

# COMBAT AIR MUSEUM

## → → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Forbes Field Topeka, Kansas

December 2006 / January 2007 • Vol. 22, No. 6

### The second running of the Winged Foot 5K

Combat Air Museum's Second Annual **Winged Foot 5K Run/Walk** brought in 58 competitors this year. Run on September 30, the runners and walkers were treated to a beautiful, clear morning for the run/walk. With our first year jitters behind us, the event went off like we had been doing it for years.

**Gene Howerter** was the race planner, coordinator, producer, racecourse measurer, sponsor gatherer, and all-around guy everyone pointed to when questions came up about the event. Although he did not participate in the race, Gene walked the course

**"Winged Foot 5K," con't. on page 6**



*Above: Racers begin the 5K Run/Walk.  
Below: Jason Schweitzer, first male finisher in a course record time of 15:54 for men.*



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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.

## Twenty-eight years as a bombardier/navigator

### Lieutenant Colonel McKitterick shares his story

**Lieutenant Colonel Robert McKitterick**, US Air Force (Ret) was our guest speaker for the October Membership Luncheon. CAM member **Don Mathers** contacted LTCOL McKitterick and asked if he would travel from Lincoln, Nebraska to talk to us. The two served together in the Strategic Air Command (SAC) while stationed at Offutt Air Force Base, Nebraska and began a friendship that has lasted 40 years. Colonel McKitterick accepted the invitation, and we got to hear about his 28-year career as a bombardier/navigator in some of SAC's premier bomber aircraft.

LTCOL McKitterick was born in Emporia, Kansas in a railroad family. Two years after his birth, the family moved to Amarillo, Texas and he grew up there. He attended Southern Methodist University in Dallas from 1950-54 and entered the US Air Force in October of 1954. At the time, he did not intend to make the Air Force a career but now says that he was glad he did.

Over the next 28 years, he was assigned to 15 different Air Force bases, all in the US with the exception of a tour at Utapao Air Base, Thailand during the Vietnam War. His first base was Lackland Air Force Base (AFB), Texas, and he retired at Ellsworth AFB, South Dakota. The bases inside the US are a bit deceiving, though, as his SAC duty frequently took him out of the United States on temporary duty assignments that lasted 90 days.

LTCOL McKitterick used a slide projector during his presenta-

tion and gave a brief overview of the history of SAC, which was formed March 21, 1946 and disestablished in 1992. SAC was established before the Air Force became a separate armed service. In 1946 it was still part of the US Army Air Corps.

After the end of World War II, there were Continental Air Forces. As part of a reorganization, these were broken down into SAC, TAC (Tactical Air Command), and ADC (Air Defense Command). SAC headquarters moved to Andrews AFB, Maryland. It had some 28,000 military and 4,900 civilians assigned, and its flying inventory included Boeing B-29 Superfortress bombers, North American P-51 Mustang fighters, and Douglas C-54 Skymaster troop/cargo planes.

The US Air Force came into existence on September 18, 1947. In October 1948, Lieutenant General Curtis LeMay became the commanding general of SAC. Its inventory of aircraft had grown to include Boeing B-50 Superfortress and Convair B-36 Peacemaker bombers, and aerial refueling versions of the B-29, designated KB-29.

B-29s went to war again, from 1950-1953 in the Korean War. A year before that war's armistice, SAC began adding jet bombers to its inventory with the Boeing B-47 Stratojet and its reconnaissance version the RB-47. Piston engine Boeing KC-97 aerial tankers also made their first appearance.

A few years later, in 1955, the famous Boeing B-52 Stratofortress came into service. The B-52H se-

ries still flies today. In 1957 the Boeing KC-135 Stratotanker entered service. The Convair B-58 Hustler bomber, Lockheed U-2 spy plane, Lockheed SR-71 Blackbird strategic reconnaissance jet, Rockwell B-1 Lancer bomber, and the Northrop B-2 Spirit bomber followed. Of the latter group, versions of the U-2 and KC-135, and the B-1 and B-2 bombers still fly.

LTCOL McKitterick's first bomber assignment was the B-47E Stratojet. Three of his tours with this bomber were at bases in Kansas, including McConnell at Wichita, Smokey Hill/Schilling at Salina, and Forbes at Topeka. The assignment at Forbes was perhaps the most important. He arrived in Topeka in 1960, and it was here he met his wife, **Peggy**. They were married in 1962. LTCOL McKitterick showed a photo and several information sheets on the B-47 and explained that this "Boeing" aircraft was actually built by Boeing, Douglas, and Lockheed aircraft companies. Over 2,040 B-47s were built in several versions.

The B-47E was configured to carry nuclear weapons only, and LTCOL McKitterick described the types carried. He also described the tactics the aircrew and aircraft would use in the event of war. Until 1960, the Emergency War Order missions were all at altitudes of 30,000 to 35,000 feet. Soviet surface to air missiles and the downing of Gary Francis Powers in a U-2 spy plane over the Soviet Union caused a change to those missions. B-47 crews soon found themselves flying lower than 1,000 feet above ground level at 425 knots (483 mph) day and night, in all weather conditions.

Recognizing the hazardous and stressful conditions that crews trained in and the strain that constant alert status put on all members of SAC, General LeMay



*LTCOL Robert McKitterick, USAF (Ret) views the screen during his presentation.*

initiated things like spot promotions. Crews were also rated as non-ready, combat ready, lead crews, and select crews in that succession. The various readiness evaluations, deployments and temporary duty locations that SAC personnel went through and to were described.

LTCOL McKitterick made his last B-47 flight in 1962. From the Stratojet, he moved to the Convair B-58 Hustler bomber, the fastest bomber in the world. He went through training on this sleek

bomber at Mather AFB, California, then to operational units first at Carswell AFB, Texas then Little Rock AFB, Arkansas. As with the B-47, he projected photos and information sheets of the B-58 on the screen. LTCOL McKitterick described the aircraft's design and capabilities. The Hustler set five world speed records in 1961 and 1962, winning the Thompson, Bleriot, McKay and Harmon trophies. These records stood until broken only by the SR-71 Blackbird. An altitude record was also broken in 1962. Many problems involving supersonic flight were solved by the B-58.

Emergency War Orders tactics had the B-58 flying high altitude missions at Mach 2 or low altitude missions below 500 feet above ground level at 600 knots (682 mph). LTCOL McKitterick pointed out that the B-58 did not have terrain following radar. But for all its speed and capabilities, the Hustler was not a favorite of Generals in SAC. They felt the bomber was limited by range

**Bombardier," con't. from page 3**

and by technical and maintenance problems that made the jet too expensive to maintain. Phase out of the B-58 began in 1969. Only 116 B-58s were built. Twenty-six were lost in accidents.

After the B-58s, LTCOL McKitterick did a tour with SAC Reconnaissance at Offutt AFB, Nebraska, where he met Don Mathers. The reconnaissance mission planning work done at Offutt was very secret.

From Offutt, it was another tour at Carswell AFB, this time with B-52 Stratofortresses, then General Dynamics FB-111 Aardvarks. LTCOL McKitterick stayed with the FB-111 when assigned to Plattsburg AFB, New York. He commented that it was the first airplane he could see out of.

Utapao Air Base, Thailand was LTCOL McKitterick's next assignment. He described the B-52 Arc Light missions and how the B-52D Stratofortresses had been modified from nuclear bombers to carry 108 conventional bombs. Here, he also stressed the importance of the aerial tankers, not just in Vietnam, but throughout SAC in general. Without the tankers, SAC could not do its missions. He also had a statistics sheet on the Linebacker II missions flown against North Vietnam December 18-29, 1972. The effects of these B-52 missions against Hanoi and Hai Phong had a direct bearing on bringing North Vietnam to the peace talks and led to the release of US servicemen held as prisoners of war. Fifteen B-52s were lost during this 12-day period. Of the 93 crewmen who went down, 26 were recovered, 33 became POWs, 8 were killed in action or died of their wounds, and 25 were listed as missing in action.

After Thailand, LTCOL McKitterick served with a B-52 wing at Beale AFB, California until it was disestablished. Ellsworth AFB, South Dakota was his last posting, and he retired there June 30, 1982.

After the Air Force, LTCOL McKitterick worked in the tax business with H & R Block for 22 years from 1982 to 2001. He said it was interesting work but when it came to retire, he was ready, and is now happily and fully retired. He closed his presentation with a reminder that although the Cold War ended, we, as a nation, need to be ever vigilant, as he showed images of the World Trade Center on September 11, 2001.

We truly appreciated LTCOL McKitterick providing us a first-hand insight of SAC bombers, training and operations during a 28-year period of the Cold War and the sacrifices SAC personnel made in the air and on the ground in keeping SAC's motto "Peace is Our Profession." This writer also thanks Colonel McKitterick for providing his program notes for reference to write this article. ➔

## **New seasonal hours for Museum**

Beginning December 1, 2006, the Museum will operate on seasonal hours. From December 1 through February 28/29 we will be open 12 p.m. – 4:30 p.m. Monday through Sunday. Last admittance will remain 3:30 p.m. daily.

From March 1 through November 30 we will be open 9 a.m. – 4:30 p.m. Monday through Saturday and 12 a.m. – 4:30 p.m. on Sunday. Last admittance will be 3:30 p.m. daily.

Office hours remain 9 a.m. – 4:30 p.m. Monday through Friday year round. ➔

### **New Supporters**

Kevin Drewelow  
Ruth Fink  
Joe, Elisie, & Erich Hardenberger  
Jack & Nelda January  
Michael & Corby Reece  
J B Turner  
Eric, Lyn, & Mitchell Walter

### **Renewing Supporters**

Ed Baker  
Bill & Carol Ballentine  
Bob & Judy Crapser  
Beattie & Isla Dickson  
Rodney & Martha Duerksen  
Norm Edee  
Charles Gorges  
Joe Higgins  
Ted & Louise Marvin  
Wayne & Lou Probasco  
Merrill Ross  
G. M. "Bud" & Muriel Spencer

➔ ➔ ➔



## New All-in-1 printer/copier/fax makes it easier around the office

Thanks to the efforts of **Bill and Marcella Briery** and **Gene Howerter**, our offices have a brand spanking new copier/printer/FAX machine. Bill and Marcella became aware that our obsolescent, second-hand copier was approaching the end of its service life and economical repairs. They contacted **Jeff Bandle**, an employee of **Hewlett-Packard**, to see what steps we needed to take to get a multi-function copier donated to CAM. Jeff's wife is Bill and Marcella's granddaughter.

Hewlett-Packard has a Gifts In Kind program in which their products can be donated to not-for-profit organizations. Bill and Marcella told Jeff what we had for a copier, describing its make, model, and age, and that it was a used machine. They asked what Hewlett-Packard had to offer in the way of copiers. Jeff replied with descriptions of three machines that were available under the Gifts In Kind program. We reviewed the information, selected one that would suit our needs the best, and from there, Gene Howerter began the letter writing and phone calling to request that CAM be a candidate for the Gifts In Kind program.

Everyone's efforts paid off, and during the week of October 16, a new Hewlett-Packard Color LaserJet 2840 All-In-1 Printer arrived at the Museum. The new machine can print in black and white and color from a computer. It can copy in black and white and color. It is a FAX machine. Several sizes of digital camera discs can be loaded into the machine to print photographs. It is half the size of the black and white copier it replaced. It also replaced a FAX machine and other computer printers. Did we mention that it is brand new? What a change this has been for the offices.

Gene set up the initial operations, and **Bob Crapser** has been setting the printer up for network use among our computers.

We deeply appreciate Bill's and Marcella's initiative and efforts to get the new printer acquisition going for CAM, and our grateful thanks also go to Jeff Bandle and Gene and certainly Hewlett-Packard for carrying it through. →

### 2007 Events Calendar

2007 Events Calendar

*Event dates subject to change*

#### March

19-22 Aviation Education Class

#### April

28 Celebrity Pancake Feed

#### June

4-7 Aviation Education Class

#### July

9-12 Aviation education Class

#### August

6-9 Aviation Education Class

#### September

29 Winged Foot 5K Run/Walk

→ → →

### Congratulations to Lois Ecord, our office manager



**Lois Ecord**, CAM's Office Manager, had a surprise visit on October 2, when **Mr. Mike Scott**, Operations Manager of **Key Staffing**, came to her office and presented her with a certificate as a Key Staffing's Employee of the Month for October 2006. Lois was chosen from over 373 employees to receive this honor. Mike also gave her a coffee mug and a key chain. We add our congratulations to Lois for winning this award in recognition of her work. →

## Winged Foot 5K

con't. from page 1

at least twice with a measuring wheel to ensure our claim it was five kilometers was correct. He had it right. Gene and **Dick Trupp** also did a lot of leg work getting sponsors for the run/walk, and we ended up with 45 sponsors who either donated \$100 each or provided in-kind donations in prizes and give-aways.

The **Highland Park High School Air Force Junior ROTC** supported the event again this year acting as course marshals. **Metropolitan Topeka Airport Authority** security personnel monitored the intersections on Forbes Field to ensure the safety of the runners and walkers. Other volunteers manned the water stop and also acted as course marshals. **Jim Leighton** brought out a sound system and set it up in the area on the north side of hangar 602. Music played before, during and after the race. The Sunflower Striders running club provided the timing gear and volunteers to operate it and publish race results.

As the race started, Gene drove ahead of the runners and walkers in the motorized, three-wheel scooter. **Don Dawson** followed everyone in the 1941 Dodge Ambulance. A number of our members participated in the run/walk and several took home first place



*For some it was a family affair.*

finishes in their respective age brackets. **Rachel Naylor**, **Desiree Naylor**, their grandmother, **Mary Naylor**, and **Tricia Dehn** all won their age brackets in the lady's division. **Corey Dehn**, **Bob Kelly** and **Bill Briery** each won their age brackets in the men's division.

The overall male and female winners were **Jason Schweitzer** of Lawrence, KS and **Dena Seibel** of Overland Park, KS. Jason finished about 2 minutes and 11 seconds ahead of **Shawn Easterling** of Topeka in a course record time for men of 15:54. The men's inaugural record was 19:09. Dena won by a margin of 5 minutes 58 seconds over **Sharon Wenger** of Topeka, also setting a new course record for women with a time of 19:33. The women's inaugural record was 23:28.

People commented on Jason Scheitzer's fast pace. In fact, he almost passed Gene in the scooter early in the race. After talking with Jason a bit we found out he was a member of the University of Kansas' cross country team.

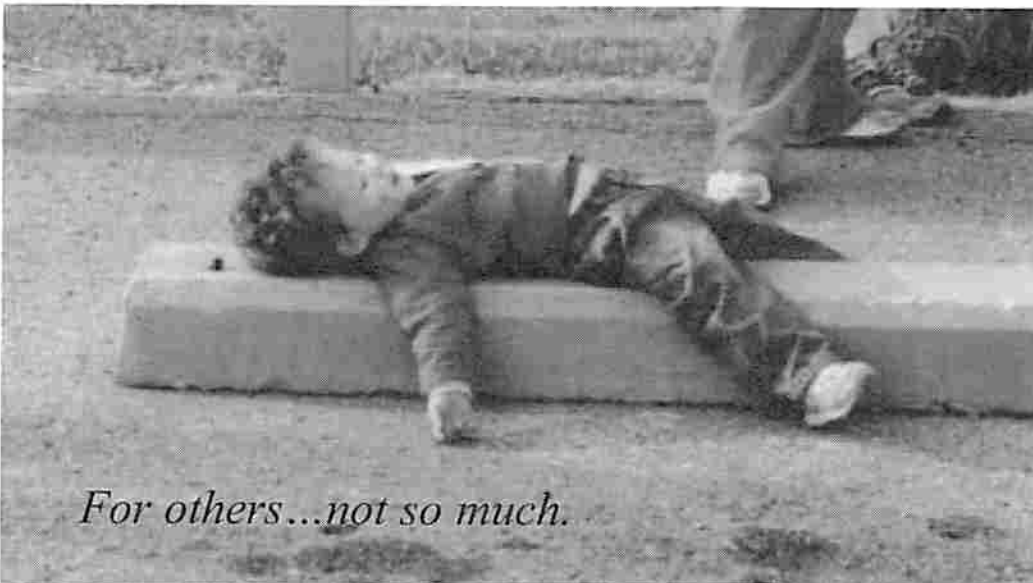


*Above: Dena Seibel, first female finisher in a course record time of 19:33 for women.*

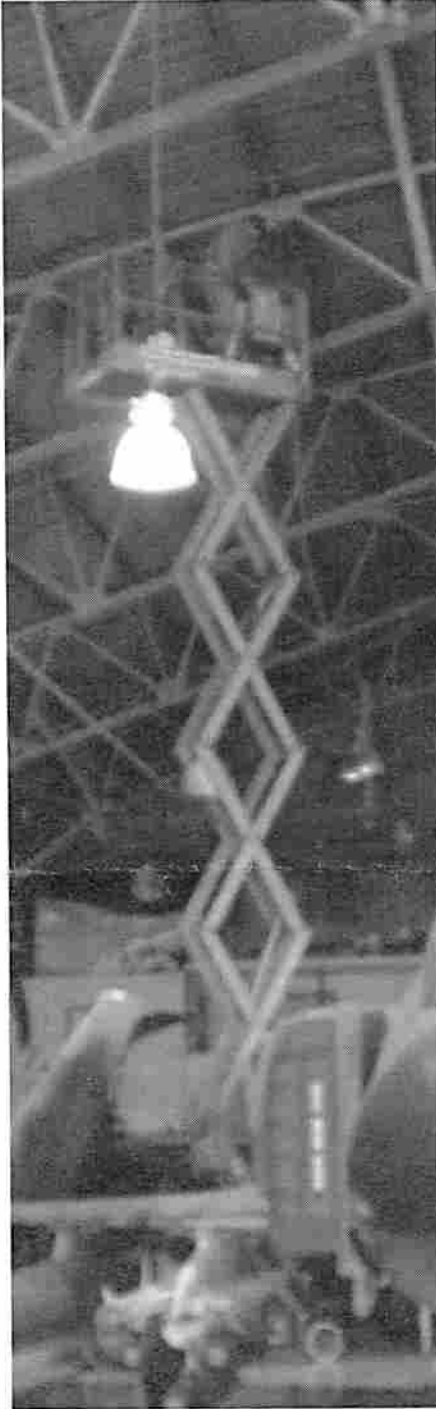
But that is all good. People have a fast course record to shoot for, now, and it may bring more runners out to go for it next year.

A number of runners were repeats from last year, and a few of these made improvements in their times from a year ago. **Linda and Larry McGurn** of Shawnee, KS each took 1 minute 45 seconds off their times from last year. **Jerry Lonergan** of Kansas City, MO improved his time by 27 seconds. The fact that these folks came back, and came back from outside Topeka, is a healthy sign for our event. As Gene Howerter said at the awards presentation, CAM committed itself to at least three years for the Winged Foot. This year's event grew from last year's, and we hope to see it grow again next fall. So, mark it on your calendars: the Third Annual Winged Foot 5K Run/Walk, Saturday morning, 8 a.m., September 29, 2007, starting and finishing at Combat Air Museum.

→ → →



*For others...not so much.*



*Above: Don Metcalf of Blue Dot Services rises to a ceiling junction box.  
Right: A view of 12 of the new light fixtures.*

## New lighting makes a big difference

Aided by a \$5,000 grant from **Capital Federal Foundation** of Topeka and using a \$5,000 endowment received in late 2004 from the estate of late member **Charlie Yenkey**, a lighting renovation project was completed in Hangar 602 on November 10. Blue Dot Services of Topeka was the contractor for the work that put 18 new lighting fixtures in the hangar bay.

New circuit breaker sub-panels were installed to the existing circuit breaker panels on the north and south walls of the hangar bay. The new panels were wired for 208-volt service to accommodate the new 208-volt fixtures.

Using 208-volt fixtures reduces the amperage per fixture, and that translates into an overall reduction in energy used. Work began on November 2. We only had to remove two aircraft from the hangar for the project; to accommodate a scissors-lift brought in for the work. The lift could rise to a platform height of 32 feet. During the work other aircraft were moved forwards or rearwards several feet to give the lift clearance, but these movements were minimal.

All the new fixtures are 400-watt single-lamp metal halide lamps. The fixtures they replaced were mostly 800 watt, double-lamp fixtures. Six 120 volt, 400 watt, single-lamp, metal halide fixtures were also removed, but these were later relocated.

The big question was, "What would we find in regards to the existing wiring?" As we got into the work, we found multiple answers to that question. Much of the existing wiring was still good for use. But we also found that many neutral wires were overloaded with hot leads. This meant new wire would have to be run to balance the loads. The contractor also found wiring that over the years had been subjected repeatedly to high temperatures so that it was now brittle and broke easily. This wiring had to be pulled out and replaced.





Overall, there were not enough wires to accommodate all of the new 208-volt fixtures and their respective circuit breakers. Before the job was complete, some 64 new wires of various lengths were pulled, sometimes in bundles of as many as 10 wires.

Even with the wiring situations, the work flowed smoothly. **Don Metcalf** and **Nate McCart** were the **Blue Dot** employees performing the work. On the final day, **Terry McCart** joined in to help Don solve a wiring problem for the last fixture. They soon found the problem, fixed it, and seven working days after work began, the project was completed. Don Metcalf told Curator **Danny San Romani** that the job was a challenge because of the wiring, and it was satisfying to him that they were able to resolve all the problems.

As Don Metcalf picked up tools and equipment and was getting ready to leave, **Don Dawson**, **Larry Arensman**, and **Danny San Romani** began working on six single-lamp, metal halide fixtures removed during the project so that they could be re-installed in place of existing double-lamp fixtures. By 5 p.m., this trio had five of the six fixtures replaced. A bulb was burned out in the sixth fixture, and it would wait until Monday, November 13<sup>th</sup>, before Don and Danny re-installed it. All the previous 800-watt double-lamp fixtures have been taken down. In total we have 24 light fixtures in the hangar bay. Eighteen operate off the new 208-volt circuit breaker panels. The remaining six operate off the existing 120-volt circuit breaker panels. The latter six are usually turned on only when clouds make for a very dark day or for nighttime use.

For visitors new to the Museum, the new lights will not mean anything because they have nothing to compare it to. But for our members, volunteers, and repeat patrons, there will be a very noticeable difference in the amount of light now available in Hangar 602. It is a job well done and provides us a more professional looking exhibit gallery. The final cost of the renovation was just under \$10,200. →

## *December 2006-January 2007 Calendar of Events*

### December

**Monday, December 11**

Membership Luncheon

Jean Wanner Education Conference Center

11:30 a.m.

Our guest speakers will be  
Mr. Richard Starks and  
other members of the "Dawn  
Patrol"

**Monday, December 25**

Christmas Day

Closed

### January

**Monday, January 1**

New Year's Day

Closed

There is no Membership Luncheon in January.  
The next luncheon is Monday, February 12.

→ → →

## **December Membership Luncheon**

**Mr. Dick Starks**, donor of the Taube replica to CAM, and other members of the **Dawn Patrol** will be our guest speakers for the December Membership Luncheon. It will be held 11:30 a.m. Monday, December 11 in the Jean Wanner Education and Conference Center. The Dawn Patrol flies a variety of homebuilt replica aircraft mostly out of the Gardner, Kansas airport. →

## Volunteers are busy working on exhibits

Plenty of exhibits work is taking place in both Hangars 602 and 604.

During October, **Jack Vaughn** made an existing exhibit better by installing a light inside a helicopter to better show an interior area. The CH-54 Tarhe (Sky Crane) is unique in that it has two forward facing seats for a pilot and co-pilot, plus a rearward facing seat behind and below the other two for the freightmaster to use.

The freightmaster had a joystick at this location that allowed him to control the cargo lifting equipment and, if required, fly the aircraft during lifting operations. Neither

pilot nor co-pilot could see the cargo hook and sling without some serious stretching and turning of their heads, let alone safely maneuvering the helicopter during cargo lift operations.

The freightmaster's position on our Tarhe had always been dark until Jack mounted a light above the seat and console. What a difference this makes for the exhibit. Visitors can now easily see inside the freightmaster's enclosure.

**Tom Witty** is working on an exhibit for the Naval Air Station (NAS) Olathe (Kansas), 1942-1970.

The Old Olathe Naval Air Museum closed in February 2004 and CAM acquired a large part of the collection once housed at the former Air Station's Commanding Officer's

quarters. Since acquiring the collection, a number of artifacts have been placed in other exhibits. Now, Tom is working on an exhibit about the Air Station itself.

We are using two large exhibit cases acquired by **Gene Howerter** about three years ago. By placing the two cases end to end, we essentially created one large exhibit case. Because of the largeness of the two cases, Tom said he is basically working with a total area of about six normal exhibit cases. He has been plenty busy over the last three months working on this project.

Another exhibit in the works in 602 is in partnership with the **US Cavalry Association** at Fort Riley, Kansas. Yes, you read correctly, the US Cavalry Association. Many of you may recognize the name of "Hap" Arnold. **General Henry Harley "Hap" Arnold** was the Commanding General of the US Army Air Corps during World War II. But at one time in his career, he served two years at Fort Riley as a "punishment" for a major infraction of Army Regulations. At Fort Riley, Arnold was commander of the 16<sup>th</sup> Observation Squadron, flying DeHavilland DH-4s and Curtiss JN Jennies. The 16<sup>th</sup> was assigned to the 2<sup>nd</sup> and 7<sup>th</sup> Cavalry during Arnold's time at Fort Riley, and he actually thrived during his two years there. His follow-on assignment was to the Command and General Staff College at Fort Leavenworth, Kansas.

**Andrew Padavich**, a graduate student at Kansas State University is an intern with the US Cavalry Association. As part of his graduate studies, Andrew is preparing an exhibit about Hap Arnold and his tour at Fort Riley that will be placed on loan to CAM from the Cavalry Association. **Mr. Robert J. Smith**, acting director of the Association, is assisting Andrew with the project. Both have visited the Museum and have brought several items that will go into the exhibit. They include a complete Cavalryman's service dress uniform, only where the crossed sabres would normally go on the coat lapels, there will be wings and propellers.

**Martin Moyer** and **Amos Page** built a case for this exhibit. Louise "Cookie" Landberg, a member from St. Paul, Minnesota, was in town October 26 and painted the case. We will assist Andrew in putting together a mannequin to display the loaned uniform. **Ted Nolde** is building a model that will be exhibited in the case. Otherwise, this is Andrew's project and exhibit to

### Visitors

During **September**  
the Museum had  
**751 visitors**  
from **40 states**  
and  
Australia  
Belgium  
Canada  
France  
Great Britain  
Scotland

During **August**  
we had  
**1,088 visitors**  
from **40 states**  
and  
Canada  
France  
Germany  
Great Britain  
Italy  
Mexico  
Scotland



put together. We will give a more complete report in the next issue of *Plane Talk*.

In Hangar 604, volunteers have moved projects into the workshop in preparation for colder weather. **Don Dawson** has the engine/auxiliaries package off the Hiller UH-12 helicopter to refurbish over the winter.

**Dale Allen** has containers of parts and an engine block for a TANK engine to rebuild. We know we do not have all the parts, but we will have a near cutaway exhibit of the type of engine that powered Curtiss JN "Jenny" aircraft.

**Martin Moyer, Amos Page and Gene Howerter** are working on a new support stand for the eventual USS ORISKANY aircraft carrier exhibit. The hull and deck of the 96-inch model are currently off exhibit while this work goes on. Meanwhile, Ted Nolde continues with his scratch-built island superstructure of the carrier, and it is beautiful work.

Some work is still going on in the hangar bay of 604. **Dave Houser** continues work on the BF-109 mockup and also has a project in the workshop recovering the wing surfaces for a Link trainer.

**Chris French**, a student at Allen County Community College in Burlingame, Kansas, has been working on the Little John rocket. He has been sanding and treating corroded areas on the rocket with an end goal of giving it an overall coat of olive drab paint. We plan to put the rocket on exhibit next spring or summer. Don Dawson has also done work on the rocket removing, cleaning, priming and re-installing a launch rail component. Don also removed the rocket's four fins so work could be done more easily in those areas on the rocket's body.

Chris has also been doing some troubleshooting work on the 1960's era instrument trainer used in our Aviation Education Classes. Chris did a four-year stint in the Air Force where he worked avionics on F-15E Strike Eagle aircraft and finds the "old" technology most challenging and interesting.

Martin and Amos are building a new exhibit case to house a third drone engine held in our collection.

As you can see, our volunteers are busy, busy with projects and exhibits. ➔

## The lobby of Clubhouse Inn & Suites now includes a Museum display

**Tom Escalante**, Sales Manager of the **Clubhouse Inn & Suites**, 924 Henderson Drive, Topeka, invited Combat Air Museum to place an exhibit in their lobby to advertise the Museum. The "Making of a Mockup," case with a model of a World War II Bf-109G-10 German fighter that was in Hangar 604 was selected and installed in the lobby October 3. Mr. Escalante stated the Museum could maintain an exhibit there indefinitely.

The staff, volunteers and Board of Directors thank Tom for his wonderful idea and offer. It gives CAM another outlet to present this ever-improving, outstanding museum to the general public. Stop by Clubhouse Inn & Suites to see the newly placed exhibit. Say hello and thank you to Tom Escalante.

— *Dick Trupp*

## Racing fans visit the Museum during SCCA nationals

Our October attendance received a big boost from folks attending the Sports Car Club of America (SCCA) national races at Heartland Park Topeka. Many fans, competitors, support crew, sponsors, and vendors came through the Museum during the 10-day period between October 6-15. The number of folks who signed in as hearing about CAM from SCCA, Heartland Park, or simply "the races" totaled 287, and there were probably many more that signed in under different headings.

**Ray Irwin**, owner of Heartland Park, had a tremendous success in his first year to host the nationals. He will have them back for at least two more, and we hope for many more after that. Having the international headquarters of SCCA located on Forbes Field should also help keep the races in Topeka. ➔

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

## National magazines include articles on Combat Air Museum

The Third Quarter 2006 issue of *LOGBOOK Great Aviation History* included a two-page feature on Combat Air Museum. **Mr. David G. Powers**, editor of the magazine, visited CAM earlier in the year and wrote the article. As editor, Mr. Powers devotes space in each issue to write about aviation museums in the United States. The article gave a brief history of CAM and mentioned nine aircraft in the collection. It includes four black and white photos of our aircraft. Mr. Powers also wrote that work done on aircraft at CAM is "strictly volunteer."

A listing of all aircraft is given on the second page of the write-up. Our phone, FAX, address, website, location and hours of operation are also listed.

The last paragraph of the article reads:

"Although a visitor could stop in for a quick look around, it is highly recommended to devote a solid morning or afternoon to fully appreciate all that this fine museum has to offer. This is a great museum and well worth the time."

We have received complimentary copies of *LOGBOOK* over the past few years, and it is a well done publication, about 60 pages long. It is heavily illustrated

with photographs accompanying the articles. Almost all of these are black and white, but the cover, inside and out, usually carries color photographs. This particular issue had two photos of aircraft on outside display at New Century Air, Kansas, the former site of Naval Air Station Olathe, Kansas. One photo is of an A-7 Corsair II Vietnam era attack jet, the other is a TA-7 Corsair II trainer.

Articles in *LOGBOOK* cover all aspects of aviation over the past 103 years. The magazine is published in Pensacola, Florida, and Mr. Powers told us he uses the National Museum of Naval Aviation as a handy resource for research and for acquiring historical photos.

A second article about CAM appeared in the October 2006 issue of *Model Aviation*. **Mr. Dick Perry** wrote a four-paragraph summary about CAM after visiting the Museum this past summer. In his write-up, he mentions that he spent an enjoyable two hours touring with docent **Ralph Knehans**. Mr. Perry describes some of the aircraft and exhibits in the collection and referred readers to our website for further information. →



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