

COMBAT AIR MUSEUM

April | May 2022
Vol. 38, No. 2

An Eagle for Gary

By Kevin Drewelow

The Combat Air Museum will soon receive a McDonnell Douglas F-15A Eagle and it is all Gary Naylor's fault.

The Naylor family joined the Combat Air Museum in 1977 when Gary was 11 years old. Gary's father was a flight engineer on B-24s near the end of World War II and even trained at Topeka Army Air Field. Gary grew up at the Museum and so no one was surprised when he joined the Air Force in 1984. He served as a crew chief maintaining F-111 Aardvarks, F-15E Strike Eagles and finally F-15C/D Eagles before he retired in 2007.

Gary called me in late September and said the last F-15C he crewed, 82-0025, was being retired: would I please contact the National Museum of the United States Air Force (NMUSAF) and have them loan 0025 to the Combat Air Museum? I thought there was little chance of getting that jet but I asked.

A few days later, I received a reply from Michael Rowland at the NMUSAF. He told me most F-15Cs would be used to provide spare parts for F-15Es so not many C-models would be available for museums. He mentioned an F-15A in storage near St. Louis that was available for loan. He was not offering it for loan to CAM, just making us aware of it and asked if we would be interested.

Of course we were interested! We told Mike who said we were one of five museums who wanted the Eagle. Gary immediately established a

GoFundMe online appeal which quickly brought in some donations. He had also received an informal estimate for moving the jet from Worldwide Aircraft Recovery in Bellevue, Nebraska to give us an idea of how much money we'd need to raise.



286 during flight test (Robert Burns photo)

In mid-December, Gary and Deb Lamere transported our Chinook helicopter blades to Avion/AvTask near St. Louis for repair and painting. We'd made arrangements through the NMUSAF for them to visit the F-15 in Perryville, Missouri and they did after delivering the blades. Gary found the aircraft partially disassembled but intact, lacking only the exhaust nozzles, a part of each of the two engines. Soon after their return to Topeka, Gary departed for

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PLANE TALK



PLANE TALK

COMBAT AIR MUSEUM 2

COMBAT AIR MUSEUM

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MUSEUM HOURS

January 2 - February 28/29
Mon.-Sun. Noon - 4:30
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

PLANE TALK
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Jennifer Anderson

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

Your membership is
important to us.
Join the
COMBAT AIR MUSEUM

From the Chairman's Desk

By Gene Howerter, Chairman, Board of Directors



Someone is always asking me, "How is the Museum doing?" It's no secret as to which museum they are referring, as I'm usually wearing a Combat Air Museum shirt and cap. Just in case you are wondering, let me take this opportunity to fill you in.

First let me say, I think most of us who are here at the Museum daily would agree that CAM is doing fine. That's not to say we wouldn't like to be blessed with unheard of funding for all of our dreams and wishes, as well as a few more volunteers to work the gift shop, but we have been blessed in so many ways. Please allow me to mention a few of my personal thoughts as well as some of the happenings here at the Museum which are underway or being considered.

The Museum held its 28th annual Celebrity Pancake Feed on April 30. I felt this year's fund raiser was possibly the best ever. We didn't have as many people as we have had in the past, around 400 people attended this year, but for me the joy was the solid help volunteers provided from the beginning to the end. Volunteers jumped in and performed their tasks and even took on extra duties without complaining, which made the day great to say the least. Our next big fund raising event will be our annual Topgun run/walk on September 24, 2022. Please refer to our newsletter for numerous other events which will take place at the Museum over the next three months.

The National Museum of the United States Air Force recently offered to loan us an F-15A, serial number 71-0286. We have graciously accepted and plan on having Worldwide Aircraft Recovery of Bellevue, Nebraska transport the plane around the first of August. As fuel costs have risen, the price of delivery just increased from \$18,500 to \$21,000. We have raised over \$16,800 toward this move from the Saint Louis Science Center storage hangar to Topeka. Our members have always been very generous, donating a little extra when paying their annual dues and we're grateful for that. However, if anyone desires to help us raise the remaining balance and donate to this cause we welcome your support. We have a GoFundMe account and you can learn more at <https://www.facebook.com/CombatAirMuseum> This plane will be a great addition to our collection and our visitors will love seeing it.

Several other Museum projects are underway. A Museum committee is preparing the exterior of our Lockheed EC-121 Warning Star for painting. There is a lot to do before the painters arrive; if you live close to Topeka and want to help, let us know. Deb Lamere is busy with our 3D printer producing engine parts for two of our World War One replica aircraft. As the school year is ending, we have many school tours as well as regular bus tours loaded with travelers. In

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Museum Notes

By Joe Wulfskuhle

Celebrity Pancake Feed a success... Over 400 people attended CAM's annual Celebrity Pancake Feed on Saturday, April 30. Elected officials and representatives from academia, law enforcement, the media and the military, among many others, took time out of their day to serve breakfast and benefit the Combat Air Museum. Bob Carmichael and Domingo Gallardo of Perkins Restaurant and Bakery once again provided expert guidance to the volunteer celebrities while many Museum volunteers took care of our visitors by serving juice and coffee, clearing tables and taking tickets. After breakfast, visitors toured a Boeing KC-135R Stratotanker from the 190th Air Refueling Wing and a Sikorsky UH-60M Blackhawk helicopter from the 1st Battalion, 108th Aviation Regiment, both based at Forbes. They found bargains in our Fly-In Market and learned about radio controlled airplanes from Greg Inkmann and his Foundation for Aeronautical Education. The Topeka Eagle Composite Squadron of the Civil Air Patrol and Aviation Explorer Post 8 were on hand to tell visitors about their youth aviation programs.



Celebrity Pancake Feed (K. Hobbs photo)

Dick Trupp Gallery open... Dick Trupp, former Combat Air Museum Wing Commander from 1997 to 2006, is the subject of a new display at CAM. Dick was a pilot in the Navy and Naval Reserve from 1956 to 1979 and flew a wide range of fixed and rotary winged aircraft during his career. He joined CAM in 1988 and was an integral part of the Museum and its activities. He and his wife Jean recently moved to



Dick Trupp Gallery (K. Drewelow photo)

South Carolina to be closer to family. The Museum board of directors named the room in the southwestern corner of hangar 602 "The Dick Trupp Gallery" and board member Stu Entz created a display about Dick's career which is located at the entrance to the gallery.

New paint for the Lockheed EC-121T Warning Star... Nearly four decades after arriving at the Combat Air Museum, CAM's EC-121 is about to receive a new coat of paint and markings! The Museum has contracted with Topeka-based Gray & Company to clean and paint the vintage Lockheed beginning in late May. The work will take about a month. Mike Welch and Ted Nolde are documenting the numerous servicing instructions and placards on the aircraft, along with the major markings and insignias.

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2022 Calendar of Events

New & Renewing Members

New Lifetime Members:

MSGT (USAF, Ret.) Gary & Susan Naylor

New:

Duane Armfield & family | Steven Barrett & Theresa Burns | James & Susie Brewer | Bryan Flood | Dan & Janet Hinnah | Maegan Hutchison & family | Patti Mellard & family | Mason Niemackl & family | Austin Sinkler & family | Joe Stellwagon | Ramon Washington | John Yunker & family

Renewing:

Bruce F. Baker | Lynne Bourne | Gary Bender | James & Mary Braun | Marty Braun & family | Hector Camacho & family | Ron Cates | Bob Courtney & family | Donald & Shirley Crenshaw | Michael & Tammie DeBernardin | Dennis & Mary Donahue | Tom & Diane Gorrell | Col. Paul Idol & family | Dennis Lamberd | Mike & Karen Madden | John & Rita Moyer | Bill & Toni Newman | Ted & Sharon Nolde | Shaun O'Keefe & family | Carl Phillips & family | John Plumb | Lt Col. Thomas & Carole Rost | Chris Rundel & family | Matt Sabatini & family | Danny San Romani | Robert Runion | Darrell Schmitz | Dennis & Marise Smirl | Mike & Kimberly Stewart | William Stumpff | Larry & Diane Todd | Joe & Peggy Turner | Terry Wages | Mark Washburn & family | Chuck Watson | William Welch | Dr. James L. Young & family

June

13-Membership Luncheon
20-24 Young Aviators Class

July

11-15 Young Aviators Class

August

8-Membership Luncheon

September

24-Combat Air Museum Topgun 5K/10K Run & 4K Walk

October

1-Girls in Aviation Day
8-CAM Car Show
10-Membership Luncheon

November

6-Daylight Savings time ends
24-Thanksgiving, Museum closed, Turkey Trot for Heroes

December

12-Membership Luncheon
25-Christmas, Museum closed

Visitors

1,154 people from 30 states, Puerto Rico, India, Mexico, Micronesia, Panama and South Africa visited the Combat Air Museum in March.

In April, 1,303 visitors from 39 states and Canada, China, Germany, Great Britain and Poland toured your Museum.

In Search of Hitler's Stolen Art

By Dennis Smirl

The return of a good friend and stellar educator was the highlight of CAM's April membership meeting and brown bag luncheon. After missing two years due to COVID-19 protocols, Seaman High School social studies teacher, Susan Sittenauer, brought one of her students, Caroline Soppe, to present a multimedia lesson on the theft of art during World War II.

Miss Soppe's presentation was a fact-filled, eye-opening look into the absolute criminality of Adolph Hitler's Nazi regime. During World War II, the Nazis ran wild across Europe, looting valuable art objects and paintings. One specific account proved that the Nazis looted 600,000 paintings from Jewish homes and businesses.

After an oral introduction to the subject, Miss Soppe ran a short video about the recovery of art that Hitler stole, noting that some of his collection included paintings he bought from known thieves. Another surprising fact was that Hitler's collection was not found and recovered after the end of the war.

Following those facts, Miss Soppe presented a slide show that outlined some of the important work accomplished by the "Monument Men", specialists in art and art history, who swept through Europe—sometimes ahead of the front lines—preserving art objects as they were found.

The Nazis used salt mines to store their stolen art. At least 12,000 works of art worth \$3.5 billion was ordered destroyed by the Nazis, but that order was

never carried out.

After the war, and continuing to the present time, efforts have been made to restore art to the families from which it was stolen. This effort has been welcomed by some governments and short-circuited by others. Some individuals have paid good money for paintings for their collections and believe they have a right to the art they've purchased, even though the history of the painting or art object can be shown to have been stolen by the Nazis. One individual, Maris (Bloch-Bauer) Altmann, fought for years to return paintings worth five million dollars to the family from which they'd been stolen. Arbitration in Austria finally settled the issue, and the paintings are now in a private museum in New York City.

A question-and-answer period followed the presentation and both Susan Sittenauer and Caroline Soppe received a well-earned round of applause.

*

Next CAM Member's Luncheon

By Kevin Drewelow

The next Combat Air Museum Members' Brown Bag Luncheon will take place on Monday, June 13 at 11:30 a.m. in the Bob Dole Education Center. CAM volunteer Jon Boursaw spent over 24 years in the Air Force and retired as a full colonel. He will relate some of the interesting and occasionally humorous highlights of his career. Bring a lunch and enjoy his presentation! ♦

*

In Remembrance

Robert Victor

Kansas National Guard veteran

CAM #3649

December 25, 1938-December 22, 2017



Gene Howerter, Caroline Soppe and Susan Sittenauer (l-r)
(K. Hobbs photo)

In The Hangar: The Grumman Panther

One of the Combat Air Museum's most attractive warbirds, the Grumman F9F-5 Panther, is always a favorite with museum guests. Painted in the dark blue used by the US Navy in both World War II and the Korean Conflict, with proper decals and stenciling, the Panther looks almost fresh from Grumman's assembly line.

Sitting on display with the Panther is its engine, the Pratt & Whitney J48, a direct and licensed copy of the Rolls-Royce Tay engine. The two parts of the display, taken together, make an important statement in the development of Navy warbirds and jet fighters.



Grumman F9F-5 Panther (CAM photo)

The developmental history of the Panther series goes back to the end of World War II. The Navy was aware of jet aircraft used by Germany. These advanced weapons—and others—were intended to turn the tide of the war in Germany's favor. Of course, it didn't happen. The Germans simply couldn't produce enough jet fighters, bombers and crews with enough experience to handle them to make any real difference in the outcome of the war.

In terms of aircraft design and development, it made a lot of difference. German jets could outrun piston-engine fighters by a hundred miles per hour; however, early jets were unreliable and surviving engines required overhauls at ridiculously short intervals.

Those facts partially explain the first design concept for Grumman's F9F series. It had lots of engines, specifically, Westinghouse engines that were low-powered and unreliable. How about four engines? How about six engines? Surely a crew could engage the

enemy and, if not shot down, have enough engines left to limp back to the carrier. This was not an ideal concept. In fact, the Westinghouse engines produced so little thrust and added so much weight that the entire idea was scrapped.

Enter the Pratt & Whitney J42, a Rolls-Royce Nene engine in disguise. The J42 had enough power that Grumman designers could go back to an elegant concept. One airframe, one engine, stellar performance for its time. The result was the Grumman F9F-2, a postwar design that was the progenitor of a series of great aircraft.

The first variant, the F9F-3 looked exactly like the F9F-2 but had an Allison J33-A-8 engine. The idea was to use the Allison-powered aircraft as back-up if Pratt & Whitney couldn't produce enough J42s. The problem never arose, and Pratt & Whitney kept up with the demand all through the production of the F9F-2s.

The F9F-4s (109 produced for the U. S. Marines) had a more powerful version of the Allison J33 and a taller tail. It was a successful airplane but the production run was cut short as Grumman made room for the F9F-5.

The F9F-5 was the last—and the best—of the Panthers. Powered by the Pratt & Whitney J48 (Rolls-Royce Tay produced under license), Grumman built 616 F9F-5s. With the new, much more powerful engine, the F9F-5 had improved acceleration and top speed. Its introduction into the Korean Conflict proved that Grumman could still build a world class fighter-bomber that could stand up to carrier operations.

After the F9F-5, Grumman engineers pushed deeply into the transonic range with the F9F-6. Utilizing much of the F9F-5 fuselage and vertical tail, the F9F-6 Cougar had swept wings and a swept, all moving horizontal tail. With the Pratt & Whitney J48, the F9F-6 was capable of speeds well over 600 miles per hour. Although intended to be used in Korea, the F9F-6 wasn't quite ready for combat when treaties brought a cessation of armed conflict.

The F9F-7 was externally identical to the F9F-6 but was equipped with an Allison J33-A-16 which gave it very similar performance figures when compared with the F9F-6. Only 168 F9F-7s were produced. One of the improvements featured in the F9F-7 was a tie-in between the leading edge flaps and the trailing edge flaps, resulting in much better handling during slow

her, Cougar & Tiger

By Dennis Smirl

flight, especially during landing.

The final Cougars were the F9F-8s; Grumman produced 601. The most noticeable change from the F9F-7 to the F9F-8 was the incorporation of a larger wing and a nose-mounted refueling probe. Still powered by the Pratt and Whitney J48, the F9F-8 had six underwing hard points for carrying additional fuel tanks and/or armaments, such as rockets or bombs. Top speed for this originally penultimate F9F was 714 miles per hour which was very much in the transonic range.



Grumman F9F-8 Cougar (US Navy Photo)

One model of the F9F continued in service into the war in Vietnam. F9F-8Ts (two-seat trainers) were used by the U. S. Marines as Forward Air Control (Fast FACs) flying out of Da Nang AB, Republic of South Vietnam.

The final act of the Panther/Cougar/Tiger story is the Tiger. Originally numbered F9F-9, the Tiger was thought by Grumman to be a direct descendant of the Cougar. Evidently someone in the Pentagon



Grumman F11F Tiger (CAM photo)

noticed the massive differences between the Dash 8 and the Dash 9 and re-designated the jet F11F Tiger. That probably saved the Navy a lot of confusion in the warehouse.

Heading back to the museum's F9F-5, the history of the aircraft includes some very harrowing missions over North Korea in the successful effort to damage or destroy North Korea's hydroelectric dams. This kind of history, and the history of the men who flew those missions, is an example of the kind of skill and heroism that comes with being a naval aviator. ♦

Young Aviator classes in June & July

By Kevin Drewelow

The Combat Air Museum will once again offer our popular Young Aviators classes for youth ages 9-13 this summer. Classes run Monday through Friday from 9 a.m. to 12:30 p.m. and costs \$60 per student. The youngsters will split their time over many interesting activities, classroom time and field trips around the airport. They'll learn about the history of early aviation, the forces of flight, aircraft structures, aviation weather, aerial navigation and the phonetic alphabet. In addition to touring the Combat Air Museum and flying our flight simulator, students will visit the 1-108th Aviation Regiment to learn about their Sikorsky UH-60M Blackhawk helicopters; the 190th Air Refueling Wing to tour a Boeing KC-135R Stratotanker inflight refueling aircraft; the air traffic control tower at Topeka Regional Airport; and the Metropolitan Topeka Airport Authority Fire, Rescue and Security station. The week will conclude with an optional aircraft model-building session, offered separately.

Classes are scheduled for June 20-24 and July 11-15 and are limited to 20 students per session on a first come-first served basis. For more information and to register your Young Aviator, please call the Combat Air Museum at 785.862.3303 between 9:30 a.m. and 12:30 p.m. on weekdays. ♦



Ways You Can Support the Combat Air Museum



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Dillon's Community Rewards Program ★

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Combined Federal Campaign (CFC) ★

If you are eligible to donate through the Combined Federal Campaign, please consider contributing to the Combat Air Museum. Your donation will be put to good use in one of our education, restoration or maintenance projects. Be sure to add our Museum's CFC code number, 59834, when making your donation.

Volunteer ★

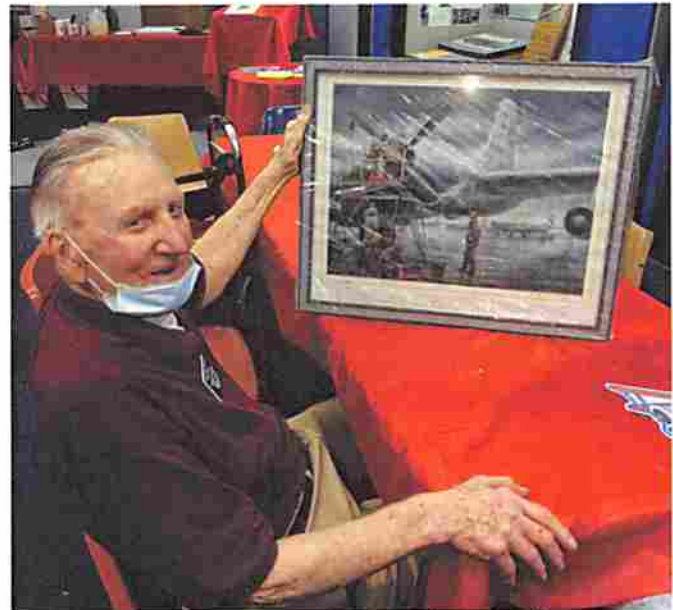
The Combat Air Museum exists solely upon the money we raise from admissions, donations and gift shop sales. We rely on volunteers to run our gift shop, and the need for these volunteers has become even more urgent under current conditions. We'll train you for this crucial and enjoyable task. If you could spare one day a month please call the Museum at 785.862.3303 and ask for Nelson, our office manager and volunteer coordinator.

Museum Notes... continued from page 3

Army aviators visit CAM... Army aviators based at Ft. Riley have visited CAM recently. A group of Apache and Chinook pilots and maintainers toured your Museum two months ago; some expressed interest in participating on our Girls in Aviation Day on October 1 and several Chinook maintainers have contacted Deb Lamere about helping her with our CH-47D. Four Blackhawks brought 30 Army aviators to CAM on March 31. Members of A Company, 3rd Battalion of the 1 Aviation Regiment landed right outside hangar 602. They toured the Museum, had lunch and then held a promotion ceremony for one of their warrant officers. Both visitors and volunteers had an enjoyable day!

Volunteers busy at CAM... Our volunteers have stepped up time and again to support multiple events at CAM. We hosted the pancake feed and a corporate event that required extra space in hangar 602 and that meant more business for our aircraft tow teams. When severe weather entered the picture for both events, Million Air kindly offered free overnight space in hangar 619 north of the terminal. Volunteers turned out before and after the pancake feed to clean the hangar floor, set up tables and chairs, arrange the Fly-In Market, and then return the hangar to its normal configuration. We hosted a customer appreciation event for Johnstone Supply Topeka on May 13 and our volunteers again provided superb support as we towed aircraft and set up tables and chairs. The highlight was an F-4 Phantom flight simulator from

Wichita. Originally a ground weapons trainer, the owners integrated a flight simulator program that was quite realistic! They invited our simulator instructors to fly it and they loved it! It's not all work for CAM volunteers: they turned out on May 15 to celebrate John Plumb's 90th birthday. Remington Stiles surprised everyone when he turned up! He had just completed final exams at the Air Force Academy, had a 96 hour pass and chose to use several of those hours to honor John, an Air Force veteran who spends almost every day at your Museum staffing the flight simulator.



John Plumb and KC-97 print (K. Drewelow photo)

Bits and bobs... Gary Worthy's Hughes OH-6 Cayuse departed CAM on April 14 after being on display for several months. We thanked Gary for sharing his Loach with us and it may well be back one day! CAM provided a display at the Vietnam Veterans Day ceremony at Mission Valley High School on March 29. Veterans received a Certificate of Honor and pin after receiving recognition from fellow veteran, Mayor Terry Cook. ♦



Chuck Watson and F-4 sim (K. Drewelow photo)

An Eagle for Gary... continued from front page

a short deployment to Iraq where he provided contractor support. He kept in touch and encouraged his friends in the F-15 community to donate to the GoFundMe account.

Mike Rowland said the number of interested museums was down to three and told us to submit our plans for transporting, assembling, displaying and restoring the jet by February 28. We submitted our plan before the deadline and continued planning. As our hangars are full, we knew the Eagle would have to stay outside. The Metropolitan Topeka Airport Authority approved our plan to moor the F-15 just north of our Boeing CH-47D Chinook outside of hangar 604.

As we waited for the NMUSAF to make their decision, we received our first major donation: CoreFirst Bank provided a \$1,000 grant to our Eagle fund. At our April membership luncheon, Jon Boursaw and Stu Entz of the Topeka Chapter of the Military Order of the World Wars (MOWW) donated \$1,000. One anonymous CAM member donated \$500 in memory of C.J. and Eleanor Crowley; he worked with C.J. at Forbes AFB from 1958 to 1961. On April 19, the NMUSAF offered the F-15A to the Combat Air Museum!

"Our" F-15A, serial number 71-0286, was the seventh Eagle off the production line. The first 18 Eagles were destined for Full Scale Development flight test duties. 286 made its first flight on June 14, 1973 and specialized in flight testing of external munitions and fuel tanks at Edwards Air Force Base from 1973 to 1980. After completing its flight test duties, 286 was re-designated as a GF-15A and sent to Chanute Air Force

Base in Illinois to serve as a ground trainer for prospective F-15 maintainers. After the base closed in 1994, 286 remained with the Octave Chanute Aerospace Museum on the former base until the museum closed in 2015. The Saint Louis Science acquired 286 and moved it to a hangar in Perryville, Missouri but never displayed the jet.

Gene Howerter, the Chairman of the Combat Air Museum, contacted Worldwide Aircraft Recovery to discuss the cost of moving 286 to Topeka. Given the recent spike in fuel prices, CAM needs to raise \$21,000 to have Worldwide load, transport and assemble 286. CAM must also provide a crane at both Perryville and Topeka. Gary volunteered to transport the fuel tanks, saving the Museum \$1,000.

So far, we have been able to direct \$12,000 of unrestricted donations, including those from CoreFirst and the MOWW, towards recovery of the F-15. The GoFundMe campaign that Gary Naylor started has added another \$4,800, leaving \$4,200 we must still raise before we can commit to Worldwide to bring the Eagle to Topeka.

Once the Air Force Museum completes the loan paperwork, we can move 286, probably in August or September according to Worldwide. The Air Force Museum and Worldwide believe they know where to find a pair of engine exhaust nozzles.

The F-15 entered service in 1976, is undefeated in air-to-air combat and an improved version remains in production today. The Eagle will be a fine addition to the Combat Air Museum's collection! ♦



Gary and 286 in Missouri (D. Lamere photo)

Pilot's Notes: a Book Review

"I Always Wanted to Fly: America's Cold War Airmen"

By Col Wolfgang W.E Samuel, USAF (retired)

Reviewed by Kevin Drewelow

"I Always Wanted to Fly" is more than the title of this fascinating book, it is the recurring theme. The author, a Cold War veteran himself, interviewed pilots and maintainers who participated in the Berlin Airlift, the Korean War, conducted strategic reconnaissance missions and flew combat missions in Vietnam. The airmen describe how they became interested in flying, completed their training and in many cases, served in more than one conflict.

The reader gains an appreciation of how tactics and technology quickly evolved during this dangerous time in world history. Samuel puts you in the cockpit with these pilots and crews as they fly blind approaches into Berlin at night with zero visibility, evade enemy fire while striking targets, or take their aircraft deep into the Soviet Union.

Topeka Army Air Field/Forbes Air Force Base in Topeka, Kansas is mentioned often as it was the home of

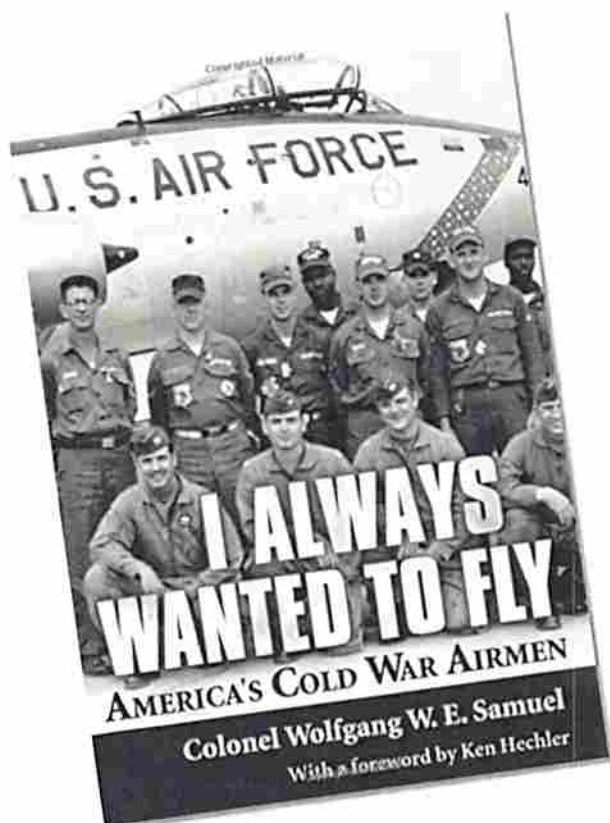
the 55th Strategic Reconnaissance Wing and its Boeing RB-47 Stratojet spy planes. Some flew aerial photography missions, others recorded radar and radio frequencies, response times and other important information as they set off Soviet air defense systems with their overflights, sometimes with fatal results.

Wolfgang Samuel is uniquely qualified to write this story. Born in Germany, he was ten years old when his family attempted to flee from Soviet forces moving into eastern Germany. He played on abandoned Luftwaffe airplanes at a nearby airfield as he watched American and British aircraft flying in the Berlin Airlift. A few years later, he emigrated to America, joined the Air Force and served in the 55th at Forbes as an electronic warfare officer (Raven) on RB-47s. "I Always Wanted to Fly" is a compelling story you won't want to put down! ♦

★ ★

From the Chairman's Desk... continued from page 2

early May, a major company rented our museum for a customer appreciation event. This was good news for the Museum budget, even though we had to move three planes to another hangar for several days to avoid some severe weather, and set up tables and chairs for the event. Volunteers made it happen and I am thankful for their support. Is this something you might be interested in helping with? Please join the team by giving us a call at 785-862-3303. ♦



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COMBAT 12
AIR MUSEUM

First Solo

I want to be a wayfarer, to climb
On hidden waves, through airy wastes, to share
The mystery and the mastery of the air,
My generation's secret from all time.

How few men yet have known that power sublime;
Mere thousands! Led by that great few, whose care,
Whose courage, nay! whose lives went, to prepare
That ocean highway more than maritime!

Great Pioneers! When, the first time, I fare
Out on those new-found seas of yours alone,
Let me salute you! This shall be my prayer:
"Oh God, I thank thee that I, too, have flown!"

-Air Commodore Sir Nigel Norman, RAF, 1897-1943



Nigen Norman (601squadron.com)