

COMBAT AIR MUSEUM

→ → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Topeka Regional Airport Topeka, Kansas

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Majors from US Army's Command and General Staff College visit CAM

Two student officers from the US Army's Command and General Staff College (CGSC), Fort Leavenworth, Kansas were our guest speakers at the October Membership Luncheon. Major Erica Huston, US Army, and Major Jeffrey Mack, US Air Force, spoke briefly to us about their respective backgrounds, their current studies, and future assignment after completion of their studies. Primarily, they opened the floor to questions and comments from the audience.

Major Houston is an UH-60 Blackhawk pilot. The UH-60 is a twin engine, medium lift utility helicopter. Her most recent flying assignment was as commander of a maintenance platoon and Blackhawk maintenance test pilot. This means that after repairs and/or overhaul took place on a Blackhawk, she test flew the aircraft to see how things worked. She has completed tours in Germany and Iraq. She told us she loves turning wrenches and things mechanical.

Other tours include flying UH-60s in Honduras in counter narcotics and counter terrorism operations. She was a MEDEVAC (medical evacuation) pilot in Guatemala and El Salvador, where she transported doctors to towns and villages. She completed an assignment at Fort Belvoir, Virginia before reporting to Fort Leavenworth. She said her follow on assignment will be with a Stryker Brigade Combat Team of the 225th Brigade Support Battalion, 25th Infantry Division, Hawaii.

Major Houston's tour in Iraq was with an AH-64 Apache attack helicopter maintenance company. She said all officers in the company were female. During the tour, the company moved three times in country, including Balad, Taji, and Baghdad.

Major Mack is prior enlisted in the Air Force and was once attached to the US Army as liaison for close air support. He was a forward observer on the ground



Gene Howeter (center) presents Majors Jeffrey Mack (left) and Erica Huston with certificates.

and communicated with Air Force aircraft to coordinate close air support attacks and strikes on enemy forces. He attended Officer Training School in 2002 and subsequent assignments have been associated with the Boeing E-3 Sentry aircraft, commonly known as AWACS (Airborne Warning and Control System). The E-3 is derived from the Boeing 707 jetliner and has a large rotating radar disc mounted to the top of its fuselage. We occasionally see E-3s around Topeka Regional Airport practicing approaches. These aircraft come out of Tinker Air Force Base (AFB), Oklahoma. Major Mack is an Air Battle Manager when flying on the E-3s.

Besides his schooling for positions aboard the E-3, Major Mack has also completed Instructor courses to train others in the various positions aboard the aircraft. Other assignments include 963rd Airborne Air Con-

"Majors," con't on Page 6

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Combat Air Museum

Topeka Regional Airport

Hangars 602 & 604

7016 SE Forbes Avenue

Topeka, KS 66619-1444

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

Board of DirectorsGene Howerter - *Chairman*Dave Murray - *Vice Chairman*Tad Pritchett - *Secretary*

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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****Layout & Design**

Toni Dixon

785-865-4221

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Your comments are welcomed.

From the Chairman's Desk

Gene Howerter, Chairman, BOD

We are in the middle of the Holiday Season now and I wish to each and every one of you a happy holiday. As another year at the Museum is drawing to a conclusion I feel we have had a very productive twelve months. One of the first tasks we perform at the beginning of each new year at CAM is pulling all of the visitors' pins out of our "Where are you from?" maps. It is a very exciting experience to see where visitors have traveled from to visit our museum. At present we have visitors from all states in the US and all around the world. I think it is safe to say we are known far and wide as a great air museum. Our website and Facebook are also very popular with hits from all over the US and the world. It is my hope that many of you will drop by the Museum with friends and family this holiday season for a visit.

I would also like to invite everyone, both members and non-members alike, to consider visiting the Museum Gift Shop when you are Christmas shopping. We have been working extra hard stocking the Gift Shop with gifts and stocking stuffers. We have a good variety of items at very reasonable prices. Admissions and Gift Shop sales are two of the major ways your museum continues to keep its doors open. I hope to see you and your friends at the Museum soon.

As we prepare to enter the year 2015 there are a few issues I would like to toss out to members for consideration. Ways which you can support the museum are many and varied. First, let me thank all who have sent a little extra as a donation when paying their annual dues. Trust me, this is a very welcomed and important kindness. We really squeeze the dollars, as you know, to keep the Museum open. Also, it really is important for members to respond the first time dues letters are sent. Sending a second letter involves both time

and expense. We are very thankful for all of you who have chosen to be supporters of the museum.

Other ways you might consider supporting the Museum is to serve as a volunteer: If you are savvy at running a zero-turn-radius (ZTR) large lawnmower (even once a month) we need your help. Please talk with me. This is less than a three hour job, once trained. We are always looking for people who are interested in volunteering as a Gift Shop operator. This can be very interesting and rewarding as you get to meet people from all over the US and the world, as well as other CAM members. There is also a need for tour guides. We will train and give you guidance and you don't need to be an expert on everything as you train. Consider walking along with one of our tour guides as they give their tour. I have heard rumors that when spring arrives there will be restoration work taking place on the EC-121. Some of the work may not be real glamorous at first, but that is where restoration begins usually. If you have an interest in any of these or have other skills such as IT experience, let us hear from you. I want to thank all of our members who volunteered their individual skills at the Museum this year.

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*Photos on opposite page,
top and middle: Retired US
Senator Robert Dole and US
Congresswoman Lynn Jenkins
Bottom: (left to right) Dick Trupp,
Senator Dole, Congresswoman
Jenkins, Gene Howerter,
and Jack Vaughn.*

CAM gets a private visit from Kansas political dignitaries

On October 28, 2014, the Honorable Robert Dole, retired United States Senator from Kansas, and the Honorable Lynn Jenkins, United States Representative from Kansas' 2nd Congressional District, paid a visit to Combat Air Museum. A member of Congresswoman Jenkins' staff called the Museum about a week earlier and asked that a private tour be set up for Senator Dole and Congresswoman Jenkins. The staff member said a 30 minute time period was set aside for the tour, and then members of the press would meet with the two. This was not a meet and greet situation involving the public or CAM members, just a private tour.

Senator Dole, Representative Jenkins, and respective aides and staff arrived at CAM in the early afternoon of the 28th. Gene Howerter, Board Chairman, and Dick Trupp, Board Member, greeted the visiting party. Volunteers Jack Vaughn and Klio Hobbs also happened to be at the Museum at the time of the visit, and Klio got the okay to take photos during the press session and afterward in the Conference Room.

Due to the schedule, Gene showed Senator Dole and Congresswoman Jenkins aircraft in Hangar 602 primarily through the windows of the Conference Room. The party then moved to the exhibit rooms behind the Gift Shop. An aide reminded Senator Dole and Congresswoman Jenkins of their schedule, and the Senator politely replied that he may want a little extra time to look at things. The scheduled 30 minute tour lasted closer to 50 minutes.

In the exhibit rooms, Senator Dole recognized names of people or relations of people he knew. He recognized the names of brothers George and Anderson Chandler from the exhibit we have on George that includes photos of Anderson. He also recognized the name Fager from our exhibit on Everett Fager, an Army Air Force dive bomber pilot, who was killed in Italy during World War II, and asked if he was a relation of the banking family in Topeka. The World War II exhibits were of particular interest to Senator Dole. He is a member of the Greatest Generation and a Disabled American Veteran.

A native of Russell, Kansas, Senator Dole enlisted in the US Army Enlisted Reserve Corps in 1942 and was eventually commissioned a Second Lieutenant. He served with the 10th Mountain Division in Italy. In April 1945, while engaged in battle with German forces near Castel d'Aiano, southwest of Bologna, Italy, the future congressman was severely wounded by machine gun fire. He was eventually transferred to medical facilities in the US where he underwent a long period of recovery and several operations. He would never fully recover from his wounds.

Senator Dole attended the University of Kansas from the fall of 1941 until 1943. He returned to college in 1948,



initially at the University of Arizona, and earned his LLB and BA degrees from Washburn University in 1952. He served as a US Representative from Kansas from 1961-1969, and as a US Senator from 1969-1996.

Congresswoman Jenkins recently won election to a fourth term in the US House of Representatives. A native of Holton, Kansas, she earlier served terms in the Kansas House of Representatives and Kansas State Senate, and over five years as State Treasurer.

After touring the exhibit rooms the visiting party returned to the Conference Room where Senator Dole and Congresswoman Jenkins visited with members of the press and television media. After their sessions were complete, Gene, Dick, and Jack had an opportunity to visit with both Senator Dole and Congresswoman Jenkins a bit before they left for their next venue. ➔



Cam appreciates the services of Washburn Institute of Technology

Students' work saves us money and gets projects completed; students learn their craft and gain experience

A couple of years ago, Combat Air Museum initiated a partnership of sorts with Washburn Institute of Technology (WIT) located in Topeka. WIT is part of the larger Washburn University, also located in Topeka. The school is commonly referred to as Washburn Tech. WIT offers eight career areas for both traditional and non-traditional students and each area has multiple disciplines, totaling 30 career programs.

WIT took over the campus of what was previously known as Kaw Area Vocational Technical School, located at 5724 SW Huntoon Street in Topeka. Eight years ago, students in the school's Auto Collision course painted our 1941 Dodge ambulance. Gene Howerter, CAM Board Chairman, taught at Kaw Area Vocational Technical School for 31 years and made the arrangements to get the Dodge painted in 2006. CAM provided the paint for this project.

CAM's initial contact with the new Washburn Tech was when Gene Howerter and Dick Trupp contacted the school to see if they could help us do work on our Ryan BQM-34 Firebee drone. The drone required some sheet metal work and painting. Gene and Dick spoke with Mr. Eric Showalter, the Auto Collision program instructor, about the project, and he agreed to support this project as it offered various skills the students needed to learn. CAM volunteers delivered the drone's wings to WIT in the fall of 2012, and the school delivered the finished and painted wings back to CAM in May 2013. CAM provided materials and paint for the project.

In the fall of 2013, CAM delivered the forward fuselage of the drone to WIT, and students are currently still working this section. Once it is done, we will deliver the rear fuselage to the school. The rear section has very little in the way of body/sheet metal repairs, and should be completed relatively quickly. True, the drone is obviously not a car, but the body and sheet metal work and painting still provide the students valuable training and experience.

Gene, Dick and Ted Nolde have all visited WIT at different times to see the progress of work on the drone.

This year, we started two other projects with different programs at Washburn Tech. The career programs involve Welding and Advanced Systems Technology and fall under the broader area of Advanced Manufacturing. The welding school is not located on the main WIT campus. Washburn acquired, revamped and occupies a structure on Topeka Regional Airport and Business Center that once housed a DHL freight transportation facility. The school is about one-half mile north of the Museum, also on SE Forbes Avenue.

Gene and Dick contacted Mr. Michael Web, TRAC-7 Site Coordinator, and Mr. Lester Green, Advanced Systems Technology Instructor about the possibility of students welding four 20mm cannon back together so we could exhibit them with the Grumman F9F Panther. Bob Schneider, CAM founder and whose company restored the Panther, acquired these cannon some time back for the Korean fighter. The challenge with the cannon is that demilitarized 20mm cannon are cut through at least once with torches to render them unusable. The cuts are not precise, either. The intent is to really render the guns unusable.

Mr. Green agreed to take on the project for his students and gave Gene, Dick, and Dave Murray a tour of the state of the art welding facility. Gene got to do some virtual welding using one of their training aides (with a passing grade).

Dick contacted Bob Schneider and told him of what we wanted to do with the guns, and Bob delivered them on a subsequent trip from Texas. Students soon started on the project. CAM provided them a portable sandblaster and sand so they can sandblast the guns once the welding and grinding are complete.

Late this summer, we faced rebuilding one of our wood wheelchair ramps that is on the outside of the east visitors door for Hangar 602. We got to talking about rebuilding the ramp, knowing that wood would eventually split, screws would rust out, and the ramp would start to fall apart. We started looking at aluminum ramps and dock plates as possible alternatives. A local business brought in an aluminum dock plate for us to inspect, and this looked like a good substitute to building another wood ramp. The dock plate, with raised diamond tread pattern, would do the job quite well with minimum modifications. It cost several hundred dollars, though, while building a new ramp out of wood ran less than one-sixth the cost. We contacted a business in Kansas City that deals with new and used ramps and dock plates, but they had no used ones in the size we need.

Gene contacted Lester Green of WIT, and found that if we provided all the materials, the welding class would take on the project of building a custom ramp. Gene then contacted a company in north Topeka that sells sheet metal. Gene and Dave Murray drove up to the business to explain what we were doing and to find out what the cost of materials would be. The business could provide what we needed and Gene ordered the materials. He also asked

"WIT," con't on Page 5

Our Gift Shop has some great items to complete your holiday shopping

With Christmas soon approaching, come out to the Museum's Gift Shop and look at the large variety of gifts stocked on the shelves and racks. Gene Howerter has been very busy for several weeks calling in orders. FedEx and UPS have been making frequent stops at the Museum delivering these orders. Gift Shop operators call Gene as the merchandise arrives. He and the operators unpack, inspect, and mark the items, then put them on the shelves and racks. Recently, Gene and Marlene Urban rearranged merchandise in all the glass cases along the west wall of the shop. This did much to make the shelved items more user friendly to both prospective buyers and Gift Shop volunteers.

The Gift Shop has hundreds of items for sale, the majority being aviation related. We have all sizes and shapes of gifts, from stocking stuffers to shirts and caps. We have many toys for children of all ages. A trip through the Gift Shop by itself does not require paying an admissions fee. It really is worth your time to visit the Shop and look at merchandise that you won't necessarily find in a big box store.

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"WIT," con't. from Page 4

to have them shipped directly to WIT's welding school.

Once the aluminum materials arrived, students began fabricating the ramp. On October 30, several people walked past the windows to the Conference Room carrying a large sheet of metal. This was actually the basically completed ramp being taken to the east door of Hangar 602 for a fitting. We hope to soon see the completed ramp delivered and put in place.

A fourth project with which WTI is recently helping us is printing services. In the past, we have printed our visitor maps on the office printer. Printing large numbers of the maps is taxing on the printer and time consuming for Deloris, our office manager. Gene contacted Mr. Kenny Sieh of WTI, and we are paying to have the maps done in large quantities.

The work with Washburn Tech has been beneficial to both CAM and the school. We are willing to have students learn their craft and gain experience by working on projects for the Museum. We are thankful to the school for taking on our requests. We see it as a win-win partnership that will hopefully continue in the future. →

Night in the Museum - Navy Junior Cadets hold their Navy Birthday Ball at CAM

Cadets of the Navy Junior Reserve Officer Training Corps (JROTC) from Shawnee Heights High School held their Navy Birthday Ball dinner-dance in Hangar 602 on October 18. Cadet LT(jg) Rachel Naylor, a CAM member, made the initial query to Deloris Zink about renting the hangar space for the dance in early September. This led to LCDR Mark Rakestraw, Senior Naval Science Instructor, to formally request use of the hangar from Deloris. The US Navy celebrates its birthday annually, officially on October. This year marked the Navy's 239th birthday. Since its inception at Shawnee Heights, the Navy JROTC holds an annual Birthday Ball.

After LCDR Rakestraw initiated a contract with Deloris, Danny San Romani contacted him via email about expected attendance and setting up for the dinner. He also asked if there were a ball committee to meet with so they could see the hangar and the proposed set up for the dinner and dance areas. LCDR Rakestraw gave some preliminary numbers for attendance and emailed Danny that he was including Cadet Chief Petty Officer Sarah Spies in their email correspondence. Having recently done a floor plan for the USS ORISKANY Reunion Association dinner, San Romani made a similar plan for the dinner-dance.

Cadet Spies and several other cadets came to the Museum in September to meet with San Romani and go over the proposed layout. Three aircraft would be removed from the hangar and allow room for the dinner seating and room in the front of the hangar for dancing. Cadet Spies said the local Topeka Hy-Vee store would cater food for the event, and the cadets would do their own food service. The cadets indicated the area they wanted the food line. A DJ would provide music for the dance, and his set up spot was selected. San Romani gave Cadet Spies a copy of the floor plan so if there were changes, she and Danny would work from the same script, so to speak. The cadets and San Romani discussed decorations. They could be put up, put nothing on aircraft, exhibits, or other artifacts.

Over the next month Danny and Cadet Spies exchanged updates and schedules. A few days before the event, volunteers towed the Harvard, F-84 Thunderstreak, and F-4 Phantom out of 602 and moved the Snow Goose drone to the southeast corner of the hangar. They then swept and dust mopped the floor areas. The floor scrubber was brought in and used to clean the dance floor area. Tables and chairs were set up in the dining area as well as tables for the food line and DJ. Extra tables were placed in the Conference Room for set up as needed. Gene Howerter got our sound system set up. Things were ready for the Ball committee to come in and decorate.

"Cadets," con't. on Page 11

"Majors," con't. from Page 1

trol Squadron at Tinker AFB; 1st Air Support Operations Group, joint Base Lewis-McChord, Washington; a tour in Afghanistan with the 807th Expeditionary Air Support Operations; and two assignments in the US Pacific Command (USPACOM), Camp H. M. Smith, Hawaii, first as Aide de Camp and Deputy Executive Assistant to the Deputy Commander USPACOM, then as Chief, Command and Control Systems Branch, Space and Integrated Air Missile Division. These assignments have involved air liaison work with the US Army and liaison work with the US Navy Top Gun school. He said most of his time in Afghanistan was on the ground doing liaison work.

Both officers spoke about their courses at CGSC. Both commented on military decision processes. Major Houston commented that ground troops use the military decision process while aviation troops use more of a yes/no approach. She said until attending CGSC, all of her schools were aviation. Major Mack added that the military decision process involves some 19 steps and is very deliberate. Flying often requires a quick decision. His close air support assignment with the Army exposed him to the military decision process, and he felt he could offer an aviator's perspective to the ground forces.

Majors Houston and Mack talked about the relationships built with officers in other services and foreign officers. Over 60 foreign officers are currently at CGSC. Ireland, Pakistan, and African nations were mentioned. Major Houston said a student from Indonesia is the President's son. Major Mack said they have seminars with 16 students, and his includes students from Indonesia, Hungary, and Cambodia.

Major Mack said that an E-3 Senior Director is in charge of the weapons team, air-ground team, aircraft check-in, air refueling controllers, and air to air controllers. A separate sensors team processes contact information and passes it on to the Senior Director.

In response to a question about combat flying, Major Houston said she did some basic combat maneuvering during flight school and learned more through in house and on scene flying. She also answered questions about flying in Central America. In Honduras, officials allowed the US to provide medical services and be transporters for Honduran law enforcement. She said, "We are the enabler," and also said it was very important that they "don't portray the obnoxious American."

Major Mack told us he was involved in operations in Columbia a bit and also used the term "enabler." The US were enablers for the indigenous law enforcement but took no direct action.

In response to a question about maintenance problems, Major Houston said there was no money to buy parts. At one time, the approach was to throw new parts at everything. Install new parts until the problem was fixed. She

has been production control officer for over 30 aircraft. Today, they train and work with a skill craft to troubleshoot and fix a specific part or part of a part.

In response to the same question Major Mack said the AWACS aircraft is a Boeing 707 airframe. Parts may or may not be available. Budget and resource constraints limit flying, and the less flying done actually leads to more breakage. He then replied to a question about retention. He does not see problems with retention, and said the Air Force is downsizing. He felt one problem area dealt with unmanned aerial system (drone) pilots. They often work 12 hour days which is a problem. There is a lot of focus to retain those pilots.

Major Houston also commented on retention. She said UAS assignments are a good place for regular pilots who perhaps medically cannot fly anymore. She said the Army is downsizing some, too. It is losing two aviation brigades, and the Army can pick and choose who they want to keep; they can afford to be picky. She said that she has to make promotion to Lieutenant Colonel in order to serve long enough to retire.

When asked about why she joined the Army, Major Houston said she had wanted to be in the military or a policeman for some time. She attended Villanova University, costing about \$38-40 thousand a year. When she graduated, she has some \$120,000 in student debt. She joined the Army. She said she loves it, and especially enjoys the interaction between officers and soldiers.

Major Mack said he has loved aircraft since he was a kid. He graduated from Pomona College, Claremont California. His wanted to serve in the military. His father served in the Army and told his son, "Don't do that." Major Mack had his degree and enlisted in the Air Force. He enjoyed the operations job he was in. He told us he would have stayed enlisted, but family considerations came into play, and he entered Officer Training School at Maxwell AFB, Alabama.

Major Houston said she took the aviation aptitude test twice, and said her Army aviation career has been fantastic.

An audience member asked both Majors their thoughts of dealing with ISIS (Islamic State of Iraq and Syria). Major Mack said we (the US) want a stable Iraqi government. Should we let ISIS win and let the dog catch the car? Getting a stable Iraqi government will involve some boots on the ground and conventional forces to train Iraqi forces. He said there are significant human rights issues involved. ISIS is a self-financing terrorist organization that includes selling black market oil. He felt other powers should attack the financial piece of the ISIS organization. He also felt that part of the world has to accept responsibility for, and of, that part of the world. There are many complex relationships involved.

Major Houston said that it is very hard to change the ideology and mindset of people and cultures. She also felt that part of the world needs to take responsibility.

Major Mack commented that he felt the senior leadership is doing what is best for the country and what is best for personnel. He believes that they (leadership) are trying to make the best selections.

This ended the presentation and discussion. Gene Howarter presented Majors Houston and Mack with Certificates of Appreciation. Both majors remained a while after the luncheon ended to visit more with members and guests.

About two weeks later, Major Mack donated a challenge coin to the Museum. It is in the shape of a vertical tail fin of an aircraft. It has silhouettes of four modern military jets on one side with two US Air Forces icons. USAF is at the top and HOOAH AIN'T ENOUGH is at the bottom. The opposite side of the coin has AFELM at the top with a large font LV on the fin and Army Command and General Staff College along the bottom. →

2014 Events

December 2014

- 8 - History of the Citizen Potawatomie Nation with Colonel Jon Boursaw (Retired)
- 25 - Museum closed; Christmas Day

2015

January

- 1 - Museum closed; New year's Day

February

- 9 - Membership luncheon

March

- 8 - Begin Daylight Savings Time
- 16-19 - Young Aviators Education Class

April

- 5 - Museum closed; Easter Sunday
- 13 - Membership Luncheon
- 25 - Annual Celebrity Pancake Feed

June

- TBD - Young Aviators Education Class
- 8 - Membership Luncheon

July

- TBD - Young Aviators Education Class

August

- TBD - Young Aviators Class
- 10 - Membership Luncheon

September

- 26 - 11th Annual Winged Foot 5k/10K Run

October

- 12 - Membership Luncheon

November

- 1 - End Daylight Savings Time
- 26 - Thanksgiving

December

- 14 - Membership Luncheon
- 25 - Museum closed; Christmas Day

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**Join the
Combat Air
Museum!**

Out goes the O-47B; In comes the Polish SBLim-6R (MiG-17)

On October 8, 2014, members of the American Flight Museum towed the North American O-47B from Hangar 604 to Hangar 612 for temporary exhibit until the aircraft could be disassembled for transport to its new home in Minnesota. In September, CAM received letters from William "Bill" Dempsay, the O-47's previous owner, and from Larkin Hoffman Attorneys, representing Mr. James Harker, the new owner, confirming the sale of the O-47 was complete. By the end of October, the wings were off the O-47 and gone north to Minnesota. The fuselage remained in Hangar 612 awaiting transport.

An article printed in The Topeka Capital-Journal (TCJ) on October 11, erroneously read that Combat Air Museum had sold the O-47. After a letter to The TCJ from CAM and a follow-up phone call from the article's author to Board Chairman Gene Howerter, a second article was published in the TCJ on November 3 with corrections and more information about Messrs. Dempsay and Harker.

Within a week after the O-47's departure, Don Dawson and Danny San Romani moved the Beech RU-8D from the south end of Hangar 604 and placed it in the former O-47 spot. San Romani had wanted to bring the Beech SNB-5 (Twin Beech) from behind Kilroy's (C-47) left wing to the O-47 spot and move the Polish SBLim-6R (MiG-17) from outside by the EC-121 to where the SNB sat. Tape measures and chalk marks on the floor showed such a placement for the SBLim was impractical.

With the RU-8D moved, Danny and Don moved the Grumman US-2A Tracker forward several feet in order to replace four burned out ceiling light bulbs in the southwest corner of the hangar. They replaced the incandescent bulbs with energy saving CFC bulbs. They rolled the Tracker back into place and cleaned the floor in the area of the RU-8D's former spot.

At that time, the plan was to tow the Lockheed T-33A and McDonnell Douglas TA-4J jet trainers out of 604 and move the SBLim-6R to the TA-4J's previous spot. The TA-4J would then be angled into the area formerly occupied by the RU-8D, and the T-33A would go back to its original spot. Danny kept looking at the floor space where the RU-8D had sat, and laid a couple of tape measures on the floor. He had not been able to do that with the RU-8D in place. By changing the positions of the tapes, one for overall length and one for overall wingspan of the SBLim, it looked like the jet fighter would fit in that spot by moving the T-33 forward a few feet. More things had to be taken into consideration than just length and wingspan. The SBLim's swept wing, and the wing's chord (width of the wing) had to be taken into account along with four feet long pitot tubes on each wing. We had to

visualize what impact the wing chord and pitot tube of the SBLim's right wing might have on bringing the tug in and out of the hangar. The same consideration was made for the left wing chord and pitot tube in relation to the left wing tank of the T-33.

The following morning, San Romani came armed with four tape measures, about 100 feet of line, masking tape, and chalk. A couple of hours later, the tape measures, line, and several chalk markings were laid out on the floor, and they showed that by being relatively precise in moving the SBLim into 604, it would fit in the RU-8D's former spot. Danny left things in place and the next day went over his plan with Don.

On October 28, Don and Danny pushed the 1952 Willys jeep away from the T-33's left wing and towed the T-33 outside. The next step was moving the forklift and a bomb dolly to the SBLim's outdoor position. None of the jet's tires hold air for a long period of time, and Don and Danny thought the right main tire may not hold air at all. If that were the case, the plan was to raise the right wing with the fork lift and place the bomb dolly under that wheel to move the plane some 200 yards down the ramp. Don then drove the tug with a tow bar to the jet. Danny wheeled the high pressure air bottle out the SBLim.

Two people could not have been happier than Don and Danny when the right tire took air with no problems. They quickly aired up the left main and the nose wheel, hooked up the tow bar, and Don towed the SBLim to 604. The tires held up fine for the short journey, and Don moved the jet into 604. Once the main landing gear were over the hangar door rails, Don and Danny unhooked the tow bar from the tug and moved the jet into place by hand. With air in the tires, the fighter moves pretty easily. They had left the tape measures, line and chalk on the floor to help line the jet up properly, and it went into place as planned. Don towed the T-33 back into 604, and again, after the main gear were over the door rails, the two maneuvered the trainer into place by hand. They had to do a little jockeying to get some walking space around the SBLim's left pitot tube, the T-33's right wing tank fin, and the SBLim's left wing tank. The T-33 ended up about 1-1/2 feet forward of its previous spot. Don placed metal supports he had fabricated under the jack points on SBLim's wings so the plane would not settle onto its tires as they lost air. Don and Danny had figured worse case scenario in moving the SBLim. They thought they would start the process on Tuesday and probably finish on Friday. Everything was done and put away on Tuesday.

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An update on projects as volunteers prepare for winter, indoor work

Curtiss Wright Instrument Trainer

After reading the August/September issue of Plane Talk, Bob Schneider sent an email with more information on how the Curtiss-Wright trainer came to CAM. Excerpts from Bob's email include:

"As the person who brought the Sim [simulator] to CAM when we were YAF [Yesterday's Air Force] I do know how we obtained it and the history behind it at least at Salina [Kansas] and Forbes AFB when the 55th [Strategic Reconnaissance Wing] was active before moving the Wing to Offut AFB, Omaha.

"Originally the Sim like many Sims throughout the Air Force inventory were in control at the Oklahoma City Air Material Area at Tinker AFB. I am not sure the Sim was at Salina [Schilling] AFB when they had B-47 bombers before the base was de-activated in the 1950's but it was transferred to the 55th Recon Wing at Forbes Field in the very early 1960's.

"It was shipped to the Simulator building at the 55th which was located south of the Chapel and NCO swimming pool. It was placed about 20 feet from the B-47 Simulator which had no visual or motion. Today we would call it a Cockpit Familiarization device except you could actually fly both units. I know the Wright Sim was there because I used to go out to Forbes AFB and fly the B-25 to build up instrument time. It was free & I was trying to build up time which I logged into my old original Log Book so I might have enough time that the Marine Corps and later on, the airlines might be more interested in me since I had a license and could fly and eventually acquired my instrument rating also.

"I called [CAM member] Eliot Potter this afternoon and asked him when the 55th moved to Offut AFB and he said it was about 1965. The planes themselves were flown from Forbes to the Bone Yard at Tucson and the officer and airmen transferred to Offut AFB. The Sim from about 1964 thru 1965 was rarely ever flown except by someone like me or 55th pilots. It was deemed surplus but still owned by the Air Force. In 1965 the Schilling Institute a State owned technical college was located at the old Schilling AFB in a large hangar & the College was renamed to the Kansas Technical Institute in 1969.

"In the early days at YAF and CAM we were always begging for gifts and surplus items. There was a projects we needed parts and supplies for and we contacted or were contacted by the KTI [Kansas Technical Institute] group at Schilling that they had the items we wanted. All we had to do was bring a pick up truck and a trailer to the KTI facility and pick up whatever the parts were. I carried a check with me from the museum for about \$30.00 dollars

that was needed to pay KTI as that was what they had in freight/etc. For whatever we picked up.

"While I was preparing to leave, I was asked if I would like to tour the facility and I said yes. Well, low and behold I saw the old Wright P-3A instrument trainer that used to be at Forbes. I said what are you going to do with that and they said nothing and did we want it. I said I would sure think so and was told the School had \$77.00 in trucking costs to bring the Sim from Forbes to Salina and would need that reimbursed to the School. I then got on the phone and called Ervin Surritt who was our leader at that time, and was told no that we only approved the \$30 dollars for the other parts. We argued a bit and [I] knew if it was going to make it to Topeka, I would have to buy it myself. I paid them the \$77.00 out of my pocket and we loaded it on the trailer that I pulled with my new Ford Ranchero that looked like a pick-up but was nothing more than a car body with light springs. The load was now very heavy, the back tires were under dire stress, the rear end was about 4 inches from dragging the road but we did make it back to Forbes where we unloaded everything to the objections of Irvin [sic]. I said I paid for it and we'll work out the ownership later on. That "later-on" became 5 years then 10, then 20 years and I just let it go without saying much other than I paid for it but it didn't matter. I just did not want to lose a rare item that had we not jumped on the Sim at that time, we would have lost a piece of history and possibly scrapped. I'm glad the work has been done on the Sim as it is a nice artifact for the CAM museum and that's where it needs to be because of it's history.

"In case anyone thinks the govt still owns this plane somehow...they do not. The sim's total ownership was transferred complete to The Schilling Institute/Kansas Technical Institute School (Thru the GSA program I think.) and since it was in their hands for over 7 to 10 years, KTI could do whatever they wanted to with the Sim. Bottom line was: I did not want to lose this piece of history for \$77.00 and we didn't.

"Cheers, Bob Schneider"

Hiller Helicopter

Before the Polar Express roared in on the afternoon of November 10, Bob Crapser was able to get some more painting done on a large component of the Hiller Helicopter. He sprayed primer to the engine mount and engine.

Earlier this summer Bob pulled a dismantled, portable, one car garage out of storage in the lawn mower shed and set it up inside Hangar 604. He and other volunteers contributed money for its purchase a few years ago, to use

"Projects," con't. on Page 10

CAM receives a special presentation of an American flag flown on a combat mission over Afghanistan

During our October Membership Luncheon, CAM member Gary Naylor made a presentation to the Museum. It is a framed 8-1/2 X 11 color photograph and a folded US flag. Gary is employed by a civilian contractor working for the US Army. He is a maintenance technician on MQ-1C Gray Eagle drones. His primary workplace is with the 1st Combat Aviation Brigade, 1st Infantry Division at Fort Riley, Kansas, but he has also done temporary duty assignments with other Army drone units. Gary deployed to Afghanistan in 2103, and his presentation dealt with that deployment.

The framed photograph shows an MQ-1C Gray Eagle drone in flight. Printing superimposed over the drone reads:

*Fox Company, 1st Aviation Regiment
FOB Shank, Afghanistan*

*This is to certify that the accompanying United States Flag was flown on a combat mission
over the skies of Afghanistan this 8th day of October 2013 by MQ-1C Gray Eagle 0700122
in support of
Operation Enduring Freedom.*

*In finding and destroying those who threaten our way of life
With great appreciation for your support we present this representation of all that is free to:
Combat Air Museum.*

<i>SGT Matthew Borschowa</i>	<i>SSG Guillermo Elias</i>	<i>SPC Paul C Suson</i>
<i>Aircraft Commander</i>	<i>Crew Chief</i>	<i>Payload Operator</i>
<i>1SG Leon Black</i>	<i>CPT Joseph DiFrancesco</i>	
<i>First Sergeant</i>	<i>Company Commander</i>	

"Projects," con't. from Page 9

as a paint booth. At that time we erected it in the north-east corner of 604 with exhaust ducting, and Bob wired and mounted a set of several fluorescent lights inside the garage/booth. We painted a few small items in the new booth, but really wanted to use it to paint large parts and components of the F-86 Sabre and Hiller. However, the individual who would have painted those F-86 parts turned thumbs down on the booth, would not use it, and offered no alternatives. We eventually dismantled the booth in the spring of 2012 and put it in storage.

After doing more research on the Internet and finding several sites where persons who restore cars have successfully turned such portable garages into paint booths, we decided to try our booth concept once again. This time, we purchased a large roll of clear, extra heavy-duty plastic sheeting to cover the garage framework. The first time, we had used the gray, opaque cover that came with the garage.

After Bob erected the framework, he and Danny San Romani wrapped it all the way around with the plastic sheeting. We found that the 6 Mil (six thousandths of an inch) thick clear plastic allowed plenty of light inside. Bob then made holes through the plastic at cross points of the framework and tied the plastic to the frame. He made a solid clear cover for one end and split flaps for the other. He cut four square holes in the sheeting, two on

each side, and taped in place 20 inch X 20 inch X 1 inch ventilation filters. On one side, he installed two large adel clamps at each filter on the exterior side of the booth. The adel clamps became mounting brackets for two box fans.

In using the booth, Bob dressed in a paint suit and paint respirator. He spray painted his items, then stepped outside the booth and turned on the two box fans. They blew air into the booth and through the filters to prevent particulates and contaminants from blowing into the booth. The fans also put the booth under a positive pressure. The filters on the opposite side of the booth trapped paint dust as the airflow exhausted through them.

This winter we will work on exterior lights to use in low light/bright conditions. We will also find a spot in the hangar to partially open a hangar door and place a fan away from the booth to exhaust paint fumes from the hangar.

Scooter Plane

Dave Houser is back at his bench in the 604 workshop cutting out and sanding parts and pieces for a new child's scooter plane to put in the Gift Shop. A glance at his work reveals that it may be another biplane trainer of the type he has built before. No word yet, if it will be complete before Christmas.

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Just a reminder - Use our new address

Just a reminder to all CAM members that Combat Air Museum's mailing address changed this summer, but we are still receiving mail to the former post office box address. Our mailbox is located across the street from the entrance to the parking lot to Hangar 602. At some point, the Post Office will stop forwarding mail addressed to the post office box. The new address is:

**Combat Air Museum
7016 SE Forbes Avenue
Topeka, Kansas 66619-1444**

"Cadets" con't. from Page 5

Gene also volunteered to be the on-scene Museum representative during the Ball. The decorating committee came in on the afternoon of the dance and decorated the Conference Room, tables and the areas around the seating and dance floor. They also set up tables for beverages along the exterior of the south side of the Conference Room and rolled the Museum's podium into place. The DJ and food catering each arrived for their respective set ups, and everything was ready for the Ball.

Cadets who were involved in the decorating and final set ups changed clothes and others arrived for the 6:30 dinner wearing formal attire. The Birthday Ball proved a success as 78 attendees dined and danced past 11:30. CAM members Gary and Susan Naylor, parents of Cadet LT(jg) Rachel Naylor, were in attendance, and Gary was the keynote speaker. As the Ball drew to a close, he gathered some cadets, and they took down the chairs and tables and placed them in their storage area.

The following Monday, Don Dawson, Jim Braun, and Paul Frantz moved the drone and aircraft back to their respective places in the hangar and reset signage and other items to their normal places.

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**HAPPY
HOLIDAYS
TO YOU
FROM CAM**



Guest speakers for our next Membership Luncheon

Cam member Colonel Jon Boursaw, US Air Force (Retired), is our speaker for the December Christmas Membership Luncheon. Jon is also the Citizen Potawatomi Nation Legislative Representative for the State of Kansas. He will give a brief history of the Citizen Potawatomi Nation (CPN), recounting its migrations prior to contact with Europeans, its forced relocation from Indiana to Kansas, the tribe's 85 years in Kansas, and a summary of its current economic development. Today, of the 30,000 CPN members nationwide, 2,600 reside in Kansas.

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Calendar of Events

December

Monday, December 8

Membership Luncheon
Jean Wanner Education Conference Room
11:30 am
Colonel Jon Boursaw, US Air Force (Retired),
will give a brief history of the
Citizen Potawatomi Nation

Thursday, December 25

Christmas Day all day
The Museum is closed

January

Thursday, January 1

New Year's Day
The Museum is closed

There is no Membership Luncheon
in January. The next luncheon will be
Monday, February 9, 2015.

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Visitors

During **September**
the Museum had
689 visitors
from **31 states**,
Washington, D.C., and
Canada
Denmark
Germany
Great Britain
Ireland
Taiwan

During **October**
we had
621 visitors
from **32 states**,
Puerto Rico and
Australia
France
Germany
Netherlands
Sweden
Switzerland

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**Our next project, the EC-121 Super Constellation,
will be one of our largest restoration projects.
Are you interested in participating in the restoration of this aircraft?**

With the successful completion of the USS ORISKANY project, a seven year undertaking, and the anticipated completion of the Firebee Drone project in 2015, the Museum is embarking on a new project: the revitalization, both exterior and interior, of the EC-121 Super Constellation, the only aircraft that, because of its size, must remain outside our museum display hangars.

Project Managers, Wes Barricklow and Stu Entz are beginning with a search for Technical Manuals, developing a short narrative of the aircraft's service record, and preparing an overall Project Plan/Sequencing/Budget. As soon as these initial undertakings are completed, they will be published in Plane Talk.

Given the magnitude of this project and the fact that work can only be done during moderate weather conditions, it is anticipated to extend over several years. Initially, there will be considerable cleaning required due to the bird infestation. Once the cleaning has progressed, it will follow with the installation of bird barriers. At the same

time, electrical service to and within the aircraft will be upgraded.

As is the challenge on every Museum project, we would solicit participation in the project by anyone who is interested. This is not glamorous work. It is cleaning and painting of surfaces, fabrication of items. Some work will be on scaffolding and/or crew stands several feet off the ground. Visible progress will be slow in coming. If you would be interested and want to get your hands dirty on a beautiful aircraft, call: Wes at 640-9156 or Stu at 221-2121.

There are only a few flying Lockheed Constellations in the World. There are currently 11 EC-121 types on public display in the United States. CAM's "Connie" is a true combat veteran, having last served during the Vietnam War. Unlike many aircraft restorations that arrive in pieces, our aircraft is complete. The challenge is the fact that it is a very large restoration project. A journey of a thousand miles begins with the first step. Please join in this project. ➔