

# ✈ ✈ ✈ Plane Talk ✈ ✈ ✈

The Official Newsletter of the Combat Air Museum

October / November 2005 • Vol. 21, No. 6

## In remembrance of the 90th Strategic Reconnaissance Wing

A ceremony took place in the Jean Wanner Conference Center on May 17th, conducted by members of the 90<sup>th</sup> Strategic Reconnaissance Wing (SRW) and 90<sup>th</sup> Air Refueling Squadron (ARS) Associations. SSGT Chuck Hale of Lawrence, KS a former member of the 90<sup>th</sup> SRW presented CAM Chairman Dick Trupp with a color art print commemorating the 90<sup>th</sup> Strategic Reconnaissance Wing and its association with Forbes Air Force Base (AFB).

In the top center of the print is:

Dedicated to those who  
served in the  
90<sup>TH</sup> STRATEGIC RECONNAISSANCE WING  
FORBES AIR FORCE BASE  
TOPEKA, KANSAS

This is flanked on the left by a Boeing KC-97 Stratotanker and on the right by a Boeing B-29 Superfortress in flight. The center portion of the print has a rendition of hangars on the flight line with a Boeing RB-47E Stratojet parked in front of the hangars. The former Base Operations hangar is to the right of the RB-47. In the lower center of the print is a rendition of the Main Gate to Forbes, circa 1950s. To the left of this is a Strategic Air Command patch, and to the right is a 90<sup>th</sup> SRW patch.

Jim Sterling of Lincoln, NE, a former member of the 90<sup>th</sup> ARS, presented Dick with two scale models of a KC-97G Stratotanker. One is 1/72<sup>nd</sup> scale, the other 1/144<sup>th</sup> scale. After some refurbishment, the 1/72<sup>nd</sup> scale KC-97 will go inside an exhibit case at the Forbes Field terminal. This exhibit

see 90th SRW, con't. on page 2 & 3



Jim Sterling presents Dick Trupp with a model of a 90<sup>th</sup> ARS KC-97 tanker.

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## Combat Air Museum

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### *Museum Hours*

Monday - Saturday  
 9 A.M. - 4:30 P.M.  
 Last Admission 3:30 P.M.  
 Sunday Noon - 4:30 P.M.  
 Last Admission 3:30 P.M.

**Plane Talk**, the official newsletter of Combat Air Museum of Topeka, Kansas, is published bi-monthly. Your questions and comments are welcomed. Any information for **Plane Talk** should be submitted to CAM office.



*Chuck Hale  
 presents  
 Dick Trupp  
 with the  
 90<sup>th</sup> SRW  
 print.*

### 90th SRW, con't from page 1

was prepared several years ago by CAM for the Metropolitan Topeka Airport Authority. The exhibit has models of the various types of military aircraft based at Forbes during its history. The 1/144<sup>th</sup> scale KC-97 will go inside the Elton Rowley exhibit case as an example of the development of the flying boom method of refueling.

The 90<sup>th</sup> SRW arrived at Forbes AFB in February and March 1951 as the 90<sup>th</sup> Bombardment Wing, Medium, a unit of the Strategic Air Command (SAC). The Wing flew Boeing B-29 Superfortresses. In June 1952, the Wing was re-designated the 90<sup>th</sup> Strategic Reconnaissance Wing, and its three squadrons, the 319<sup>th</sup>, 320<sup>th</sup>, and 321<sup>st</sup>, were re-designated as Strategic Reconnaissance Squadrons.

That same June, the 90<sup>th</sup> was assigned to the 15<sup>th</sup> Air Force as a replacement-training unit. In this capacity, the 90<sup>th</sup> trained replacement B-29 combat crews for the Far Eastern Air Force in Korea and B-29 bombardment crews for overseas duty. In November 1952, the 90<sup>th</sup> began training Far Eastern Air Force reconnaissance replacements for SAC.

On March 1, 1954, the 90<sup>th</sup> received its first Boeing RB-47E Stratojet aircraft, a sleek, all jet bomber. Crews had entered RB-47 training that February and by December 15, 1954, the 90<sup>th</sup> was declared fully combat ready in the RB-47.

In May 1955 the 90<sup>th</sup> made a four-month deployment to Alaska. During the deployment, in August, the 90<sup>th</sup> received a new squadron, the 90<sup>th</sup> Air Refueling Squadron, flying 20 Boeing KC-97G Stratotankers.

Three years later, in May 1958, the 90<sup>th</sup> was given the mission of training crews for RB-47 and KC-97 aircraft while keeping its operational readiness and reconnaissance capability. In early 1960, the 90<sup>th</sup> SRW was deactivated.

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**Join the  
 Combat Air  
 Museum!**

## National Museum removes panels from its loaner, Republic F-105D Thunderchief

During the week of June 20-24, **Mr. Mike Douglass** of the National Museum of the United States Air Force (formerly called the Air Force Museum) worked on the Republic F-105D Thunderchief in our collection to make it safer for public and member viewing. Mike is a Museum Radiation Safety Officer and has worked in this capacity for some 16 years. The purpose of his visit to CAM was to remove a number of panels from the F-105 that contained radioactive material. The Thunderchief is on loan to CAM from the National Museum.

The F-105 had skin panels and some mounting brackets made of a Magnesium-Thorium alloy. They were installed in areas subject to the high heat from the engine and engine exhaust. The Mag-Thor panels—as Mike referred to them—have less creep (expansion) than aluminum panels. The Thorium in the Mag-Thor alloy is a naturally radioactive element. Its atomic weight is slightly less than Uranium 238, and it is usually found combined with other minerals.

If someone hugged the Mag-Thor panels all day, every day for several months, they would probably get

a radiation burn of some kind. But the real danger lay with an unsuspecting curator or volunteers sanding or using scotch bright on a Mag-Thor panel and then breathing in the dust. Mike did not wear any special protective equipment, but frequently washed his hands. He told us that on assignments where he has to work with radium instrument dials, he does wear protective gloves, uses a HEPA vacuum cleaner, and wears a photosensitive badge. He also said the radium dials are ten times more active radiation emitters than the Mag-Thor panels.

It took Mike four and one-half days to complete his work. He had a large pickup truck and about a 20 foot enclosed trailer containing everything he needed to remove the panels and brackets. Having our F-105 in a hangar, with lights and electricity and other amenities, made his task much easier. He is outfitted to work on a plane in the middle of a field, if necessary, and said he has had more than a few of those jobs.

Once he loaded the removed panels and brackets into the trailer, Mike left us 13 fiberglass-cast panels to install on the F-105. We will have to fabricate several others. From Topeka, he was to return to Wright-Patterson Air Force Base. Once there, he would be monitored for any radiation doses. He also undergoes a more thorough examination on a quarterly basis. He laughed about when he first volunteered for this type of fieldwork, saying he did not pick up right away that none of the veterans in the shop were raising their hands. But he is still doing this service 16 years later.

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*Mike Douglass removing a panel from the F-105 Thunderchief.*

## Collecting the memories of our veterans

### CAM members learn about The Veterans History Project

**Ms. Gale Beal** of the Veterans History Project was our guest speaker for the August Membership Luncheon. She spoke to us about the Veterans History Project and its purpose and importance to future generations of Americans. The project is a collection primarily of oral histories from veterans of all branches of service and time periods of their stories and experiences. It is a national effort by the Library of Congress that will become part of the Library of Congress/American Folklife Center National Veterans History Collection.

Gale has been working on this project in Kansas for some two and one-half years after working 30 years for Southwestern Bell. She told us an interview is recorded on a 90-minute video tape. The veteran gets an unedited VHS tape, and an unedited digital copy goes to the Library of Congress. There is no charge to the veteran for his or her tape, and anything said in the interview is private. Gale did say that veterans can sign a waiver to allow their interviews to be shared with others.

Gale said there are two teams working at the Volunteer Services, Colmery-O'Neil VA Medical Center in Topeka, recording the interviews. One team of two gentlemen is at the VA on Wednesdays, and Gale and another gentleman are there on Tuesdays and Thursdays. The current emphasis is on getting the stories of our older veterans, those who still survive from World War I, and veterans of World War II and Korea. But veterans of Vietnam and the Gulf Wars are also interviewed.

The interviews can produce some surprising results. Gale related what came about from interviewing two area men about their experiences during World War II. Both veterans allowed the use of their stories.

One veteran, Bill McCoy, served in a battalion of Sherman tanks in France and Germany. His battalion landed in Southern France in August 1944,

advanced all the way up France and then into Germany. During their advance into Germany, the battalion liberated a Prisoner of War Camp at Moosburg, about 30 miles northeast of Munich, Germany. When Mr. McCoy got to the part of his interview about liberating the POW camp at Moosburg, some alarms went off in the heads of the interviewers. They had heard this story before, and not too long before.

Later, the interviewers discussed the Moosburg POW camp and its liberation, and went back through their records. They found they had heard this story about three months earlier, when they interviewed Mr. Harold Lusk. What put such an interesting slant on Mr. Lusk's story was that he had been a POW in the camp when it was liberated.

Harold Lusk was a tail gunner on a Boeing B-17 Flying Fortress. His aircraft was shot down on May 8, 1943, on his 13<sup>th</sup> mission. He was initially interned at Luft Camp 7A. In December 1944 and January 1945, US forces liberated some of the northern Germany POW camps, so the Germans moved Mr. Lusk and the other prisoners of Luft Camp 7A to southern Germany. Part of the movement was in cattle cars, followed by an 87-day forced march. They eventually arrived at Moosburg. In his interview, Mr. Lusk related how a division of US tanks had liberated the camp.

The interviewers immediately contacted the two veterans, and about three days after Mr. McCoy had given his interview the two men met for the first time, 59 years after events had taken place at a POW camp in Moosburg, Germany. While they talked and shared stories, Messrs. McCoy and Lusk found they had been born about 30 miles apart, their wives went to high school together, and they lived about 30 miles apart after the war.

This story was published in *The Topeka Capital-Journal* on Veteran's Day in 2004. After the article came out, a third man from the Topeka area



contacted the project members and told them he, too, had been a prisoner at Moosburg. He later met with Messrs. McCoy and Lusk.

Gale told us her participation in the Veterans History Project has been very rewarding and at times very emotional. She stressed to the audience the importance of the project and asked that veterans among our members please contact her or the VA office and schedule a time to give an interview. Gale passed out a brochure on the Veterans History Project, and a handout of questions that may help a veteran chronicle his or her story. →



*Gale Beal talks to us about the Veterans History Project.*

For those of our readers who want to participate in this project, either with your stories or as a gatherer of stories, the following contacts are available. For the Topeka/Eastern Kansas Area, you can call for information at (785) 271-4499 or make an appointment at (785) 350-4323. On the national level, you can get in contact by writing to:

Veterans History Project  
 Library of Congress  
 American Folklife Center  
 101 Independence Avenue S.E.  
 Washington, D.C. 20540-4615  
 visit its website at <http://www.loc.gov/folklife/vets/>  
 e-mail at [vohp@loc.gov](mailto:vohp@loc.gov)  
 call a toll-free number at 1-888-371-5848  
 or Fax to 1-202-252-2046.

The personal memories and experiences shared by veterans through the oral history project are something that no school textbook can ever approach. These oral histories become, literally, voices from the past.

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## Simon Evening of Giving Your tickets support CAM

For the third year, CAM will be selling tickets to West Ridge Mall's **Simon Evening of Giving**, being held **Sunday, November 21, 2005**, from 6:30 P.M. to 10 P.M.. This event is a special, private evening of shopping for those who hold tickets, along with prize drawings and entertainment. It is also our easiest fund raiser. All you have to do is purchase a ticket from us, or better yet, sell tickets to your family and friends. For each \$10 ticket sold, we are able to keep \$7 with the remaining \$3 going to the Simon Youth Foundation.

Tickets will be available for purchase in the Gift Shop after the Member's Luncheon on Monday, October 10<sup>th</sup> and up until Friday, November 19<sup>th</sup>. Last year we gained \$375 from our ticket sales. Let's do better in 2005. If you have any questions, please call Jane at 785-862-3303. →

### Visitors

During July  
the Museum had  
**1,276** visitors  
from **36** states  
and  
Australia  
Canada  
Finland  
Germany  
Great Britain  
Italy  
Sweden  
Switzerland

During August  
we had  
**861** visitors  
from **37** states  
and  
Canada  
Czech Republic  
Denmark  
Germany  
Netherlands  
New Zealand  
Northern Ireland  
Ukraine

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### Sale of engines adds revenue to the Museum's coffers

In August CAM sold two aircraft engines that were excess to our needs. The resultant sale placed \$10,000 into an interest-bearing account for the Museum. **Dave Houser** got the process rolling in early July by researching potential buyers for two R-985 radial engines in Hangar 604. He initiated contact with possible buyers and got some responses by mid-July. As offers came in, Dave gave this information to the office. In late July Museum Curator **Danny San Romani** sent photos of the engines and copies of what paperwork we had for each engine to two prospects who were close to each other's offered prices. This may have helped, as each prospect upped their respective offer. **Dick Trupp** then entered into negotiations, and by August 4, the engines were sold to **Chester Roberts Supply, Incorporated** in Collinsville, Texas. Two weeks later, the engines were loaded on a flatbed trailer and on their way south. →

## First *Winged Foot 5K Run/Walk* Draws 36 Participants

CAM held its inaugural *Winged Foot 5K Run/Walk* on September 24. Thirty-six runners and walkers toed the starting line near the Corporal missile before **Gene Howerter** gave the command sending them on a five kilometer (3.1 mile) loop around Forbes Field streets. Gene was the race coordinator with **Jane Weinmann** performing a myriad of pre-race administrative tasks.

Member **Jim Menge** introduced the idea of a fun run early in the year and with Gene and **Dick Trupp** formed an ad hoc race committee. From there came several months of learning how to put on a run/walk event. All the things that can affect a runner – false starts, stumbling out of the blocks, scraped knees played a part in getting this event off the ground. But get off the ground it did, and when the final walker crossed the finish line, Gene and some 15 other CAM volunteers who worked that morning knew it was a successful first effort.

Besides our CAM volunteers, we had 16 **Air Force Junior ROTC** cadets from **Highland Park High School** helping as course marshals and a group of volunteers from the **Sports Car Club of America World Headquarters** ran a water stand on the course backstretch. Members of Topeka's **Sunflower Striders** running club operated a large digital race clock and compiled timing results at the start/finish line. **David Stremming**, president of **Metropolitan Topeka Airport Authority** gave us approval to run the event at Forbes Field and provided MTAA security police at the busier intersections on the Field. The 8 AM start time on a Saturday morning fortunately meant there was not much traffic on the streets.

**Frank Piraino** and **Sandy Collins** were the *Top Gun* finishers, being first overall among the men and ladies. Piraino completed the course in 19 minutes 9 seconds (19:09) and Collins finished in 23:28. Other results were:

|            | Male                    | Female                 |
|------------|-------------------------|------------------------|
| Ages 15-19 | Devon Klingbeil (30:06) | Ashley Vaness (24:00)  |
| Ages 20-24 | Tristan Collins (20:44) |                        |
| Ages 25-29 | Cory Jones (21:34)      |                        |
| Ages 30-34 | Matthew Boyd (30:50)    | Shanna Johnson (24:37) |
| Ages 35-39 | Steve Wathke (20:58)    |                        |
|            | Paul Garner (23:24)     |                        |
|            | Jared Maag (23:44)      |                        |
| Ages 40-44 | Hunter Munns (19:34)    | Cheryl Haefele (25:47) |
|            | Mike Meteveir (20:49)   | Katie Thompson (31:18) |
|            | Kevin Collins (22:54)   | Marti Gonzales (39:36) |
|            | Dan Rethman (28:56)     |                        |
|            | Ron Fay (38:58)         |                        |
| Ages 45-49 | Mike Thompson (28:13)   |                        |
| Ages 50-54 | Joe Wagenbalst (19:28)  | Norma Weiser (27:16)   |
|            | Gary Pratt (19:57)      | Vickie Rogers (28:55)  |
|            | Mike Butler (27:19)     | Linda McGurn (35:43)   |
|            | Larry McGarn (35:43)    |                        |

|            |   |                         |
|------------|---|-------------------------|
| Ages 55-59 | John Stambaugh (24:19)<br>Gordon Rostvold (25:17)<br>Jerry Lonergan (27:38) | Claire Phillips (31:24) |
| Ages 60-64 | Ken Jessop (23:27)<br>Jim Leighton (27:29)                                  |                         |
| Ages 65-69 | Russ Willis (33:12)   | Marlene Urban (45:38)   |
| 80 & Over  | Bill Briery (52:36)   |                         |

As final finisher, our own **Bill Briery** received the *Tail Gunner Award*, including his first place age group medal and sponsor gifts. As Bill passed the course marshals, the JROTC cadets joined him on the course. As he approached the finish line, all 16 cadets were in formation marching and singing a cadence count. The overall first place finishers for the men and ladies also received sponsor gifts in addition to their medals.

Thirty-two businesses, organizations, and individuals sponsored the race, either with \$100 cash contributions or in kind donations. For their support of the event, the sponsors were listed on the back of a T-shirt created for the run/walk. **Zona Hudkins of Zona's Engraved Creations, Inc.** designed the shirt with input from Gene Howerter – with suggestions from Stu Entz, Jane Weinmann, and Danny San Romani. The main design on the front was a running shoe with a pair of aircraft wings attached. The shoe and wording on the shirt were in bright colors. The back of the shirt had the CAM winged logo and list of sponsors.

Marked by success in its inaugural running, we plan to do the event again next year. When Gene announced this at the awards ceremony, a round of applause came from the appreciative participants. We have places to improve in the preparation and running of the event, but the first time jitters are now over, and we look forward to a bigger and better event next September.



### **New Supporters**

The Burlison Family  
Michael, Tina, Brandt, Alyssa,  
Braden, & K.J.  
Mark Hasvold  
Max Lorentzen

### **Renewing Supporters**

Dale Anderson  
Bob & Judy Crapser  
Rodney & Martha Duerksen  
Norm Edee  
Iris Gonzalez &  
Make, Evan, & Danny Cluff  
Carl & Debbie  
Maichel & Megan Mercer  
Ted & Louise Marvin  
Tonda McMurphy-Huff &  
Andrew & James Huff  
Gregg Mosser  
The Rundel Family  
Chris, Claris, & Adam

→ → →

### **Make plans to attend the Membership Luncheon October 10th**

Our speakers for the October 10 Membership Luncheon will be members **Dave Murray and Tad Pritchett**. Dave has recently been overseas and toured World War I battle sites in eastern France. He and Tad will be talking about his visits to these sites.

→ → →

### **October/November Calendar of Events**

#### **October**

**Monday, October 10**  
Membership Luncheon  
Jean Wanner Education  
Conference Center  
11:30 A.M.

**Dave Murray and Tad Pritchett**  
are our guest speakers.  
They will talk about the  
World War I battle sites  
in eastern France.

#### **November**

There is no Membership  
Luncheon in November.  
The next luncheon  
is Monday,  
December 12.

→ → →

**Join the  
Combat Air Museum!  
Your membership  
and support  
are important to us.**

## Music to our ears - - -

During July and August work was done to improve the background music system played through loudspeakers in the hangars. For several years, the music was played from a compact disc player through the internal telephone system and through speakers in the hangar bays of 602 and 604. These same speakers were also used for the public address system. In early July, our internal phone system was upgraded. We could still play music, but there was an impedance difference between the system's capability and the disc player that was really not compatible for the way we had things wired in from the disc player. One solution was to buy another disc player that had an ear-phone jack and to run a patch cord from it to the phone system. We chose another, less expensive option.

**Danny San Romani** discussed the problem with **Bob Crapser**, and pointed out we had an abandoned speaker system that operated separate from the phone system. The abandoned system still worked, because when lightning strikes knocked out the phones, we hooked up an amplifier and microphone to the system so we could still make announcements in the hangars.

From there, Bob and Danny began tracing speaker cables for the old speaker system, finding other abandoned cables along the way. Once they determined how and where the old system ran, Bob checked out the cables and old speakers to see if they were still good. Everything worked, but he found the runs of speaker cables were often patch-worked pieces.

Bob found an unused spool of cable in 604 and some terminal strips that would be needed to redo the old system. He then created a layout of cable runs and speaker locations on his computer, and soon we had a plan to redo the music system. Bob first relocated the two speakers in Hangar 604 so they would give better coverage in the hangar bay. The speaker in 602 was left alone, as was an outdoor speaker on the southeast corner of the hangar.

As the work started, San Romani mentioned that the Education Conference Room had been built with ceiling speakers, and that cables had been run to the utility closet of the Conference Room for the purpose of installing an amplifier/microphone system. **Loyd Ellison** had even built a cage to mount the equipment in, but the installation was never completed. So, Bob took a look at that and incorporated it into the plan.

We decided to run everything from the cage in the utility closet. The room and access were there, and the equipment could be packaged into one place. Once the plan and materials were ready, we began pulling old speaker cable out and installing new cable. **Don Dawson** joined in as we ran cable behind and above walls and office spaces to the speakers in 602 and ran cable from 604 to 602. We checked the wiring run for the speaker on the outside of 602, found it to be in good shape, and just connected it into the new setup. Hangar 602 was pretty easy, and the work there confirmed our cable runs down to the cage would work.

**We appreciate your support of  
the Combat Air Museum**

## Setting up a new sound system in the Museum

The cable runs inside and from Hangar 604 were a bit more challenging, but Bob, Danny, and Don got them done without any great problems. As Bob commented during the installation, the cable had a mind of its own. If it could snag on anything, it did.

An amplifier and the disc player were installed in the utility room cage, plugged in, turned on and we had music. We experimented with the volume control settings and found we have more volume than we will ever need. Bob then looked at how he could 1) pipe the hangar music over the speakers in the Conference Room and 2) make microphones work in the Conference Room while not interfering

with the music in the hangars. When we did not have him moving airplanes around in the hangars, Bob worked on this task. We had two amplifiers, one for the old speaker system, and one purchased for the Conference Room not long after it was constructed. These and a switching panel were all Bob needed. He built and installed the switching panel in the cage, then built a shelf for the second amplifier and installed it. Then he did some magical stuff with the wiring, and it all worked out.

With this setup, background music normally plays through the hangar bay speakers, through the

Conference Room speakers, and through the one outdoor speaker. Then, when we have meetings in the Conference Room we can turn on the second amplifier, move a switch on the switching panel to microphone mode, and a guest speaker can use a hand held or lapel microphone. His or her remarks come through the speakers in the Conference Room, while music still plays through the speaker's in the hangar bays and outdoors.

As a cleanup part of the new installation,

Danny and Zak Amos spent a couple of Saturday mornings removing abandoned speaker/telephone cable found during the project. One Saturday was spent in hangar 602, the next Saturday was in Hangar 604. They removed five abandoned

cables, about 50 feet of abandoned electrical conduit, and one abandoned electrical cable from Hangar 604 alone. After two Saturday's work, they had accumulated a good two hundred feet of various cables and had tidied up the cables still in use that run through the hangars.

The best aspect of this project is that very little money was spent on accomplishing this installation, and the few items that were purchased were donated. Virtually everything needed was already at the Museum, in one place or another.

→ → →

**The cable had a mind  
of its own.  
If it could snag  
on anything,  
it did.**

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



Gary Naylor works on the lower right rudder of the EC-121.

Here is a rundown on activity taking place with aircraft in the collection. **Dave Houser** continues making repairs and restoration to the fiberglass, steel, and wood movie mock-up of a Bf-109G-10 Messerschmitt fighter. He has been working on the mock-up for some three years. During the warmer months, Dave works on the fuselage in the 604 hangar bay, and during the colder months he is inside the workshop working on assemblies that can be brought in there. This spring and summer, Dave worked primarily on reshaping the nose of the mock-up. At some point in time, it had developed a large dent in its fiberglass skin. Dave experimented with internal bracing to best remove the dent and better align the nose section. It took a few tries to develop a suitable structure, but Dave worked it out and got the nose skin even. **Jack Vaughn** and **Dallas Gist** gave Dave some assistance with this, but Dave did most of the work. He has also applied a primer coat of paint to the right side of the mock-up. **Dick Trupp** has helped Dave with refurbishing the wings, and **Don Dawson** has beefed up some welds in the steel wing spars, but the main cosmetic repairs to these units have been by Dave.

Earlier this spring, folks from **Kansas Weights and Measures** and the **Kansas Highway Patrol** brought out truck scales to weigh the components of the Messerschmitt. **Ted Nolde** took the results of these weights to determine the center of gravity for the mock-

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## An update

up. This is the initial step in a feasibility study to see if we can hang the mock-up in Hangar 602. Calculations will also be done to see if the overhead structure of 602 will support the Messerschmitt.

A few volunteers have been putting in a lot of elbow grease on the T-33. It is now inside Hangar 604, roughly where the T-28 sat. A crew of folks has been polishing the natural metal finish of the jet trainer.

**Martin Moyer**, **Gene Howerter**, **Dale Allen** and **Jack Vaughn** have been putting in time on the aircraft. Dave Houser and his

restoration crew had done the same thing to the SNB-5, and Martin asked Dave for advice on how best to tackle the project.

The effort has truly changed the appearance of the aircraft, and you really notice just how much by looking at adjacent sections of the plane that are polished and not polished. The work is being done by hand to remove the heavy layers of oxidation, and then a small power buffer is eventually used to do the finish work.

Once the polishing is done, the aircraft's markings will be repainted. They are of the 13<sup>th</sup> Fighter Interceptor Squadron (Air Defense Command) when the T-33 was at Glasgow AFB, Montana. These are the markings it carried when dropped from Air Force inventory in 1967.

We also have a pair of tip tanks being held for us by the Montana Air National Guard in Great Falls, Montana. Last year we transferred a pair of F-89 Scorpion main wheels to Great Falls for the restoration of an F-89 they were doing. When asked if there was something they could do for us, **Danny San Romani** asked if they had any tip tanks for a T-33. They did not, but we got a call a couple of months ago, and a pair of tanks are now in Great Falls for our pickup.

Now, we do have a couple of nice T-33 tip tanks in Hangar 604. The only problem is, they are both for the right wing. So, once we acquire the pair from Great Falls, we will pick the best of three for the right wing and will refurbish the remaining one for the left wing.

## on the planes in our collection

During the latter part of August long time members **Gary, Susan, Desiree, Patricia, and Rachel Naylor** came to Topeka to visit Gary's folks **Bill and Mary Naylor** (also long time members). Gary was on leave from Langley AFB, Virginia, where he is assigned to the 1<sup>st</sup> Aviation Maintenance Squadron. Leave is military parlance for "vacation," but any time Gary shows up around here, it is definitely a working vacation. This summer was no different. We put Gary to work on the rudders of the EC-121 Super Constellation. The fabric is deteriorating from the rudders, and starlings and pigeons have turned the rudders into condominiums. We hope to get the rudders removed from the Connie before cold weather sets in so we can clean and preserve the metalwork and apply new fabric to them.

Using an extension ladder and crew stand, Gary worked several days on the rudders. He found few of the fasteners were willing to release their hold on the big rudders. Most of the screws, bolts and nuts that needed to come out were pretty well corroded in place. But Gary did get both lower rudders off, and a horizontal fin section that is between the lower and upper rudder sections came off from the right hand tail assembly. All three daughters helped Dad, climbing up and down the extension ladder or up and down the crew stand with tools and water, or coming into the hangar to get the Curator out to the plane to look at a rudder section.

Before he had to return to Langley, Gary coated fittings on the upper rudders with a lubricating solvent to help loosen the grip of corrosion. Hopefully this will help free the fasteners up, as it is still a goal to get the upper rudders off before this winter.

Besides helping their dad, Desiree worked in the Gift Shop with her grandmother, and Patricia and Rachel did projects for **Jane Weinmann**. We also understand Desiree got some forklift time while helping her dad, but she will probably deny this.

The F-86H now has a much shorter profile. On September 2, **Robert Johnston, Ralph Knehans, Don Dawson** and **Danny San Romani** removed the vertical fin and rear fuselage from the F-86. About a

week earlier, the horizontal stabilizer had been removed from the empennage. This work was done so Robert can take the assemblies to Wichita for preparation and painting.

Robert is an Air National Guardsman with the 184<sup>th</sup> Air Refueling Wing at McConnell Air Force Base. He has been with the 184<sup>th</sup> since it was the 184<sup>th</sup> Tactical Fighter Group and flew F-4 Phantoms. In fact, Robert painted the "Wichita Lineman" artwork on the nose gear door of our F-4D when that aircraft flew with the 184<sup>th</sup>. He has since worked on F-16s and B-1Bs, and now works on KC-135s assigned to the 184<sup>th</sup>. Because of his duty status, his time in Topeka is quite limited, and he can get more work done on the F-86 by taking it pieces at a time to Wichita. Robert has deployed to Turkey and South America this year, and will be going overseas again before this year ends. So, the work he will be doing is going to take some time.

The F-86 will be given an overall silver-aluminum paint scheme, then will have the markings that the 101<sup>st</sup> Fighter Interceptor/Tactical Fighter Squadron, Massachusetts Air National Guard applied. This F-86 flew with the 101<sup>st</sup> from late 1957 to late 1963. The markings include green and white nose bands with a green flash coming off the bands and a shamrock on the nose and on the tail fin. MASS AIR GUARD was on the forward fuselage under the canopy. Some of these markings are still visible on the aircraft. In these markings the 101<sup>st</sup> was sometimes called the "Irish Air Force" or the "Irish Guard."

The Saturday morning following the fuselage separation, **Danny San Romani** and **Zak Amos** pulled straw and grasses from the fuselage halves and vertical fin from years of birds' nests, and vacuumed an abundance of bird dropping and just plain dirt from these assemblies. They will also be cleaned with a power washer.

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COMBAT AIR MUSEUM



*The DAM crew (left to right: Amos Page, Martin Moyer, Dale Allen) show us their best sides as they supervise the excavation of a sewer line outside Hangar 604.*



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