

THE OFFICIAL NEWSLETTER OF THE

# COMBAT AIR MUSEUM

# PLANE



# talk

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TOPEKA REGIONAL AIRPORT, FORBES FIELD, TOPEKA, KANSAS

## *The Secret Lives of Howard Hughes*

*By Dennis Smirl*

Chairman Gene Howerter called the membership meeting to order. After he offered a few comments regarding upcoming events and the Museum's need for volunteer assistance, he introduced our speaker, Mark Musick.

A native of Blair, Nebraska, Mark attended Dana College in his hometown. While a student at the college, he met and married his wife Susan prior to beginning his military service. Rising through the ranks in the U. S. Air Force, and then the Nebraska Air National Guard as a distinguished navigator, he served this nation for 36 years while amassing over 3,300 hours in F-4E, RF-4C and KC-135R aircraft. Mark commanded the Lincoln, Nebraska-based 155th Air Refueling Wing from 1994 to 1998; then became the Nebraska Assistant Adjutant General for Air; and finished his military career as Mobilization Assistant to the Deputy Commander of U. S. Strategic Command at Offutt Air Force Base, Nebraska. He retired from the military in 2008 as a major general.

Once again a civilian, Mark began working as a fundraiser for the Arbor Day Foundation in Lincoln, Nebraska, when he began his interaction with Eva McLelland. Eva had bequeathed a parcel of land in Alabama to the foundation and Mark called to thank her. During the conversation, Eva asked Mark to assist her and her husband with a matter involving the Veterans Administration. Mark did so and he and Eva spoke often by phone over the next several years. After her husband, Verner Nicely (pronounced NICK-uh-lee), passed away in 2001, she asked Mark to help her spread his ashes in Florida. Mark agreed, and he met Eva for the first time in 2002. Mark based his presentation to CAM members on the amazing story Eva McLelland told him at that meeting but more about Eva and Verner Nicely in a moment.



**Mark Musick (photo by Klio Hobbs)**

Howard Hughes was one of the greatest mysteries of the 20th century. Born in 1905, the date of his death is much in question. What is known about Hughes is that his parents died when he was young (his mother in 1922 and father in 1924) and an invention that revolutionized oil well drilling operations his father left to him positioned young Hughes to become one of the wealthiest men in the world.

"Hughes," con't on page 8

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## Combat Air Museum

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Les Carlson

Stu Entz

Ted Nolde

Bill Stumpff

Dick Trupp

Mike Welch

### **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

Another busy summer has passed and by all accounts it was a successful season in almost every way here at the Combat Air Museum (CAM). Museum attendance through August was down a bit from the previous year. As you might expect there is a direct correlation between warmer months and colder months concerning Museum attendance. September and October 2018 will see some very prominent events at CAM and we hope to close our attendance gap.

The new Topeka Pilots ice hockey team kicked off their inaugural season by holding their first annual team "meet and greet" here at CAM. The Pilots are in the North American Hockey League's Southern Division and play their home games at Landon Arena at the Kansas ExpoCentre in Topeka. The Combat Air Museum has partnered with the team to enhance their new identity as "Pilots." Over 200 people attended the gathering where they met the players, coaches and staff, took lots of photos, toured the Museum and tried their piloting skills on our flight simulator. It was a beautiful evening to open the hangar doors and everyone had a great time.

In October we will host our fourteenth annual 5K/10 run and 4K walk. I would like to thank all of our members and others who once again stepped up to help sponsor this year's run/walk. This fundraising event provides the revenue to help the Museum keep its doors open throughout the slower winter season. We are now only days away from kicking off this year's event and almost all previous sponsors have supported us again this year. The Combat Air Museum wants to take this opportunity to thank each and every one of

our sponsors who year in and year out assist CAM. Many of you help the museum by sending additional revenue when you pay your annual dues. Others have sent a surprise gift check during the year which is always a blessing for the Museum. We thank all of you profoundly and please keep supporting us in this way.

Saturday, October 13th will be another very exciting Girls in Aviation Day at the Combat Air Museum. We are expecting over 300 people to attend this year's event, which may be the biggest and best Girls in Aviation Day ever. This event will begin at our sister museum, the Museum of the Kansas National Guard at 8 a.m. here on Forbes Field, now the Topeka Regional Airport. The girls will move to CAM at 11 a.m. for the second half of the day and admission is free thanks to a generous donation from the Kansas Commission on Aerospace Education. If you are in the Topeka area on October 13, we invite you to stop in and experience this year's Girls in Aviation Day. You will see some very exciting planes as well as hear some vivid experiences that women in aviation have to relate. Who knows, you may even get to visit with a real live Rosie the Riveter from the past and, weather permitting, see a couple of tethered hot air balloons ascend and descend with a basket full of girls!

Finally, we are still seeking volunteers for many and varied tasks here at CAM. If you need a reason to get out of the house, visit us at the Museum and we will surely find a satisfying job for you. You will find a very friendly and enjoyable environment here at the Combat Air Museum. We hope to see you soon! →

Introduce a friend to  
the Combat Air Museum.

## Girls in Aviation Day coming to CAM Saturday, October 13



*By Kevin Drewelow*

Girl Scouts and the public will be able to get up close and personal with flying machines and flying careers at the third annual Girls in Aviation Day on Saturday, October 13 at Forbes Field.

The day begins at 8 a.m. at the Museum of the Kansas National Guard. Girls will hear from women who work in different aviation vocations; learn about forces of flight from Kansas STARBASE; try out the Virtual Parachute Descent Trainer; and tour the aircraft.

At 11 a.m. they will move to the Combat Air Museum to tour a variety of civilian and military aircraft and talk with their pilots and maintainers; listen to women speak about their aviation careers; see a portrayal of “Rosie the Riveter”; learn about area aviation organizations; take a turn on the flight simulator; and tour the Museum.

Admission to both museums is free for the day; a generous grant from the Kansas Commission on Aerospace Education allows the

Combat Air Museum to waive our usual fee and to host aircraft from the Department of Defense.

Girls in Aviation Day began four years ago when Women in Aviation International wanted to find a way to help girls learn about careers in aviation. Women in Aviation International is a nonprofit organization dedicated to the encouragement and advancement of women in all aviation career fields and interests. The Museum of the Kansas National Guard had held a Girl Scout Day for several years until they agreed to partner with the Combat Air Museum to change it to Girls in Aviation Day. The partnership also includes the Girl Scouts of NE Kansas and NW Missouri and the Northeast Kansas Chapter of the Ninety-Nines. Girls in Aviation Day is a great opportunity for girls... and boys...of all ages to learn about and celebrate aviation.

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Your membership is important to us.  
Join the Combat Air Museum.  
Learn more at [www.combatairmuseum.org](http://www.combatairmuseum.org)



*By Kevin Drewelow*

A lot of pilots have visited the Combat Air Museum over the years, but the Pilots who came to CAM on September 10 were unlike any others.

The Topeka Pilots hockey club held their inaugural team meet and greet at the Combat Air Museum where over 200 people turned out to get acquainted with the team's players and staff, enjoy some pop and cookies, and tour the Museum.

Lamar Hunt, Jr. bought the former Topeka Roadrunners club in April. Two months later, he announced the team would be known as the Topeka Pilots, reflecting the city's extensive aviation history dating back to 1911 when Topekan A.K. Longren built and flew the first Kansas-made airplane to actually fly. Chairman Gene Howerter immediately invited the team to visit CAM and consider hosting a public event. Mr. Hunt accepted; soon he and several other Pilots staff visited the Museum and quickly decided CAM was ideal for the meeting.

Museum volunteers opened hangar 602's doors and towed out several aircraft to make room for the event. Other volunteers provided tours and staffed the flight simulator and gift shop. Area businesses provided cookies and pop for the gathering. It was a perfect evening and everyone enjoyed themselves. Many of the Pilots players took a turn on the flight simulator and stayed to see the whole museum. After collecting their season tickets and meeting the team, quite a few visitors took time to see our collection of aircraft, engines and other artifacts.

Ice hockey came to Topeka in 1998 and the city has had a team almost every year since. The Topeka Pilots are a Tier II junior hockey team which plays in the North

## Combat Air Museum hosts Topeka Pilots hockey team

American Hockey League; their mission is to help their players obtain college hockey scholarships.

The Topeka Pilots and the Combat Air Museum are just beginning a relationship that will be very beneficial for both organizations. The team has placed the Museum's name and logo on two of the dasher boards at Landon Arena and has included us in some of their advertising and on-ice events. A group of Museum volunteers are hard at work on a special project that will be revealed at the next Topeka Pilots home game on Friday, October 19. That would be a great night to get acquainted with ice hockey and your hometown team. Regular adult ticket prices range between \$10-\$16 and, if applicable, the senior and military discounts may save you a dollar more. Come out to Landon Arena, wear your favorite Combat Air Museum apparel and help the Topeka Pilots' first season take off!

→ → →



*Above: Topeka Pilots pose by the F-4D Phantom (photo by Dave Murray)  
Right: Pilots players celebrate a goal by one of the CAM dasher board ads (photo courtesy of Topeka Pilots)*



## Museum visitors flying high with new simulator equipment

*CAM volunteer John Plumb flying the simulator (photo by Kevin Drewelow)*

*By Kevin Drewelow and Dave Murray*

For many years the Young Aviators educational classes struggled with a vintage electro-mechanical instrument flight training simulator as a way to give the students experience of landing a plane under IFR (Instrument Flight Rules). As this old, 1960s piece of technology deteriorated, Jack Vaughn, the chief instructor, struggled with trying to make the experience relevant to the youngsters. Finally, during the 2012 educational season, the old trainer “gave up the ghost” and we had to find another vehicle for the 2013 youth program.

Gene Howerter had always thought that a computerized flight simulator would make a great addition to the Museum and this impetus of a broken Young Aviators educational aid provided the obvious rationale for the Museum to find funds to invest in an electronic solution.

Many years ago member Helen Jensen set up a fund at the Topeka Community Foundation (TCF) in the memory of her late son Chris for the express purpose of supporting education at CAM. The Museum applied to the TCF for release of some of these funds for this purpose. At the same time TCF made a generous grant of its own and members Ford and Catherine Ross provided the balance of funds to purchase all the electronic components, the monitors and software to establish a functional simulator.

The overriding question was where to place this new simulator. Debate raged about the best location until member Russ Wiedle suggested removing the old army field kitchen display near the POW exhibit and to build the new simulator “room” in its place. After Russ designed the room, he and members Randy Hemm, Danny San Romani and Don Dawson constructed a complete Masonite “cockpit,” painted black to avoid other distractions. Russ and Randy completed the installation of the electronic components of the sim and, as the CAM newsletter Plane Talk reported at the time, “The new acquisition will be used for our youth aviation education classes, replacing

the 1960s vintage electro-mechanical trainer used for at least a decade.”

The TCF Board of Directors and major donors attended the official opening of the sim in May of 2013. It was decided that the sim would be open to the general public as well as being the educational aid to the Young Aviators program because what else can be described as more educational? Educating the general public about how to fly.

CAM visitors loved it! After touring the Museum’s aircraft collection, a visitor could try his or her hand at flying an airplane! And Museum visitors repaid CAM for the experience by leaving generous contributions in the donation box in the simulator room. The simulator was wildly popular, but constant use of the simulator took its toll on the yoke and throttle quadrant, controls designed for occasional home use, not all day every day as is the case at CAM. Those donations allowed Museum staff to replace the control yoke after eighteen months, but that second control yoke, another all-plastic assembly, broke in late June.

Seeking a more durable and longer lasting yoke, we obtained a professional quality all-metal control yoke and throttle quadrant by Redbird Flight Simulations of Austin, Texas. Redbird makes a range of flight simulator products from desktop flight simulators to full-motion, cockpit-specific, FAA-certified, advanced aviation training devices for turbine aircraft. Once again, donations from visitors made this upgrade possible.

CAM office manager and retired IT wunderkind Nelson Hinman, Jr., overcame some interesting challenges in a short amount of time to return our simulator to service. CAM’s cadre of volunteer simulator instructors like the new Redbird equipment and say the reconfigured simulator lends itself better to assisting visitors while flying. But don’t take our word for it: come out to CAM, try the new flight simulator and see for yourself! →



## Major Daniel Forbes display at CAM expanded

By Dave Murray

The Daniel Forbes case at the Museum now includes more signage covering Major Forbes' postwar photographic support of the two US atomic tests in the Pacific in July 1946 and his final and fateful mission as aircraft commander of the Northrop YB-49 Flying Wing on June 5th, 1948 when the plane crashed during flight and killed all aboard, including Captain Glen Edwards, the copilot. Soon after, the Air Force renamed Topeka Air Force Base (AFB) as Forbes AFB and, in California, Muroc AFB became Edwards AFB.

In the 1990's the Forbes family asked the Combat Air Museum to hold all the military memorabilia of Major Forbes in the form of his foot locker and items personally belonging to Forbes. This included artifacts that were retrieved from the crash site in California's Muroc desert in 1948 and, almost 40 years later, in 1997.

Major Forbes was born in Carbondale, about 10 miles south of the Museum and went on to a distinguished career in Army Air Force reconnaissance units in the Pacific theater of World War Two, photographing military targets on the Japanese Islands. After the war ended he was stationed on Kwajalein Atoll in the Marshall Islands, where he flew Boeing F-13 Strato-fortresses (a photo reconnaissance version of the B-29 bomber) to photograph two atomic bomb tests, one atmospheric and one under water. In 1947 and 1948 he joined a test pilot team, jokingly referred to as the "Los Tres Amigos" (Robert Cardenas, Daniel Forbes and Glen Edwards), to test fly several potential future bomber concepts for the US Air Force.

The Museum received the following testimonial from Brig. Gen. Robert Cardenas, (USAF ret.) in 1994, at about the time when the Combat Air Museum received Forbes' memorabilia. This letter is now also on display in the Forbes exhibit case.

*"Dear Elton, 20 April 1994*

*When you called to tell me that they were going to memorialize Danny in the Air Combat Museum at Forbes Field I was shocked, but not surprised to hear that they did not have much data or memorabilia on Danny.*

*I was not surprised because although he had accomplished much he never talked about it because he thought it would cheapen the experience and that there was simply no way anyone could totally share the feelings and the thrill of meeting and conquering the challenge in mere words.*

*I remember meeting a young lady who had met Danny in Los Angeles and who had previously lost two husbands who had been pilots. She knew that Danny was going to help me test a new radical experimental jet design with no fuselage or tail. She knew enough about aviation to know that this was going to be dicey. She asked - Why do you guys do this? A hard question to answer! Knowing Danny, I tried to tell her that in his case it was the sheer joy of flying and the satisfaction of meeting the challenge and doing it well under the most stressful circumstances whether it be in combat or in flight testing aircraft. She was already aware of his deep sense of duty to his country that he loved so dearly so I merely added his desire to leave a meaningful contribution to those that would follow.*

*The photograph I have enclosed shows "Los Tres Amigos" standing beside the XB-45 which along with the XB-46 were the first jet four engine medium bombers. The three of us were assigned to test these as well as the YB-49 when it became available. We talked a lot among ourselves and shared our feelings about many things but never once did I hear the word*

*afraid – respect for the unknown - yes! Knowing our limits – yes! But fear- no, but great respect for the traits of each aircraft.*

*Danny flew with me on both the XB-45 and the YB-49 Flying Wing. I could not have asked for anyone better to help in flying or in data reduction and flight planning. Then whe(n) I left to attend USC Captain Edwards joined the ‘Wing’ team. I felt good about the replacement because Glen had advanced degrees in aeronautical engineering and was an outstanding pilot. I knew the project would be in good hands.*

*When I received the phone call from General Boyd that the Wing had crashed I felt numb and detached from my surroundings. His voice brought me back when he told me that my school orders had been cancelled and that I was to return to Muroc to finish the test program and find out what happened to Glen and Danny. I was sad about what happened but happy I was going to be able to finish what Danny and Glen had come so close to finishing.*

*The Air Force did not purchase the B-49 but today at Whiteman AFB in Missouri we have operational B-2 aircraft ready to defend our nation and they are the progeny of the B-49! Out in the Mojave Desert we have Edwards AFB and here in Kansas we have Forbes AFB. In my humble opinion both Danny and Glen have met their challenge, paid the price, and left a very meaningful contribution to those that follow.*

*What more can a man ask!*

*Robert Cardenas  
Brig. Gen. USAF ret.”*

Come by the Museum soon to see the new display in the Forbes case.

The next issue of Plane Talk will include a more detailed write up on the YB-49 Flying Wing project and the demise of the program.

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## Museum Notes

*By Kevin Drewelow*

New water line to hangar 604: the Museum’s Capital Projects Committee recently completed the very ambitious job of installing a water line from hangar 602 to 604. The new water line will eliminate the water meter at 604 and save CAM \$91 per month. This project would have been impossible but for Mike Welch’s expertise and support. Mike, a member of the Museum’s board of directors and semi-retired from BRB Contractors, kept a small group of largely unskilled volunteers on task to get the job done. Not satisfied with just installing the line, the crew then turned its attention to replacing much of the plumbing inside the workshop in hangar 604. That was just in time as we found some of the 65-year-old water lines nearly corroded through in several places. The Capital Projects Committee meets at the Museum on the second and fourth Fridays of each month to work on Museum infrastructure and anyone is welcome to join us on these “Fix-It Fridays.”

Teacher Appreciation Night: Chuck Watson and Kevin Drewelow recently represented CAM at the Mulvane Art Museum during Teacher Appreciation Night, an annual event sponsored by the Topeka Alliance of Museum Educators (TAME). TAME members include most local museums and educational venues and the organization exists to inform area educators about the resources and support available from the alliance.

Best of Topeka 2018: The Combat Air Museum was the second runner-up in the “Best Museum” category in the Capital-Journal’s “2018 Best of Topeka” contest. The Kansas Museum of History won the category; the Kansas Children’s Discovery Center was the first runner-up.

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### Visitors

1,561 people from 39 states, Canada, China, Germany, Great Britain, Kenya, Luxembourg, Netherlands, Nicaragua, Paraguay, Sweden and Thailand visited the Combat Air Museum in July.

In August, 1,073 visitors from 39 states and Australia, Canada, China, France, Germany, Great Britain, India, Israel, Malaysia, New Zealand, Puerto Rico and Romania toured your Museum.

→ → →

## "Hughes," con't. from page 1

He was interested in aviation and motion pictures, and with his wealth he became a powerful force in both industries.

Hughes set many aviation records, including a transcontinental speed record in 1937 and an around-the-world speed record shortly thereafter.

At the same time, he was making movies and interacting with movie stars—even marrying one. He was also the force behind the expansion of Trans World Airlines (TWA) and had a great influence on the development of the Lockheed Constellation airliner.

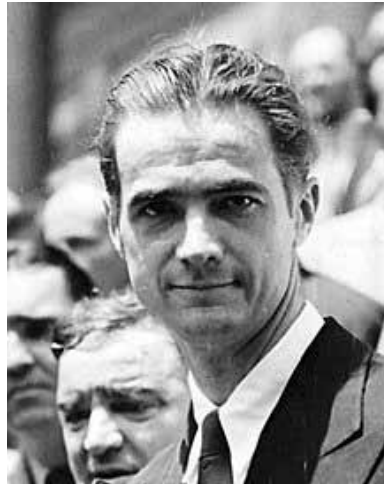
During World War II, Hughes began work on a massive cargo flying boat. To avoid use of aluminum and steel, it was made primarily of birch but the press dubbed the aircraft the "Spruce Goose." It did not fly until after the end of the war. Hughes flew it once, just a few feet above the water and for only a very short distance before setting it down. He had proved to an antagonistic Congress that it would fly, and after that he put it in storage.

Hughes almost died in the crash of another of his intriguing aircraft. His XF-11 was a very fast, long range reconnaissance aircraft powered by piston engines and quite advanced for its time. While Hughes was conducting its first flight, the aircraft developed engine problems and crashed into a California neighborhood. After that, his behavior became erratic.

There are stories that Hughes became a recluse, living in the top three floors of a Las Vegas casino, where his body and mind both became seriously deranged. Rumors swirled around that Hughes barely slept, watched a movie that fascinated him over and over again, let his hair and fingernails grow long, ate weird things, and subsequently died weighing about 90 pounds.

Mark Musick told us that wasn't the way it happened at all, according to Eva McLelland and the story she told him in 2002. She said that Hughes was a very, very reclusive man, but added that he was not the long-haired, long finger-nailed, 100-pound bed-ridden man depicted in the 1972-1973 timeframe. Eva said he certainly was not the man portrayed on the April 19, 1976, cover of Time, after Hughes' alleged death.

To illustrate his conclusion as to Hughes' mental and physical health, General Musick pointed out that in March of 1972, Hughes met with President Somoza of Nicaragua and had a commanding presence with that leader. Nine months later, Hughes was seen lying on a beach, but by December of that year, media showed him in Miami, Florida, as barely coherent, mostly skin and bones with long curling fingernails. In March 1973 Hughes apparently made a remarkable recovery and met in England with the governor of Nevada and was piloting an aircraft. Then in August 1973, a drug-addled, derelict Hughes fell in London and broke his hip. General Musick said he was declared



*Howard Hughes  
in February 1938  
(photo from  
Wikipedia)*

mentally incompetent and was reportedly again a shrunken man, skin and bones. Mark pointed out that other books written about Howard Hughes never explained this incompatible phenomenon

from 1972-1973. To him, this seemed very much like two men. Mark explained that Hughes had possibly hired a mentally ill homeless man with no family to serve as his stand-in or body double. The stand-in would cause confusion about Hughes' condition and abilities, enabling the real Hughes to maintain his privacy and avoid lawsuits.

Hughes once worked for American Airlines as a copilot under a pseudonym, but quit after he was found out. He may have assumed other identities, as Mark went on to explain. Eva McClelland was a Civil Service employee working at Howard AFB in Panama in 1969 when she met a man named "Nik." They got acquainted and she learned his name was Verner Nicely. Mark told us the two eventually married in 1970; Eva surmised "Nik" was really Howard Hughes and she told Mark that "Nik" admitted to her in 1975 that he was indeed Hughes. The body-double passed away in April of 1976; Mark told us that after the "fake" death, Hughes changed his appearance. He lightened his hair and the color of his eyes went from brown to blue. The possibility of CIA, along with Mafia involvement, goes back all the way to the 1960s and continued as Hughes and Eva McLelland lived in the southeast USA, always packed and ready to move immediately to another remote and hidden location. "Nik"/Howard died in 2001; Eva passed away in 2009 at 93.

Mark's presentation of Eva's assertions was entertaining—even fascinating at times—and there isn't room in this article to do the story justice. For those who have a deeper interest in the subject, several copies of Mark's book "Boxes" are available in the Combat Air Museum gift shop.

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*Dave Murray and Danny San Romani contributed to this article. To learn more about this remarkable and extraordinary story, see the April/May 2013 edition of Plane Talk at <http://www.combatairmuseum.org/newsletter/images/PlaneTalk%20AprMay13.pdf>*



## 2018 Calendar of Events

### 2018 Calendar of Events

#### October

8-Membership Luncheon  
13-Girls in Aviation Day

#### 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

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## Upcoming Events

### OCTOBER

#### 8-Membership Luncheon

Officers attending the  
US Army Command and  
General Staff College  
at Ft. Leavenworth  
will recount their recent personal  
military experiences

#### 13-Girls in Aviation Day

Visitors will be able to tour  
many types of civilian and military aircraft,  
learn about a variety of  
area aviation organizations,  
and hear women speak about  
their careers in aviation.  
Admission is free all day  
thanks to a generous contribution  
from the Kansas Commission  
on Aerospace Education.

→ → →

## New & Renewing Members

### New

Nels Anderson IV  
Joe & Ryan Casey  
William & Patricia Couch  
Joe Fives  
George Laliberte  
Christine & Allan Marquardt  
Joe Swalwell  
David Taschner  
Todd Wolfert  
Joseph Zachery & family

### Renewing

Charie Broughton  
Shelly Buhler & family  
Robert & Judy Crapser  
Virginia Kay Foster  
John & Tanya Hamilton  
Randy & Linda Hamm  
Chuck Hanna  
Nelson Hinman Jr & family  
Bill Knoebber  
Clint Patty & family  
Eliot Potter  
Robert Scofield  
Bill Shaffer & family  
Gerry Sibley  
Daniel Waters

→ → →

Become a member  
today

## In Memoriam

**Edward J. Holscher**  
May 30, 1922 – July 4, 2018  
CAM #5737

**Doris Painter**  
July 7, 1944 –  
September 10, 2018  
CAM #5279

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

## Projects Update



*By Kevin Drewelow*

**Fokker Dr. I:** Our Fokker is complete and ready for your inspection! Several months of hard work paid off when Museum volunteers installed the engine and fitted the cowling and propeller, completely transforming the red triplane. As we detailed last month, Dave Murray completed the 3D printed engine. Don Dawson devised the engine installation. David Christy, owner of Blackhawk Aircraft LLC of Meriden, Kansas, welded the custom fitted pipe used to connect the engine and propeller to the airframe. After Don modified the cowling to look like an Oberursel-powered Fokker with a sheet metal cover, Danny San Romani helped Don install it. Culver Propellers of Rolla, Missouri sold us a beautiful glossy wooden propeller which Danny and Don reworked to appear more vintage. Once they installed the propeller, the cute little red Fokker took on a much more sinister and lethal appearance. Do stop by to see it for yourself; you'll marvel at the amazing work of our volunteers!

**North American B-25 model:** Master modeler Larry Mann recently completed the restoration of a large balsa model of a North American B-25 Mitchell medium bomber marked as the aircraft Jimmy Doolittle flew on his famous raid on Japan. Dick Trupp gathered some volunteers to hang the B-25 with the other bombers above the model of the USS Oriskany in hangar 602



**“Project X”:** As mentioned elsewhere in this edition, several Museum volunteers have been extremely busy working on a special project that will benefit both the Combat Air Museum and the Topeka Pilots hockey club. We will declassify the item on Friday, October 19 at the Topeka Pilots next home game at Landon Arena. Plane Talk will provide full details in the next issue, but you can come out to the game at 7:05 p.m. to see the reveal.

→ → →



*Clockwise from top: Dave Murray touches up paint on the engine (photo by Klio Hobbs)  
Don Dawson (l) and Danny San Romani (r) install the propeller (photo by Klio Hobbs)  
Ted Nolde hanging the B-25 near the U.S.S. Oriskany model (photo by Kevin Drewelow)*

## The Flying Instructor's Lament

"What did you do in the war, Daddy,  
How did you help us to win?"  
"Circuits and bumps and turns, laddy,  
And how to get out of a spin."

Woe and slack and misery me! I trundle around in the sky,  
And instead of machine-gunning Nazis I'm teaching young hopefuls to fly;  
Thus is my service rewarded, my years of experience paid,  
Never a Hun have I followed right down nor ever gone out on a raid.

They don't even let us go crazy, we have to be safe and sedate,  
So it's nix on inverted approaches, they stir up the C.F.I.'s hate.  
For it's oh such a naughty example, and what will the A.O.C. think!  
But we never get posted to fighters – we just get a spell on the Link.

So it's circuits and bumps from morning till noon, and instruments – flying till tea.  
"Hold her off, give her bank, put your undercart down, you're skidding, you're slipping" that's me.  
And as soon as you've finished with one course, like a flash up another one bobs,  
And there's four more to show round the cockpit and four more to try out the knobs.

But sometimes we read in the papers of the deeds that old pupils have done,  
And we're proud to have seen their beginnings and shown them the way to the sun;  
So if you find the money and turn out the planes we'll give all we know to the men  
Till they cluster the sky with their triumphs and burn out the Beast from his den.

→ → →

*-Pilot Officer O.C. Chave, published in "Punch" September 18, 1940*



# Dillon's Community Rewards Program

If you shop at Dillon's and have a Plus Shopper's Card, you can help support the Combat Air Museum with just a phone call or a few keystrokes. Dillon's Stores is giving up to \$2 million to non-profit organizations in 2018. Our Museum is benefitting from CAM members who have registered with Dillon's Community Rewards Program. Enrolling in this program will not increase your grocery bill and will not affect your fuel points.

Enrolling in the Community Rewards program is a one-time event and no longer requires annual registration. If you've already signed up, no further action is required. Go to <https://www.dillons.com/account/enrollCommunityRewardsNow> to create a Dillon's account before enrolling in the Community Rewards program.

You can also call 800.576.4377 and the Dillon's customer service representative will register you. You'll need to provide them with the Combat Air Museum's new five-character Non-Profit Organization (NPO) account number, GA302. Thanks to your generosity, each quarter the Museum receives a check from Dillon's that really helps us maintain the collection and facilities and provide the classes and service our visitors enjoy.

Last year, Dillon's donated \$851 to CAM. That amount is less than the previous year because we have fewer donors than before. If you haven't joined, why not take a few moments now to do so? Dillon's and CAM will do the rest!

