

COMBAT AIR MUSEUM

→ → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Forbes Field Topeka, Kansas

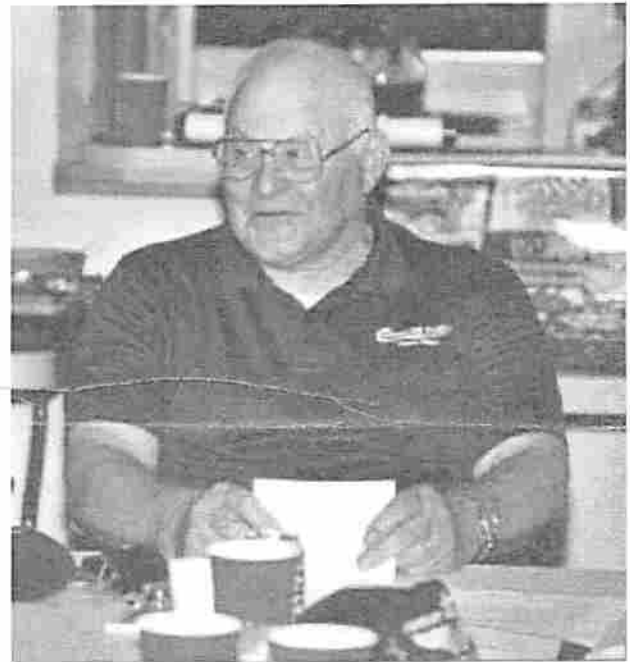
October / November 2007 • Vol. 23, No. 5

CAM member recalls his 13 year association with the Lockheed C-130 Hercules

Ralph Knehans, a founding member of CAM, was our guest presenter at the August Membership Luncheon. Ralph spoke about his 11-year association with the Lockheed C-130 Hercules transport and the deployments around the world he made with the US Air Force in this famous aircraft. Ralph was career Air Force, enlisting in 1950. He went to Japan in 1951, assigned to a weather reconnaissance outfit that flew WB-29 Superfortresses in support of the Korean War. After Korea and his first hitch ended, Ralph got out of the Air Force for a brief period of time. It was also about this time the Lockheed C-130 Hercules was first introduced, but it would be several years before Ralph and this famous cargo aircraft began their relationship. Ralph said that when the wraps came off the first C-130 in 1953, many people in aviation "were shocked and dismayed." The first of the breed was not particularly attractive, but as it later proved, it did not have to be. Ralph said the first C-130 flight took place in 1954 on a 10,000 foot runway. The aircraft was off the ground in 800 feet and crossed the end of the runway at 2,500 feet altitude.

Ralph re-enlisted in the Air Force and was made a jet fighter mechanic. He was assigned to Selfridge Air Force Base (AFB) in Mount Clemens, Michigan

"C-130," con't. on page 12



Ralph Knehans giving his presentation.
Photo by Don Mathers

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Museum Hours

Monday - Saturday

9 A.M. - 4:30 P.M.

Last Admission 3:30 P.M.

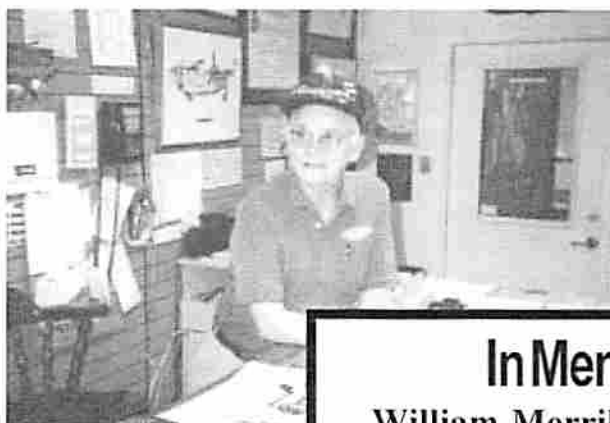
Sunday Noon - 4:30 P.M.

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. Submit information for

Plane Talk to CAM office.



In Memoriam

William Merrill "Bill" Mohney

August 23, 1922 –

July 24, 2007

#59

30 years member

Charter member and long time volunteer **Bill Mohney** passed away on July 24, 2007, the fifth member of the "Greatest Generation" we have lost this year, including Bill's wife, **Irene**. With a few exceptions everyone at CAM knew William Merrill Mohney simply as "Bill," a truly exceptional gentleman.

Bill joined in January 1977 when Combat Air Museum was known as the Kansas Wing of Yesterday's Air Force. He soon became a part of a core cadre of volunteers who began making former Air Force hangars into a site for a military aviation museum. This was not an easy task as the Museum bounced up and down the Forbes Field flight line among three hangars during its first 18 months of existence before finally settling in Hangars 602 and 604.

Bill was part of the volunteer manual labor force who worked to make repairs and improvements to the Museum hangars and grounds. He was also there to volunteer at the Museum's first air show, when very few folks had ever done an air show.

Bill went on to work about every air show put on by CAM over the next 20 years and was in charge of Gift Shop merchandise during several of them. He was the Gift Shop manager for about nine years until the late 1990s. Bill also volunteered in many capacities with numerous Museum fundraisers over the years.

One of Bill's longest running "jobs" at CAM was as a Gift Shop operator. Once a week he ran the Gift Shop and acted as a Museum Ambassador to visitors coming through the Museum. He enjoyed immensely talking with visitors and sharing information about the Museum and its collection. On his Gift Shop days, Bill always took his lunches in the workshop in Hangar 604 to enjoy the fellowship with other volunteers. They and the Museum were important parts of his life.

Bill was a constant source of riddles and jokes, especially the former. It seemed like every week he brought a new riddle with him to the Museum. Some of them were real brain teasers, but many of them

were subtle, and the answer was often in the question Bill asked. Occasionally he brought in a small puzzle for folks to solve. They were often home made and seldom larger than fitting in someone's hand. Being small, they could not be that difficult, right? Wrong. Absolutely wrong. There were days when a whole table of volunteers spent their lunchtime trying to solve one of these puzzles while Bill enjoyed both his lunch and their frustration. The riddles and puzzles were a fun and challenging interaction with Bill that everyone enjoyed and looked forward to.

A native of Topeka, Bill was working in the local Santa Fe Railroad shops in 1942 when he and a co-worker took the test to become Air Corps Cadets. Bill passed and was enlisted as a Private in the Reserve Corps. He was called to active duty in March 1943 and reported to San Antonio, Texas where he took his preflight training. His primary flight training took place at Fort Stockton, Texas in Fairchild PT-19s. Basic flight training took place in Garden City, Kansas in Vultee BT-13s, beginning in October 1943. Two months later, he was in Altus, Oklahoma for advanced twin engine training in Curtiss AT-9s.

Bill graduated as a multi-engine pilot in February 1944 and reported to Lubbock, Texas where he underwent training to tow gliders. He initially started in Lockheed C-60s and Curtiss A-25s before changing over to Douglas C-47s. In January 1945, he transferred to Liberal, Kansas to begin transition into Consolidated B-24 Liberators, but the base closed two months later, and he transferred to Yuma Arizona where he flew B-17s for gunnery training. June 1945 brought yet another transfer, this time to Bakersfield, California, a North American B-25 base. Bill flew B-25s only a few times and checked out in the North American AT-6 Texan. He spent most of his time at Bakersfield instructing in Link trainers. Japan surrendered while he was at Bakersfield, and in October 1945 he was sent to Leavenworth, Kansas to be discharged.

About two years ago, Bill gave us the sad news that he just could not work the Gift Shop anymore because of health reasons. It was a hard and emotional decision for Bill and hard for us as well. This volunteer had been a weekly presence at the Museum for years, and now he would be gone. Initially, Bill still came out for lunches with the group in Hangar 604 and until recent months attended Membership Lunchees. Irene, his wife of over 64 years, passed away in February. At Bill's funeral service, Pastor Tony Hazen said it best, "If you knew

October/November Calendar of Events

October

Monday, October 8
Membership Luncheon
JWECC
11:30 A.M.

November

There is no Membership Luncheon
in November.
The next luncheon is
Monday, December 10.
→ → →

October Membership Luncheon will feature Tad Pritchett and his travels to WW II sites

Tad Pritchett, CAM member, is our scheduled speaker for the October Membership Luncheon. Tad recently returned from a trip to Europe that included an interesting tour of World War II sites. Tad traveled with **Dee Driver**. Together they retraced the route Dee's uncle followed during World War II after joining the 26th Infantry Regiment 1st Division at the Siegfried Line in the Fall 1944. From there they followed the route to where he was killed in battle in Germany after crossing the Rhine River. Tad has been a guest presenter before, talking about his tour of duty in Vietnam with the US Marines. Also, he and member **Dave Murray** gave a series of presentations on their trips to World War I battle sites in Europe. Dee helped Tad prepare and install the Vietnam Combat Marine exhibit inside the CH-53 Sea Stallion.

→ → →

Merrill, you would never forget him." For those of us who had the pleasure of working with Bill Mohney, we will always remember his friendship and dedication to Combat Air Museum. →

MiG-21 fighter will be added to the Museum collection soon

Several months ago **Dick Trupp** initiated conversations with **Mr. Dennis Parks**, Director of Collections/Senior Curator, of the **Museum of Flight (MOF)** in Seattle, Washington about acquiring a MiG-21 fighter from them for exhibit at Combat Air Museum. In February this year Mr. Parks and MOF proposed a loan agreement to CAM for a long term (five years) loan of the MiG-21, and CAM would assume all costs associated with moving the aircraft from Mesa, Arizona to Topeka. CAM's Board of Directors agreed to this proposal and correspondence was sent to MOF indicating our agreement.

In anticipation of a positive response by MOF, Dick also contacted **Worldwide Aircraft Recovery, Ltd.**, of Bellevue, Nebraska asking for a quote for moving the aircraft. After CAM's Board of Directors agreed to the loan proposal, Dick began raising funds to cover the cost of moving the MiG-21. Through his efforts, CAM received contributions from the **Pratt Charitable Family Foundation** and **Fink Freedom Family LC** that will cover the cost of moving the fighter. All that remained to set the transfer in motion was receipt of the loan agreement from MOF.

On August 13, CAM received the loan agreement. It covers the period July 15, 2007 to July 15, 2012. One thing we had to do was insure the aircraft. **Gene Howerter** contacted our insurance representative, faxed a copy of the loan agreement, and by August 16 we were good to go. Gene signed and returned the loan agreement that same day.

Dick has since been in contact with Worldwide Aircraft Recovery and they will deal directly with MOF to arrange a date to recover the MiG-21 from Mesa. CAM has used Worldwide twice in the past. The company transported the NCH-53A Sea Stallion from Lakehurst, New Jersey to Topeka in 1999 and transported the F9F-5 Panther down to and back from Hawkins, Texas for its restoration.

The MiG-21 is in Mesa because it was once part of the **Champlin Fighter Museum**. This museum was put

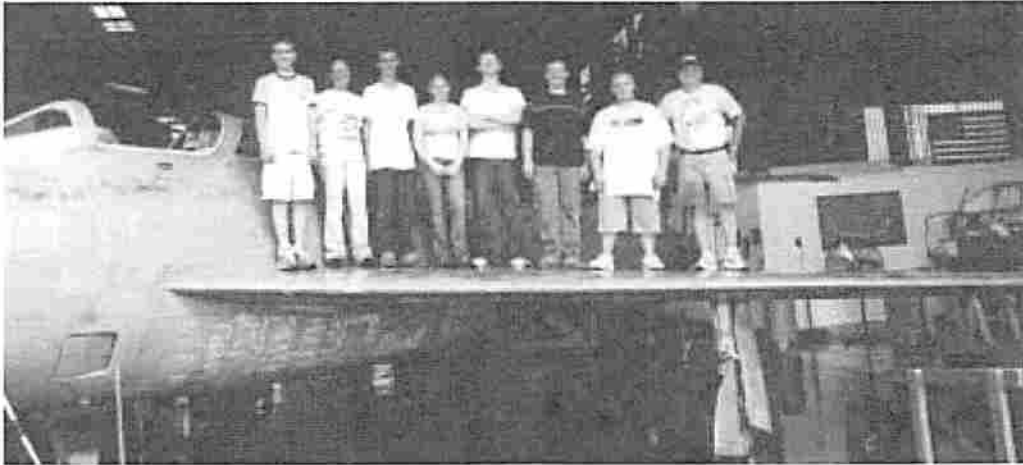
up for sale in 1999. At the time it had 16 World War I fighter aircraft, including original and replica air frames, eight World War II Fighters, and two jet fighters, including the MiG-21. Museum of Flight bought the collection in December 2001, built a new addition to the Seattle museum, and moved the bulk of the collection to Seattle in 2003. MOF already had a MiG-21 in its collection, so they left the ex-Champlin MiG-21 in Mesa, on loan to a local wing of the Commemorative Air Force.

The MiG-21 is in Czechoslovakian markings. The type is one of the most produced, export fighters in the world. Over the last 35 years, it has been operated by nearly 50 air forces and has been produced in 14 versions. Its NATO code name is "*Fishbed*."

The MiG-21 was a major adversary of US pilots during the Vietnam War. In fact, the F-4D Phantom in our collection downed a MiG-21 on October 12, 1972. The Soviet-designed interceptor gives the deception of being a big aircraft, probably because it does have a large vertical fin, but it is not. In fact, the Phantom still has a larger wingspan with its wings folded than does the MiG-21. Although they look nothing alike, the aircraft in our collection closest in size to the MiG-21 is the TA-4J Skyhawk. The TA-4J is longer by a foot, and its wingspan is greater by four feet. This size similarity may explain why A-4 Skyhawks and F-5 Freedom Fighters were once used as adversary aircraft in the US Navy's "*Top Gun*" school. The *Fishbed* has a wingspan of 23 feet 6 inches; a length of 44 feet 2 inches; and a height of 14 feet 2 inches. Its top speed is 1,320 mph, depending on the variant.

Our hangars have not gotten any larger, so some creative thinking and a bigger shoehorn will play into fitting the MiG-21 into our collection. Suspending the *Taube* in 602, folding the wings on the US-2A Tracker, and the next round of house cleaning in the south end of 604 all play in making room for the newest addition to our collection. We hope to see the aircraft before the end of October.

→ → →



JROTC: The Cadets and MSGT Loreman after washing the F-84F.

Air Force Junior ROTC lend a hand this summer

Air Force Junior ROTC cadets from **Highland Park High School** of Topeka were back for their third summer of volunteer work at the Museum. **Master Sergeant Larry Loreman** and usually seven to nine cadets volunteered at the Museum on Thursday mornings. They began May 31 and ended their summer program at CAM on July 26.

Their mornings at CAM involved washing aircraft in Hangar 604 and helping with any other projects that needed several sets of hands. This summer, the cadets washed the SNB (Twin Beech), *Kilroy* (C-47), the Voodoo (F-101B), Thunderchief (F-105), T-33, Tracker (US-2A), and Thunderstreak (F-84F). *Kilroy* is a favorite with the students, perhaps because of its size. A few of the cadets have come to the Museum for all three summers, and as the "old hands" they could tell their fellow cadets what it was like to wash this or that aircraft. The work on the Tracker and Thunderstreak were particularly timely as the Tracker's wing tops were clean when folded, and the Thunderstreak was also clean and ready for its painting. And being the disciplined young ladies and men they were, no one ever purposely got hit by a stray shot of water, especially the Master Sergeant. They were all accidental. The cadets and Master Sergeant Loreman always seemed to enjoy their mornings at the Museum.

The cadets quickly settled into a routine after curator **Danny San Romani** told them which plane or planes were being washed that particular morning. The old hands knew where to hook up the water hose, where the buckets, soap, scrub brushes and chamois cloths were, and took the "newbies" in tow to show them. They also knew that when the last rinse was done it was time to get the floor squeegees and squeegee the water to floor drains. Master Sergeant Loreman joined in with the cadets and good-naturedly kept them on task. The excellent rapport between instructor and students was obvious. Before leaving, the gear was put away and ready to go for the next session.

When **Martin Moyer** received an order for six wooden scooter planes, he had all the pieces cut out, but they needed priming. The cadets spent part of one morning painting over 50 wooden airplane parts, saving Martin a lot of time in building the scooters.

We have one more opportunity to see the cadets and Master Sergeant Loreman each year when they come out to assist with the Winged Foot 5K Run/Walk. The cadets are course marshals on the racecourse.

The association we have with the Highland Park High School Air Force Junior ROTC has proven beneficial to both them and us. We hope the interest and participation continues in the future. →

Airplanes get a new look at the Museum

Our report on museum exhibits this issue deals primarily with museum aircraft. On the last day of July, the **F-84F Thunderstreak** was towed from Hangar 604 to the north end of the field and a hangar of the 190th Air Refueling Wing, Kansas Air National Guard. There, as time and workload permitted, a group of volunteers from the 190th painted the jet fighter overall silver aluminum and returned it three days later. The jet looks like an entirely different airplane and is ready for the next steps in its makeover. CAM provided all the paint, tape, masking paper, and ground cloths.

The F-84F is on loan from the General Services Administration and was acquired through the Federal Surplus Property office in Topeka in 1980. The aircraft arrived in a Southeast Asia camouflage scheme with Massachusetts Air National Guard markings. At some time after its arrival, it was repainted in fresh camouflage markings. During 1994-1995 an effort was started to prepare the jet for being painted US Air Force Thunderbird markings, but this went no further than stripping some of the existing paint from the aircraft.

The Thunderstreak sat partially stripped of paint for several years until **Loyd Ellison** (deceased 2003) prepped the plane's surface and applied an overall coat of primer. We then had to decide whether to once again apply the Southeast Asia camouflage or look for another paint and markings scheme for the jet.

Back in 1993, the Museum requested and received a history of the F-84F's assignments with the US Air Force from the Air Force Historical Research Agency (AFHRA) at Maxwell, Air Force Base, Alabama. **Danny San Romani** did some research on the units our F-84 had been in and found photographs of one unit's markings. The photos were of Thunderstreaks in the 366th

Fighter Bomber Wing (FBW) during the mid-1950s. Our F-84F's first assignment was to the 366th in March 1955, at England AFB, Alexandria, Louisiana. Further research put Danny in contact with an historian of the present day 366th Wing, based at Mountain Home AFB, Idaho. **Master Sergeant Yancy Mailes** sent Danny two black and white images of 366th F-84s deployed to Aviano AFB, Italy in 1955 and early 1956. These and other photos found by Danny showed the 366th had very colorful markings during the mid-1950s. This period is

sometimes referred to as the "Nifty Fifties" because aircraft paint schemes on US military aircraft, particularly fighters, were very colorful. Fighter wings and squadrons had very distinctive markings through the early 1960s. This all changed with the Southeast Asia camouflage schemes of the Vietnam War and changed even more in the 1980s to the "Low Visibility" markings still used today.

San Romani requested from the Board of Directors that we put the F-84F into the 366th markings it first carried, and this request was approved. Rather than strip the plane to bare metal, it was agreed to paint it in an aluminum finish, which would help preserve the airframe. San Romani contacted AFHRA and asked if they could identify the particular squadron to which the F-84 was assigned so the correct squadron colors could be applied. AFHRA replied they did not have that specific information. Of the color combinations available, we are going to use red and white for the squadron stripes on the F-84.

Dick Trupp contacted the 190th ARW and spoke with **Colonel Derek Rogers** to see if the 190th could assist us with painting the aircraft. Colonel Rogers told

Fighter wings and squadrons had very distinctive markings through the early 1960s. This all changed with the Southeast Asia camouflage schemes of the Vietnam War and changed even more in the 1980s to the "Low Visibility" markings still used today.



Above: The F-84F before.
Right: The F-84F after.



The end goal.



Left: Don Dawson attaches the beam clamp.
 Right: Don and Gary Naylor hoist the Taube.
 Photo by Mary Naylor

"Airplanes", con't. from page 7

Dick how this could be done. **Technical Sergeants Bart Steele** and **Randy Hansen** became our primary points of contact, and told us that when hangar space was available and when time and workload permitted, 190th personnel would paint the aircraft. They gave us a list of the paint and other materials we would have to provide to do the job.

Now that the airframe is painted, the next step is application of the markings. Member **Robert Johnston** will apply these and is making the necessary stencils as this article is being written. Robert is also doing restoration work on the museum's F-86H Sabre. He told Danny if we did not mind him stopping work on the F-86 for a few weeks, he would dedicate the time to get the markings done on the F-84. To have an idea of what the end product will be, please see the image taken of F-84s at Aviano, Italy. As you can see, there are a lot of markings to do, and will involve five colors. Danny agreed to Robert's offer. Once the markings are applied, we will set up a time that the 190th volunteers can apply a clear coat over the aircraft.

During June we had the good fortune of having **Mr. Richard Novak** visit CAM. During a conversation with Danny and **Don Dawson**, Mr. Novak learned of our

plans with the F-84. He told us he had photos of those particular markings on two aircraft displayed at the Alexandria, Louisiana airport, former site of England AFB. Mr. Novak e-mailed 10 images the next week and a further 13 in August. The red and white stripes are on an F-86 Sabre. The F-84 on display has insignia blue and yellow stripes. The images clearly show the aircraft markings, which will help us with our markings.

Discussions about suspending the *Taube* replica had been going on since last year when we decided not to suspend the Bf-109G Messerschmitt movie mock-up due to structural concerns. The *Taube* weighs in at 600-700 pounds and became an excellent candidate to replace the Bf-109G.

Member **Ted Nolde** spent part of one day crawling through the ceiling framework in Hangar 602 so he could calculate the load bearing ability of the steel structure. Once that was done, he worked with Don Dawson on finding a beam clamp that would work and provide a large weight safety margin. **Martin Moyer** started scouting around for a lift/suspension system plane and found a suitable chain hoist through Federal Surplus Property.

A test lift was made on the *Taube* in Hangar 604 the first week of August to see how it would balance from the single point suspension Don installed on the plane. The



lift was about 18-24 inches off the floor, but this was high enough to show us the plane came up in a beautiful, level attitude. Earlier concerns about how much balancing weight we would need to add and where best to put it went away. The lifting point worked just fine, and all we needed was to find the best attach point for a tag line to keep the plane from twisting once it was suspended. Don found the spot we needed and installed the necessary hardware to the *Taube*.

Don also ordered the beam clamp and associated hardware for the ceiling beam attach point. Once this hardware arrived, he made a test fit to a lower segment of the beam and added spacers as needed and got that assembly all ready to go.

The *Taube* was rolled over from 604 and placed just inside 602. Other preparations were made, and we felt we were ready to go for the scheduled lift the next day. We planned to do it late in the afternoon, after visiting hours.

The next day, at the appointed time, **Million Air Topeka** arrived with a lift truck to get Don high enough to attach the beam clamp. That operation went well and Don attached the chain hoist to the beam clamp. He had the hoist in a bucket and paid out its chain as the lift lowered him to the floor. The lift truck backed out, and we rolled the *Taube* into position for the lift. Don and

Gary Naylor attached the hoist hook to the lift point and took turns hauling on the hoist chain.

The *Taube* came off the floor just as it had during the test hoist, nice and level. **Zak Amos** and Danny San Romani were on top of the museum offices and had passed down the tag line. This was attached near the tail skid, and the lift continued. Once the *Taube* was high enough to clear the line of exhibit cases outside the Gift Shop, we used the tag line to spin the aircraft 180 degrees. The hoist hook turned easily, and the nose of the *Taube* soon pointed toward the hangar doors.

The lift continued until the plane reached a height thought best for viewing. Volunteers were on the Art Balcony to check the *Taube*'s height and position. We initially thought the shadow cast by the plane being under a hangar light would cause a problem, but as we maneuvered the plane with the tag line, we saw that the shadow was not going to be a problem of any significance.

We first placed the plane's nose at an angle toward the Art Gallery railing. Then we rotated it so the nose angled away from the Gallery. The volunteers on the Gallery deck said they could see into the cockpits and get a good overall view of the plane in this attitude, and this was the position chosen. Gary Naylor came up to the top

"Airplanes", con't on page 10



The Taube in its exhibit position.
Photo by Mary Naylor

"Airplanes", con't. from page 9

of the offices and performed some beam walking to secure the tag line. A second line was tied to the lift chain. We pulled it up and out of the way and tied it off above the offices as well.

The *Taube* was up and in place, and the small crowd of volunteers who had gathered walked about the hangar floor and Art Gallery deck to view the plane from different angles. The consensus was we had it in the best spot. The lift had gone quite well, and the *Taube* looks great in its new spot. The next morning, the other aircraft were placed back into their normal positions on the hangar floor, and we were on to other things.

The day the F-84F came back to Hangar 604 in its new coat of paint, volunteers were helping **Robert Johnston** load the rear fuselage of the **F-86H Sabre** onto a trailer for transport to Augusta, Kansas. Robert is doing restoration work on the F-86 and it, too, will be finished in "Nifty Fifty" markings. In this case, the markings will be of the 101st Tactical Fighter Squadron,

**The *Taube* was up and
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The consensus was
we had it in the best spot.**

Massachusetts Air National Guard, where our F-86 served for over 5 of its 11 years in the ANG. Robert also has the aircraft's empennage and some of the control surfaces from the wings in Augusta. When these are done, the engine will be removed and placed on a

temporary stand, and the forward fuselage will be next in line for restoration work, and finally, the wings. There is still much work and time to go on this restoration, but the end product will be both colorful and in the markings this fighter once wore.

Our next report on aircraft exhibits involves the **US-2A Tracker**. After talking for longer than we really care to admit about folding the Tracker's wings, we successfully completed the task on the morning of September 1. Volunteers Don Dawson, Robert Johnston, **Zak Amos**, **Bob Crapser** and curator Danny San Romani made the necessary hook ups and provided the manual pumping to fold the wings. The pump for one of our large wing jacks was used to provide the hydraulic pressure and was connected to the wing fold selector valve in the engine nacelle for each wing. The wings were folded one at a time using this method.

The preparation time to adapt the wing jack into a wing fold pump and moving the Tracker outside of the hangar door took as much time as the actual wing fold itself. From the start of preparation until the second wing was folded and its jury (support) strut put in place took about two and one-half hours. Then we had to put the plane back into the hangar and put everything back in its place.

The wing fold will allow us to re-spot the Tracker in Hangar 604, which in turn will allow us to re-spot other aircraft and alleviate some of the crowding in that hangar. When we put the wing tip tanks on the T-33 earlier this year, its wingspan grew from 38 feet to 43 feet.

Before the re-spotting occurs, we have other house cleaning matters to attend to which will further improve the appearance and floor space of the south end of Hangar 604.

In addition to the aircraft exhibits, volunteers have been working on smaller exhibits. Master model builder **Darren Roberts** donated a **1/350 scale model** of the **USS ENTERPRISE (CVN 65)** to CAM. ENTERPRISE was the US Navy's and world's first nuclear powered aircraft carrier. The model and its deck load of aircraft are built to represent a 1978 WESTPAC (Western Pacific) cruise. Darren added many scratch-built details to the model, including human figures on the flight deck and a mural on hangar deck fire doors. **Martin Moyer**, **Amos Page**, and **Dick Trupp** prepared an exhibit table for the model and Dick and Don Dawson prepared and attached a clear plastic cover over the ship. Construction of the model took place in 1994-95.

Martin, Amos, Dick, and member **Larry Mann** are building an exhibit case for the 1/30 scale, 12 foot long model of **USS TOPEKA (SSN 754)** that has been on exhibit in Hangar 602 about five years. Larry built the model. Its wooden framework was begun in Hannibal, Missouri in 1998. In 2000, the completed frame was moved to Topeka where it was covered with fiberglass, shaped and smoothed, painted and detailed. The model was completed in 2002.

It was built for the **USS Topeka Committee**, an ad hoc committee for the Mayor of Topeka. The model

serves as a tool to educate the Topeka community about the current US Navy ship that bears the city's name. It also serves to display an accurate representation of the submarine during public forums such as parades or to accompany visiting crewmen of TOPEKA when they have speaking engagements in the city.

Darren Roberts brought in several model aircraft painted in **Naval Air Station Olathe** (Kansas) markings to go in the NAS Olathe exhibit. **Tom Witty** has them in place, and Darren has several more under construction. Tom is also currently working on his layout of the **Battle of Midway** case and will be busy for a few weeks at

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least preparing his latest exhibit.

As his outside employment allowed, Bob Crapser did some media blasting on parts of the **Hiller UH-12A** helicopter as part of its restoration. He set this aside for awhile, though, to do repair work on our sidewalk between the hangars. Most of the concrete slabs are some 55 years old, and all seemed to want to deteriorate at the same time. Bob came out during the cool (relatively speaking) of the mornings to mix and pour repair patches before going into work. Working over several weeks, he recently completed the repairs. **Martin Moyer** and **Amos Page** helped mix and pour the last, a large repair at the base of the steps going into 604. The repairs will buy us some time until we acquire enough funds to replace the entire run of sidewalk. →

**Come see
the new exhibits
at the
Combat Air Museum!**

"C-130", con't. from page 1

and worked on North American F-86D Sabre jets. The F-86D was an all-weather fighter and carried a retractable rocket pod under its nose. Supposedly, the rockets would not fire in the retracted position. The folks at Selfridge found out differently when an electrician was tracing a ground, and all the rockets in the pod fired off, virtually destroying the nose of the aircraft. Base personnel quickly went looking for the rockets and a boy pedaling his bicycle found one of them.

Another exciting thing that happened to Ralph at Selfridge involved a local schoolteacher he met, named **Margaret**. They wed, and are still happily married after 52 years.

The Air Force pulled Ralph from fighter duty and put him with reciprocating-engine aircraft. He had worked on reciprocating engines before, on the WB-29s in Japan. The new assignment placed Ralph in the Azores with its semitropical climate. He mentioned the hailstorms in the Azores and the damage they could do to aircraft. He was in an Air-Sea Rescue unit and remembers when C-130s of the 463rd Troop Carrier Wing (TCW) flew through the Azores on their way to Lebanon in 1958. The 463rd was the first Air Force Wing to acquire the C-130, two years earlier.

When the time came for Ralph to re-enlist, he told the Air Force he would do so if he got C-130s. This he did, and Ralph and his family were off to the 463rd TCW at Sewart AFB, Tennessee. Ralph told us that not long after the 463rd started flying C-130s, they formed a demonstration team called the "*4 Horsemen*." This team of four planes from the 774th Troop Carrier Squadron performed intricate maneuvers and formation flying in the large four-engine transports. Ralph was able to fly on a practice flight with the team.

In September 1960, the 463rd responded to devastation in the Florida Keys caused by Hurricane Donna. After hitting several island nations in the Caribbean, Donna hit the Keys as a Category 4 storm, crossed into the Gulf of Mexico, crossed back over Florida and into the Atlantic where it caused some type of disruption or damage to every state on the eastern seaboard. The 463rd deployed C-130s to Fort Campbell and Fort Bragg to load army pontoon bridges, then flew them into Key West where they were further deployed as temporary bridges along the Keys. Also in 1960, the 463rd began converting from the C-130A to the C-130B

Hercules. Ralph said the former had three-bladed propellers, the latter had four. In December 1960, he flew with C-130s conducting a radar flight to Canada and back. When he returned to Sewart, he had a new son.

Home less than a month from the Canada Radar Run, an alert was sounded at Sewart in January 1961 for the 463rd. Ralph said the base was soon busy rounding up people and loading up four aircraft with flyaway kits. Soon, the flight line became busy as the remaining C-130s were launched. Eight hours after the alert sounded, the last aircraft group left Sewart for California, their first stop en route to four months temporary duty (TDY) to South Vietnam.

The route took the C-130s from Sewart to California, then Hawaii, Midway, Wake Island, and Guam. The Headquarters squadron initially remained in Guam while the aircraft flew on into Tan Son Nhut Air Base, near Saigon. A couple of weeks later, the 463rd Headquarters relocated to Clark AFB, Philippines. Ralph said the movement in January from Tennessee to Guam and South Vietnam was a bit of a climate shock. He remembers mostly the smells, but also the heat, humidity, rain, mosquitoes, flies and congestion of people. The C-130s initially operated from pierced steel planking runways. Scheduled maintenance work for the planes was done in Guam. The wet, humid climate presented problems with aircraft maintenance and repair not experienced before. Ralph said that during their four months in Vietnam, the C-130s flew just about anywhere there was an airfield large enough to land and take off the planes.

With its TDY complete, the 463rd returned to Sewart and conducted routine training at various Army bases. Then, during a Sunday dinner at the NCO Club in May 1961, another alert was sounded for the 463rd. Ralph said he got the family home, changed clothes, packed his bags and headed to the flight line to load aircraft. The 463rd was returning to Southeast Asia.

On this deployment the leg from California to Hawaii presented a problem. Strong headwinds kept the C-130s in California briefly. Eventually, the winds slackened enough that the 463rd's C-130Bs could depart for Hawaii, but C-130As of another Wing could not. The C-130As would use too much fuel fighting the headwinds to be able to reach Hickam AFB, Hawaii. Ralph said they checked the Fly Away Kits on their plane, topped off with fuel, and got their heavily loaded

C-130B on the way to Hickam. They reached the point of no return with no problems, although the headwinds were still strong. About an hour later, they had to shut down number one engine due to a loss of oil pressure. The plane was now flying slower, it was still heavy, the headwinds were increasing, and they were using fuel at a higher rate. A bit later, they had to shut down number three engine due to a wildly fluxing generator. The mechanics removed the generator from the number one engine and used it to replace the generator on number three. This engine was then re-started and performed okay.

Due to the temporary loss of two engines, the C-130 lost altitude and the wind was changing direction again, and everyone watched the fuel levels drop. Ralph said the navigator was very busy checking and re-checking his figures while the flight engineer repeatedly checked his fuel state. The pilots were in constant communications with Hawaii Control. Eventually, the flight crew could see Hawaii in the distance, about the time a fuel warning light started blinking for one fuel tank. The Flight Engineer began cross-feeding fuel tanks, and Ralph said he showed a real concern. As the Engineer was busy cross-feeding tanks, more blinking lights came on. The pilot contacted Air Sea Rescue and brought the C-130 closer to the ocean, just in case a ditching might occur. Soon, all fuel tank warning lights were on steady bright, meaning dry tanks. The pilot contacted Hickam Tower and said there would be no go-around. Ralph remembers the wheels dragging in trees on approach, and the plane landed heavily, but safely. As they were taxiing off the runway the three engines cut out. Ralph said there were no atheists on board that day. When he sounded the fuel tanks with a sounding stick, there was no reading on the stick. Ralph said, "Hawaii sure looked good."

While repairs were made to the C-130, Ralph had some time to sight see for about one-half day. He remembered the white beaches of Waikiki Beach and the high price of things.

The number one engine was changed out on the plane and repairs made to number three. With full tanks, the C-130 departed Hickam for Midway Atoll for fuel, food, and refreshments. The next leg was to Guam for

another re-fueling, then on to Clark AFB, Philippines. Clark became the temporary headquarters for the 463rd. The following day Ralph and the C-130 were on their way to Tan Son Nhut. The air base was full of aircraft and people, so 463rd personnel were bivouacked in a hotel downtown. They rode a military bus to and from the base. Ralph said it was a very busy time. Their routine was usually up at 4 A.M., loading aircraft at 6 A.M., and a 7 A.M. takeoff. Sometimes he flew with the aircraft. Otherwise he was doing maintenance and repairs on others.

One flight he did take went to Nha Trang. They were to load fuel bladders filled with JP-4 fuel. Ralph said there was a way to roll the bladders into the cargo bay using a forklift. This day the forklift driver hit one of the bags with the forks, and JP-4 fuel shot all over inside the C-130. Ralph said they jacked up the nose of the airplane so the fuel could drain out the back while fire trucks stood

When he sounded the fuel tanks with a sounding stick, there was no reading on the stick.

by. It was an all night job, and he remembered gagging on the fumes. When the flight crew arrived the next morning, "no smoking" was strictly enforced on and around the plane. They loaded up and took off. Once in the air, all available hatches were opened to air out the plane.

With their TDY ended, the 463rd headed back to Sewart where they spent all of one month before deploying again, this time to Europe. Ralph said this deployment was part of a NATO exercise called Operation Deep Furrow I and had them TDY to Everude AB, France. While there, Ralph bought a 3-speed bicycle and used this as his transportation on and off the base. Their missions took them into West Germany where they operated out of former Luftwaffe bases from World War II. They suffered one aircraft accident during this deployment. A wing fuel boost pump failed on one of the C-130s. When its switch was turned on, the wing exploded and a big fire took place. The forward section of the fuselage was salvaged and about a month later was towed over roads some 600 miles to a location in Germany where Sabena airlines of Belgium had the tail section of a Hercules. The wing section of yet another aircraft was mated to the front and tail sections, and one

"C-130", con't. on page 14

"C-130", con't. from page 13

C-130 was made from three. Ralph said that the resurrected C-130 never quite flew straight.

Ralph was still overseas when President John F. Kennedy was assassinated. They were preparing for a mission the next day into Tempelhof airport in Berlin to re-supply the US Embassy there. This was in the days of an East and West Berlin and East and West Germany. Berlin was in the Soviet controlled sector of East Germany. The mission required the C-130 to fly in a designated air corridor. Ralph said a month earlier, a C-130 had strayed out of this corridor, and a Soviet MiG fighter shot it down. About one-half hour after Ralph's plane entered the corridor the aircraft's communications and almost all its navigation equipment malfunctioned or operated erratically. Fortunately, the Doppler radar system was not affected. All communications were garbled until the plane was about 30 minutes out of Tempelhof. After landing, the crew went through two hours of de-briefing – Ralph used the word “interrogation” – about the flight. He said radar screens had lost the C-130.

In Berlin, Ralph remembered the torch-lit masses of people in the streets mourning the death of President Kennedy. He also remembers how tired and hungry he was after that mission. Before leaving Berlin the crew was able to tour some of East Berlin. Ralph said it still looked like the end of World War II with bombed out buildings and rubble. Most of West Berlin had been rebuilt. The flight out in the “Russian” corridor was uneventful.

With another TDY completed, the 463rd headed back to Tennessee, but 1963 still had other things in store for the Wing.

The next alert involved Civil Rights and Alabama Governor George Wallace. The C-130s were to transport Federal troops into Alabama. Ralph said this was a boring two-week period. His squadron then received orders to escort some KB-29 Superfortress refueling tankers overseas. A training wing of C-130s at Sewart was called to replace Ralph's squadron in Alabama, and his squadron flew to Austin, Texas to meet the KB-29s.

A heavy hailstorm caught all the planes on the ramp overnight. The next morning's inspection showed all the fabric control surfaces on the KB-29s were destroyed and the C-130s were covered with dents. The mission was canceled.

A major change for the 463rd occurred before 1963 ended. The entire wing was relocated as a permanent change of station to Langley AFB, Virginia. The Wing was in its new home about six months before deploying once again to Europe in 1964.

Ralph said the second deployment to Europe had their C-130s flying all over that part of the world. One long distance flight had his plane and crew remaining overnight in Cyprus. A representative of the US Em-

bassy paid a visit to the crew at their hotel. Relations between Cyprus and the United States were somewhat uneasy at the time, and the local Cypriots were not particularly friendly toward US military personnel. It did not take much to create a national “incident”.

The representative told the crew that a US Navy man had tried to pass off some old “confederate” money for a cab fare about a year earlier, and before the incident was over, it was at the US government level in Washington. He also told them that if they went out at night, to go as a group. Ralph said the crew all decided to stay in and get a good night's rest. Other missions took Ralph to Greece and Turkey to re-supply radar bases, and one flight airlifted Indian Troops and their equipment in to a high mountainous area.

The year 1965 had the 463rd Wing in Europe one more time for Operation Deep Furrow II, and in November of that year another major change for the Wing took place.

Where the 463rd operated out of French air bases for the first Deep Furrow exercise, this time they operated out of Adana, Turkey. The French had booted all US military forces out of France. The Wing operated out of a tent city at the Adana airport. Ralph remembered Turkey always being hot. The temperature was 100-110 degrees every day and would drop to 50-60 degrees at night. He told us they almost lost an Airman to the heat. The young man had imbibed too much alcohol one evening and crawled into his sleeping bag in

**In Berlin, Ralph remembered
the torch-lit masses
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mourning the death of
President Kennedy.**

the cool night air. They found him the next morning about nine o'clock, when it was now hot, still in his sleeping bag. The bag was saturated from his sweat, and Ralph said he was near death.

Ralph had one personally unpleasant experience during a flight into Greece. The C-130 was to land, fuel, and proceed on to Turkey. The pilot wanted a little R&R in Greece, though, and told Ralph to find something wrong with the plane to keep them overnight. Ralph refused and had some "bad words" with the pilot. Ralph warned him that he had better not do anything to the plane, as he would report it. The flight continued on.

In November 1965, the 463rd began packing up for another deployment to Vietnam, only this time the deployment included a permanent change of station. The Wing was leaving the US with orders to relocate to the Philippines. Before the deployment took place Ralph received his Flight Engineer Wings, something he had always wanted. He bought a home in the Langley area, and his family stayed there while he went overseas. Ralph also had a new daughter at the time.

The 463rd departed for its new home in December 1965 flying the same route as previous Vietnam deployments. Ralph remembered the trip this time as being tiresome. The Wing located to Mactan Air Base on the small island of Mactan near Cebu, Philippines. The 772nd and 774th squadrons operated from Mactan while the 773rd operated out of Clark Field on Luzon. Cebu city was easily reached by ferry, and Ralph said it was a modern city with good restaurants and shopping. The air base was another tent city situation with few modern conveniences. Personnel ate off mess kits, and there was no modern kitchen. A visiting General saw these conditions and told the local commander he would be back in six months and wanted to see plates. Ralph said the General returned in six months, and they had plates. The General's name was Wilson, and Ralph said he was known as "Sundown" Wilson. If he did not like someone, they would be gone by sundown.

When in Vietnam, the C-130s once again operated out of Tan Son Nhut air base. Ralph said that by 1965

it had become one of the busiest airports in the world. It had also become a favorite target of Viet Cong forces. Sniper attacks were not uncommon, and rocket, mortar, and sapper attacks caused some considerable damage to facilities and aircraft. Ralph and two other Sergeants rented a house near the air base and commuted in on a bus. Ralph also purchased a bicycle and often rode it back and forth.

Missions were flown to other areas outside Vietnam. Ralph told about one flight into Taiwan when the elevators on the C-130 froze. The plane made a hot, fast landing that required it to make a hard stop so it would not run off the runway. The plane's cargo included a bulldozer. After the C-130 was stopped and shut down, the crew inspected the load. Ralph said the 25,000

pound capacity chains holding the bulldozer were stretched.

The pace of the war in 1965 was much greater than 1961, and both flight and ground crews were much busier. C-130s suffered damage from ground fire, and others were lost to accidents and attacks on the bases. "Cannibal Queens" appeared on the base.

These were aircraft cannibalized to keep others flying due to lack of spare parts. The mission schedules were sometimes hectic with the various ground battles taking place. Ralph said sometimes a C-130 landed at a fire base or other outpost only to find it had been evacuated, and no one was there.

A new role was begun for 463rd ground crews. Because of the superior short-field capabilities of the C-130B, the 463rd was assigned to support forward field operations. An NCO (non-commissioned officer) and about a dozen specialists were detached on a rotational basis to these outlying fields as emergency maintenance teams. When planes landed, the specialists would check over the C-130 while it was being unloaded, with engines still running. They looked for battle damage and other problems. If the plane came down but could not take off again due to damage or a breakdown, the teams were there to get it repaired and airborne again. Ralph said many safety items listed in various technical orders went

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sitting on the ground
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They were known as
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"C-130", con't. on page 16

"C-130", con't. from page 15

by the wayside in these areas. Expediency was the rule. No one wanted a C-130 sitting on the ground at their outpost. They were known as "mortar bait," and offered themselves as big, inviting targets to the enemy. Ralph gave an example of a C-130 landing that had to shut down one engine. It would not restart, and the plane could not take off with three engines. The specialists removed an air start motor from a running engine and installed it on the engine that would not start. The fix worked, and the C-130 departed safely. Ralph said so many safety violations were made that had this occurred stateside, they probably would have been court-martialed.

On another occasion Ralph and his team were waiting in a remote area for a C-130 to take them back to Tan Son Nhut, but the flight did not show. It became dark and Ralph gathered his team with M-16 rifles to head into the jungle. Then they heard a C-130 approaching. The airstrip had a crowned runway, and there were trees along both sides giving about 20 feet clearance from each wing tip. The C-130 came in hard and blew two tires on landing, which also caused the fuselage to bottom out on the runway. Ralph and his crew had to chisel and dig out sections of runway from under the plane in order to get jacks in place to jack it up and change the tires. During the process, the flight crew was anxious to get fixed and going – mortar bait – and Ralph told them he and his crew would fix the plane, and the flight crew would take them to Tan Son Nhut. It was an offer the flight crew could not and did not refuse. Ralph said a jeep sat at the end of the runway using its lights to light the centerline of the runway for take off. They landed very late. The team got a little sleep, ate breakfast, and were gone again at 6 A.M.

Sometimes, missions flew to Thailand, Japan, Taiwan, or South Korea. Ralph said it was quite a change to fly from the heat and humidity of Vietnam to the cold and snow of South Korea. They often carried South Vietnamese or South Korean troops on flights, and Ralph said one of his pre-flight routines was to gather all the hand grenades people had on their persons. He passed them back to their owners at the end of the flight.

As with previous deployments to South Vietnam, Ralph remembered the heat, humidity, and constant sweating. He said you wanted to get your work done early. Sometimes, personnel slept on top of the C-130 wings to keep cool, until the snipers shot at them. One

day, Ralph fried an egg on the wing of a C-130 at three o'clock in the afternoon. His worst memory, though, was of a flight to the Dong Ha Marine base in Quang Tri Province. This was the closest Marine base to the demilitarized zone (DMZ). The plane was to pick up body bags. They had been in the heat for two days, and Ralph said the smell was overpowering. The bodies were placed on litters suspended from the C-130 cargo bay ceiling. Everyone was nauseous. Before boarding the plane Ralph sprayed Lysol over himself and another member of the crew. All the hatches were opened on the flight to Saigon, but the odor remained with the plane for months afterward. Ralph said that was one reason soundproofing material was removed from aircraft interiors as they felt it trapped the odors. The material was also removed because of weight.

Ralph received transfer orders in 1966 to report to Langley AFB, Virginia. He spent Christmas 1966 at home with Margaret and the three children. When he signed in from leave at Langley, he told his Chief Master Sergeant that for medical reasons, the climate at Langley was not good for his family, particularly the children. All three had tubes in their ears, and Ralph showed his Sergeant the medical records. The Sergeant told him to come back in one week. When Ralph did, he had new orders to the 313th Troop Carrier Wing, Forbes AFB, Kansas. It was another C-130 assignment.

Within the 313th, Ralph was assigned to the 47th Troop Carrier Squadron. He was a Technical Sergeant filling a higher rank Chief Master Sergeant's billet. Ralph worked on C-130Es at Forbes and found he really liked working a "normal" 10-hour day. During his first year at Forbes, Ralph received an Air Medal for his missions in Vietnam. He had accumulated over 220 combat missions. A mission was one take off and one landing.

The flight chief job amounted to lots of paperwork, including six month performance reports, and there were still overseas TDY deployments that lasted three or four months. These were in Europe, including time in Greece and Turkey. After his last European TDY Ralph became the NCO in charge of Dock Maintenance on the C-130s. A new inspection system was in place, and Ralph was once again filling a Chief Master Sergeant billet. He oversaw two dock crews totaling 20 personnel.

Another TDY assignment put Ralph in Panama for six weeks, and he saw much of South America when the C-130s flew "Embassy Run" missions.

In 1969 Ralph received permanent change of sta-

tion orders to Okinawa. He had a year left before retirement, and he took the family with him on this overseas transfer. Before leaving Forbes, Ralph was awarded an Air Force Commendation Medal in recognition of his work in the 313th Wing.

Ralph's new assignment was with the 373rd Troop Carrier Squadron. He said its aircraft were old, wrung out C-130As. The squadron flew missions over Vietnam dropping flares and psychological warfare leaflets in battle areas. Ralph said the outfit sounded good, but events proved otherwise. Assignment to the 373rd proved to be unpleasant.

Ralph's work was again associated with dock maintenance and phase maintenance on the aircraft. But he soon found that maintenance was not a real priority with the 373rd's Commander. Ralph said he was more interested in setting records than proper maintenance for the aircraft. Sixteen to seventeen hour days, seven days a week, were not uncommon to try and keep the aircraft in proper maintenance. Ralph said they were very short on non-commissioned officers (NCOs) which made a heavier workload for him and the other NCOs. He and a Sergeant Spellman expressed their concerns about the maintenance quality but felt like it fell on deaf ears. Ralph said he was glad he was not on a flying crew. He also said he felt his dock maintenance people were good, but there was just too much work to do. The First Sergeant was of little help. He had organized a motorcycle club, and that seemed to be his priority. If you were in the club, you were okay. If you were not, you were not a priority. Unhappy with the First Sergeant and the unit in general, Ralph put in his retirement papers.

After Ralph turned in his retirement papers, Sergeant Spellman apparently contacted a Major General in Hawaii whom he knew. About a month later the General arrived for a visit with the Sergeant. About 30 minutes later, all the top officers in the squadron were called to the maintenance docks. It did not take long for the General to lay out the problems and for them to realize they were in trouble. Personnel changes within the top officers and enlisted took place and changes finally happened. Ralph said the squadron's command began listening to the maintenance chiefs, but it was too little, too late. Two months later, the squadron was disestablished.

Before his retirement, and as the squadron personnel transferred out, Ralph wore several hats, including First Sergeant, the Housing NCO, and Supply Sergeant. Finally, as his discharge neared, he turned these jobs

over to other NCOs and was able to enjoy time with his family. They were able to tour Okinawa before returning to the US.

Ralph and the family arrived at Forbes on June 7, 1971 where he awaited his discharge. . But he had one more alert to answer. At 5 o'clock in the morning on August 1, 1971, Ralph was called out. That day he was presented with his discharge and retirement. His family was present, and Margaret received a plaque of appreciation as an Air Force wife.

Ralph finished his presentation by saying the C-130 was a tremendous aircraft, and managed to always limp home. It is his desire to see one here at CAM. He also showed the audience a couple of items he brought with him. One was a 773rd Squadron Tennessee Volunteers ball cap. He also held up a survival knife. Its curved blade could be used to cut parachute cord. And he ended by paying tribute to Margaret for being the Father, Mother, Doctor, and Teacher and all other manner of roles during all the times he was away on deployments. →

Visitors

During **July**
the Museum had
1,310 visitors
from **36 states**
and
Canada
Denmark
Germany
Great Britain
Mexico
Norway

During **August**
we had
949 visitors
from **35 states**
and
Canada
China
Great Britain
Ireland
Italy
Japan
Russia
Sweden

→ → →



Dick Trupp and the August Aviation Education Class

Aviation Education Class shows youngsters the various aspects of flight

This summer's Aviation Education Classes had good attendance for all three sessions. Fifty-five students took part in the program and of these 27 took aircraft flights. The four-day morning classes were busy times for the attendees.

Dick Trupp, **Stu Entz**, and **Bob Kelly** ran the classes and **Jack Vaughn** put students through the 1960s vintage instrument trainer. Classes always began at the Museum, but some of the sessions took students to other places on Forbes Field. At CAM they learned about the history and theory of flight, the forces that act on aircraft, different types of aircraft and aircraft engines, and other aviation facts and information. Jack and Bob also toured students through the Museum.

At the Forbes Control Tower



Guest presenters also came to the class. **Jim Menge**, manager of the Forbes Control Tower, presented a session on air navigation and aeronautical maps. After his presentation, the students went to the Forbes Control Tower for a tour. Another guest presenter was **Bruce Jones**, Chief Meteorologist for KSNT-TV Channel 27. Bruce gave a general presentation of weather and weather fronts and this summer had a "tornado" machine to show students how tornado vortexes form.

Other field trips away from the Museum included touring the **108th Aviation Battalion, Kansas Army National Guard**, and their Sikorsky HH-60 Blackhawk helicopters. The **190th Air Refueling Wing, Kansas Air National Guard** gave the students a tour through a Boeing KC-135 tanker aircraft and shop areas. One visit was to the **Metropolitan Topeka Airport Authority Fire and Rescue** department that included a demonstration by one of their fire trucks.

Lois Ecord worked with pilots **Curt Bossert** and **Rudy Wrenick** to schedule the discovery flights for students who wanted to fly. Weather caused some of the flights to be rescheduled, which was not an easy task given the students' other summer activities. But Lois worked out the new



Photos by Tom Gorrell



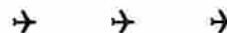
Top: With the 108th Aviation Battalion
Center: With the 190th Air Refueling Wing
Right: At the MTA Fire and Rescue



schedules and by early September the flights were completed.

A behind-the-scenes helper with the classes this summer was **Russ Wiedle**. Jack Vaughn reported that some glitches were showing up in the operation of the instrument trainer. Russ paid a couple of visits to CAM and when he learned of our trainer problems offered to troubleshoot its system. We provided Russ the tech manuals and he came in with his laptop computer to enter data he felt pertinent to do the troubleshooting. Some-

times he would spend most of a day reading tech manuals and entering data. Then he began troubleshooting circuits in the trainer and made some repairs. He eliminated a couple of the glitches and continues troubleshooting others. The 40-something year old technology has been challenging, and Russ seems to enjoy the challenge. He hopes to get not only the instrumentation in the trainer all back in order, but wants to get the tracing system working, too.



Television series begins *Explore Kansas* at the Combat Air Museum

On August 2, 2007, a film crew from **Lamar Productions** of Kansas City, Missouri visited the Museum to shoot segments for a series called *Explore Kansas*. The series was scheduled to air weekly on Kansas City's KSMO TV in the late summer of this year. Eight episodes were scheduled for broadcast, each one highlighting a different Kansas community. CAM was the first stop for the crew's filming.

Mr. Will Blackwell, producer and director, made the arrangements to film at CAM with **Gene Howerter**. Gene was with the crew when they came to the Museum and he was interviewed during the filming. According to Blackwell, *Explore Kansas* was primarily made up of three audience segments: Families on a Budget; Empty Nesters; and Couples.

KSMO is part of the MyNetworkTV broadcast television network and serves the metropolitan Kansas City area. The station transmits out of Independence, Missouri on UHF channel 62 analog and UHF channel 47 digital and is known on air as "My KSMO TV." →

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