the presentation described

"Students," con't on page 11

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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

Layout & Design

Toni Dixon

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

From the Chairman's Desk

by Gene Howerter, Chairman, Board of Directors

Here comes summer! After a long winter and not much of a typical spring, the Museum is getting ready for a busy summer season. Recently we welcomed approximately 250 paying guests in town for the Menard's NHRA Heartland Nationals drag races. Since Heartland Motorsports Park is in line of sight from the Combat Air Museum, we always welcome many drag racing fans who need a break from the hot sunny weather conditions. However, this year things were different: on Saturday there was a slight rain delay and Sunday was wet until late in the day. The races resumed around 7:00 p.m. but stopped two hours later, postponed until 10:00 a.m. on Monday.

It was our pleasure to entertain the race fans who needed an enjoyable, dry, and comfortable atmosphere during the eight-hour rain delay. We welcome many race fans and race teams annually who find our engine displays very interesting. A solid turnout of visitors like this a week before the Memorial Day weekend really gets us started on a successful summer season.

Recently, Museum officers worked with Lamar Advertising to place a new sign on the Kansas Turnpike not far from the Museum. This 40-foot billboard is located on the right side of the northbound lanes coming up from Wichita and just south of the South Topeka toll plaza. We approved the final design which features a beautiful picture of our Grumman F11F Tiger, Blue Angel #5 - the very aircraft Museum member Hal Loney flew when he was a member of the Navy aerobatic team. This sign is an eye-catcher for sure!

Lamar worked a special deal with the Museum for production and the cost of the sign for the summer

months; three billing cycles. After the first cycle is complete they will only charge us \$100 per month (less than half of the regular cost) if we want to keep the sign. It is my hope that the Museum can raise \$1,500 and keep the sign active through this and the following summer. If anyone wants to step up and help raise this additional money, please let me know. I don't know how anyone can resist visiting the Museum after they see this attractive sign!

The Museum is still looking for new volunteers to help run the gift shop. We recently gained a new volunteer who has signed on for this duty and is doing a wonderful job. If we can find people who are willing to work only one day a month it would be a blessing. We promise it will be a friendly, painless, and enjoyable use of your volunteer time. We can always use additional tour guides also. We will train you like a professional and in a short time you will enjoy leading tours around the Museum.

Finally, I want to thank all of you who have maintained your annual membership with the Combat Air Museum. Many of you always send a little extra when paying your dues, for which we are very thankful. The Combat Air Museum only exists because of members like you, along with admissions and gift shop sales, and a couple of fund raisers. Trust me, we are very thrifty with every cent we take in. This is a volunteer organization and we need people like you. This Museum is your Museum, so why not drop in for a visit and fly the flight simulator with your family or snap a selfie with your favorite plane? I hope to see you at the Combat Air Museum soon!

→ → →

Ralph and Harold's Excellent Adventure!

By Kevin Drewelow

Two longtime Combat Air Museum members and veterans recently spent the day with their old friend Hercules, thanks to the efforts of Chuck Watson and the 139th Airlift Wing of the Missouri Air National Guard.

Ralph Knehans and Harold Jameson have a lot in common. They have been CAM members since the early days. Ralph is member #40 and he helped found the Museum in 1977; Harold wasn't far behind him, joining in 1978 as member #242. But years before they joined CAM, Ralph and Harold were in the Air Force where they respectively maintained and flew Lockheed C-130 Hercules cargo aircraft. Both men ended their Air Force careers at Forbes Air Force Base in Topeka and stayed to raise their families.

Museum member Chuck Watson took an interest in Ralph and his Air Force career.



Major Kirk, Ralph Knehans, Harold Jameson and Chuck Watson visit the 139th Airlift Wing

Below: Ralph with an old friend
(photos by Kevin Drewelow)

Knowing how much Ralph enjoyed the time he spent working on and flying in C-130s, Chuck contacted the 139th Airlift Wing of the Missouri Air National Guard at St. Joseph to inquire about a C-130 tour for Ralph and Harold. Before long, Major Jared Kirk, a Hercules pilot, contacted Chuck and made the necessary arrangements.

On the morning of the appointed day, Ralph, Harold and CAM Director Kevin Drewelow, who was only too happy to be their chauffeur, departed from the Museum. Chuck Watson joined the group along the way, and before long they arrived at Rosecrans Air National Guard Base in St. Joseph, Missouri.

Rosecrans Memorial Airport is named for Sgt. Guy Rosecrans, the only airman from St. Joseph to die in the First World War. The 139th has been based at Rosecrans since the unit received federal recognition in 1946. They've flown several types of aircraft over the years; they received their first Hercules in 1976 and currently operate C-130H aircraft. Rosecrans is also home to the Advanced Airlift Tactics Training Center, the schoolhouse for all American and allied mobility aircraft aircrews, not just C-130s. 12 C-130s are assigned to the 139th, but due to deployments, training and depot maintenance, not that many Hercules were on station when the CAM contingent visited Rosecrans.

Major Kirk set the tone for the rest of the day. He was genuinely happy to meet Ralph and Harold and hear some of their stories about fixing and flying the very first C-130s. The tour began in a hangar where maintainers were conducting a scheduled thorough inspection on one of the unit's C-130s. The maintainers stopped work to talk with Ralph and Harold; they too were pleased to meet and greet a pair of "A-model" C-130 pioneers. Ralph and Harold are both a bit reserved by nature, but in the hangar they were quite animated, like kids at Christmas. It appeared for a moment that Ralph was going to trade his cane for a flashlight and mirror to "help the troops with this bird."

The flight line was our next stop. Major Kirk took us to a C-130 which was scheduled to fly within a few hours. Ralph and Harold must have felt right at home: the ground power unit's deafening roar provided a familiar soundtrack as aircrew and ground crew members completed their preflight

"Ralph & Harold," con't on page 8

2018 CAM Celebrity Pancake Feed
in pictures



(photos by Klio Hobbs
and Don Thun)

Thank you for
your support
of our big event.





The Penny Pincher

By Gene Howerter

On more than one occasion I have been accused of being the Museum's biggest penny pincher. Last winter CAM member Zona Hudkins and her husband Steve asked if we would like to have a new Penny Pinching machine to place in our gift shop. She didn't know I have wanted one of these machines in the gift shop for almost thirty years. The company that sells them always refused, stating our Museum needed greater attendance for it to be profitable. This company would however, rent the machine to us if we shared the profits with them. I finally wrote it off as a lost cause.

However, Zona, who owns Zona's Engraved Creations Inc., a local business, decided she would buy one and donate it to the Museum. Her only requirement was that we had to supply her with four of our most desired museum plane designs for the dies inside the machine. Dave Murray and I were so happy we got right on it. Our final choices were our Blue Angel Grumman F11 Tiger; our Douglas C-47 "Kilroy"; our McDonnell Douglas F-4D Phantom; and our CAM wing emblem.

Zona and Steve delivered the new machine just before our annual Celebrity Pancake Feed. This machine has proven to be a real winner for us in several ways. A pilot who was visiting the Museum returned the next day to press all four penny variants at 50 cents each. She said that one can google "Penny Pincher" and find a list of establishments by state and city where these machines can be found. She told us people collect the imprinted pennies, and she offered to place ours on the list. Now



Zona and Steve Hudkins demonstrate the Penny Pincher they donated to CAM
(photo by Klio Hobbs)

we know we are the only place in Topeka with a Penny Pincher...the machine, that is!

A few days later a soldier dropped in and pressed twenty-five pennies. He told us he uses them like challenge coins as he travels to various locations.

It has been said, "The proof is in the pudding." In less than two months our machine has produced well over \$100. I hope to see you "pinching" a penny or two the next time you visit the Combat Air Museum! →

Young Aviators classes offered in 2018

Join the fun at our Young Aviators Classes, for youth aged nine to thirteen years. The four-day courses are held from 9 am - 12:30 pm. Classes cover a brief history of early aviation, fundamentals of flight theory, aircraft structures, including control systems and engines, weather, and how to read aviation charts and maps. There is hands-on time in the Museum's flight simulator, lessons on the phonetic alphabet used for aviation communication, and a guided tour of the Museum.

Visits outside the classroom include the 108th Aviation Regiment of the Kansas Army National Guard (UH-60 Blackhawk helicopters); the 190th Air Refueling Wing of the Kansas Air National Guard (KC-135 Stratotanker air refueling tankers); the Metropolitan Topeka Airport Authority Fire, Rescue, and Security Station (fire trucks); and the Topeka Regional Airport air traffic control tower.

Enrollment in each four-day session is limited to 20 students per class, and the Museum will accept youth on



Recent Young Aviators pose for their class picture
(photo by Kevin Drewelow)

a first-come, first-served basis. The fee is \$50 per student, and class dates are July 9-12 and August 6-9. For details, please call Nelson Hinman, Jr. at 785.862.3303 between 9 am and 12 pm weekdays.

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Air Force Museum unveils Boeing B-17F *Memphis Belle*



by Gary Naylor

The National Museum of the United States Air Force publicly revealed the “Memphis Belle” on May 17 after a 13-year restoration effort. The “Memphis Belle” was the first American bomber to complete a full tour of 25 missions and return to the United States in 1943. Combat Air Museum member and retired USAF F-111 and F-15 crew chief Gary Naylor attended the unveiling and provided the following report.

We left for Dayton, Ohio on May 14th to attend the unveiling of the newly restored Boeing B-17F Memphis Belle. My father-in-law, Larry, had never been there. We arrived in Dayton late that evening and checked into our Airbnb. We got up early the following morning and went to visit the Air Force Museum’s new fourth hangar. We toured it and part of the third hangar. My wife, Susan, learned that her dad was a boom operator on Boeing KC-97 refueling tankers before he later cross-trained to sheet metal repair on Lockheed SR-71 Blackbirds and Lockheed C-130 Hercules aircraft. He got to see all three aircraft while we were there.

We then went to downtown Dayton and saw the Wright brothers bicycle shop and museum. It was really neat and upstairs they had a display on parachutes and ejection seat development. They also exhibited a few stories from students about aviation, which were well done.

We returned to the Air Force Museum the next morning. Several World War II aircraft were scheduled to perform a flyover, land and be parked for viewing. Rain delayed the flyover until 11 a.m. During the weather delay we visited the “Early Years” hangar because the World War II hangar was off-limits due to the Memphis Belle being positioned behind a curtain and museum staff were setting up chairs. At 10:50 a.m., we heard aircraft fly over. We went outside to watch the B-17 used in the 1990 movie “Memphis Belle” and a P-51 fly over and then depart; the B-17s Aluminum

Overcast and Yankee Lady circled back, provided a low speed pass and then they returned to their base at Urbana, Illinois, all due to reduced visibility caused by the rain. We returned to the “Early Years” hangar and completed our tour. We next visited the Wright Brothers memorial that overlooks Wright and Patterson bases and also Huffman Field where the brothers tested their improved aircraft and later built their flight school.

We got up early the next day to attend the Memphis Belle reveal and ribbon cutting at 0915. When we arrived, the Memphis Belle was already out, displayed on supporting struts in flying configuration with its landing gear in the retracted position, so we stayed to watch the news media and the ribbon cutting. A young man from England, another young man who built a model of the Memphis Belle and an author who wrote a story about the Memphis Belle all participated in the ceremony.

The group of vintage aircraft landed after a flyby at approximately 11 a.m. and we stood in line for an hour-and-a-half to ride a bus across the airfield to see these aircraft. Yankee Lady and Aluminum Overcast had arrived. The B-17 that was featured in the 1990 remake of the movie “Memphis Belle” remained in Urbana. Some Museum members will recall that particular B-17 was on display at CAM for at least a year before it was used in the movie. The son of the actual Memphis Belle’s aircraft commander and pilot, William Morgan, Jr., was on our bus. I got a picture with him as he was wearing his father’s pilot wings. We later returned to the hangar and finished visiting the World War II portion of the museum.

Next day we went back to the museum to see more exhibits and we walked through the reenactment portion of the Memphis Belle display.

["Memphis Belle," can't on page 9](#)



Above:
“Memphis Belle
on display at
the Air Force
Museum (photo
by Gary Naylor)
Left: Gary
Naylor and
Howard Hunt
(photo by Susan
Naylor)

2018 Calendar of Events

June

4-7 Young Aviators Class
11-Membership Luncheon

July

9-12 Young Aviators Class

August

9-12 Young Aviators Class
13-Membership Luncheon

September

29-Kansas Chocolate Festival
Winged Foot Run

October

8-Membership Luncheon
TBA-Girls in Aviation Day
(Tentative date Oct. 13)

November

4-Daylight Savings time ends
22-Thanksgiving, Museum closed
22-2nd Annual Sheep Dog Impact Assistance
Turkey Trot for Heroes
5K/1 mile fun run/walk and virtual 5K

December

10-Membership Luncheon
25-Christmas, Museum closed

→ → →



Harold and Ralph visit with a 139th Propulsion Shop mechanic
(photo by Kevin Drewelow)

"Ralph & Harold," con't. from page 3

duties. Ralph and Harold were grinning from ear to ear. They visited the flight deck and cargo hold, where crew members greeted them and acquainted them with this newer Hercules. Major Kirk explained that almost every flight concludes with a cargo drop on a sod assault strip in the airfield. He showed us two standard loads on pallets, one weighing 5,000 pounds the other only 300 pounds. The crews strive for accuracy; a team scores each drop and reports the results to the aircrew. We saw several of these drops during our visit.

Our final stop was the 139th's propulsion section, or engine shop. We saw several engines and propellers in various stages of maintenance and inspection. Ralph spoke with one young airman who was working on an engine. A new member of the 139th, she had just returned from technical school and told us she was really enjoying being in the Missouri Air Guard. Our tour concluded as Major Kirk had to prepare for a flight later in the day, so we thanked him for showing us around and making two former C-130 crew dogs very, very happy. We enjoyed lunch at the airport restaurant, located on the first floor of the control tower building. It's called "the Diner at Rosecrans" and the food and service were outstanding. The Diner offers an extraordinary view of departing and arriving aircraft, including the 139th's drop zone.

It was a pleasure to see Ralph and Harold reunited for a day with an airplane that took them all around the world and played an important role in their lives many years ago. Chuck Watson deserves credit for the idea and for making the call; Major Kirk and the 139th made us feel welcome and really gave Ralph and Harold the red carpet treatment they had earned and deserved.

The 139th Airlift Wing and Rosecrans Memorial Airport will host the Sound of Speed Air Show and Open House featuring the Blue Angels on August 25-26, 2018; learn more at <http://stjairshow.com/> →

The Topeka Capital-Journal's Best of Topeka 2018 contest is underway and the Combat Air Museum would like your help to win the "Best Museum" category. Visit www.cjonline.com and click on the "Best of Topeka" link in the upper right corner. After registering, you can vote once a week until June 23. "Arts & Entertainment" is one of seven categories and includes the "Museum" sub-category. Please help recognize the Combat Air Museum as the Best of Topeka by voting each week.

→ → →

"Memphis Belle," con't. from page 7

We met the reenactor who portrayed Captain Morgan at this display and we also met Captain Morgan's daughter Peggy and her brother William Morgan, Jr. again. They posed for several pictures with us and they autographed a picture for us, along with two sons of the copilot of the Memphis Belle, Jim Verinis. We also met Howard Hunt who was the last command pilot of the Memphis Belle when it was flying around America on a war bond tour. Mr. Hunt is 97 years old and lives in Alaska. He still fits in his World War II uniform and came down and talked about his experience of being a ferry pilot. He is a very neat guy to talk with. His daughter was also very pleasant and said it was great that he could do this and can still be able to remember all the things he had done over 70 years ago.

If you look at the pictures of the famous nose art on the Memphis Belle, you will notice that she is wearing a blue dress on one side of the airplane and a red dress on the other side of the airplane. We had to find out what the significance of that was: we learned a Memphis Belle civilian contractor painted it on his way to England. He was supposed to paint a blue dress on one side and a green dress on the other. While painting the nose art, the artist ran out of green paint and had to use red. There was also a contingent present of the many people who donated time, knowledge, tools, and products to the restoration and you could ask them questions. One part of the exhibit had brief biographies of and quotes from each crew member; some of them had personal items on display. It was sad to see some had no items at all.

All in all, it was a great trip. We all learned a lot about the beginning of aviation and also a lot about the Memphis Belle crew and aircraft history, not to mention a lot of personal stuff in our own family's lives.

I would highly recommend everyone take the time to drive or fly up...however you have to get there, go visit the wonderful National Museum of the United States Air Force!

Learn more about the Memphis Belle at
<https://memphisbelle.com/> and
<http://www.nationalmuseum.af.mil/Upcoming/Boeing-B-17F-Memphis-Belle-Exhibit-Opening-May-17-2018/>

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Upcoming Events**JUNE**

4-7 Young Aviators Class
 11 Monday,
 Membership Luncheon
 Bob Dole Education Center, 11:30 a.m.
GLUCK AB!

*WWI Zeppelins and the Origins of
 Strategic Bombing*

The aerial bombing of cities, intended to destroy the enemy's morale, was introduced by the Germans in the opening days of the war. On 6 August 1914, two days after Germany declared war on Belgium, a German zeppelin bombed the Belgian city of Liège.

During the First Battle of the Marne (early September 1914) a German pilot flying aerial reconnaissance missions over Paris in a Taube regularly dropped bombs on the city.

Within the first month of the war, Germany had formed the "Ostend Carrier Pigeon Detachment", actually an airplane unit to be used for the bombing of English port cities.

The first attacks on England were on 9 January 1915 and struck the west coast towns of Yarmouth and King's Lynn. In Britain, fear of the zeppelin as a weapon of war preceded its actual use: even before the war the British public was gripped by "Zeppelinitis."

Dr. Mark Hull, Professor, Department of History at the US Army Command and General Staff College will speak on this often overlooked but fascinating topic.

JULY

9-12 Young Aviators Class

AUGUST

6-9 Young Aviators Class
 13-Membership Luncheon

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Your membership is important to us.
 Join the Combat Air Museum.
 Learn more at www.combatairmuseum.org

Our “new” European Liaison Officer, Huw Thomas

By Dave Murray

We first came across Huw Thomas, University of Kansas (KU) Associate Professor extraordinaire in the Department of Design, when he visited the Museum in August 2015. In 2013 Huw had begun a four-year position at KU, delivering classes mainly to Bachelor of Fine Arts industrial design students, after 20 years as a course leader in industrial design, product design, product design technology, and visual effects (film and game) degree programs at universities in the United Kingdom (UK). Huw’s wife, Marie, works for a firm in the UK who transferred her to their offices based in St. Louis and the Thomas’s decision was to buy a house in St. Louis with Huw commuting home each Friday and back to Lawrence on Monday.

Thus it was by chance that Huw came to the Museum in Topeka in 2015 to see what we were all about. Gene Howerter, as is his custom, started talking to this visitor with a ‘funny’ accent and soon discovered that he was a native-born Welshman, adrift in Lawrence and in need a friendly aviation museum to explore.

Never one to miss an opportunity, Gene started swapping stories of his and his wife’s many visits to England and Wales and the towns in the UK for which he has happy memories. Huw initially broached the idea of utilizing his Spheron camera technology to produce virtual reality (VR) 360 degree videos inside some of the Museum’s aircraft, in order to give the general public the ability to “look” inside aircraft that are usually not open to the public. His first project using this technology can be seen on the CAM webpage for the EC-121 Warning Star aircraft (combatairmuseum.org//aircraft/lockheedec121warningstar.html). Scroll down the page and take the virtual tour for yourself to appreciate this VR technology.

Late in 2015, the Dawn Patrol of Kansas City donated



Huw Thomas holds the Lewis machine gun replica he created for CAM’s Airco DH-2 (photo by Dave Murray)

an 80% scale Airco DH-2 World War I (WWI) replica airplane to the Museum and we needed a faux engine to attach to the replica before we could suspend it from the hangar ceiling. We had discussed options for this ‘pusher’ plane (engine mounted behind the main fuselage – i.e. the engine pushed the plane). Some ideas we considered were based on the construction of an engine from rope-covered wood ‘pucks’, much as Gene had originally created for our Pfalz WWI replica. Huw had a better idea – why not a 3D printed engine, using modern technology, to create a much more realistic copy of the engine? KU had several industrial-sized 3D printers at the school and Huw could model the Gnome Monosoupape rotary engine in a three dimensional computer-aided design software program, scaling it down to a comparable 80% scale model to match the DH-2’s dimensions. Huw surmised that he could discuss this quest during his fall semester class in industrial design at KU.

3D printing on the quantity, scale and time parameters that Huw needed for the 80 to 100-part engine very quickly proved to conflict with other student class projects and priorities at KU and so Huw bought himself one of these industrial scale 3D printers and set about printing our engine at his home in St. Louis.

In April 2016 Huw assembled (glued together) the 3D printed rotary engine and attached it to the DH-2 before we ceremoniously hoisted the biplane to the rafters of hangar 602. Within the next year Huw had created many more virtual reality videos of our aircraft and had 3D printed an 80% scaled version of the WWI Lewis machine gun to mount on the front cowling of the DH-2. Braving our Tallescope ladder, Huw attached the gun to the DH-2 while 20 feet in the air. The aircraft was now complete with engine and machine gun – a wonderful exhibit for all to admire. See *Plane Talk* June/July issues, 2016 and 2017.

About a year ago, in May 2017, Huw’s assignment at KU in Lawrence came to a close and he moved to St. Louis. We kept up a long range correspondence with Huw but sorely missed his weekly visits to the Museum and his preference for a “frank and beans” lunch at the airport’s Jet-A-Way Café. Marie received a promotion and transfer to the Dutch office of her company in April 2018 and, thus, Huw has moved to the city of Breda in the Netherlands.

In order to keep him in the fold and to encourage his frequent visits to aviation museums in Europe and the UK – complete with written reports and images for our *Plane Talk* newsletter, we have appointed Huw CAM’s European Liaison Officer, complete with a CAM business card and the assignment to see if CAM can begin dialogue with some other military aviation museums in the European Union. Keep your eyes open. Huw’s reports will soon be gracing these pages!

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"Students," con't. from page 1

the kind of indignities suffered by African-American citizens during segregation. Focusing on an early incident, the presenters talked of the arrest of Rosa Parks in 1955 and the rider boycott of the city bus system, made possible by car pooling and sharing the cost of gas and spare parts for those who used their private vehicles to keep the boycott in operation. Following this, Dr. Ralph Abernathy and Dr. Martin Luther King helped form the Southern Christian Leadership Conference. One of the outcomes of the activities that began in Baton Rouge was the Civil Rights Act of 1964, a piece of landmark legislation that forever changed the United States.

Extensive question and answer sessions followed both presentations and the students did an excellent job of fielding and answering the questions. Some of the questions and answers added depth and understanding to the presentations, giving the student film-makers the opportunity to re-edit and improve their video histories for the upcoming competitions.

All their work and practice paid off at the Kansas History Day on April 21 at Washburn University. The students of Susan Sittenauer and Nathan McAlister earned four first place awards; two second place awards; and three third place awards. Kim Vu won first place in the Senior Individual Documentary category. Madeline Hulsing and Xianne Williams took second place in the Senior Group Documentary category. These three students will travel to College Park, Maryland in June to represent Kansas in the National History Day National History Day Contest.

→ → →

-Dave Murray contributed to this article

Visitors

1,067 people from 20 states, Canada and Germany visited the Combat Air Museum in March.

In April, 1,325 visitors from 29 states, Canada, China and the Philippines toured your Museum.

→ → →

*Introduce a friend to
the Combat Air Museum.*

Members**New**

Max Ayers
BJ Davis
Charles & Cheryl Davis
Allen Houck & family
Karen Madden
Sharon Nolde
Michael Van Velzer & family

Renewing

David Bainum
Bruce Baker
David Baker
Jim & Mary Francis Braun
Mary Braun & family
Donald & Shirley Crenshaw
Bill Davis
Michael & Tammie DeBernardin
Dennis & Mary Donahue
Monte Fuller
William & Donna Gilliland
Tom & Diane Gorrell
Col. Paul Idol & family
Andy LeDuc & family
Michael Madden
Ron Cates & Marna Walker
Gregg Moser
John & Rita Moyer
MSgt (USAF, Ret.) Gary Naylor & family
Bill & Toni Newman
Donald Nisbett
Ted Nolde
John Plumb
Thomas & Carole Rost
Chris Rundel & family
Danny San Romani
Darrell Schmitz
William & Janice Stumpff
Larry & Diane Todd
George Upton
Carlene Vaughn
Terry Wages
Adam Waggle & family
Eric Walther & family
Chuck Watson
William Welch
James Young & family

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2018 CAM Celebrity Pancake Feed in pictures



See more photos of our big event,
starting on page 4.

(photos by Klío Hobbs and Don Thun)