

COMBAT AIR MUSEUM

→ → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Topeka Regional Airport Topeka, Kansas

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Students' National History Day presentations focus on "Leadership and Legacy in History"

By Dennis Smirl

The Combat Air Museum's Membership Luncheon was held on Monday, April 20. A packed house was treated to two video presentations developed and produced by four students from Seaman High School and supervised by their faculty mentor and coach, Susan Sittenaur. Both sets of students presenting had qualified through District level for the State National History Day competition held at Washburn University on April 25th.

History Day is a year-long learning opportunity for students in grades six through twelve that offers high school students the opportunity to explore history topics that interest them. The entrants are expected to conduct research, using primary and secondary resources, and then analyze the information, in light of an over-arching historical theme or question. The theme for 2015 is "Leadership and Legacy in History." The first and second winning entries at the State level pass on to the National History Day competition held in June.

The first presentation was by seniors Bailey Bushnell and Kendall Leatherman. Both these seniors were at the Museum a year ago with their State competition entry about Child Labor practices in the early 1900's as documented by photographer, Lewis Hine. These two fine students placed second in the State competition's Senior Documentary category in 2014.

This year they detailed some of the significant legislative contributions of one of America's true heroes, former United States Senator, Robert Dole. Quoting directly from the presenters, we learned that "Senator Dole was born in Russell, Kansas. He enlisted in the U.S. army during WWII and was severely wounded in combat, leaving him disabled. After going through extensive rehabilitation, he began his career as a public



Bailey Bushnell and Kendall Lawrence are to the left of Gene. Hailey Reed and Andrea Sodergren are to the right of Susan Sittenauer. Photo - Dave Murray

official and became a United States Senator from Kansas. Dole used his position to bring about equal rights for all Americans, focusing on the disabled minority. His most notable change in legislation occurred through his influence and leadership in passing the 1990 Americans with Disabilities Act, which gave rights to millions of disabled Americans." This presentation was warmly received by the membership, and a spirited question and answer session followed immediately. All the

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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**

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Your comments are welcomed.

From the Chairman's Desk

Gene Howerter, Chairman, BOD

by Gene Howerter

The Museum is back in full swing and we are back on our regular peak season hours. Our tour guides have been busy conducting the end-of-the-year school tours. It is always wonderful hearing the kids' voices and the Museum seems to come alive after a long quiet winter.

The Celebrity Pancake Feed, which signals the beginning of the season, is now in the history books. The annual 5K/10 walk/run, our next major fund raising event, will take place the last Saturday in September. Hangar 602 has been cleaned and scrubbed, but our second hangar, 604, is in need of some spring cleaning. Read more about our activities.

Let me call your attention to an event which will take place soon in Topeka, "Topeka Gives 2015: a fun day of giving." This one day event celebrates charitable giving. The Topeka Community Foundation is providing \$60,000.00 in "match" money for contributions made to support different nonprofit organizations in our community. This is approximately twice the amount they provided last year, thanks to local supporters. This year's event will take place from 7 a.m. to 6 p.m. on Tuesday June 2 inside the Fairlawn Plaza Mall - 21st and Fairlawn.

For this event there is a \$25.00 minimum gift amount. While there is no maximum gift amount, matching funds will only be awarded to the first \$1,000.00 of each donor's contribution.

Note: contributions (checks, cash, credit card) can only be made in person at the Fairlawn Plaza Mall the day of the event. Contributions cannot be made online or by mail. However, if you want to support the Museum with a tax deductible donation you can always send it to the Combat Air Museum.

Keep in mind, as there are other

organizations participating, Topeka Gives will pro-rate all matching money and it will not be a dollar-for-dollar match. The match percentage will be calculated as follows: \$60,000.00 / Total Gift Raised = Match Percentage for each gift. 100% of your gift plus the foundation match will be passed on to the Combat Air Museum at a ceremony inside the Fairlawn Plaza Mall at 10 a.m., Thursday June 18.

All checks must be made payable to the Topeka Community Foundation accompanied by an official donation form which can be picked up at the Museum or the Topeka Community Foundation booth at the Fairlawn Plaza Mall the day of the event.

Yes, you can choose to give your gift anonymously. All gifts are 100% tax deductible.

Consider this: if fifty individuals were to donate just \$25.00 each, the Museum would collect \$1,250.00 + the match. If you live in the Topeka area please give this some consideration. For more information you can call me at the Museum, 785-862-3303, or call the Topeka Community Foundation, 785-272-4804.

As always, it is a joy and delight when any of our Museum members send extra donations when paying annual dues or for any reason. Remember, the Museum can only operate day-to-day with funds provided by generous contributions throughout the year. You can rest assured that the Museum spends each dollar earned and donated prudently. We remain a 100% volunteer organization except for a full time curator (employee) and a part time office manager. Yes, the Combat Air Museum is a "Labor of Love" and we have some of the best volunteers any organization could hope for. I want to thank all of you in advance for your service both tangible and intangible. I hope to see you at the Museum soon.

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"Students" con't. from Page 1

questions were skillfully answered by Miss Bushnell and Miss Leatherman, and their ability to field the questions with informative and thought-provoking answers was appreciated by everyone present.

The second presentation was by juniors Hailey Reed and Andrea Sodergren. Their presentation detailed the life and heroism of Tran Ngoc "Harry" Hue, a South Vietnamese soldier who was a prominent leader in the Army of the Republic of Vietnam during the Vietnam War. From the presentation, the membership learned that, "Harry" was raised with a strong belief in democracy. He fought valiantly alongside American soldiers and saved countless American and South Vietnamese lives. Harry was taken prisoner of war by the North Vietnamese and held captive for nearly 13 years. The NVA attempted to get Harry, an exceptional leader, to defect and be an officer for them. He refused and remained loyal to his people. Harry was eventually located by one of his former American advisors and brought to the United States. Since the Vietnam War and after he came to the United States, he has worked with current U.S. advisors to assist with foreign nations.

Harry now lives in Falls Church, Virginia. After this highly competent presentation, another question and answer session was conducted, and again, the two presenters did an excellent job of providing detailed and informative answers to each question raised.

These presentations will be taken to state competition, and hopefully on to national competition. Our thanks and good wishes for continued success go to Bailey Bushnell, Kendall Leatherman, Hailey Reed, Andrea Sodergren, and especially to their mentor and coach, Susan Sittenaur. These presentations informed and entertained the membership and furnished everyone present with new understandings of the meaning and value of leadership and heroism.

On Monday, April 27, Susan Sittenaur emailed us that both teams qualified for Nationals competition. Hailey and Andrea placed second at the State competition, and Bailey and Kendall placed first. The 2015 Kenneth E. Behring National History Day Contest will be held June 14 – 18 on the campus of University of Maryland, College Park. ➔

In Memoriam**Robert Henderson**

#5352

1927-2015

March 28, 2015

Topeka, Kansas

One Year Member

Robert "Vic" Van Camp

#3861

1933 - 2015

April 7, 2015

Topeka, Kansas

friend Chuck Bradshaw we asked him if he would like to join and become a volunteer. Without hesitation he said; "Yes, I think I would like to." Over the years as I got to know Vic, I discerned that he was a man who had been "stepping up to the plate" all of his life in support of every challenge he confronted. I was impressed when I learned he was at one time the Mayor of Colby, Kansas. The world needs more people who are not afraid of stepping up to a challenge as Vic was used to doing. Vic will always be remembered at the Museum with fondness. Vic and his wife Marj established a Veterinary Practice in Hoxie, Kansas, where three of their children were born before moving to Colby and then retirement in Topeka. Vic took admissions at our Gift Shop most Wednesdays for several years after retirement.

Bob also volunteered in our Gift Shop after moving to Topeka and retirement. Bob spent a number of distinguished years in the military and did not want to be cooped up at home. He loved people and he was never to be outdone when it involved telling a fun joke. He was always doing kind deeds for others and would always present them with little well thought out gifts when returning from a vacation. When Bob was diagnosed with serious health issues he resigned from the Gift Shop only to re-up his CAM membership this past year. Bob also volunteered at the Museum of the Kansas National Guard and had many friends there.

Both of these men were fine Christian men and had many friends at their church.

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Celebrating Life*by Gene Howerter*

The Museum would like to express our sincere condolences to the family members and loved ones of both RV (Vic) Van Camp and Bob Henderson. Both of these men loved and enjoyed the Combat Air Museum.

Vic was a man who would never step away from a challenge. So much could be said but I would like to share this about him. The first time he visited the Museum with his

The 22nd Annual Celebrity Pancake Feed

by Gene Howerter

The Combat Air Museum's 22nd Annual Celebrity Pancake Feed is now history. By all accounts it was another successful fund raising event and a good time was had by all. We had an "All Star" team of celebrities flipping pancakes from early in the morning, starting at 7 AM, and they did not slow down until shortly before noon. There was a lot of fun and laughter behind the grill as old acquaintances were renewed, and I suspect there was a little political wiggling going on at the same times. However, all was in good hands and under control as Mr. Bob Carmichael, owner/operator of our local Topeka Perkins Family Restaurant, took charge of training and supervision behind the grill. You would be amazed at how fast he can keep the line moving as service is extended with a smile.

The day's entertainment got off to a good start shortly after 8 AM as the "Blumont" musical group tuned their instruments and started playing some tremendous music, mixed with their singing. One could not help but notice guests as they got in the mood with toe tapping and hip movements, etc. Following the Blumonts we had a fabulous group from the Countryside Methodist Church sing and perform. Once again guests could be seen moving their lips as they joined in and enjoyed the music as the "Soul-full Singers" performed their music. We cannot thank both of these groups enough for their support of this event each year.

The third group to entertain during the morning was the Beverly Bernardi School of Dance and Pom. Beverly got things off to a rousing start by calling on the Washburn University football team's celebrity helpers to participate in an impromptu dance exhibition. This was a real crowd pleasing demonstration, and I can say for a fact that

the team was up to the challenge. Kudos to all of those players for stepping up and participating. They represented their team well.

Washburn was well represented as men's head basketball coach Bob Chipman and his son/player Bobbie Chipman flipped pancakes, as did Washburn president Dr. Jerry Farley. Also supporting this event from Washburn was a small group of student nurses and their instructor. They were taking vital signs and performing glucose checks (before pancakes were eaten) along with BMI checks. What a great group.

Now, back to the School of Dance and Pom kids - numerous groups of student dancers of all ages entertained a nice crowd of late morning guests for about forty minutes. It was a real pleasure watching as these kids got to show off the dance routines they had worked so hard on for some time. What a great time they all had showing off their newly learned skills of dance.



Above Guests with fresh-off-the-grill pancakes fill the seating.

Left: (Left to Right) Bob Carmichael; Bobby Chipman Washburn U. basketball; Command Chief Master Sergeant Patrick Moore, 190th ARW; Colonel Chris Turner, Vice Commander 190th ARW; Colonel Jarrod Frantz, Commander 190th ARW; Kurt Young, President, Topeka Lodging Association; Bob Chipman (partially hidden) Washburn U. basketball coach.
- Photos by Don Thun



Left: The Soul-full Singers of Countryside Methodist Church.

Middle: Fly-in Market tag sale.

Below: Washburn University President Jerry Farley visits with Nursing students.

- Photos by Don Thun

As all of this was taking place the morning long, another team of Museum volunteer supporters was busy running our newly dubbed "Fly-In" Market Sales event. Many of our members stepped-up again and donated new and like-new items for this fund raising event. The sales help support the Museum's daily operations as does the pancake feed. There were also baked goods for sale which are always popular for an afternoon snack. We want to thank all of those who helped and supported this endeavor.

Lastly, at the conclusion of the day we fed about 500 people of which approximately 450 were paying guests and the others were our invited Celebrities and guests. Even though there was a decline in paying guests from previous years when we have had 600 to 700 people, 450 is better than the early years when we had 200 or fewer guests for the event. It is also possible that the morning weather conditions which included rain could have had some effect on the numbers attending.

At the end of the day revenue earned was down about \$1,000 over the past several years. Our plan for the future will be to work extra hard this coming September to increase revenue from our 5K/10K walk/run fund raising event. Hopefully this will get us back financially



where we need to be, and all will be well. Thank each of you who support this event as it is a large part of what it takes to keep the Museum viable. Remember, when you eat at Perkins Family Restaurant to thank Bob Carmichael for his support of the Combat Air Museum. We hope to see you at the Museum and invite all of your family and friends to visit also.

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Test pilot Milburn Apt from Buffalo, Kansas flew three times faster than the speed of sound in 1956

(Continued from April/May 2105 Plane Talk)

In October 1945 Bell Aircraft Corporation began design work on a new swept-wing experimental aircraft. It was the Model 52, initially labeled XS-2 (Experimental, Supersonic), then X-2. It was rocket driven. Its mission was to explore very high speeds (Mach 3.5) and altitudes (125,000 feet) and determine the associated [control surfaces] compressibility and heating effects, termed the Thermal Barrier. The X-2 would also provide more knowledge in swept wing technology, something that in 1945 was still new in full scale aircraft.

The X-2 was a sleek aircraft with a canopy streamlined into a spine on the top of the fuselage. There was little rearward vision. It had a low, swept wing. The horizontal stabilizers were also swept back and located at the rear base of the vertical stabilizer. It had skids for the main landing gear and a dual nose wheel. The fuselage was very low to the ground. An instrument probe extended from its pointed nose. The aircraft was painted overall white with a black anti-glare panel on the nose and US Air Force markings. It had a single Curtiss-Wright XLR-25, two-chamber, rocket engine.

Like the previous X-1 generation test aircraft, the X-2 was carried aloft by a mothership. In this case it was a modified Boeing EB-50A Superfortress. After rocket burn ended, the aircraft glided back to a landing.

In comparison to aircraft in CAM's collection, the wingspan, length, and height of the X-2 were within 15 inches of the dimensions of our Polish SBLIM-2 (MiG-15) and SBLim-6R (MiG-17). All similarities in looks, however, end with the dimensions.

Bell built a new pilot safety design into the X-2. It was a pressurized, jettisonable canopy section. After separation from the aircraft a small parachute deployed to stabilize



the section. At an altitude of 20,000 feet, the pilot was to open the canopy and bail out with his own parachute.

Bell Aircraft in Buffalo, New York, built two X-2s, serial numbers 46-674 and 46-675. Aircraft 675 was the first completed and rolled out in November 1950. Due

to tests and preparations, its first flight was not until July 1951, and this was done without an engine, and it remained attached [captive] to the EB-50A mothership. This and several subsequent captive flights were made out of Buffalo.

675 was delivered to Edwards Air Force Base in April 1952 and made its first free flight two months later. This flight was unpowered and the aircraft was damaged during its landing, halting further flights for two months. Two more unpowered flights took place at Edwards, and 675 was then transported back to Buffalo to receive its engine. In the meantime, construction of 46-674 was completed.

After receiving its engine in early 1953, 46-675 still flew captive flights out of Buffalo. The engine was fired while still attached to the mothership. On May 12, 1953, 675 exploded while in captive flight over Lake Ontario, detaching from the mothership. Test pilot Jean Ziegler and engineer Frank Wolko were also blown from the EB-50. At least one account reports Wolko bailed out, but his parachute failed to open. The X-2, Jean Ziegler, and Frank Wolko disappeared into Lake Ontario and were never found. The EB-50 suffered extensive damage but



Far Left: Wreckage of the X-2. Captain Apt and the escape section came down a few miles away – Internet photo

Center: US Air Force Captain Apt with the Bell X-2 – LIFE photo

Left: Memorial marker at the crash site. - Internet photo

returned to Niagara Falls AFB with the remaining crew.

The second X-2 was ferried to Edwards AFB in July 1954. It made its first glide flight the following month. Landing stability was still a problem. The second glide flight did not occur until March 1955, and still there was landing instability. Repairs were made, and a third glide flight took place in April with little improvement. Bell was tasked to find and fix the problem.

Bell found the main culprit to be a high center of gravity when the X-2 was on the ground. Wider skids were installed and the oleo struts shortened 50%. This solved the problem and made for a much more ground-hugging attitude.

The first powered, free flight of 764 took place in November 1955. Between November 18, 1955, and September 7, 1956, it made 12 powered flights under the hands of Captain Frank Everest and Captain Iven Kincheloe. Captain Everest reached Mach 2.87 on July 23, setting an unofficial world speed record of 1,900.34 miles per hour. Captain Kincheloe reached 125,907 feet on September 7 to set an unofficial world altitude record. Now, it was Captain Milburn Apt's turn.

Powered flight number 13 was the last scheduled flight of the Air Force program. Then the aircraft was to go to NACA (National Advisory Committee for Aeronautics) for scientific research. After two months of extensive study and training, including flying chase missions for several X-2 flights, this was Captain Apt's first flight in the X-2. For his first flight attempt he was instructed to concentrate on refining techniques to achieve an optimum flight profile and not go for maximum speed.

On the morning of September 27, 1956, the EB-50 mothership carried Captain Apt and the X-2 to 31,000 feet and released the aircraft. Apt applied full power and quickly outdistanced two F-100 chase planes. He exceeded Mach 1 at 44,000 feet. Captain Kincheloe was coaching from a chase plane, and Apt flew a nearly perfect flight profile,

reaching 72,200 feet before nosing over into a shallow dive. The X-2 accelerated rapidly and continued accelerating after rocket engine burnout. It reached Mach 3.196, 2,094 miles per hour, making Captain Milburn Apt the first human to fly faster than three times the speed of sound.

It was time to set up the return for landing. The flight plan called out that turns should not exceed Mach 2.4. Apt made his while still at or very near Mach 3. Later, there was speculation that perhaps he made his turn early because the flight had carried him some distance from the landing point on Rogers Dry Lake, and he may have felt he would not have enough altitude and energy to make the glide all the way back.

A stop action movie camera was mounted in the X-2's cockpit and recorded events as the X-2 made its turn. The aircraft entered a series of rapid, diverging rolls and tumbled out of control due to inertia coupling. This circumstance of high speed flight was little known at the time. The pitch and yaw inertia of an aircraft's heavier fuselage overpowers the aerodynamic stabilizing forces (roll) of the wings and tail assembly and their respective control surfaces. Inertia coupling almost killed Chuck Yeager in a December 1953 test flight in the Bell X-1A. Yeager was able to regain control and safely land. The uncontrolled movements were so violent, his pressure suit helmet cracked the canopy.

The X-2 cockpit camera recorded Apt being thrown about in the cockpit and losing consciousness briefly, then trying to regain control. Sensors indicate he experienced side loads between +6 and -6 gs. The X-2 entered an inverted spin much like Yeager and the X-1A. Captain Apt activated the charges to blow the cockpit section from the aircraft. This was successful, and the drogue chute deployed, but Apt was apparently knocked unconscious again and still had to get clear of the cockpit. He was able to release the canopy but ran out of time and altitude and died when the cockpit hit the ground. Three large pieces of the X-2 crashed closely together about 5 miles from the cockpit. They were remarkably intact with little fire and no explosion.

The cockpit film was recovered, studied, and used in training future X-plane pilots about inertia coupling, including those who would fly the highly successful North American X-15.

"Test Pilot," con't. on Page 8



Far Left: Milburn Apt's grave site in the Buffalo, Kansas cemetery. Left: Altoona-Midway High School mascot, the Jets, named in honor of Milburn Apt.

"Test Pilot," con't. from Page 7

Buffalo, Kansas is about 97 miles south of Topeka on US Highway 75. The east edge of the small town comes up to the highway. Just north of the town is the Buffalo Cemetery. This is the final resting place of Captain Milburn G. Apt, in a family plot along the north cemetery road in the northwest section of the cemetery. Highway signs for Buffalo give no indication that this was Milburn Apt's hometown. Driving through the town reveals no marker or monument for Apt. If the Buffalo High School of his day still stands, it is not marked as such. Today, there are no public schools in the town. The 2010 census gave Buffalo's population as 232. Wikipedia does show that test pilot Mel Apt and baseball player Claude Willoughby hailed from Buffalo.

About four miles south of Buffalo on US Highway 75 is the Altoona-Midway High School and Middle School, along the west side of the highway. The sign for the schools has a stylized JETS with the silhouette of what appears to be an F-16 fighter in the school colors of blue and gold. The mascot name of Jets is in honor of Milburn Apt, and there is a weekly school newspaper, *The Pilot's Log*.

Altoona-Midway High School's KAY club, along with the school administration, established a Wall of Honor in 2012, and the first induction ceremony was held in May of that year. The first recipient was Milburn G. Apt.

A daughter, author Sharman Apt Russell, wrote a letter essay to her father some 50 years after his death. She was two years old when Captain Apt died. The essay is titled, *Letter to My Father Concerning The State of The World*. It is an interesting read and tribute to her father.

The Bell X-2 went Hollywood in 1955-1956 with the filming of the movie *Toward The Unknown*, starring William Holden, Virginia Leigh, and Lloyd Nolan. A young actor named James Garner made his film debut. Filmed on location at Edwards AFB, the X-2 played a starring role in the movie.

From 1957-1966 Walter Cronkite narrated a popular documentary television program, *The Twentieth Century*. Episode 4 of Season 1 was titled *Toward the Unexplored: The Flight of the X-2*, airing November 10, 1957. The

following episode was titled *Mach Busters*, airing November 17, 1957. We have been unable to determine if this program has ever been reproduced in digital or an older VHS format. If any of our readers can help us out with this, please contact the Museum.

A replica Bell X-2 is owned by Planes of Fame Museum, Chino, California, under static restoration.

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Calendar of Events

JUNE

Monday – Thursday June 1- 4
Young Aviators Education Class
 Bob Dole Education Conference Room
 9:00 am – 12:30 pm
 \$50 per student for the class session

Monday, June 8
Membership Luncheon
 Bob Dole Education Conference Room
 11:30 am
 Lieutenant Colonel Roger Aeschliman, Kansas
 Army National Guard,
 will speak about a recent, year-long tour of duty in
 the Republic of Kosovo.

JULY

Monday – Thursday July 6 - 9
Young Aviators Education Class
 Bob Dole Education Conference Room
 9:00 am – 12:30 pm
 \$50 per student for the class session

There is no Membership Luncheon in July.
 The next luncheon will be Monday, August 10.

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A reminder that shopping at Dillons can help CAM

by Gene Howerter

In the last issue of Plane Talk, I wrote an article about how our Kansas readers with access to Dillons grocery supermarkets could use their Dillons Plus Shoppers Cards to help support the Combat Air Museum while shopping at the supermarkets. In April we received our first check from The Kroger Company, parent of Dillons, in the amount of \$257. Thank You and thank you, again, for taking part in this program. Our current plan for using these funds is to begin replacing our older, eight foot particle board dining tables used at Museum functions.

For those who missed the article, here it is, again.

"For our readers in Kansas there is a new way to support Combat Air Museum while shopping at Dillons. Dillons is giving up to \$2 Million, 1/2 Million per quarter to civic organizations whose members shop Dillons in 2015. Here is what the Combat Air Museum needs you to do in support of CAM.

If you don't have email or you simply don't want to register your account information on line, call 1-800-576-4377, select option #3, and you will talk with a person. You will need a Dillons Plus Shoppers Card. Give them the code numbers which are printed on the back under the bar code. When asked which organization you want to register with, tell them the Combat Air Museum, our number is 43200. If you do not have a Dillons Plus Card you can get one at all Dillon's check-out or customer service counters. If you want to register online it is <https://www.dillons.com/communityrewards>. Please hang in there until you are registered. CAM will be credited at 5% of each purchase every time you use your Dillons Plus Card; excluding gas, liquor, etc. Please get all of your family and friends to support us; you don't need to be a member of CAM. I signed up by phone, and it was easy with no pressure applied. Thank you."

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**Join the
Combat Air
Museum!**

July is our target month for the Hangar 602 Restoration Fund Raising

by Dick Trupp

Keep on Keeping On! The Hangar 602 Restoration Fund Raising.

There is good news. There is no bad news, only the closing challenge.

After three months into our fund raising effort we have \$16,880 committed (53%) toward the goal of \$32,000. July is the target month for completion of this effort. The work on 602 will be finished in the August/September time frame.

If you have yet to make your donation, please step up and help toward the project. I will be after more Trust and Foundation funds as well. If you have suggestions, please contact me. Together, the membership will get this done!

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Supporters

New Supporters

John Plumb

Dr Gregory, Kedrin, Sean, Kellie,
Mitch, Cail & Kiera Quinlan
John, June, Luke, Janet, David,
Michelle, Daniel, Melissa
& Emily Ranum

Dennis & Marise Smirl

Chris Stokes

Renewing Supporters

Jim & Mary Braun

Marty, Terry, Matthew,
Andrew & Kathrine Braun

Kenneth Elliot

John Gorbet

Phil Hotzel

Scotty Larimer

Michael Madden

Gary, Susan, Desiree,

Patricia & Rachel Naylor

Don & Nancy Nisbett

Thomas & Carole Rost

Chris, Clarris & Adam Rundel

Danny San Romani

Bill & Janice Stumpff

Larry & Diane Todd

Eric, Lyn & Mitchell Walthers

Stephen Wodtke

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Visitors

During **March 2015**

the Museum had

1000 visitors

from 31 states,

and

Costa Rica

Japan

New Zealand

During **April 2015**

we had

740 visitors

from 33 states, and

Australia

Brazil

Canada

Croatia

Czech Republic

France

Great Britain

Northern Ireland

Sweden

→ → →

Projects and additions increase CAM exhibits

Fokker E.IV Eindecker Replica

On Thursday, May 7 several members of the "Dawn Patrol" from Liberty, Missouri, delivered a home-built, full scale replica of a Fokker E.IV Eindecker World War I German fighter. The aircraft was donated by Mrs. Jan Werner, widow of Mr. Ron Werner, builder of the replica. The Dawn Patrol trailered the plane to Topeka, avoiding the line of thunderstorms moving through northeast Kansas that morning. When assembled, the aircraft has a wingspan over 30 feet and a length of nearly 24 feet. We currently do not have floor space to place the assembled aircraft on temporary exhibit, so it will sit on its trailer for the time being. The wings are stowed in the box-like trailer with the fuselage riding on top.

The engine and propeller had been removed from the aircraft for another project in Liberty, and we will make a dummy representation of an engine and install a non-flying propeller. We have selected a rafter in the northeast sector of Hangar 602 from which to suspend the replica fighter, making this the fifth such World War I replica to hang in 602.

EC-121T Project

Over the past several months Wes Barricklow and Stu Entz have done a lot of background work in preparation for the cosmetic restoration to the Lockheed EC-121T Super Constellation. Wes developed a Restoration Plan for this project with over 100 line items of work. The Plan includes columns for tentative start and finish dates and duration for each line item. Obviously, this is a working plan and will change accordingly with work being done and items of discovery.

Through Wes' efforts, Sherwin-Williams Paints aerospace division will donate the paint for the aircraft's exterior. Wes has also acquired technical help and advice from members of the Kansas Air National Guard who helped paint the Boeing KC-135 Stratotanker on exhibit by the Museum of the Kansas National Guard.

Most recently, on May 3, Mr. John Roper of the National Airline History Museum in Kansas City, Missouri, flew to Topeka to assist a crew of CAM volunteers in opening an engine cowl on the EC-121. Two Civil Air Patrol cadets flew with him, one flying the plane into Forbes, the other flying it back to Kansas City.

Wes had earlier contacted the National Airline History Museum, and in December 2014 he, Stu, and Dave Murray visited the Museum with its flyable Lockheed L-1049G Super G Constellation painted in Trans World Airline markings. They visited with John Roper and others, and Wes has kept up correspondence and phone calls with him. John is on the museum's Board of Directors as Treasurer. He has earned an Air Transport Pilot License, Multi-engine instructor, Airframe and Powerplant certificate, FAA



inspection authorization, and as we found out, has an excellent knowledge of the workings of the Constellation.

John coached and helped us open the cowling on the number three engine. He told us the sequence and offered advice on how to safely lift the upper cowls into position in order to install the supporting struts. As soon as the cowling sections separated, 34 years of literal startling crap, dirt, nesting material, feathers and eggshells fell from and around the engine into a tarp placed on the apron to catch the trash.

The crew successfully got everything opened and supported, and more trash was knocked loose with brooms and gloved hands. John answered questions from our volunteers about the engine and cowling pieces and wrote down the sequence for opening and closing the panels. As folks cleaned the worst of the trash off the engine, he spent time walking around the plane with Wes as Wes explained what the plans were for refurbishing the exterior. Gary Naylor also visited with John about a problem he had run into in removing the rudders and his ideas on removing some bolts seized in bearings. John knew exactly what and where Gary was talking about. He offered what to try and what he had done on the Kansas City Connie.

John and the cadets spent a good three hours and more with us. We learned quite a bit during his visit, and he left three manuals for Wes to copy information from. As he and the cadets prepared for their flight back to Kansas City, our volunteers dumped a tarp-load of trash from the engine and picked up tools and other gear to finish





*Far Left Top: Dawn Patrol delivers the replica World War I Fokker E.IV Eindecker,
Lower Left: John Roper points out something on the R-3350 engine to Stu Entz, Gary Naylor, and Wes Barricklow. - Photos by Dave Muray
Left: The T-33 seat completed by Don Dawson.
Right: The completed forward fuselage of the Ryan BQM-34A Firebee.
Lower Right: Bob Crapser's paintwork on the UH-23 Engine assembly.*

the few hours' work. This was an important first step to get the crew together and get some feeling for what is in store for the work ahead.

T-33 Ejection Seat

Don Dawson completed his winter project in March of preparing a T-33 ejection seat for exhibit. It is inside an exhibit case and placed beside the T-33 jet trainer. The exhibit is made from four ejection seat carcasses held for some years by CAM. There are still items missing, and we will add these as we can acquire them. For examples, we need shoulder harnesses and a seat cushion/survival kit. This particular type ejection seat built by Lockheed could be used with either a seat pack parachute or back pack parachute. For those who wore a back pack chute, they would have sat on a seat cushion/survival kit.

BQM-34A Firebee Drone

Washburn Institute of Technology instructor Eric Showalter and one of his students delivered the forward fuselage of the Firebee drone on March 13, and loaded the rear fuselage for transport back to the school. Dick Trupp has been monitoring the progress on the rear fuselage and plans are to have all repairs and painting done and the assembly returned to CAM before the end of the spring semester 2015. In the meantime, Dick worked on the forward fuselage to bird proof any openings. Once the rear fuselage is delivered, we will form a team of volunteers to reassemble the drone and prepare it for mounting on its stand near the west side of Hangar 602.

UH-23 Hiller

Bob Crapser has been applying a lot of primer and paint on parts and assemblies of the Hiller helicopter. The tail boom is now primed and ready for a top coat. The engine, transmission, cooling fan and shroud, and the rotor mast are painted. Once the crew cab and tail boom are painted, the larger components can be reassembled. ➔

Guest speaker for our next Membership Luncheon

Our guest speaker for the June Membership Luncheon is Lieutenant Colonel Roger Aeschliman, Kansas Army National Guard. Colonel Aeschliman is also Vice President and Trust Officer at CoreFirst Bank & Trust in Topeka.

He recently returned from a year-long deployment to Kosovo as commander of the Balkans National Support Element, a joint, combat zone battalion level NATO assignment. His presentation will be about this deployment. Colonel Aeschliman is currently a Liaison Officer with the 35th Division Headquarters. ➔



The public is invited as Senator Dole joins us for a renaming ceremony

At 2 p.m, Thursday, May 28, 2015, we will be dedicating and renaming our Conference Room and the exhibit space located to the rear of the Gift Shop in honor of former United States Senator Bob Dole, native of Russell, Kansas. Senator Dole is scheduled to attend the renaming ceremony from 1 to 2 pm on that day. The ceremony is open to the public.

Our Conference Room is used for our Membership Luncheons, Young Aviator classes, and as a small meeting place. The room will be renamed the Bob Dole Education Center. The L-shaped exhibit space, dedicated mostly to military aviation, will be known as the Bob Dole Aviation Gallery, and we may possibly display memorabilia from his World War II service.

Combat Air Museum's board of directors decided to rename the rooms in honor of Senator Dole in appreciation of his longtime support of the Museum, which included helping acquire aircraft for the collection.

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2015 Events

May

28 - Dole Dedication

June

1-4 – Young Aviators Education Class

8 – Membership Luncheon

July

6-9 – Young Aviators Education Class

August

3-7 – 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; museum closed

December

14 – Membership Luncheon

25 – Christmas Day; Museum closed

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