

COMBAT AIR MUSEUM

→ → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Forbes Field Topeka, Kansas

August / September 2012 • Vol. 28, No. 4

Our Winged Foot run/walk expands to invite the longer-distance runners.

Be a volunteer for this CAM fundraiser

The Eighth Annual Combat Air Museum Winged Foot run/walk expands this year with the addition of a 10K run. Participants can now choose among a 5K run, 10K run, or a 5K walk. Those who chose to run 10K will make two circuits of our 5K course. The Lion's Club used the course for an April/May event and successfully ran a 5K/10K event. We hope to invite more runners with the addition of the longer race.

This is the major annual fundraiser for Combat Air Museum, and its success depends largely on sponsorships. We ask our membership to support Winged Foot by getting sponsors for the run/walk and/or becoming sponsors themselves. A sponsorship is a \$100 contribution, and all sponsors are listed on the back of the race T-shirt. This year, the T-shirts feature an image of the Museum's McDonnell-Douglas F-4D *Phantom II*, "*Wichita Line-man*." Please contact the Museum at (785) 862-3303 or email to chairman@combatairmuseum.com for more information about sponsorship. Our members are also welcome to take part in one of the runs or the walk.

Registration before race day is \$20 per runner/walker, and preregistration is encouraged. Only preregistered entrants are guaranteed a T-shirt. Registration the day of the race is \$22 and will be held in our Conference Room from 6:45 am until 7:50 am. Forms are available at the Museum Gift Shop or on line at www.combatairmuseum.org. Sunflower Striders members receive a \$2 discount off entry fees. All registrations include admission to the Museum.

For those who preregister, race packets will be available for pickup at the Museum on Friday, September 28 from 9 am-3pm. Otherwise, they can be picked up at the registration tables on Saturday

morning. The packets include a white T-shirt with the F-4D *Phantom*, and a black T-shirt with the same image is also available for an additional \$4.50.

The race starts for both runs and the walk at 8 am. The Sunflower Striders Club will supervise and time the event. The course has been certified by the USA Track & Field and Road Running Technical Council. The certification code is KS08039BG. Participants in the runs and walk are required to wear their assigned race number, visible on their front side. Medals will be earned by the top three females and males in each 5-year age group. The awards ceremony is planned for 9 am.

We, of course, need our volunteer support to make this event happen. Areas needing volunteers include the registration tables in the Conference Room, setting mile markers on the course, acting as course monitors, running a water station on the far side of the course, and several people to manage the finish line.

For further information, please contact Deloris Zink: office@combatairmuseum.com, Gene Howerter: chairman@combatairmuseum.com, or call (785) 862-3303.

Please support the Museum by joining us for this event. CAM is a not-for-profit 510(c)(3) organization. We receive no taxpayer subsidies or funding, and we raise funds for our daily operations through fundraisers such as this. →

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Museum Hours

January 2 - February 28/29

Mon. - Sun. Noon - 4:30 P.M.

Last Entry Every Day is 3:30 P.M.

March 1 - December 31

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

Last Entry Every Day is 3:30 P.M.

Closed New Year's Day, Easter,

Thanksgiving, Christmas Day

Newsletter

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Plane Talk, the official newsletter

of Combat Air Museum

of Topeka, Kansas,

is published bi-monthly.

Your comments are welcomed.

From the Chairman's Desk

At this time I would say we are having an excellent summer at the Combat Air Museum. The Youth Aviation Education Classes have full enrollments, and **Dave Murray** and **Dick Trupp** are having a great time instructing the students in the basics of aviation-related subjects. Other members have also pitched in and given their support of the classes and we want to say thanks to them, also. In fact, we want to thank all of our members who have pitched in and volunteered in many different capacities this summer. If you haven't visited the Museum this summer please come out and see us. Better yet, come and volunteer and join in on the fun. We are always in need of new volunteers, and I know there is something you can do for the Museum. It's a great way to

get out and enjoy life. A special thank you is extended to our summer high school volunteers, **Patricia Naylor**, **Rachel Naylor** and **Filip Garner** who have helped in different jobs, including the Gift Shop.

In June the Museum played host to the 190th Air Refueling Wing at Forbes Field, Topeka. We wanted to show our appreciation for all they do for not only CAM but the USA at large. To "Thank Them for Their Service" we invited all of their service members and families to tour our museum as our guests. In August we will have members of the Combat Aviation Brigade at Fort Riley and their families do the same. We are also extending the same invitation to the 108th Army Aviation Battalion located just south of the Museum. I would invite any of our members to join us when they visit and welcome them to our Museum. What a great way to show our gratitude for what they are doing.

As I write, the Sports Car Club of America (SCCA) will have about 150 of their members at the Museum in July for a special meeting and awards banquet along with a meal. We want to welcome and thank them for selecting CAM as their place to gather. This is another example of a great event where volunteers are needed and invited to join us as CAM hosts.

Last but not least, I would like to thank each and every member of CAM for their family or individual membership support. This alone is very important to the survival of the Museum, and I would like to thank you for being a part of the Combat Air Museum family. Again, please come out and visit often.

Gene Howerter

Chairman, BOD

Visitors

During **May**
the Museum had
1048 visitors
from **37** states,
and
Australia
Denmark
Great Britain
Kenya
Switzerland

During **June**
we had
1516 visitors
from **37** states,
Puerto Rico,
and
Australia
Austria
Canada
Germany
Great Britain
Japan
Netherlands
Spain
Surinam

→ → →

Painted by the numbers

An historical view of Navy aircraft markings

Prior to our guest speaker's presentation, **Gene Howerter** introduced two guests in our audience. One was **Elizabeth Patton** from US Congressman Gerald W. "Jerry" Moran's office. The other was **Commander Mark Holley**, US Navy JAG Corps. Mark is the son of the late **Jerry Holley**, one time director of the Museum. Commander Holley is currently executive officer of the Navy Legal Service Office in San Diego, California.

Darrin Roberts from Olathe, Kansas, was our guest speaker for the June Membership Luncheon. Darrin is a second grade teacher and also a master modeler who has been featured in *Fine Scale Modeler* magazine several times. He has been building model aircraft for us for some 16 years, and they are exhibited throughout the Museum. He is currently building the aircraft that will go on to the flight deck of the USS ORISKANY exhibit. Twenty-seven are complete at present and on exhibit. They are accurate to a specific carrier Air Wing at a specific time, the squadrons of that Wing, and accurate down to the correct Bureau Numbers for each aircraft at that time.

Darrin's presentation was an historical overview of US Navy (USN) aircraft markings from 1911 through present day, concentrating on carrier aircraft. He included a PowerPoint presentation with images that illustrated many of the paint schemes and markings used through 101 years of Naval Aviation. It must be noted here that entire books have been written regarding all the nuances of aircraft markings and paint schemes, sometimes in mind-numbing detail. Darrin touched on the highlights of these subjects.

From 1911-1915 there was no official color scheme for USN aircraft. They were left in the original factory finish of doped fabric with no paint. This produced a light buff or off white appearance. The only markings were U.S.N. with a bar underneath placed on both sides of the vertical tail and under the starboard (right) wing. In 1916 a large anchor with a two digit number was used to designate USN aircraft.

The year 1917 brought a directive that all Navy seaplanes be painted overall yellow, and standard National Insignia for US Army and US Navy aircraft were applied for the first time that year. The insignia consisted of a white, five-point star imposed on a blue disc, with a red disc centered on the star. This insignia was carried on top of the upper wing, right and left sides and in the same or nearly same positions on the bottom of the lower wing. Three vertical stripes of equal width were painted on the rudder. Blue was at the leading edge, white in the center and red at the trailing edge.



Darrin Roberts, our guest speaker for the June Membership Luncheon.

Bureau Numbers, or BuNos, the Navy's equivalent to US Army/Air Force serial numbers, were painted on both sides of the rudder and in large numbers on each side of the rear fuselage. The letter A preceded the numbers. Darrin said "A" stood simply for airplane. From August 1917 until March 1918, aircraft were generally painted overall khaki.

On April 6, 1917, the United States declared war on the German Empire. This declaration led to changes in US aircraft markings in early 1918 to conform with Allied markings and for better identification of Allied Expeditionary Forces aircraft. In February 1918 the National Insignia changed to tricolor roundels. These were three concentric circles with the outer circle being red, the middle blue, and the inner circle white. The rudder stripes were reversed so that red was now at the leading edge, white remained in the middle, and blue on the outer edge.

These changes also lead to a situation that would be repeated over the ensuing nine decades - the mixed and mismatched hodgepodge of markings on some aircraft, especially during wartime. When a new directive was issued, aircraft were often not immediately remarked or repainted, especially in a combat theater. One notable exception was during World War II when the red disc inside the white star and other red markings were painted out so to not be confused with Japanese aircraft. Otherwise, markings and new paint schemes were applied as time allowed.

"Aircraft markings," con't. on pg. 4

"Aircraft markings," con't. from pg. 3

In August 1919 the roundels were replaced with the previous National Insignia of the blue disc, white star with a red disc centered on the star. The rudder stripes were again changed to the order used prior to 1918.

Darrin then showed a major color change begun in 1924. All squadrons could paint the upper wing chrome yellow or other bright colors to increase visibility for a downed aircraft. Otherwise, aircraft were to be painted overall aluminum with clear varnish on wood struts and spars. In late May 1925 a directive was issued stating that all naval aircraft would use chrome yellow on the upper surfaces of the wings and horizontal stabilizers. About this time, propeller tips were painted with bands of red, yellow, and dark blue for ground safety.

A June 1931 directive brought with it a lot of color for Naval aircraft. Identification colors were authorized for use to identify aircraft sections within a squadron. The colors were applied as fuselage stripes and on specific areas of engine cowlings. The colors included Royal Red (1st section), White (2nd section), True Blue (3rd section), Black (4th section), Willow Green (5th section), and Lemon Yellow (6th section). While each color designated a specific section, not all aircraft within a section carried the same markings. For example, aircraft number 1 of the 1st Section carried a Royal Red, 20 inch fuselage stripe and the plane's entire cowling was painted Royal Red. Aircraft number 2 in this section had the same color, but no fuselage stripe, and only the top half of the cowling was painted. Aircraft number three of the section had the same color, no fuselage stripe, and only the bottom half of the cowling was painted. And so it went for each of the six sections of a squadron and their specific colors. Wing chevrons were also painted on the upper wing surfaces of all aircraft in a squadron. Most chevrons pointed forward, but some squadrons used a reverse chevron

Another squadron marking applied to USN aircraft at this time consisted of a number-letter-number sequence painted on each side of the rear fuselage. The first number was the squadron number. The letter identified the type of squadron, and the third letter identified the plane number within the squadron. 1-F-1 represented the first plane in Fighter Squadron 1 (VF-1). 8-T-2 represented the second aircraft in Torpedo Squadron 8 (VT-8).

The V used in squadron designations stood and still stands for heavier than air. Airships, blimps, and dirigibles used Z as a designation. With the advent of helicopters the letter H appeared for squadron designations.

Darrin showed some excellent examples of the 1930s markings with color photos from a pre-World

War II LIFE magazine. The aircraft were Douglas TBD *Devastator* torpedo bombers of Torpedo Squadron Six (VT-6) assigned to the aircraft carrier USS ENTERPRISE (CV-6). VT-6 lost ten of its fourteen *Devastators* at the June 1942 Battle of Midway.

By the end of 1940 major changes in paint schemes took place for aircraft carried aboard ships, wiping away all the colors of the 1930s. Ship-based aircraft were painted in a "non-specular" or matte, light gray overall. Patrol aircraft had light gray upper surfaces and a non-specular blue-gray on surfaces seen from the ground. Again, the changes were not made rapidly, and many aircraft remained in the aluminum/chrome yellow schemes until the fall of 1941. In February 1941 instructions were issued to stop the use of section markings and colored tail markings.

February also brought about a change in the number of and positioning of National Insignia. The Insignia was removed from the top right and lower left wing surfaces, and it was applied to both sides of the rear fuselage on all aircraft. In October 1941 all fleet aircraft were to be painted in the non-specular light gray upper surfaces and non-specular blue gray lower surfaces. Three weeks after the December 7 bombing of Pearl Harbor, this directive applied to all shore based aircraft, too.

Changes soon came after the United States' entry into World War II. On January 5, 1942, the National Insignia was directed to again be applied to four positions on the wings, only to once again remove the upper right and lower left wing markings 13 months later. The January 5 directive also called for the application of 13 horizontal stripes on aircraft rudders, seven red and six white. This lasted just over four months. On May 15, the red disc in the center of the white star was ordered removed as were the red and white rudder markings. The National Insignia then became a white, five-point star centered on a blue disc.

The year 1943 brought the next major changes in colors and markings. On February 1 the two color paint scheme changed to a tri-color scheme of non-specular sea blue on the upper portions of the fuselage and semi-gloss sea blue on the tops of wings and horizontal stabilizers. A non-specular intermediate blue was to be applied on the sides of the fuselage, cowling(s), and vertical tails. All undersides were to be non-specular white. Aircraft that showed the underside of their wings when folded were to have those surfaces painted in intermediate blue. The three colors were to blend where they met rather than have a sharp, demarcation line. Propeller tips were painted orange-yellow. In the latter part of June, the National Insignia changed with a white rectangle being added to each side of the blue disc. Initially, the entire insignia was outlined in red, but this

"Aircraft markings," con't. on pg. 6

Suspending the Sopwith Pup

Our gallery of replica World War I fighter aircraft grew by one on April 18 when we suspended the *Sopwith Pup* in Hangar 602. **Mr. Robert Baslee** of Holden, Missouri, donated the full scale replica to us last December. We kept the disassembled plane in Hangar 604 until we were ready to suspend it on April 18. Mr. Baslee removed the engine and propeller from the *Pup* for another project, so we had time to make up a dummy engine, and we had a wooden propeller in artifact storage that would work on the plane.

Dick Trupp took a photo of the rotary engine on exhibit in Hangar 602 to Topeka Blueprint, who scanned and enlarged the photo to fit the *Pup*. **Don Dawson** fabricated and installed a propeller shaft to support the engine photo and the propeller. Once the shaft was installed, we mounted the photo inside the engine cowling, and the propeller was installed the same day we suspended the plane. We waited until April to suspend the *Pup* so we could do that in conjunction with removing planes from 602 in preparation for the annual Pancake Feed. The sequence of events went something like this:

Don Dawson, Gary Naylor, Buzz Dixon, Russ Wiedle, and Danny San Romani moved the P-51 *Mustang*, F-84F *Thunderstreak*, F9F *Panther*, MiG-21 *Fishbed*, and F-4D *Phantom* out of Hangar 602. Once they were positioned outside, the crew rolled the Fairchild *UC-61K* and Meyers *OTW* to the front of the hangar. Million Air Topeka provided a deicing truck with bucket lift and **Gary Richard** as the driver so we could get people up to the ceiling with a beam and a chain fall hoist.

Don Dawson rode the bucket up to the chain hoist for the replica *Pfalz E1* fighter and lowered that plane to the floor. Once it was down, Gary Naylor then rode the bucket up to attach a beam clamp with a suspension cable and a second, temporary suspension rig to a hangar ceiling beam above the floor spot of the Meyers *OTW*. The *Pfalz* was disconnected from its chain fall and rolled over to where the new suspension cable hung and then raised to its new position. Danny's and Don's cable calculations were a bit off, and the *Pfalz* hung too low, so Gary rode the bucket back up, and adjusted the cable to get the plane to its desired height.



The Sopwith Pup in suspension.

With that complete, the crew moved to Hangar 604, rolled the *Sopwith Pup* fuselage and carried it wings over to 602 and began assembling the plane. While we were doing that, an employee from Shockwave Electric of Topeka was busy in the bucket removing two ceiling lights that needed repair. After he installed the needed repair parts, he was back up in the bucket and reinstalling the lights.

Once assembly of the *Pup* was complete, it was a matter of attaching its cable bridle to the chain fall that once held the *Pfalz*, and raising the plane to its position. We put tag lines on the tail skids of both the *Pfalz* and *Pup* to initially position the direction of the planes, then they were temporarily tied off to keep the planes from swinging.

A third ceiling light needed repair, but the *Sea Stallion* helicopter blocked the reach of the bucket truck, so we released Gary Richard to return to Millionaire. **Jack Vaughn** and Danny set up an extension ladder, outfitted the Shockwave employee in a safety harness, and he was able to climb onto a beam nearby the third light and remove it and lower it to the floor with a line.

While this was going on, the crew rolled the *OTW* and *UC-61K* back into their respective spots, and the P-51 was towed back into the hangar. Once he completed repairs to the light, the Shockwave employee climbed back up to the beam, the light was raised and installed, and he was back down.

It was a busy and successful day, starting with opening 602's hangar doors about 8 am and closing them for the day about 2:30 pm. The next day we tied off the tag lines for the *Pfalz* and *Pup* in their permanent positions. →

"Aircraft markings," con't. from pg. 4

lasted only 10 weeks before the red was ordered to become blue. There are some color photos of Navy aircraft that show the insignia red outline actually applied in the Pacific theater.

The paint scheme changed again in March 1944. Fighter aircraft were to be painted overall glossy sea blue, but this apparently applied only to new construction fighters, not to those already in a combat theater. Overall aluminum was authorized for aircraft not in a combat theater. In early October, all carrier-based aircraft were to be painted glossy sea blue, and the same applied to seaplane transports and utility aircraft. Land plane transports and utility aircraft were to remain overall aluminum.

Darrin discussed carrier aircraft markings that denoted from which carrier an aircraft came. From 1940 until February 1941 each carrier was assigned its own aircraft tail color. Upon the United States' entry into World War II, we had seven commissioned aircraft carriers. Their respective Air Groups were numbered after their hull numbers. This was reflected in the number-letter-number system applied on the rear fuselage of aircraft. Early during the war, this system was altered to just show a letter and plane number, dropping the squadron number.

As the war progressed, the number of US carriers increased greatly, and a means of identifying planes with carriers came out of necessity. In August 1945 the United States had 20 fleet carriers (CV), 8 light carriers (CVL), and some 78 escort carriers (CVE) in commission. By the end of 1943 an unofficial system was in place that used a combination of numbers with geometric or other symbols, or stripes. These became known as "G" symbols. They were applied at least on each side of the vertical tail, and in some cases repeated on a wing. In October 1944 an order came down making this system "official" and designating specific markings to use on CV and CVL carriers. To view all these symbols together, including those used on CVEs seems confusing at best, but pilots and carriers apparently concerned themselves only with their own respective markings. The "G" symbols lasted until July 1945.

On July 27, 1945, a new system of carrier identification for assigned planes came in to use. A double or single capital letter was applied on the vertical tail for CV and CVL carriers. This system remained in effect through the end of World War II and until November 1946.

In November 1946 the tail letter designation changed again in that the letters now stood for the name of the aircraft carrier. If the first letter of a carrier's name was used only by that carrier, then a single letter was used. If two carriers had a name with the same first letter, then the first two letters of the carriers name

were used to distinguish the two. Certain letters of the alphabet were not used. If a carrier's name began with one of these letters, then it went to the second or even third letter in its name for the identification letters.

Perhaps not surprisingly, this lasted about 5 weeks before being changed. The next change, published December 12, 1946, assigned letter designations to Carrier Air Groups, not the carriers. A single or double letter on the tail designated an Air Group and the group kept its letter(s) regardless of the carrier to which it was assigned.

1947 saw the return of red to the National insignia. On May 15 a directive came out that placed a red horizontal bar in the middle of the existing white rectangles of the National Insignia.

Darrin said 1948 brought with it a new system for numbering aircraft within a squadron. The Air Group identification letters remained and were ordered to be placed on both sides of the vertical tail and on the upper right and lower left wing tips. A three digit number was added to each aircraft. These are called modex numbers. For carrier aircraft Darrin said the numbers meant the following:

- 100 for the Air Group Commander's aircraft
- 101 and up for the first fighter squadron
- 201 and up for the second fighter squadron
- 301 and up for the first attack squadron
- 401 and up for the second attack squadron
- 501 and up for the third attack squadron

The numbers were applied to each side of the forward fuselage and later added by the Group ID letters at the wing tips. Today, the higher the modex number, the lower the seniority of the pilot.

More color also appeared in 1948 when each squadron was assigned a specific color. Propeller spinners and the tops of the vertical tails were painted in the appropriate colors. The same color was used for all first squadrons (plane numbers 101 and up) in all Air Groups, the same color was used for all seconds squadron (201 and up), and so on.

The Korean War caused some changes, particularly with tail codes as more units were called up to fly combat. Single letter tail codes for US Navy Reserve units were assigned in 1950. About three weeks before the 1953 armistice, new tail code letters were published for the 16 carrier air groups.

February 1955 introduced a new paint scheme for Navy and Marine Corps aircraft. For the first time since the end of World War II a complete update of the paint schemes for operational aircraft took place. Darrin said that all aircraft designated for carrier operations went to a non-specular light gull gray color on upper surfaces with a glossy insignia white color on the under surfaces. Other schemes were applied to patrol, transport, trainer, observation, utility, helicopter, drones, and those airships still in service. But glossy sea blue was no

longer on the paint charts. At this time some squadron colors used within carrier Air Groups changed from those used since 1948.

New Carrier Air Group codes were assigned in September 1958. They consisted of two letters. The first letter was either an A or an N. The A designated Air Groups assigned on the Atlantic coast. The N designated Air Groups assigned on the Pacific coast.

On September 18, 1962, a joint Army-Navy-Air Force regulation appeared that established a uniform system of designating military aircraft. This order was one of Secretary of Defense Robert McNamara's edicts, and it caused a sweeping change throughout Navy, Marine, and Coast Guard aviation. All the existing aircraft designations in those three services were changed. Examples of aircraft in our collection that underwent the change include the F11F-1 *Tiger*, re-designated to F-11; the Beech SNB became a C-45; the F3D *Skyknight* became an F-10.

In the mid 1960s experimentation and certain tactical paint schemes were applied to aircraft serving in Vietnam for camouflage purposes and to reduce visibility. In the mid 1970s the movement toward low visibility paint schemes was demonstrated by the "Ferris" paint schemes. Keith Ferris, a noted aviation artist, developed a paint scheme for experimental use on fleet aircraft. The design was called a splinter pattern and used shades of gray and blue gray. A false canopy was also painted on the underside of the aircraft. Ferris created the design, various colors were used to see which provide the best "low-viz" effect. The paints had a flat, or non-specular, finish. National insignia and warning/danger markings were also subdued. In the final weeks of 1977 the Navy ordered the removal of glossy insignia white from the under surfaces of Navy and Marine Corps aircraft. The aircraft would become overall light gray. In 1978 markings and insignia became more and more subdued.

The decade of the 1980s introduced the low visibility Tactical Paint Schemes in to the US Navy. Rather than all aircraft being covered at once, the paint schemes were phased in for various type of aircraft. The first was the F/A-18 Hornet on July 30, 1980. By early February 1982, seven other types were approved, and remaining aircraft Tactical Paint Schemes were approved by the mid 1980s. The colors of the new scheme include medium gray, dark ghost gray, and light ghost gray. The national insignia, rescue symbols, warning and danger symbols and squadron markings were all in a gray color. The Ferris splinter pattern was not used. The grays were blended into each other.

Darrin ended his presentation by saying the low visibility Tactical Paint Scheme remains today. The standard Tactical Paint Scheme is a dark ghost gray over a light ghost gray. But a look at color photographs of F-14s and F/A-18s from the 1990s onward to today

show that some color has come back on aircraft. This is evident especially in the squadron markings. The F-14A *Tomcat* in our collection flew from 1983 - 2003 and is in the low-viz paint scheme. It last flew with the Naval Strike and Air Warfare Center Top Gun school at Naval Air Station Fallon, Nevada. NSAWC, a number 10, and a large lightning bolt are all in black on the vertical tails. The Top Gun logo is in the center of the lightning bolt and includes red, light blue, yellow, white and black colors. The Bureau Number, National Insignia, and other markings are still in subdued gray colors.

A project that Darrin and Dick Trupp have put together in Hangar 604 are a group of 1/48 scale model US Navy aircraft in the different color schemes and markings that Darrin spoke about. This exhibit is next to the right side of the F-14 *Tomcat*. →

Renewing Supporters

Renewing Supporters

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James Slover
Herschel Stroud
Larry & Mary Todd
Mike, Carla, Bill, Kathy,
Michelle, & Mike Welch
→ → →

Visit our website at
www.combatairmuseum.org

August-September Calendar of Events

August

Monday - Thursday, August 6-9

Aviation Education Class

Jean Wanner Education Conference Room
9 am-12 pm

Monday, August 13

Membership Luncheon

Jean Wanner Education Conference Room
11:30 am

Sandra Reddish, Collections Manager
and Oral Historian at the 1st Infantry
Division Museum,

Fort Riley, Kansas, is our guest speaker.

September

Saturday, September 29

8 am - Winged Foot 5K/10K Run
and 5K Walk

Start and finish on J Street by Hangar 602

There is no Membership Luncheon
in September. The next luncheon will be
Monday, October 8.

→ → →

2012 Events Calendar

Dates subject to change

2012 Events Calendar

Dates subject to change

August

6-9 - Aviation Education Class

September

29 - Winged Foot 5K Run/10K
Run and 5K Walk

→ → →

Join the Combat Air Museum!

August Membership Luncheon Speaker

Sandra Reddish, Collections Manager and Oral Historian at the 1st Infantry Division Museum, Fort Riley, Kansas, will be our guest speaker at the August Membership Luncheon. She will be talking about and showing World War I uniforms, gear and equipment. Ms. Reddish has been with the 1st Infantry Division Museum since January 2008.

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