

COMBAT AIR MUSEUM

✈ ✈ ✈ Plane Talk ✈ ✈ ✈

The Official Newsletter of the Combat Air Museum

Topeka Regional Airport Topeka, Kansas

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Kansas Chocolate Festival Winged Foot 5K/10K Run & 4K Walk sets new records for participation and course times

By Dave Murray

A beautiful day welcomed runners and walkers to the 12th Annual and 1st Annual Chocolate Festival Winged Foot Run/Walk event. Runners set 12 new age group course records. Heartland Timing from Hays, utilizing RFID chip technology, timed and recorded the 5K and 10K races.

As usual, Stu Entz, in the museum's recently repaired "Follow Me" Jeep, guided the runners as they set off at 8 a.m. In an unusual twist this year, member Klio Hobbs had mounted 2 video devices on an electric scooter to record the whole race. He variously directed the scooter in front, in between and behind many of the runners, for an action-packed video of the event. He managed to stay on course and finish the race with his scooter intact and in good shape, even after several speedy 5K and 10K runners nearly ran over him!

CAM received 177 registrations for the big event but, due to illness and other commitments only 161 people finished the course. This year we did not time the walkers and we reduced their course to 4K to expedite announcing the results of the race. CAM did present first place trophies to the overall male and female walkers who crossed the finish line.

Many dedicated volunteers helped with the day's setup and preparation, along with the invaluable assistance of Senior Master Sergeant (Retired) Fernando Adams and the Highland Park High School Air Force Junior Reserve Officer Training Corps students who served as course marshals and looked after general setup and take-down work.

"Race," con't. on page 10



*Aerial view of the starting line
photo courtesy of Donohue Aerial Photography*

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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.

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Thanksgiving, Christmas Day

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Your comments are welcomed.

From the Chairman's Desk

By Gene Howerter, Chairman, BOD

WOW, what a busy time we are having now and over the next few weeks at the Combat Air Museum. The bad news is - time flies. The good news is, quoting Michael Altshuler, "We are the ones in the pilot's seat." It is our hope to spring into the holiday season after a deep breath following our fall activities. This has been a pretty lively past few months at CAM. As always, we have had good numbers of visitors to our Museum, including bus tours from all over the country, as well as countless foreign visitors with whom it is always fun to talk. We have reached our goal of hosting visitors from all fifty states and we cannot forget those from Topeka and the surrounding area. As I always say, customers are the life blood of our business.

On September 15, the Museum welcomed about eighty members of the Topeka Downtown Rotary Club for their weekly meeting and a tour of the Museum. It is always a joy to showcase our facility to the Topeka business community.

Let me briefly mention three events which will take place at CAM before this newsletter is in your hands.

First, on September 24, our 12th Annual Winged Foot 5K/10K Fun Run will be held at the Museum around the certified Topeka Regional Airport course. This year's event will be known as the 2016 Kansas Chocolate Festival Winged Foot 5K/10K Run and 4K Walk. We will be kicking off the inaugural Topeka Chocolate Festival with more events in downtown Topeka. Visit Topeka and our neighbor Mars North America are sponsoring this event. Mars will be donating chocolate candy to Winged Foot Race participants. Two other sponsors are Iwig Family Dairy and Shana Cake. Iwig's will be handing out

chocolate milk and Shana Cake will have chocolate cupcakes for a faster recovery of the run/walk participants. This year a local radio station will be broadcasting from our parking lot. This should make for a great event and a good day at the Museum.

With only a week to recover, on Saturday October 1, the Museum will host the 2016 Fly Kansas Air Tour. For this event, approximately 25 or more pilots will depart Salina, Kansas and arrive at our museum on the next-to-last leg of a three day journey around Kansas. After a meet-and-greet we will feed our fly-in guests and hear comments from Interim Kansas Secretary of Transportation Richard Carlson and Kansas Director of Aviation Merrill Atwater.

As a sidebar to this historic day, our Museum will celebrate Girls in Aviation Day, which will begin at the Museum of the Kansas National Guard and then move to the Combat Air Museum for the arrival of the Fly Kansas Air Tour aircraft. At this time about 200 Girl Scouts plus their accompanying adults have registered for this day of learning events and active participation.

This very busy season of activities will conclude as we have numerous Kansas National Guard members and their families join us at the Museum as our honored guests. Those we are honoring Saturday October 8 include members of the 190th Air Refueling Wing of the Kansas Air National Guard, the 108th Aviation Brigade of the Kansas Army National Guard, and Joint Force Headquarters. These units are our neighbors and have been an excellent source of support to us in various ways over the years.

Finally, I want to thank all of you who have given so much of your time and support. Your support makes this Museum possible and we appreciate all that you do.

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He survived Auschwitz: Joe Rubenstein

By Dennis Smirl

People filled the Bob Dole Education Center for the August, 2016 CAM Membership Luncheon, which featured author Nancy Sprowell Geise as our speaker for the day. Before Nancy spoke, everyone took part in a covered dish buffet luncheon and some very lively conversation. Following that, Chairman Gene Howerter spent a few moments previewing the activities for the rest of the year and commenting briefly on new acquisitions for the Museum.

Nancy Sprowell Geise then took the stage to talk about her book, “Auschwitz 34207 – The Joe Rubenstein Story,” and about the subject of her book, Holocaust survivor, Joe Rubenstein. As she began her talk, she reminded us to never forget the Holocaust because history has a way of repeating itself unless we stay vigilant and make sure it doesn’t happen. She added an interesting aside, wondering about the contributions to the world that those who died at Nazi hands might have made had they lived, admitting that we will never know what we truly lost in the death camps.

The subject of her story, Joe Rubenstein, is 95 years old and currently living in Colorado Springs, Colorado. Born in Radom, Poland, he was one of five children who had the misfortune of seeing their father die when Joe was only five. From that point, Joe, the other children and their mother had to work every minute to survive.

Their city, Radom, was mid-size, about as large as Topeka, and its population was one-third Jewish. When the Nazis entered the city, they first moved the Jewish population into two small ghettos and then began transporting that population to the camps. Joe was taken from his home on April 30, 1942, and because he was not given the chance to even grab a coat, almost froze to death on the trip to Auschwitz.

Joe’s story is about the horrors of Auschwitz and the other camps, and for a while after he and Nancy met in 2007, he wouldn’t talk about what happened in those camps. Finally, in 2012, Joe changed his mind and gave Nancy the entire story, including telling her of the fate



Chairman Gene Howerter presents Nancy Sprowell Geise with a certificate of appreciation

Photo by Dave Murray

of the rest of his family. All of them died at Treblinka.

One of the particularly chilling details was that for a while, Joe’s job in the camp was moving the dead from the gas chambers to the burial pits. Joe told Nancy that one of his worst fears was that one of the bodies he was moving might be one of his siblings or his mother.

Joe endured, was moved to other camps, and managed to stay alive for the liberation of the camps at the end of World War II. In an almost surreal ending, Joe recalled that one day the guards simply left the gates open and posted a sign telling the internees that they were free to go. Most, however, had no place to go, and were too sick from disease and starvation to go anywhere.

Joe Rubinstein kept his secrets for almost 70 years. Now, Nancy Sprowell Geise has transcribed this story into a book that we all should read—so that we do not allow history to repeat itself.

“Auschwitz 34207 – The Joe Rubenstein Story,” received the President’s Book Award from the Florida Authors and Publishers Association. Please consider purchasing a copy of this book from the Museum’s gift shop.

After a question and answer session, and some hearty and well-earned thanks to Nancy for being such a fascinating presenter, Chairman Howerter adjourned the August meeting.

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Visit our website
at www.combatairmuseum.org

J57 Turbojet, DC-9 Trainer find a new home at CAM

By Danny San Romani

Five volunteers departed Topeka the morning of August 15 for the former Octave Chanute Aerospace Museum in Rantoul, Illinois. They traveled in two vehicles, each pulling an 18 foot long trailer. Wes Barricklow and Tom Gorrell rode with Stu Entz and Danny San Romani rode with Gary Naylor. They were going to retrieve a disassembled Pratt and Whitney J57 turbojet engine and a Douglas DC-9 cockpit procedures trainer from the former museum that closed November 1, 2015.

In the weeks prior to this trip, CAM Director Kevin Drewelow contacted Mark Miller of the National Museum of the United States Air Force and asked if they had any aircraft engines we might obtain for display. Mr. Miller mentioned the J57 and put us in touch with Allen Jones, former operations manager of the Chanute Museum. Mr. Jones told us about their DC-9 cockpit procedures trainer and we agreed to take it also. Our volunteers stepped up and scheduled the trip for mid-August.

The crew arrived in Rantoul late in the afternoon on the 15th. They spent two hours or so at the museum, located in a hangar with adjoining classrooms on the former Chanute Air Force Base, closed since 1993. A team of workers from Worldwide Aircraft Recovery, from Bellevue, Nebraska, were on site dismantling a Boeing XB-47 Stratojet for movement to Edwards Air Force Base. Worldwide has moved three aircraft for CAM since 1999. As their work schedule allowed, they assisted in loading our items.

The crew looked over the items we were picking up and had some time to look at aircraft and other artifacts still at the museum. Beside the XB-47, other aircraft slated for transfer to various museums included a Convair B-58 Hustler, Northrop F-5B Freedom Fighter, McDonnell F-101 Voodoo, and a Lockheed WV-2 Warning Star. Sadly, several other aircraft were slated for scrapping. Some had already been cannibalized for parts for other museums' aircraft. These included a Boeing KC-97 Stratofreighter, Douglas C-133 Cargomaster, Douglas C-47 Skytrain, Republic F-105D Thunderchief, Republic F-105G Wild Weasel, Grumman HU-16 Albatross, Douglas B-66 Destroyer, and a North American T-39 Sabreliner.

Gary was familiar with the former Chanute Museum and began taking inventory of items still in the hangars, particularly aerospace ground equipment (AGE). Other air museums had already claimed some of the AGE, but he did find a C26 ground power unit (GPU) that was untagged, and texted Kevin about it. The C26 used a Continental opposed piston engine to drive a generator which provided electrical power for aircraft. The Air Force used C-26s in the 1950s and early '60s before replacing them with the similar but more capable MD-3. After visiting with



Above: Wes Barricklow, Don Dawson and Stu Entz prepare to unload J57 jet engine components they picked up in Rantoul, Illinois

Below: Rachel Naylor, Danny San Romani, Gary Naylor and Don Dawson unload a J57 turbine wheel and shaft assembly Photos by Kevin Drewelow



the World Aircraft crew and Mr. Jones a while longer, the CAM volunteers drove south to Champaign-Urbana where they remained for the night.

The following morning Gary, Tom and Danny drove to Rantoul not long after sunrise to tour the former Air Force base. Tom and Gary had both attended technical school at Chanute when it was part of Air Training Command. They had their cameras out taking digital images and video of buildings and grounds.

With that done, we began a busy day of loading items on the trailers. Mr. Jones arrived and spent most of his time with us. Folks from Edwards Air Force Base were also there to help with the XB-47. Before the morning was through, the Combat Air Museum Board of Directors approved acquiring the C26 GPU Gary found. Stu, Tom and Wes loaded nine of the thirteen parts of the disassembled J57 onto Stu's trailer. We removed the remaining parts from their stands and loaded them into the back of Gary's truck. We loaded the cockpit procedures trainer and GPU onto Gary's trailer. After Stu, Tom and Wes se-

"J57 Turbojet," con't. on page 5



*Left: Deloris Zink enjoying her farewell reception
Right: Nelson Hinman, Jr. is your museum's new office manager
Photos by Kevin Drewelow*

Farewell, Deloris; Hello Nelson!

By Kevin Drewelow

There's been a changing of the guard in the Combat Air Museum business office. After six years as our Museum's Office Manager, Deloris Zink has left the position and moved to Hays, Kansas to be closer to her family. Nelson Hinman has filled the position and is off to a great start thanks to Deloris sharing her lessons learned while managing the office.

In 2010, Museum Board members were looking for someone to not only fill the job vacancy, but to be a self-starter. Mary Naylor recommended Deloris, and she was everything the board wanted...and more! Chairman Gene Howerter said he appreciated her assertiveness, can-do attitude and ability to get things done. Nature abhors a vacuum and so does Deloris – she was not shy about making a decision to keep things moving!

Deloris was the guest of honor at a reception on September 2 at the Combat Air Museum. Members gave her a number of gifts and flowers to thank her for her service

and enjoyed cake – gluten-free and lactose free from Shana Cake as per her request - and ice cream afterwards. We will all miss Deloris and wish her well in her well-deserved retirement. Watch out, Hays – Deloris is on the way!

Nelson Hinman has been volunteering at the Combat Air Museum for the last four years. He came out to see Steve Craig's P-51 Mustang on temporary display when Dick Trupp suggested Nelson might like to join and volunteer. Dick was quite the salesman and Nelson has been volunteering his time and computer skills, serving the Museum in the gift shop and chasing gremlins away from our computers.

Nelson retired from the State of Kansas as an information technology systems administrator. He and his wife Katherine have two sons and three grandchildren; they enjoy participating in dog shows in their spare time. Be sure to welcome Nelson to his new job next time you call or visit the Museum.

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"J57 Turbojet," con't. from page 4

cured their load, they moved to Gary's trailer to wrap the cockpit simulator in plastic and secure it. Before loading the simulator, Gary built a box frame for it to rest on.

During the wrapping of the simulator, Mr. Jones took Gary, Wes, and Danny through exhibit rooms and the library of the former museum, allowing them to pick up items they wished to bring back to CAM. This they did, filling up most of the back seat of Gary's truck.

With their load ready to go, Stu, Tom and Wes departed. After securing and inspecting their load, Gary and Danny thanked the Worldwide crew and Mr. Jones for their help, they too headed onto the highway for the trip home.

Stu, Tom and Wes had a 40 mile lead. Danny and Gary caught up with them at lunch. Stu's load was riding nicely but the team had to adjust Gary's load.

Departing the lunch stop, Gary took the lead so Stu, Tom and Wes could watch for any problems that might come up. The team stopped once to replace a broken strap on Gary's load and tape down some sections of the plastic wrap. Initially, the crew thought they would make it to Topeka at a reasonable hour in the evening. After the

team made one more stop after dark to check the loads, they determined it would actually be a late night arrival in Topeka. The team arrived in Topeka close to midnight.

The following morning Stu and Gary drove their trailers out to CAM. Don Dawson used the CAM forklift to unload the trailers and other volunteers moved the new artifacts into Hangar 604 for cleaning and temporary display. While we were unloading, a Museum visitor told Kevin he was a DC-9 pilot and had spent many hours in a similar DC-9 cockpit procedures trainer. The pilot to be evaluated would sit in the left seat and the instructor pilot (IP)/evaluator sat in the right seat. The IP used a telephone handset to communicate with the trainer operator, who stood behind the IP. The IP would direct the operator to induce system failures, which would drive warning lights and instrument indications to which the evaluated pilot would have to correctly respond. This cockpit procedures trainer preceded the full motion simulators used today.

We will clean the trainer, make some minor repairs and then eventually paint the exterior to resemble a C-9 Nightingale/Skytrain II as flown by the Air Force, Marines and Navy. →



Muriel drew a large crowd during her brief visit in Wamego.

Photos by Kevin Drewelow

Muriel's weekend in Wamego

By Kevin Drewelow

The last known example of a Lockheed Electra model 10E, identical to the type Amelia Earhart used in her around the world attempt in 1937, recently spent the night in Wamego as it made its way to its new home in Atchison.

The Atchison Amelia Earhart Foundation purchased the aircraft from Grace McGuire of El Cajon, California. McGuire saved the aircraft from certain scrapping in 1982, named it Muriel in honor of Earhart's younger sister and restored it. It is the only surviving example of the 15 Model 10Es Lockheed built in the mid 'Thirties.

The Foundation disassembled the Lockheed and transported it to Atchison on two flatbed trailers. The convoy stopped for the night in Wamego on August 20, and briefly

displayed the aircraft to the public on the following day before resuming their trip to Atchison. The aircraft's polished bare aluminum skin gleamed brightly in the Kansas summer sun, looking none the worse for wear after the long trip. The aircraft arrived safely in Atchison the following day.

Muriel will anchor a new Amelia Earhart Museum in Atchison. Foundation supporters will build a new hangar at Amelia Earhart Airport in Atchison. The aircraft is being assembled and is not currently open to the public. The Atchison Amelia Earhart Foundation had a display at the Combat Air Museum during the Fly Kansas Air Tour/ Girls in Aviation Day event on October 1. →

Kansas Aviation Museum Executive Director visits CAM

By Kevin Drewelow

Shortly after beginning work as the director of the Combat Air Museum, I contacted Lon Smith, executive director of the Kansas Aviation Museum (KAM) in Wichita. I told him I would be at his museum to see the first flight of the B-29 "Doc" and that I hoped to meet him. Sadly, he said he would not be there due to a business trip, and then mentioned he had never been to the Combat Air Museum. We extended an invitation, and he accepted. He arrived promptly at 10 a.m. on August 1 and met with Gene Howerter, Dave Murray and myself. We had a very good discussion about topics common to our museums, ways to improve attendance



Kansas Aviation Museum director Lon Smith
Photo courtesy of the Kansas Aviation Museum

and membership, and ways to help each other out in the future. We then gave Lon a tour of our Museum and resumed our discussion over lunch before he departed.

Lon stated KAM had an abundance of B2 maintenance stands and offered one to CAM at no cost, although had we had a pair of drop tanks for a Lockheed F-80/T-33 we might have had to trade them. The term B2 has no connection to the stealth bomber with the same designation; it describes a maintenance stand capable of going up 20 feet, enough for our EC-121 restoration crew to access the top of the Connie's fuselage.

"KAM," con't on page 10

Volunteers reassemble F-86 fuselage

By Danny San Romani

A crew of 12 volunteers gathered in Hangar 604 on July 29 to install the rear fuselage to the forward assembly of the F-86H Sabre. The forward assembly includes the forward fuselage and wings. To accomplish this task, the team repositioned the forward assembly of the jet inside the hangar to allow volunteers to roll the BT-13 outside. Once the BT-13 was outside, Don Dawson tugged the forward assembly out of the hangar, followed by volunteers who rolled out the rear fuselage on its stand.

Don positioned our forklift alongside the rear fuselage; team members placed two lifting slings around the rear fuselage and put their respective end loops onto the forks. They placed C-clamps onto the forks to prevent slippage of these loops. Don then lifted the fuselage from its stand and lowered it behind and to the same height as the exhaust pipe attached to the forward assembly. With Gary Naylor on the left side of the rear fuselage, Dennis San Romani on the right and Bill Stumpff at the tail end, the remaining volunteers shoved the forward assembly of the F-86 into the rear fuselage. The team made adjustments to the height of the rear fuselage as needed to allow the exhaust pipe to go inside. Bill also maneuvered the tail end to line things up. The process was deliberately slow with stop and go to assure proper alignment and clearance of the exhaust pipe entering the rear fuselage. Klio Hobbs and Don Thun documented the work with digital photography.

As the gap between the forward assembly and rear fuselage closed to several inches, we saw that the rear fuselage was canted to the right of vertical alignment. Our attempts to rotate the fuselage inside the slings did not work due to the friction of the slings. We retrieved two saw horses and a mattress from the hangar and placed them under the rear fuselage; this combination fit snugly under the fuselage. Don lowered the rear fuselage a few inches to the mattress until it rested atop the exhaust pipe and the slings showed some slack. Volunteers then rotated the rear fuselage to vertical until fuel quick disconnect fittings



The F-86 now looks more like an airplane! Photo by Kevin Drewelow

and 21 dowel pins came into alignment between the front and rear fuselage.

Once again, volunteers slowly shoved the front assembly into the rear fuselage and the dowel pins made positive connection. Four two-inch diameter nuts in the rear fuselage also made contact with their respective threaded fittings in the forward fuselage. Gary and Dennis alternated tightening the nuts, and we moved the tail end of the rear fuselage to facilitate this tightening and prevent cross threading. By 10 a.m. the connections were complete, just about an hour after the evolution began. The four studs and four nuts are all that hold the two fuselage halves together.

The team rolled the F-86 back inside the hangar and positioned it so the BT-13 could be brought back into its exhibit spot. We then repositioned the F-86 into its exhibit spot. Everything after that involved putting the tug and forklift away, closing hangar doors, re-spotting signage and cleanup. A bit later, Don, Gary, Dennis and Danny San Romani moved the Hiller helicopter crew cab, tail boom, and skids assembly into the space previously occupied by the rear fuselage. It was a very successful morning.

Volunteers for this project included Dave Murray, Dick Trupp, Dennis Smirl, Wes Barricklow, Don Thun, Bill Stumpff, Don Dawson, Klio Hobbs, Gary Naylor, Bob Crapser, Dennis and Danny San Romani.

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Sunflower Journeys to feature CAM in November

By Kevin Drewelow

Topeka Public Broadcasting System television station KTWU has been traveling and filming Kansas for 29 years and showcasing those travels in their award winning series "Sunflower Journeys." They visited CAM a few weeks ago and will air that feature beginning November 17. The segment will feature interviews with Stu Entz describing his team's restoration of the EC-121, and with Kevin Drewelow talking about the history of the Museum and volunteer opportunities here. You can learn more about the series, our segment and broadcast dates at <http://www.ktwu.org/SJ/> →

Projects update

By Kevin Drewelow

It's been very difficult to hear the crickets in the hangars due to the din from the work our volunteers and others have been conducting on a variety of projects. The F-86H Sabre looks like an airplane again (more on that elsewhere in this issue) and there's lots more to tell you. Where to begin!

Hiller UH-12

Thanks to Bob Crapser, Don Dawson and Danny San Romani, our Hiller UH-12 looks like a helicopter again! The team fitted the engine/engine mount assembly to the fuselage and the rotor head followed shortly thereafter. The control system for the rotor head is quite interesting. According to <http://www.unitedhelicopter.com/about-hiller>, "The UH-12 uses Hiller's 'Rotor-Matic' cyclic control system, with two small servo rotor paddles offset 90 degrees to the main rotor blades. The paddles are attached to the control column, so that movement of the column will cause the pitch of the servo paddles to change, loading the main rotor blade so that the desired cyclic changes to the rotor occurs. This 'simple' but genius system contributes to more stabilized flight and lighter control inputs without the use of hydraulics." What's just as interesting is that the paddles are covered with fabric!

Bob and company are assembling our UH-12 from a collection of parts from various UH-12 models A to G. The team has had to improvise when they find certain parts are missing or incompatible. Retired machinist Don Dawson has come to the rescue each time, fabricating parts that keep the project moving. The UH-12 is now in the northeast corner of Hangar 604 awaiting your inspection.

"FOLLOW ME" Jeep

CAM's 1952 Willys "FOLLOW ME" Jeep is back on display in hangar 604 after some overdue maintenance. Ed Crocker, master mechanic and a member of the Rolling Thunder Military Vehicle Association, just completed significant work on the brakes and fuel systems, along with other work.



Top: Bob Crapser, Dick Trupp and Don Dawson prepare to install the UH-12 rotor head

Above: The Hiller after volunteers installed the engine/transmission assembly and rotor head

Opposite page top: The rough surfaced ramp outside hangar 602 is history!

Bottom: Mike Welch, Jerry Milbradt and Gary Naylor remove the roof from the old restrooms in hangar 602

Photos by Kevin Drewelow

Projects update

New asphalt on the ramp east of hangar 602

In addition to working on artifacts, Museum volunteers and contractors have been busy maintaining our facilities. Sunflower Paving spent two long days in early September repaving the ramp in front of Hangar 602. This work was long overdue and was our largest capital improvement this year. The before and after photos don't do justice to the project – be sure to see for yourself on your next visit!



Roof replacement on the former restrooms in hangar 602

Just as the pavers departed, a group of volunteers began replacing the roof on the two storerooms, formerly restrooms, on the south side of hangar 602. The roof was in terrible shape after decades of ice and snow sliding off the main hangar roof and impacting on the restroom roof. Board member Ted Nolde designed the improved roof and fellow board member Mike Welch spearheaded the work crew. The crew featured many volunteers: skilled carpenters like Mike, Gary Naylor, Mike Mahoney and Gene Howerter; master electrician Jerry Milbradt; and the rest of us not-so-skilled wannabes: Kevin Drewelow, Dave Murray, Danny San Romani and Bill Stumpff, among others.



Of course, removing the old roof was easy and went quickly. Once Mike could see the deteriorated interior condition of the structure, he modified our original plan. Years of water intrusion and a small colony of carpenter ants had taken their toll on the large wooden beam. Mike removed the rotten wood and devised a plan to reinforce the beam and then we were off to Menard's for materials. The team made good progress despite some rain-induced work stoppages, but the end is in sight. It seems working on an old hangar is not much different from working on an old airplane: you encounter the unexpected and then adapt and overcome. Jerry has already installed new lighting in the rooms and you won't believe the difference. Stop by and check the team's progress.

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Your membership
is important to us.
Join the
Combat Air Museum.
Learn more at
www.combatairmuseum.org



"Race," con't. from page 1

Corporate sponsors for the 1st Annual Kansas Chocolate Festival run were Visit Topeka, the organization that later in the day organized the very successful Chocolate Festival in downtown Topeka; Mars Chocolate North America (Topeka), which donated M&Ms for the race packets and was later such a large part of the downtown Topeka festival; Iwig Family Dairy, which kindly supplied chocolate milk for the run/walk participants; and Shana Cakes, which generously donated gluten-free cupcakes for race participants.

A favorite of the CAM 5K Run, Michelle Andrew, who holds the Ladies 5K course record from 2012, broke the 10K record and now holds both. She assured us that next year she may be able to cut another 2 - 3 minutes off her new 10K record of 41 minutes and 57.7 seconds.

Jacob Bull scored a new course record for the Men's 10K of 36 minutes and 3.6 seconds. If Michelle can carve 2 - 3 minutes from her time, next year may see the men in a deep challenge!

Plane Talk asked first time 5k runner Rachel Fulcher what we could improve about the race and what she liked best. She said, "It was really good. I don't think I can think of anything that was missing. The chocolate milk was the best part." After the race was over, Chairman Gene Howerter asked runners to help improve the event by offering suggestions. If you have an idea for improving the race experience, please contact the Museum and share your thoughts.

Museum members and volunteers who helped run the event and cheer on participants included Betty and Paul Frantz, Bill Stumpff, Bruce Baker, Danny San Romani, Dennis

Smirl, Devin and Johnny Belk, Dick Trupp, Don Dawson, Gene Howerter, Jim Braun, John Moyer, Jon Boursaw, Judy and Dave Murray, Kevin Drewelow, Klio Hobbs, Les Carlson, Marcella Briery, Marlene and Chuck Urban, MaryAnn and Bob Kelly, Mike Welch, Nelson Hinman, Pat Casey, Stu Entz, Ted Nolde and Wes Barricklow.

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Left: A runner crossing the finish line! Above: The trophies and our sponsors
Photos by Dave Murray

Visitors

July saw 1483 people from 38 states and Australia, Brazil, Costa Rica, Great Britain, India, Mexico and the Netherlands visit the Museum.

August brought 943 visitors from 37 states and Austria, Belgium, Canada, Ecuador, France, India, the Netherlands, New Zealand, Scotland, South Korea, Spain, Thailand and Ukraine.

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"KAM" con't. from page 6

We accepted and thanked him for KAM's generosity. A few weeks later, Gary and Susan Naylor and I visited KAM to see the B2 stands and determine what we would need to disassemble and transport one.

Next time you're in Wichita, be sure to visit KAM. They have a varied collection of military, civilian and antique aircraft, a number of aircraft engines – my favorite is the steam engine which actually flew – and a world class children's area, filled with hands-on aviation science displays, multiple aircraft simulators and other activities. KAM occupies the former airport terminal building, a lovely art-deco structure wonderfully restored and rich in history. It contains three floors of artifacts and the former control tower offers an excellent view of activities on McConnell Air Force Base and the surrounding area. Learn more at <http://kansasaviationmuseum.org/>

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Upcoming Events

October

Monday, October 10

Membership Luncheon
Bob Dole Education Center
11:30 a.m.

Dr. John Curatola will be the featured speaker.
His presentation is entitled
"Atomic Dysfunction: The State of the American
Atomic Monopoly 1945-1950."

November

Thursday, November 24

Thanksgiving Day: the Museum will be closed
There is no Membership Luncheon in November

December

Monday, December 12

Membership Luncheon
Bob Dole Education Center
11:30 a.m.

Our speakers for the December membership luncheon will be some young officers currently attending the United States Army Command and General Staff College at Ft. Leavenworth, Kansas. They will recount their personal experiences in the Middle East and Southwest Asia and take questions.

Sunday December 25

Christmas Day: Museum will be closed

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Join the
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Museum!



Guest speaker for next Membership Luncheon

Dr. John Curatola will be the featured speaker at our next Membership Luncheon on Monday, October 10 at 11:30 a.m. His presentation is entitled "Atomic Dysfunction: The State of the American Atomic Monopoly 1945-1950." Some of you may have heard Dr. Curatola's recent presentation at the Topeka and Shawnee County Public Library on V-J Day. Dr. Curatola is a history professor at US Army Training and Doctrine Command, an associate professor at the US Army Command and General Staff College at Ft. Leavenworth and a retired US Marine Corps officer.

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CAM places in 2016 Best of Topeka

Chairman Gene Howerter represented CAM at the Best of Topeka 2016 awards dinner. Photo courtesy of the Capital-Journal

By Kevin Drewelow

Area residents voted in the Capital-Journal's "Best of Topeka 2016" contest and selected the Combat Air Museum as the second runner-up in the "Best Museum" category. The Kansas Museum of History took first place and the Kansas Children's Discovery Center was first runner-up in the "Best Museum" category.

More than 335,000 people voted for the Best of Topeka in 109 categories in this, the 26th year of the competition. This is the fourth year in a row the Combat Air Museum has received the second place runner-up award. Chairman Gene Howerter accepted the award at the Best of Topeka 2016 banquet on September 22.