

COMBAT AIR MUSEUM

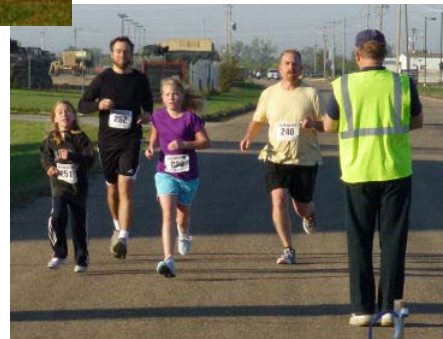
→ → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Forbes Field Topeka, Kansas

October / November 2012 • Vol. 28, No. 5

More than 100 participants register for the eighth annual CAM Winged Foot run/walk



We were blessed with another beautiful day to hold our Eighth Annual Combat Air Museum Winged Foot run/walk. Skies were clear and the morning cool but comfortable. We had 101 registrants, and 95 runners and walkers crossed the finish line. This year, we added a 10K run to the event, and 15 runners completed this distance. Contestant ages ran from three 10-year olds in the 5K run, a 76 year old in the 5K run and an 82 year old in the 5K walk.

Volunteers began gathering in the Conference Room before 6:30 am, waiting for someone with access to the Gift Shop so coffee could be brewed. Some began setting up their various stations for registration while others set up mile markers and cones on the course and a water station. The finish line gate was set up, and the finish chute stanchions were tied with flags and set to the side until after the start of the race. Stanchions this year were loaned by the Topeka Lion's Club. **Jim Leighton** brought a sound system, loaned by Smith Audio Visual. It was set up outside, and music was soon playing to greet people coming in for the event. Prior to participants going to the starting line, cadets from Highland Park High School Air Force Jr. ROTC held colors and raised the National Ensign. They then loaded into a vehicle to take their places on the course as timers and course monitors.

Clockwise from top left: The start. The runners head out on the course. Daughters and Dads. Left to Right: Dottie and Justin Newhouse, June and Eric Johnson. One of the 10 year old entrants on the backstretch, near the Museum of the Kansas National Guard.

Inside This Issue

<i>From the Chairman's Desk</i>	2
<i>Aspects of military life in WWI</i>	3
<i>Family Day for Combat Aviation Brigade</i>	6
<i>Progress continues on projects in the workroom</i>	7

"Fun Run," con't. on page 10

Combat Air Museum

Forbes Field • Hangars 602 & 604

P.O. Box 19142

Topeka, KS 66619-0142

Telephone (785) 862-3303

FAX (785) 862-3304

www.combatairmuseum.org

Provided by

Rossini Management Systems, Inc.

Email: office@combatairmuseum.com

Museum Curator

Danny San Romani

Office Manager

Deloris Zink

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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

Editing & Design

Toni Dixon

785-865-4221

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Your comments are welcomed.

From the Chairman's Desk

Gene Howerter, Chairman, BOD

As you are reading this, the 2012 summer is now history and fall is upon us. My assessment is that this year will prove to be one of the best years the Museum has had in the past decade. Perhaps one reason can be credited to the unusually warm winter we had in Topeka which allowed more people to get out and move around. On the other hand, I would like to think we did many other things well which caused the Museum to blossom. Having the military people from the 190th Air Refueling Wing and the Fort Riley Aviation Brigade as well as several hundred members of the SCCA (Sport Car Club of America) and other special groups, clubs and tour groups helped make this year special. With several months remaining in this year's calendar I think we will end the year with a smile on our faces.

At this time we are already making plans for the 2013 year at the Museum. FYI, we have just finished finalizing all six of the Membership Luncheon meeting speaker programs for next year which we will be publishing soon in upcoming issues of this newsletter. Next year you can make plans well in advance of attending each meeting without any glitches holding you back. We hope to publish a bookmark or something of that nature as a reminder of these meetings. Remember, as a member you are always welcome to offer up suggestions for ways to improve the Museum with suggestions and ideas for 2013. However, in keeping with our present philosophy, you should be ready, willing and able to pitch in and help implement your valuable ideas. Sometimes there is no shortage of ideas without a person to head them up. The Museum is a volunteer based entity and without volunteers we would not be able to keep our doors open.

Lately, I have been reflecting on the past history of the Combat Air Museum. People are often asking when we are going to have another air show. Well, the answer is probably never. In the past there was a larger and more youthful pool of volunteers at the Museum. Over the years things have changes, in other words there was no shortage of labor in the past. It could be said that those were the good old days. The other major factor would have to do with cost. The cost of having an air show today renders it almost impossible for the Combat Air Museum to have an air show again as the possibility of not making expenses is great. The Museum can be proud of its past history and of the many accomplishments which were made, but we must enter the year 2013 with the idea of achieving the goals which are within our present parameters as we move forward. Please consider being a part of the volunteer force as we go forward into the future. We hope to see you at the Museum soon. As one famous historical WWII poster pointed out, "We Need You."

→ → →

**Now is the time to
include the Museum
Gift Shop in your
Christmas shopping.**

In Memoriam

Marguerite Fyler

1919 – July 30, 2012

Topeka, Kansas

Member Number 2459

22 year member



Sandra Reddish of the 1st Infantry Division Museum, Fort Riley, Kansas.

A look at many aspects of military life for American soldiers in World War I

Fort Riley and World War I was the topic presented by our guest speaker, Ms. **Sandra Reddish**, at the August Membership Luncheon. Sandra is the Collections Manager and Oral Historian at the 1st Infantry Division Museum at Fort Riley, Kansas. She began working there in 2008. Sandra has a Master of Arts degree in Public History from Wichita State University and is currently a Ph.D. student at Kansas State University. She is a speaker with the Kansas Humanities Council, focusing her talks on Fort Riley and World War I. She wrote an article published in the Autumn 2006 issue of *Kansas History* magazine about the "All Kansas" 353rd Regiment in World War I. Sandra is a former Marine.

Sandra told us that as the collections manager, she works with the three dimensional objects in the museum's collection, "from buttons to vehicles." She does not work with documents in the collection, although she is trained to do so. She brought several artifacts from the museum's collection, plus audio and visual aids to augment her program. Before her presentation, Sandra passed out copies of a handout that included a breakdown of the World War I US Army organization from Army Group size down to platoon size. The handout included breakdowns of the 35th, 89th, and 42nd Infantry Divisions and a map of the Meuse-Argonne Region where all three Divisions took part in battle from September 1918 through the end of the War on November 11, 1918.

In histories written about armies, Sandra said the focus is most often about battles and training. She questioned, "Why don't you ever talk about sports or entertainment?" and often got the same response, "What's the point?" Sandra felt that all aspects of the military life had some type of impact on soldiers, many of them lasting. Kansas soldiers traveled the state and once overseas, sent letters home and wrote journals and diaries of their experiences in Europe, including those other than battle. The War changed the world-view of these men and generations of Kansans to follow. Sandra then played some march music of that era and told us it was mood music. One of the artifacts she brought with her was a wind-up,

Victor-Victrola phonograph. She also had some reproduction posters of that period.

Sandra said she always had an interest in World War I, and her Ph.D. studies are of that war. She lived on a farm and saw barbed wire daily. She read books on the War, and in her teens attended estate sales and bought items of that era. In college, she found the Great War to be a legitimate study with many aspects. Sandra told us that to understand the 20th Century, we need to understand World War I.

Prior to 1917 the US Army was in bad shape. It ranked 17th in the world, below Portugal. There were really no recognized Division size entities (about 28,000 officers and enlisted). The same was true of Brigade size units (about 8,500 officers and enlisted). The largest, most recognized units across the Army were Regiments (about 3,800 officers and enlisted).

In 1917 the Zimmerman telegram in January and Germany's announced resumption of unrestricted submarine warfare in February were significant factors that brought the United States into the War. The Zimmerman telegram involved the attempt by the German Empire to get Mexico to make war against the United States with the promise that lost territories would be restored to Mexico. These territories included Texas, New Mexico, and Arizona. On April 6, 1917, the United States declared war on the Imperial German Government. The standing US Army was about 128,00 officers and enlisted personnel, and National Guard units brought it up to nearly 182,000 personnel.

In order to build what came to be known as the National Army, the federal government initiated a draft, the Selective Service Act, enacted May 18, 1917. It was administered through local draft boards. Gone was the ability to hire a substitute to fight in a another man's place, such as was allowed in the Civil War draft.

The first of three registration call ups was June 5, 1917. All men between the ages of 21-30 were to register. Major General John J. Pershing was selected as commander of the National Army and American Expeditionary Force. President Woodrow Wilson chose Pershing after his initial choice, Brigadier General Frederick Funston, died of a heart attack.

At the time, a typical European division was made up of some 15,000 officers and enlisted men. The divisions formed by Pershing were much larger, some 28,000 officers and enlisted men. He wanted each of his divisions to be self-contained.

See "WW I," con't. on page 4

"WW I," con't. from page 3

Rationing started on the home front in the US. The Red Cross was geared up to support the war effort and millions of Americans became active supporters. A Junior Red Cross formed in 1917. Women, in particular, went through nurses training and others formed knitting clubs to knit sweaters. The Red Cross provided medical and recreational services for military personnel stateside and overseas.

During the summer of 1917, construction began on a new divisional training camp a few miles east of Fort Riley, Kansas. It was one of 16 such divisional training camps established in the United States for the war effort. It was named Camp Funston in honor of the late Brigadier General. The camp encompassed some 2,000 acres. Sandra said Camp Funston trained some 50,000-60,000 men during World War I.

A visit to the site in September 1917 revealed massive construction still taking place as thousands of troops began arriving. These men formed the 89th Infantry Division, known as the "*Middle West*" Division. Its men were selective service men from Colorado, Kansas, Missouri, Nebraska, South Dakota, Arizona, and New Mexico. It included the 353rd "*All Kansas*" Infantry Regiment. Major General Leonard Wood was the Division commander. He was a personal friend of former President Theodore Roosevelt. Sandra said General Wood did not like President Wilson. When the 89th Division shipped overseas, he stayed in Kansas.

Sandra gave a brief view of a what life was like for a new arrival at Camp Funston. Usually there was a big party given for enlistees and draftees at the various points they were leaving to go to camp. Most of them traveled as a local group on a train. They often arrived to the camp at night and were marched to a building. They received bedding material that they stuffed with straw and got a cot and a blanket if they could. The new arrivals were to be up at 5:45 a.m. the next morning, and some took a cold shower at midnight.

A typical day began with the 5:45 a.m. reveille and ended at 10 p.m. with taps. In between were periods of hurry up and wait and longer periods of drill, drill, and more drill. Vaccinations also took place, and for many troops, this was the first time. Both arms were used for injections, and many got sick from the smallpox vaccination.

The number one thing on everyone's list was food. Sandra said they actually had decent meals and included three full meals a day. She also said the urban troops gained weight and the farm boys lost weight.

Gift packages from home were always welcome. Fruit cake was the most popular item, but then, it was about the only food staple that would last the shipment time.

Sandra said General Wood took care of his troops, ensuring they got good training, good food and health care. He advocated recreation and athletics. Sandra also said Wood did well at Camp Funston to get his men all their needed clothing. She said the average soldier in 1917 stood about 5 feet 7 inches tall and weighed 144 pounds. She had some period uniform clothing with her and asked for an audience member to come up and try the items on. **Filip Garner** came up and put on a tunic, and it fit Filip quite well. Sandra said uniform clothing was a wool blend. Filip then put on a great coat (overcoat), also of wool blend. We have a few of these in our collection, and they carry some weight. Sandra pointed out the coat was that of a Private First Class in the Artillery.

One uniform did all for Army men in World War I, from "portraits to battle." There were no separate battledress uniforms.

Sandra then showed us a Master Sergeant's uniform. This was tailor made. The trousers were like jodhpurs. The Master Sergeant was in the Quartermaster Corps (supply). A red chevron on one sleeve signified a soldier mustering out of service.

Sandra mentioned "wound stripes." These were gold striping chevrons issued to those wounded or gassed in battle. She told us the Purple Heart medal did not come in use until 1932.

A pair of hobnail, or "Pershing" boots were shown to the audience. They had what appeared to be round-headed studs in a pattern, nailed to the soles. A horse-shoe-shaped piece of iron was on the boot heel. Next was a Montana peak hat that people often refer to as a Smokey Bear hat. Sandra said the troops loved their Montana peak hats, but there was no place to put them in a pack or on a pack belt. Troops also had an overseas, or fore and aft cap.

A new item of headgear that came out during World War I was the steel helmet. Initially, while American production geared up, US troops wore British-made steel helmets.

Sandra showed us an Army backpack. She said this basic pack lasted until 1944.

From Army uniforms Sandra shifted back to some history on Camp Funston. She said it was built from the fall of 1917 into early 1918. There was no real security for the installation. All visiting women had to check into a YWCA hostess house before they could drive right into the Camp. A part of the Camp was called Army City, and Sandra said this was, in effect, the first mall. The City contained three theaters, a pool hall, barber shop, restaurant, bank, and other shops.

Sandra spoke about other music selections popular prior to and during the War. She said that music played a big part of recreation in boot camps and that music and bands were a big part of Americans' lives. Men gathered in their wooden barracks and listened to

other soldiers play on instruments such as guitars or violins, or someone may have had a Victrola record player. Some of the music reflected Americans' thoughts on the war, not just on records, but also on sheet music. One title, a 1914 anti-war song published to sheet music in 1915, was, "*I Didn't Raise My Boy to Be a Soldier.*" Sandra then played a song on the Victrola that many in the audience recognized, "*Oh! How I Hate to Get Up in the Morning,*" written by Irving Berlin in 1918. The number one song for soldiers in 1917 was, "*K-K-K-Katy.*" The sheet music showed an Army "doughboy" holding hands with Katy.

The first wave of draftees got six months of training. During this time, they were exposed to some large epidemics. Some got through four months of training then went into quarantine. In March 1918 they got their gear and were overseas in April. A large Allied offensive began in 1918. By July, some 10,000 men arrived in France every day. Sandra played another popular song, "*Over There,*" and asked the audience who was singing the song. **Bob Kelly** guessed correctly that it was Enrico Caruso, an Italian tenor of international fame.

Sandra said it took about ten days to make the Atlantic crossing from Hoboken, New Jersey or New York City. French and British military leaders wanted the Americans filtered into their ranks, but General Pershing said no to those efforts and got backing from his superiors in the US, including President Wilson. Sandra said all the US had was men and their rifles, no heavy equipment. They got most of their equipment from France.

The new US troops were sent to a "quiet" sector. As events proved, the final two months of the War were fought in and through this sector by elements of some 23 Allied divisions. The Allied Expeditionary Forces got into their first full battle at and around St. Mihiel, France, September 12-15, 1918. The AEF attacked German forces in this area with a design on capturing then Metz, Germany. The 89th Division and 42nd Infantry "*Rainbow*" Division participated in the battle. The 42nd included a Kansas element with the 117th Ammunition Train. Another Infantry Division bloodied in this battle was the 1st "*Big Red One.*" The AEF attack did not gain Metz, as artillery and food supplies were bogged down by muddy conditions, and German forces reformed their positions. The American Divisions then turned to preparations for the Meuse-Argonne offensive. The 35th Infantry "*Santa Fe*" Division made up of National Guard units from Kansas and Missouri joined in this offensive.

The AEF began battle in the Meuse-Argonne Offensive on September 26, 1918, striking northward toward Sedan, France, from a battle line about five miles north of Verdun, France, that ran west/slightly southwest to the left and southeast to the right from that point. Sedan was about 35 miles north of the September 26 front line.

After five days of fighting, the 35th Division was knocked out of the battle. By November 11, 1918, the day the fighting ended, the 89th Division was along the Meuse River at and north of Stenay, France. The 89th captured Stenay just a few hours before the Armistice went into effect. The 42 Division ended the War along the Meuse River at Sedan.

After the Armistice of November 11, 1918, the biggest thing in the minds of troops in the AEF was to get back home. Sandra said the 89th Division was one of the Divisions to occupy Germany until 1919. By 1923, all US Forces were out of Germany. She added that by the end of the War some 2 million Americans were in France, and some 4 million total were in service. Between May and November 1918 there were some 60,000 lives lost in combat, with over 100,000 lost due to all causes. Forces on all sides witnessed wounds from the War never seen before, particularly massive trauma.

Sandra told us it takes about 10 years to process something traumatic. Just under 10 years after the end of World War I, the United States entered the Great Depression, and coming out of that, we entered World War II. She said Americans were not able to process World War I.

Sandra brought out a couple more reproductions of propaganda posters and played one more song - "*How 'Ya Gonna Keep 'Em Down On the Farm (After They've Seen Paree).*" The lyrics reflect thoughts of how one's son is going to be when he gets home. Would they be corrupted in some way? What will they be like? For the majority, they wanted to come back and resume their lives. Sandra said research of people of that era showed most had never traveled more than 50 miles from their homes. Post cards, post card booklets, and song books were popular items collected by the troops. Sandra also had medals from the War.

In answer about the deadly influenza outbreak of 1918, Sandra said technically, the influenza started at Camp Funston in March 1918, but not as a deadly virus. By fall, the strain mutated into the real killer that spread across the world.

This concluded Sandra's presentation, and **Gene Howerter** presented her with a Certificate of Appreciation. She remained for a period of time visiting with audience members. →

November Calendar of Events

Thursday, November 22
Thanksgiving Day
The Museum is closed

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

→ → →

CAM reaches out to the Combat Aviation (*Demons*) Brigade to create a special Family Day

In May 2011, Combat Air Museum Deputy Chairman **Dave Murray** read a news article about the Combat Aviation (*Demons*) Brigade, 1st Infantry Division, Fort Riley, Kansas, returning home from a year's deployment in Iraq. The Brigade is the aviation arm of the 1st Infantry Division, the "*Big Red One*." Dave felt it was logical that CAM establish contact with the Brigade and offer to have a Family Day Open House for their soldiers, much the same way some cities establish "sister city" relationships with towns in other countries.

The *Demons* Brigade is made up of the 1st Attack Reconnaissance Battalion, 1st Aviation Regiment; 2nd General Support Aviation Battalion, 1st Aviation Regiment; 3rd Assault Helicopter Battalion, 1st Aviation Regiment; 1st Squadron, 6th Cavalry Regiment, and the 601st Aviation Support Battalion. Aircraft flown by the battalions include the CH-47 *Chinook*, UH-60 *Black Hawk*, OH-58 *Kiowa* and *Kiowa Warrior*, and the AH-64D *Longbow Block III* Apache. The 601st is the "boots on the ground" battalion.

Dave met with **Colonel John M. "Mike" Morgan**, Brigade Commander, in December 2011 when he attended **Chief Warrant Officer (CWO5) Russ Stark's** retirement ceremony at Fort Riley. Colonel Morgan was enthusiastic about Dave's proposal to set up a Family Day.

CWO John Terry came to CAM in March 2012 to visit the Museum and make arrangements for the event. Later, CWO Terry canvassed the Brigade's Battalion Commanders and determined Brigade Family Day at the Museum would be August 2, 2012.

As August 2 approached, CAM had a group of guides lined up to station themselves throughout both hangars to talk with visitors and discuss the various aircraft in their respective areas. We set four times for guided tours for those who wanted to do that. It sounded like we could expect a large number of people.

Members of the Brigade and their families and significant others began arriving by 9 a.m. on August 2, and they kept coming throughout the morning and afternoon. By day's end, 480 visitors associated with the *Demons* Brigade came through the Museum. A group photo was taken with hangar 602 as the back-



Above: Colonel John M. "Mike" Morgan, Commander of the Combat Aviation Brigade, 1st Infantry Division, interviewed by Chanel 13, WIBW-TV.

Below: The Certificate of Appreciation presented to CAM by Colonel Morgan.

drop. An award presentation also took place where **Gene Howerter** and Dave Murray presented a woodcut plaque to Colonel Morgan and the Brigade. Colonel Morgan, in turn, presented a framed Certificate of Appreciation to Combat Air Museum.

The Brigade Family Day proved quite successful. Local television and newspaper media covered the event. We hope this first time event will establish a "sister" relationship with the *Big Red One's* Combat Aviation Brigade that we can maintain over future years.

The Brigade also invited Museum members and volunteers to come to Fort Riley on November 12th for a CAM Family Day and spend time on their *Chinook* flight simulator and inspection of their *Chinook*, *Black Hawk*, *Apache*, and *Kiowa* helicopters and possibly their new *Gray Eagle* Unmanned Aerial Vehicle.



Progress continues on projects in the workshops of the Combat Air Museum

Don Dawson spent most of the summer refurbishing a Link trainer that has been in our collection a number of years. For at least the past several years, it had been off exhibit and wrapped in a tarp because of its state of disrepair. The trainer is a Link 1-CA-1 BIT-45 (Basic Instrument Trainer). It is missing at least one data plate, but the one still on the trainer indicates it was once operated by the US Navy. The trainer was originally built to represent a single-engine, fixed wing aircraft, but sometime in its history, it was converted to a single, turbine engine, helicopter trainer.

Don did the work in stages. He, **Russ Wiedle**, and **Danny San Romani** disconnected the trainer fuselage from its spindle mount and revolving octagon and lifted it off with the forklift to a large wagon. We rolled it into the workshop, and Don began his work. After removing a number of panels from the fuselage, he talked with Danny and suggested using clear acrylic panels in some areas so people could see the internal workings of the trainer. **Dave Houser** did this with the door on the smaller 1941 Type C-3 Link trainer he refurbished a few years ago, and it works quite well.

Don cleaned the interior and exterior of the fuselage, made repairs, filled in other blemishes, then sanded the exterior. He then applied primer over the entire exterior. Using samples from the trainer, Don bought new, matching paint for exterior and interior colors and repainted the fuselage exterior and cockpit interior. He fitted, cut and drilled several acrylic panels to mount on the fuselage.

While Don did his cleaning and repairs, we hired **Sonia Barnett** to fabricate a new cloth dust booth for the base of the control stick (cyclic stick). Sonia has done cloth and upholstery work for us on the Jenny, F-86, and Hiller, and we have found her quite adept with taking remnants of cloth and fasteners and making whole new pieces for us.

The white, opaque panels for the sliding hood had to be replaced. One was missing and the other damaged beyond use. Don used new acrylic panels and painted the interior sides with a white paint made for plastics. The sliding hood framework also needed some work, including strengthening the wood frame and cleaning the stainless trim. He put in the new panels and set the unit aside.

Once Don finished his basic work on the fuselage, we moved it back outside the workshop, put it under wrap, and moved the revolving octagon and base of the trainer into the shop. He repeated the process of cleaning, priming and painting the octagon and base, and



The Link trainer with a coat of primer.

rust removal was also involved with areas of the metal base and its covers. Don then mounted the vacuum motor inside the base, replaced a couple of damaged hoses, and reassembled the base and octagon components.

When the whole process began, the trainer was sitting atop a wood pallet that allowed us to move the trainer around with a pallet jack. With everything off the pallet, Don checked its condition, then cleaned it up and painted it black, and set it aside.

The base and revolving octagon were taken out of the shop in order to remount the fuselage to its spindle and octagon. Again, using the forklift, Don, Danny and **Dick Trupp** reversed the demounting process to get the body in place. Getting everything rerouted though the opening in the floor of the fuselage took a few tries, but we finally succeeded. Don reattached the hardware to secure the body to the spindle and reattached the bellows assemblies and other components from the octagon.

Our next step involved repeated measurements as Don needed to get the whole trainer back into the shop. We knew if it was on the pallet, it would not clear the door opening. Measurements indicated that with a pallet jack in its lowest position and by using the trainer's articulated movement, we should be able to roll it into the shop. We fork-lifted the trainer onto a pallet jack and moved it to the shop door. The trainer moves in three dimensions, roll, pitch, and yaw. With the respective locking devices off their pins, we found the pitch range was far enough we could dip the nose under the door frame, then go level, then pitch up to get the rear of the

"Projects," con't. on page 8

"Projects," con't. from page 7

trainer under the door. The tape measurements indicated this would work. It did.

The trainer will be done probably before mid-October unless something unforeseen pops up. Don is currently working on a set of Link trainer steps that have sat unused in Hangar 604 for a long time. He cleaned and repainted these and is currently installing pipe handrails for safety purposes. The steps will allow visitors to get a closer look into the cockpit. The final assembly of a few acrylic panels will take place once the trainer is outside of the shop. Don installed hardware and plates to prevent movement of the trainer in any of its dimensions. This is for the safety of both visitors and the trainer. We will have to dip the fuselage to get the trainer out of



Above: The Link restoration nearing completion.
Right: The Miracle at Midway model exhibit.

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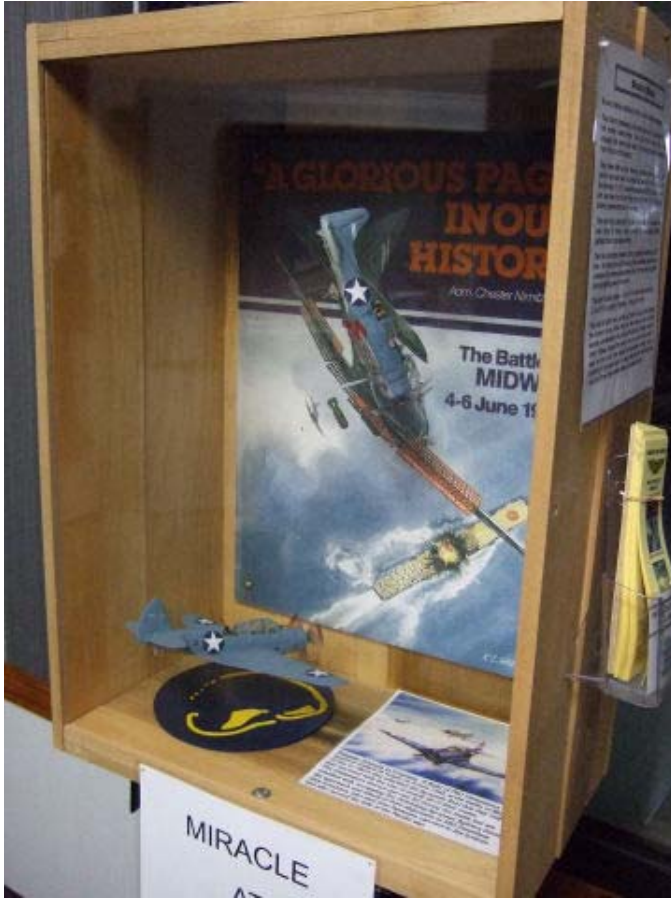
the shop, then Don will secure the stop mechanisms and install the last panels. We plan to exhibit the trainer behind the left wing of the F-101B Voodoo in Hangar 604.

UH-1C/M Huey 66-683

In July **Joe Wahl, Mark Johnson, Buzz Dixon,** and Danny San Romani recovered some non-airworthy parts to help fill in voids on the UH-1M *Huey* in Hangar 604. Most involved the rotor mast assembly and attachments to the roots of the rotor blades. They also retrieved part of a fuel fill assembly that is missing from the helicopter. Other parts included a few panel covers and two seats. They found a left side chin bubble that had one silver-dollar size hole in it and was painted over, but did not recover the item on this trip. We are missing that chin bubble from the *Huey*.

Joe, Mark, and Buzz also selected an exhibit case to work on and place by the helicopter. The helicopter will be done in the markings of the *Diamondheads* of B Company, 25th Aviation Battalion, 25th Infantry Division. 66-683 flew with the *Diamondheads* during the Vietnam War. The exhibit will focus on this unit and specifically on **SP4 Seth Hayden Matthews, III** who was killed in action on this helicopter by enemy ground fire on October 23, 1969. In early October we anticipate a visit by **Mr. George Henevald**, whom Joe contacted last December. Mr. Henevald flew 66-683 during the Vietnam War. He is bringing a number of artifacts with him that we can use in the exhibit.

In mid-August **Gary Naylor** and Danny recovered the right chin bubble, more of the fuel receptacle assembly, and a couple of access panels. If we are not able to remove the paint from the chin bubble without damaging the clear acrylic, we can use it as a form to have another panel made.



Miracle At Midway Exhibit

Dick Trupp and **Ted Nolde** refurbished a small exhibit case about the World War II Battle of Midway they put up earlier this year and relocated it in the Conference Room. The case has a model of a Douglas Devastator torpedo bomber suspended as though it were making a torpedo run against a Japanese aircraft carrier. Also suspended in the case is model of a Douglas Dauntless dive bomber, in a dive bombing attitude. Ted suspended three bombs from the model as though they were just released. A poster-like color art print is on the back wall of the case. Other, smaller, color art prints, one of *Devastators*, the other of *Dauntlesses*, are attached to the case. Each has a writeup of the role and importance of these aircraft types at the battle.

A round disc with blue background has Midway atoll depicted on it in yellow. **Tom Witty** made this a few years ago. A card holder is attached to one exterior side. Bookmarks are in the holder and give the titles of five books for suggested reading on the Battle of Midway. Other signage on the exhibit gives an overview of the battle and its importance as the turning point for the United States in the War in the Pacific.



Visit our website at
www.combatairmuseum.org

Visitors

During **July** the Museum had **1227 visitors** from **38** states, and Australia Great Britain Japan Mexico Netherlands Russia

During **August** we had **919 visitors** from **35** states, and Australia Canada Finland France Germany Sweden



Membership Luncheon Speakers

How one ill-fated B-17 and its crew were honored as heroes by the people of Denmark” was the topic of our October Membership Luncheon presentation. Our guest speakers were Joe and Paul Pullen, father and son. Joe is a CAM member. Their presentation was about a Boeing B-17G Flying Fortress named *Stormy Weather* that crash landed on the German occupied island of Als, Denmark, on May 24, 1944, what happened to the plane’s crew, and how the Danish citizens honored the bomber and crew. Joe and Paul have a particular interest in this story as Joe’s brother, Marshall, was the navigator on *Stormy Weather*. Read more about their presentation in the next issue of *Plane Talk*.



"Fun Run,"
con't. from page 1

An air horn sounded the start of the run/walk at 8 am, and the final contestant crossed the finish line about 1 hour and 11 minutes later. As with our past seven events, the **Sunflower Striders Running Club** timed the run and walk, printed out the finish results, and provided a set of these to the Topeka Capital-Journal. **Stu Entz** and **Les Carlson** led the runners around the course in a military jeep pulling a trailer and adorned with two large US flags.



Above: The trophy table.
Right: Richard Harmon helps Gene Howerter present awards.

James Partridge was the overall winner in the 10K with a time of 43:48.4. The overall women's winner was **Linda Meredith** with a time of 46:49.9. James, Linda, and all 10K age group winners set the inaugural course records. **Tony Estes** was overall winner in the men's 5K with a time of 18:00.7, and **Michelle Andrew** took top spot in the women's 5K with an 18:24.9 clocking, knocking some 58 seconds off her previous record. **Don Williams** was the first male walker across the finish with a time of 53:06.2, and **Megan Howell** was first in the ladies' division with a time of 47:09.6.

CAM members who took part in one of the runs or walk included **Katie and Tricia Dehn, Paul and Betty Frantz, Jim Leighton, Bob Kelly, Desiree, Patricia, and Rachael Naylor,** and **John, Lori, Nicholas, and Noah Turner.**

Other CAM volunteers helping run the event included **Dave and Judy Murray, Chuck and**

Marlene Urban, Deloris Zink, Keith Fulton, Bob Crapser, Ted Nolde, Russ and Helen Wiedle, Mary, Gary, Susan, Desiree, Patricia, and Rachel Naylor, Don and Peggy Dawson, Larry Mann, Sue Ann Seel, and Dick Trupp.

Zona Hudkins of Zona's Engraved Creations again created our T-shirt design for this year, featuring the McDonnell-Douglas F-4D *Phantom* in our collection. **Klio Hobbs** took the photo used on the T-shirt. This year, Zona produced both black and white tees with the *Phantom* photo. She also provided all the medals and trophies.

Door prize and trophy and medal winners received their prizes and awards at the arbor by the parking lot as **Gene Howerter** announced ticket numbers and award recipients. Gene also announced that our Ninth Annual Winged Foot event will be held, Saturday, September 28, 2013. ➔

Congratulations to the winners

10K Results

(all age group winners set course records)

Female

- Overall - 1. Linda Meredith , 46:49.9
- 21-25 - 1. Neva Rowland, 56:49.6;
- 2. Taylor Trupp, 58:45; 3. Mary Best, 1:01:31.4
- 31-35 - 1. Tricia Dehn, 1:10:50.1
- 41-45 - 1. Ronda Mitchell, 55:08.9;
- 2. Shannon Wahlmeier, 1:04:26.5
- 51-55 - 1. Becky Kincaid, 58:43.6
- 61-65 - 1. Diane Otte, 1:04:02.4

Male

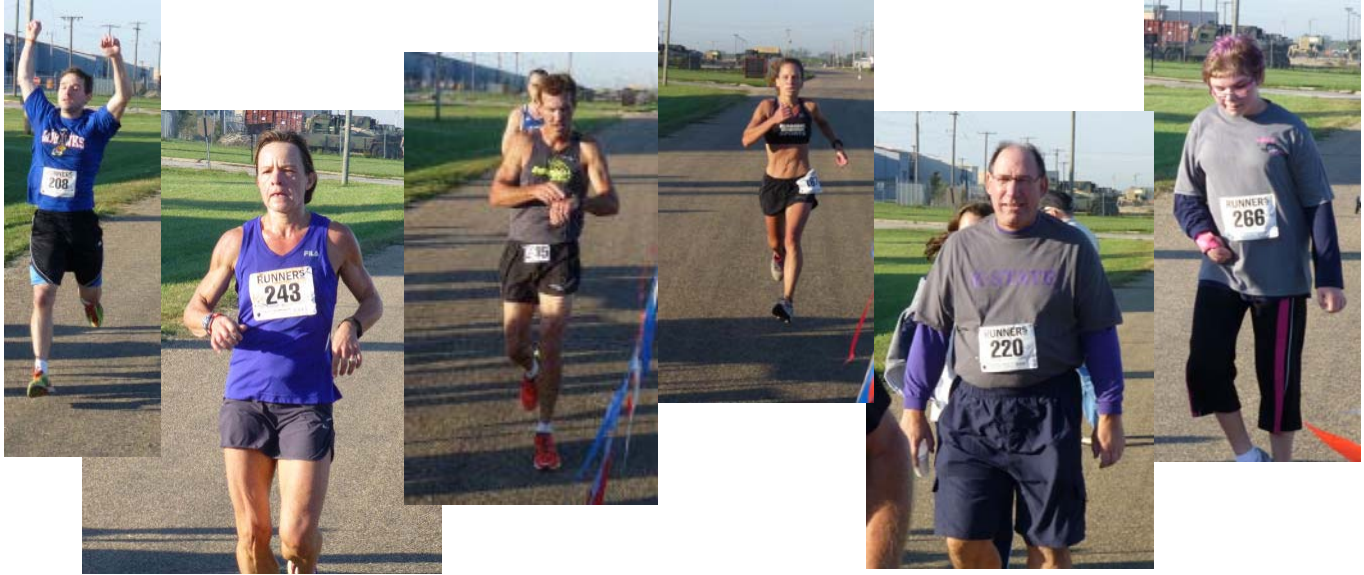
- Overall - James Partridge, 43:48.4
- 21-25 - 1. Craig Best, 1:01:30.2
- 36-40 - 1. Jared McCloe, 1:00:34.1;
- 2. Travis Wahlmeier, 1:04:28

- 61-65 - 1. James Crawford, 58:11.1
- 66-70 - 1. Harry Peterson Jr., 57:28.7

5K Run Results

Female

- Overall - Michele Andrew, 18:24.9 (new record)
- 1-10 - 1. Katie Dehn, 29:47.4;
- 2. Dottie Newhouse, 32:34.7
- 11-15 - 1. June Johnson, 32:36.2;
- 2. Rachel Naylor, 48:30.6
- 21-25 - 1. Alana Lillibridge, 48:33.9
- 26-30 - 1. Tina Rees, 21:31.8 (new record);
- 2. Kimbree Hopkins, 29:27.7
- 31-35 - 1. Katie Burt, 22:46.6;
- 2. Lyndsey Burkhart, 31:21.5
- 36-40 - 1. Alicia Ambroski, 30:29.2;



Left to right: James Partridge, men's 10K winner. Linda Meredith, women's 10K winner. Tony Estes edges out Miguel Espinosa by 1.4 seconds to win the men's 5K run. Michelle Andrew knocks 58 seconds off her course record winning the women's 5K run. Don Williams was top finisher in the men's 5K walk. Megan Howell took the trophy for the women's 5K walk.

2. Tara Drown, 35:41.8
 41-45 - 1. Trudy Whitsell, 30:17.3;
 2. Dalayna Hicks, 45:39.0
 46-50 - 1. Susan Gunnerson, 25:00.1 (new record)
 51-55 - 1. Anna DeBusk, 25:26.2 (new record);
 2. Stephanie Johnson, 31:51.6
 56-60 - 1. Dorothey Rappard, 28:59.0;
 2. Melody Hoffsommer, 34:01.5;
 3. Linda McGurn, 39:43.7
 61-65 - 1. Jennie Rose, 32:02.8 (new record);
 2. Janice Crummey, 32:51.8;
 3. Shirley Sayles, 45:40.4
Male
 Overall - Tony Estes, 18:00.7
 1-10 - 1. Jared Amborski, 24:52.6
 16-20 - 1. Taylor Childres, 28:25.8;
 2. Ryan Dale Smith, 35:33.6;
 3. Zeppelin Mays, 37:36.7
 21-25 - 1. Cameron Kidwell, 23:39.1
 26-30 - 1. Angel Espinal, 24:00.1;
 2. Tim Jones, 24:34.1; 3. Rocco Gutierrez, 25:03.3
 31-35 - 1. Miguel Espinosa, 18:02.1 (new record);
 2. Justin Gordon, 21:12.7;
 3. Adam Hoffsommer, 26:46.5
 36-40 - 1. Trenton James, 22:33.6;
 2. Pete Cluthe, 28:41.6; 3. Justin Newhouse, 32:39.9
 41-45 - 1. Jeff Howell, 23:47.3;
 2. Paul Burroughs, 32:36.8; 3. Eric Johnson, 32:38.5
 46-50 - 1. Jeff DeBusk, 24:20.1;
 2. Jeff Burkhart, 24:58.2; 3. Ron Fay, 38:37.8
 51-55 - 1. Mitchell Phariss, 19:43.2;

2. Jared Durall, 22:08.3;
 3. Richard Harmon, 26:50.6
 56-60 - 1. Karl Gunnerson, 21:45.4 (new record);
 2. Terry Hoffsommer, 26:56.2;
 3. Larry McGurn, 39:45.4
 61-65 - 1. Bob Fay, 37:54.7
 66-70 - 1. Kenneth Jessop, 27:13.1;
 2. Larry Law, 29:24.7; Jim Leighton, 49:22.7
 76-80 - 1. Russ Willis, 53:04.5

5K Walk Results

Female

- Overall - Megan Howell, 47:09.6
 16-20 - 1. Patricia Naylor, 1:05:12.8
 21-25 - 1. Desiree Naylor, 1:05:11.6
 41-45 - 1. Shelly Howell, 47:17.2;
 2. Ester Gardner, 53:08.5
 46-50 - 1. Lori Turner, 57:53.4
 51-55 - 1. Louise Williams, 52:49.6
 56-60 - 1. Lynn Weaver, 52:51.4
 61-65 - 1. Betty Frantz, 1:05:10.2

Male

- Overall - Don Williams, 53:06.2; 2
 16-20 - 1. Noah Turner, 58:33.5
 41-45 - 1. John Spurgeon, 55:29.2
 51-55 - 1. Don Williams, 53:06.2;
 2. John Turner, 58:35.5
 61-65 - 1. Robert Johnson, 55:06.2;
 2. Paul Frantz, 1:02:57.5
 81+ - 1. Bob Kelly, 1:02:58.9

Read about our 8th annual
CAM Winged Foot run/walk



and mark your calendar for next year's event,
September 28, 2013.