

COMBAT AIR MUSEUM

→ → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Topeka Regional Airport Topeka, Kansas

October / November 2015 • Vol. 31, No. 5



Left: Stu Entz's vintage jeep and trailer was the pace car for the first lap.

Above: The start.

- photos by Dave Murray

Below: Stu Entz leads the men's 5K winner Jacob Bull

on the backstretch.

- photo by Klio Hobbs

The 2015 Winged Foot 5K/10K run and 5K walk is in the record books.

Fifty-eight participants crossed the finish line in this year's Winged Foot 5K/10K run and 5K walk. It was a beautiful morning with clear skies, cool temperatures, and no wind. Competitors set three new age group records in the runs.

This year's race T-shirt honored Peggy Dawson and Vic Van Camp, two dear Museum members who passed away this year. Their names appeared on a color image of the Museum's C-47, Kilroy, taken in flight. Zona Hudkins, owner of Zona's Engraved Creations, designed and produced the race shirts. Sponsors of the event were listed on the back of the shirt.

Volunteers began arriving in the morning twilight to ensure participant packets and walk-in sign up forms were in place. As the sun came up, others arrived to set up mile markers, cones, a water table, the finish line, awards tables, and the sound system.

Senior Master Sergeant Fernando Adams of the Air Force Junior ROTC from Highland Park High School

"Winged Foot Run/Walk" con't. on Page 3



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Les Carlson

Stu Entz

Raymond Irwin

Doug Jacobs

Ted Nolde

Dick Trupp

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

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of Topeka, Kansas,

is published bi-monthly.

Your comments are welcomed.

From the Chairman's Desk

Gene Howerter, Chairman, BOD

I hope each of you had a great summer. By all accounts we had an excellent summer at the Combat Air Museum. There has been a lot of activity as the guest numbers and paid attendance were up. Our tour guides are the best, and we thank them for their dedicated labor so visitors are informed about the Museum. We thank our Gift Shop workers who have endured more busy days than usual this summer. The good news is that visitors to the Museum represent the life blood which keeps the doors open and provides the revenue needed for success.

You will notice volunteers at the Museum have been working on and completing numerous displays/exhibits and general projects this summer. Keep an eye on the next Plane Talk when we update you on another addition to the Museum's inventory.

There is never a dull moment at CAM, and we would love to have all of you come out and join in on the fun times provided. If possible, consider joining us as a tour guide or a Gift Shop volunteer. We think you will find it satisfying. If you are a people-person, you will love meeting visitors from far and wide. We could also use volunteers for computer IT support. There are plenty of volunteer jobs available for those who are self-starters. Laugh if you will, but it only takes about thirty minutes a week to clean our restrooms, and that is a valuable endeavor for the Museum. Please consider volunteering in some capacity at CAM.

I want to thank all those who took the lead to be a sponsor for our eleventh annual fun run in September. There were over fifty sponsors for the event. It pleases me so much to have sponsors just step up with their support without

a lot of fanfare. I thank you from the bottom of my heart. Remember, we are all volunteers at the Museum and sometimes our volunteer time is spread a little thin. Again, a big thank you to all of the sponsors who help us make it through the lean winter months by supporting this fun run.

On another note, thanks to those who have signed on with us for the matching Dillons/Kroger matching fund program. This program is helping us fill in where some funds have fallen short this year. If you have not signed up with a call to Dillons, please do so soon. This is a great Museum fund raising support program. I also want to thank all who add a little extra on their check when paying their annual CAM dues. This is helping the Museum a lot. As our annual dues are not extravagant, we can keep them at the present level if you keep on sending extra as you see fit. We are grateful for whatever you send. Thank you.

Finally, I want to get ahead of myself in suggesting this next offer. By the time your December Plane Talk arrives it will be Christmas-time again. Please consider visiting the Museum's Gift Shop for purchasing Christmas gifts. The Gift Shop is stocked with good items for Christmas for all ages. Stocking stuffers are plentiful. We have a new supply of all kinds of shirts, both T-shirts and collar shirts. Bring the entire family in for shopping. Shop early and get a jump on the busy task which presents itself each December. This will not only help each of you, but it is a way of supporting the Museum. Or consider purchasing a birthday gift or something that will delight your soul. You will love the new T-shirts with a Smiley Face T-shirts with a flight helmet and "Combat Air Museum" on the sleeve.

I hope to see you at the Combat Air Museum soon.

"Wing Foot Run/Walk"

con't. from Page 1

to review a map of the course and where they would be assigned to direct runners through course turns. Three of them would be stationed at mile posts to call out times as runners and walkers passed. Shortly before start time, they were driven to their respective stations.

Stu Entz had his vintage Army jeep with trailer, decked out with US flags to lead participants on the first lap of the course. Klio Hobbs rode with Stu to video and photograph parts of the run/walk.

This year, Vivien Smith provided the timing equipment and entered and organized the results in her computer.

Runners and walkers set off at the sound of an air horn at 8 a.m. Those running and walking 5K completed a single lap of the course. The 10K runners completed a second lap.

Jacob Bull ran away with the men's 5K run in 16:28, finishing 3 minutes 42 seconds ahead of the second place finisher. Hannah Powell was the top finisher in the lady's 5K run with 24:54. Miguel Espinosa was a three-peat winner of the men's 10K run in 40:10, and Taylor Trupp took top honors in the lady's 10K with 57:53. First place finishers in the 5K walk were Chase Florence in the men's division with 49:04 and Emily Miles was overall winner in the lady's division with 40:20. →



Top: "5K runner-up Josiah Powell, left, and 10K three-peat winner Miguel Espinosa on the backstretch of lap one. Above: 5K lady's winner Hannah Powell.

- photos by Klio Hobbs

**Winged Foot Run/Walk
results on Pages 4 & 5**

Sponsors

Jack & Carlene Vaughn
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Don Dawson

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Service
Zona's Engraved Creation, Inc.
B & B Sign Co. Inc.
Citizen Potawatomi
Nation
→ → →

"Wing Foot Run/Walk"con't. from Page 3**5K Run results**

** - denotes age group record

Men

Overall – 1. Jacob Bull, 16:28; 2. Josiah Powell, 20:10; 3. Karl Gunnerson, 22:16
 10-14 - 1. Charlie Leeper, 27:32; 2. Adam Trupp, 34:17
 15-19 – 1. Charles Van Camp, 26:58
 20-24 – 1. Jacob Bull, 16:28
 25-29 – 1. Josiah Powell, 20:10
 30-34 – 1. Cody Leeper, 32:50
 35-39 – 1. Bill Amyx, 45:01
 50-54 – 1. Jeff Debusk, 25:16; 2. Ron Fay, 33:58
 55-59 – 1. Karl Gunnerson, 22:16
 65-69 – 1. Dana Ferrell, 24:43; 2. Philip Arkfeld, 27:26
 75-79 – 1. Clay Lang, 29:24; 2. Wes Nicholson, 50:28**

Ladies

Overall – 1. Hannah Powell, 24:54; 2. Bre Berroth, 26:58; 3. Anna Debusk, 27:45
 15-19 – 1. Hannah Powell, 24:54
 30-34 – 1. Bre Berroth, 26:58
 35-39 – 1. Megan Wagner, 28:45
 45-49 – 1. Jennifer Rueger, 50:28
 50-54 – 1. Susan Gunnerson, 33:35
 55-59 – 1. Anna Debusk, 27:45
 60-64 – 1. Ethel Edwards, 39:22

Museum members and volunteers

Gene Howerter
 Sue Ann Seel
 Klio Hobbs
 Dave & Judy Murray
 Paul & Betty Frantz
 Deloris Zink
 Dick & Jeanne Trupp
 Taylor Trupp
 Bill Stumpff
 Ted Nolde
 Don Dawson
 Stu Entz
 Bob & Mary Ann Kelly
 Danny San Romani
 Pat Casey

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10K Run Results

** - denotes age group record

Men

Overall – 1. Miguel Espinosa, 40:10; 2. Paul Wagner, 42:42; 3. Tom Arnhold, 46:44
 25-29 – 1. Aaron Matthews, 57:59
 30-34 – 1. Ed mohan, 54:38; 2. Nick Wagner, 55:09
 35-39 - 1. Miguel Espinosa, 40:10 **
 50-54 – 1. Tom Schmar, 58:18
 55-59 – 1. Paul Wagner, 42:42 **; 2. Neal Farron, 46:52
 60-64 – 1. Tom Arnhold, 46:44

Ladies

Overall – 1. Taylor Trupp, 57:53; 2. Becky Kincaid, 58:14; 3. Ronda Mitchell, 58:18
 20-24 – 1. Taylor Trupp, 57:53
 30-34 – 1. Megan Trafton, 1:16:15
 40-44 – 1. Ronda Mitchell, 58:18; 2. Laura Cox, 1:01:04
 50-54 – 1. Sonya Whitwam, 1:03:26; 2. Irene Haws, 1:10:20
 55-59 – 1. Becky Kincaid, 58:14; 2. Stephanie Johnson, 1:15:30



*Above: Lady's 10K winner Taylor Trupp is between Aaron Matthews and Becky Kincaid.
 Right: This year's trophies.
 - photos by Klio Hobbs*

5K Walk results

Eleven age group times were either established or bettered in the 5K Walk

** - denotes newly established or bettered age group time

Men

Overall – 1. Chase Florence, 49:04; 2. Tyler Van Camp, 50:05; 3. Kolby Van Camp, 50:07
 10-14 - 1. Chase Florence, 49:04 **; 2. Weston Van Camp, 50:44
 15-19 – 1. Kolby Van Camp, 50:07 **
 20-24 – 1. Tyler Van Camp, 50:05 **
 45-49 – 1. John Spurgeon, 59:50 **
 50-54 – 1. Kipp Van Camp, 50:58
 55-59 – 1. Kurt Van Camp, 51:03; 2. Kevin Hackett, 58:05

Ladies

Overall – 1. Emily Miles, 40:24; 2. Angie Millstead, 40:21; 3. Janie Leeper, 48:30
 10-14 – 1. Karly Florence, 52:11 **
 25-29 – 1. Kara Van Camp, 50:44 **; 2. Cassadi Florence, 52:11.5
 30-34 – 1. Emily Leeper, 49:37 **
 35-39 – 1. Marcia Borries, 1:06:48 **
 40-44 – 1. Emily Miles, 40:20 **
 45-49 – 1. Angie Millstead, 40:21 **
 50-54 – 1. Tracy Van Camp, 51:52
 55-59 – 1. Shelly Van Camp, 52:22; 2. Kim Danielson, 52:26; 3. Trish Hackett, 58:05
 60-64 – 1. Janie Leeper, 48:30 **

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Visit our website
 at www.combatairmuseum.org

Visitors

During **July**
 the Museum had
1414 visitors
from 43 states,
 and

Canada
 France
 Germany
 Japan

During **August**
 we had

1233 visitors
from 35 states, and
 Australia

Canada
 China
 Germany

Great Britain
 New Zealand
 South Africa

During **September**
 we had

840 visitors
from 35 states,
 Washington, D.C. and
 Germany

Great Britain
 Italy
 Norway
 Scotland
 Spain

→ → →

2015 Events

October

12 – Membership Luncheon

November

1 – End Daylight Savings Time
 26 – Thanksgiving Day; museum
 closed

December

14 – Membership Luncheon
 25 – Christmas Day; museum
 closed

→ → →

Project updates

Fokker E.IV Eindecker Replica

It took two attempts, but we successfully suspended the Fokker Eindecker Replica from the ceiling of Hangar 602 on August 20. The full scale replica was a few feet off the floor on the first attempt when one end of a cable sling holding a pulley with the lifting cable pulled out of a swage fitting sleeve, allowing the plane to drop to the floor. Fortunately, no damage in the abrupt landing, and things stopped for a while as the damaged sling was removed from the ceiling beam and replaced. The second lift worked, and the aircraft is in the air between the SBLim-2 (MiG-15) and the Blue Angel.

The previous day, CAM volunteers moved four planes out of 602 to make room for hoisting and suspending the Fokker. Once the other planes were out, it and a trailer containing the wings and empennage were brought inside the hangar.

The morning of the hoist a crew of several folks from the Dawn Patrol near Liberty, Missouri, arrived to assemble the Fokker. CAM volunteers assisted them, and soon the replica was ready. Million Air Fixed Base Operator graciously loaned us the use of their deicing truck with its lift bucket and a driver to lift two people up to the ceiling rafters with a beam clamp, pulley, wire sling, and the hoist and suspension cables. Ted Nolde and Danny San Romani rode the bucket up and Gary Richards boomed the bucket into place.

Prior to the second lift attempt, we re-positioned the Fokker to give Gary room to place the truck closer to the ceiling beam. Once everything was in place, and with the lift cable hooked to our tug, Don Dawson drove the tug with a slow, steady pull, raising the Fokker in place. A guy line attached to the tail skid was tied off to a support along the left wall of the hangar to keep the plane from rotating, and the task was complete.

The four planes were towed back into the hangar and parked in their regular spots without any interference with or from the new occupant. That now makes five World War I replicas hanging in Hangar 602; three German, one British, and one French.



This page top to bottom: The fuselage awaits its wings and empennage.

Members of the Dawn Patrol install the left wing. Dick Starks (on the floor) and Kolin Schroeder attach the stabilator.

Each wing has eight guy wires; four on top and four on the bottom.

Ted Nolde and Danny San Romani attach the beam clamp from which the Fokker hangs.

Opposite page top: The Fokker's second, and successful, lift.

- photos by Dave Murray



EC-121T Project

Wes Barricklow has removed almost all the deteriorating deicing boots from the leading edge of the Constellation's wings. He removed nearly 62 linear feet by hand using scrapers. The square footage of removed material easily doubles the linear dimension. Wes still has a nine foot long section on the left wing to remove. Then his next step is to remove remaining adhesive material from all stripped areas.

Stu Entz has done some lighting work inside the aircraft, and found that some of the new lighting was not working properly. He contacted a friend who is a retired electrician lineman to see what he may be doing wrong. Jerry Milbradt met Stu and took a voltage reading at all the outlets inside the Connie. He found low voltage readings at each outlet and felt we were experiencing voltage drop due to the size of the cable providing power to the Connie and the distance it covers from the power source in Hangar 602 to the plane. Jerry checked the wiring size in the panel switch box and recommend we go to a heavier gauge wire from the panel to the plane.

This recommendation came at good time. For some time we have talked about placing the power line to the Connie underground. It currently comes out of the north wing wall of Hangar 602 and is suspended above ground to the aircraft. At the plane the wire is routed inside though an existing flare dispensing tube in the rear fuselage. With the decision to begin restoration work on the Connie this spring, one of the work items is to place the power line underground. Both Stu and Wes Barricklow looked for an alternative place on the plane to



route the incoming cable, and Stu found a spot just above the radar dome. He laid out the prospective route for the underground cable, and after Kansas One Call gave an all clear for digging, began some test holes at each end of the planned cable run to see what the ground was like.

Stu then rented a trenching machine and he and Jerry spent most of one day trying to dig a trench from 602 to the Connie. While Stu was operating the trencher, Jerry assembled the conduit to lie in the trench. The clay soil proved too much for the trenching machine, so Stu and Jerry contacted member Mike Welch to see if he could get a better trencher. Mike's solution was a backhoe.

The backhoe arrived on the afternoon of September 25, and the next day Mike, Stu, and Jerry dug the trench. The conduit was laid and covered, and the following Monday Mike and Jerry were back to fill in the trench. Jerry also used a fish tape to run a line through the conduit to use for pulling the new electric wiring.

"Project update," con't. on Page 8



Top right: The leading edge of the EC-121T's right wing with deicer boots removed.

Above: Mike Welch fills the trench containing conduit for the new power cable to yet be pulled.

The existing power cable comes out of the rear fuselage and is supported by uprights carrying it to Hangar 602

- photos by Curator

"Project Update," con't. from Page 7**BQM-34A Firebee Drone**

After a two-week delay due to weather conditions, we mounted the Ryan BQM-34A Firebee drone to its stand. We were ready the week of September 14 to mount the drone outside to the southwest end of Hangar 602. That is, until Topeka Regional Airport recorded some 4.1 inches of rain within part of a day. The grounds to bring a crane truck through include two drainage waterways, and they were too wet and soggy, so we had to reschedule. Then we had four to five days when a south wind did not stop blowing, including nighttime. Too risky for sling work. The winds died down only to have another rainfall the day before our next scheduled try.

Up to September 14, a concerted effort over a three week period took place to prepare the drone for outdoors exhibit. Markings were laid out, masked, and painted on the drone by Dick Trupp, Ted Nolde, Don Dawson, Gene Howerter, Wes Barricklow, Dave Murray, and Danny San Romani. Later, a warning stripe was applied. Don and Danny worked on bird proofing and insect proofing the drone. The targeted insects are primarily wasps/mud daubers. The two also mounted bird spikes on top of the vertical fin and on the pitot tube. For those of you who may be wondering, bird spikes are not for spiking or spearing a bird. The spikes are angled and close enough to each other a bird has great difficulty, if any success, in alighting on them. Dick and Don also mounted the drone's nose cone.

After close of business September 29, the Firebee was staged outside of Hangar 604 for its short journey through a security gate and to the stand. Don attached one of our tow bars to the front of the carrier holding the drone, and we towed it to the site on the early morning of the 30th. Three ladders were placed around the stand and other preparations made before arrival of the crane.

J. B. Turner & Sons Roofing & Sheet Metal donated the use of a crane and two operators to lift the drone to the stands. By 7:15 a.m. the slings on the drone were attached to the lifting rig of the crane. There was a mixture of finesse and muscle power to get the drone off its temporary stand and then fitted to the permanent one, but by 8:10am, the Firebee was bolted in place. We greatly appreciate the crane operators and their expertise and experience in helping us accomplish the mounting. Our volunteers included Dick Trupp, Don Dawson, Wes Barricklow, Dave Murray, Ted Nolde, Paul Frantz, and Danny San Romani. Later, Don and Danny mounted window screen around the engine exhaust opening through which the stand enters the drone's fuselage.

"Project update," con't. on Page 10





Opposite page top to bottom: Firebee Drone staged and ready to go. Lifted just enough to push and pull the roll-around stand off the drone. Volunteers begin manning various guy lines.

The tube on the drone starting into the stand. After some rocking and pulling and muscle force, the tube and flange slid into place.

The flange bolt holes were aligned and six bolts and nuts installed to secure the drone to the stand

This page top: One strong person pushed the rear strut into its bracket while another quickly slid the bolt home.

Left: The slings came off and the drone is free standing. Note the moon just above the tree branches behind the drone.

Center: The view from Forbes Avenue. The sun had not yet cleared the top of Hangar 602.

- photos by Dave Murray

Right: The new exhibit in full sunlight – photo by Curator



"Project update," con't. from Page 9**Office Hallway Carpet**

Dave Murray spent a couple of weekend days laying some 85 square feet of carpet at the top of the stairs and the south end of the hallway leading to the Museum offices. He cut and laid the carpet in three co-joining areas of different sizes. The new carpet is a welcome improvement over the old, worn out, green rug that previously covered this area.

Tables and Chairs Storage

The enclosure holding our tables and chairs got a make-over thanks to Jim Braun. He repainted the walls white and repainted the sliding door a dark gray. The walls and door were last painted some 15 years ago when we relocated the enclosure from the southeast corner of Hangar 602 to the southwest corner.

F-105D Ejection Seat

Don Dawson and Danny San Romani recently moved an ejection seat for a Republic F-105D Thunderchief into the workshop. Don will do preservation work on this seat, and Danny is tracing its history.

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Calendar of Events**October**

Monday, October 12
Membership Luncheon
 Bob Dole Education Center
 11:30am
 CAM member Eric Walther
 will share his experiences
 as an Air Force pilot with
 Typhoon Hunters.

November

2 AM Sunday – November 1
 End Daylight Savings Time

Thursday, - November 26
Thanksgiving Day
 The Museum is closed

There is no Membership Luncheon
 in November.
 The next
 luncheon will be
 Monday, December 14, 2015.

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**Your membership is important to us.
 Join the Combat Air Museum.**

Supporters**New Supporters**

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 & Adler Morris
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 Morgan & Luke Weber
 Conrad & Sharon Youngblom

→ → →

Learn more about the
 Combat Air Museum at
www.combatairmuseum.org

Guest speaker tells of his experience as a child growing up in WW II Philippines and gives members a musical treat

By Dennis Smirl

The August Membership Luncheon began with an excellent covered-dish luncheon. After the members had passed through the line and selected their meals, Gene Howerter called the formal session to order.

Several reports and items of business were on the agenda. A progress report on the EC-121 was met with great enthusiasm. Most of the power washing had been completed, and preparations for painting were well under way. Volunteers are still needed for this long-term project, and those who can put in some time will be appreciated.

The second item report contained two very important items. First was the progress of the matching grants project. Second was the Ryan Firebee drone project which was well along the way with fresh paint and markings.

The third report was on hanging the Fokker that was given to the Museum by The Dawn Patrol. At the time of the report, the aircraft had to be assembled and then hung above the MiG-15. The Fokker is now in place and is a very attractive addition to the Museum's growing collection of WWI aircraft.

Gene added a fourth report, and told the membership that a DeHavilland is yet to be donated to the Museum, and then detailed the hugely successful event in honor of former Senator and statesman, Bob Dole.

Once those details were shared, Gene introduced our guest speaker, **Dr. Percival Pascua**. Dr. Pascua gave a short presentation and then played several musical pieces on a series of harmonicas.

Dr. Pascua told of his early years in the Philippine Islands. He was born in Manila during WWII and his father, who was in the Philippine Army, was captured and survived the Bataan Death March. Percy, as he was called at the time, was four-years-old when he and his family were forced to flee to the mountains and hide from the Japanese Army for the duration of the war.

As a young man, he joined the Philippine Armed Forces and was subsequently sent to West Point, where he graduated as a Second Lieutenant in 1956. After returning to the Philippine Islands for several years, where he worked in medical services, he was recruited by the U. S. Air Force in Wichita in 1978. He later moved to Topeka and the 190th Air Refueling Wing, where he became Commander of the 190th Medical Clinic and the Kansas Air National Guard "State Air Surgeon." He also worked at the Menninger Clinic for several years. Now retired, Dr. Pascua devotes his time to family and music.

For the second part of his presentation, Dr. Pascua showed the membership part of his collection of harmonicas and then treated the group to a fascinating performance of several beloved songs. When he played the National Anthem, the membership stood as a group and remained

silent for his heart-felt performance.

The meeting adjourned and many of the members took the opportunity to thank Dr. Pascua for his very interesting talk, and his music.



Dr. Pascua plays a flute from his native Philippines and a 24 karat gold plated harmonica from his collection. Gene Howerter presents him with a Certificate of Appreciation.

- photos by Dave Murray



Guest speakers for next Membership Luncheon

Our guest speaker for the October Membership Luncheon is CAM member **Eric Walther**. His presentation will be two-fold. He will first recount some personal US Air Force flying experiences starting in 1958.

Eric completed USAF Pilot Training that included being a WB-50 copilot assigned to the 54th Weather Reconnaissance Squadron (Typhoon Chasers) on the island of Guam, in the Marianas Islands. Hurricanes west of the International Date Line are called Typhoons.

This part of his presentation will include his 34 typhoon penetrations and he will recount his C-47 midair collision with a Royal Thai Air Force T-33 jet at Bangkok International Airport, Thailand July 5, 1972.

The second part of the presentation will have **Howard Z. Smith** showing unedited gun camera film taken by his uncle flying the lead B-25 Mitchell bomber on the first Allied air raid of the Japanese stronghold at Rabaul, New Britain, during World War II. New Britain is east of the island of New Guinea.

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The **Fokker Eindecker Replica** is a new exhibit. See the story inside about it and other projects at the Combat Air Museum.

Visit our website
at
www.combatairmuseum.org



Our Cover Story: The 2015 Winged Foot 5K/10K run and 5K walk is in the record books.

Above: Tom Schmar and Ronda Mitchell were two of a number of runners who gave smiles and waves to the camera during the Winged Foot. - photo by Klio Hobbs