

COMBAT

AIR MUSEUM

October 2021 | November 2021
Vol. 37, No. 5

CAM's First Car Show In Years



Photo by Kilo Hobbs

Panoramic view of the car show

A few months ago with the pandemic suppressing participation in the pancake feed and 5K/10K run, Museum leadership was talking about staging an additional fundraiser but had not made a decision. On June 15, right after our Vultee BT-13 arrived at CAM, Museum member Gary Naylor introduced me to Rob Goodrich, a member of the Topeka Mustang Club. Rob said the club wanted to hold an all-makes car show at CAM with the proceeds benefitting the Museum. They would staff and run the show with some CAM assistance. We thought it was a great idea worth trying. CAM had run a car show years ago but did not repeat the event, so we were eager to see how things would turn out.

We held our first planning meeting in September, selected Saturday, October 23 and things moved quickly after that. The Metropolitan Topeka Airport Authority (MTAA) approved our request to hold the show on the east or airport side of our hangars. The Mustang Club provided insurance and arranged for a food truck to support the show. Both members of the Mustang Club and CAM's own car enthusiasts said there was a lot of interest in the CAM show

among collectible car owners in the area and they predicted 65 to 75 cars would be registered.

Overcast skies and a chilly breeze greeted everyone as they arrived early Saturday morning to set up the show. Although show car registration was scheduled to begin at 9 a.m., people began to arrive early to get a good display parking spot. And they kept coming. Topeka Mustang Club members made the registration process look easy but even so there was a line as more and more owners arrived. There were also some other vehicles on display. The MTAA brought a fire truck and opened it for visitors. We got to meet our Marine Corps Reserve neighbors in the General Support Company, 4th Supply Battalion based at the south end of Forbes. They brought a very large truck and a massive fork lift, from which they hung a large American flag. Some of the Marines were in their dress uniforms seeking support for their Toys for Tots program. As you'll read elsewhere, we invited the Marines to leave the boxes at CAM so we could help boost donations. The most interesting vehicle was a large locally-fabricated replica of a World War II German armored car! The Museum tow team had moved a few of our

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Topeka Regional Airport

Hangars 602 & 604
7016 SE Forbes Avenue
Topeka, KS 66619-1444
Telephone (785) 862-3303
www.combatairmuseum.org

Website Hosted by
Rossini Management Systems, Inc

Email: office@combatairmuseum.com

Museum Director ~ Kevin Drewelow
Office Manager ~ Nelson Hinman, Jr.
UK Liaison Officer ~ Huw Thomas
UK Correspondent ~ Richard Knight

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MUSEUM HOURS

January 2 - February 28/29
Mon.-Sun. Noon - 4:30
Last Entry Every Day is 3:30 P.M.
March 1 - December 31
Mon.-Sat. 9 A.M. - 4:30 P.M.
Sun. Noon - 4:30 P.M.
Last Entry Every Day is 3:30 P.M.

Closed
New Year's Day, Easter,
Thanksgiving, Christmas Day

PLANE TALK
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Jennifer Anderson

Plane Talk, the official newsletter
of the Combat Air Museum
of Topeka, Kansas, is
published bi-monthly.
**We welcome
your comments.**

Your membership is
important to us.
Join the
COMBAT AIR MUSEUM

From the Chairman's Desk

By Gene Howerter, Chairman, Board of Directors



It doesn't seem possible this is the sixth and final newsletter for 2021. The old saying, "when you are enjoying life or having fun, time flies by fast" seems to be in play again this year. It appears we have weathered COVID 19 in all of the best ways possible here at the Combat Air Museum. For those entering our Museum, we remain conscious of the pandemic by following the best protocol we can. We had switched from our usual covered dish luncheon and membership meetings to a brown bag style meeting. However, for this next luncheon on December 13, the members attending the October meeting voted to have a covered dish meal before returning to a brown bag lunch and meeting in February. Christmas has always been a very special membership gathering at the Combat Air Museum as we decorate the conference room and Museum to reflect the season. We also have a drawing for poinsettias which are used for table decorations at this luncheon. This has been a tradition which we plan to continue. Again, please mark the date and time, December 13th starting at 11:30 a.m. Our speaker will be retired US Air Force Lt. Col Richard McKee who will speak about Operation EL DORADO CANYON, a joint Air Force/Navy air strike against Libya in 1986. McKee was a member of the 495th Fighter Squadron flying General Dynamics F-111Fs out of RAF Lakenheath. Bring a covered dish and plan to be in the Bob Dole Conference room by 11:15 a.m. so the food and dessert can be set out. Let's have a great gathering for this meeting!

Remember the Museum will return to its winter hours for January and February which means we open at noon all seven days of the week. Local TV and radio stations will report if the museum is closed because of snow or inclement weather.

The Museum is always looking for new volunteers to help in the Museum's gift shop, guide tours, instruct in our flight simulator and/or more routine tasks like cleaning airplanes. Let's not forget that sometimes there is a need for snow removal. Please let us know if you are available and would like to volunteer. Our Museum also has our "Fix-It-Friday" team. This group usually gathers at the Museum once a month on a Friday to take on projects which help to enhance and improve the overall condition of the facilities at the Museum. If you would like to be a part of this team, let Kevin know so he can add your name to the list and we will plan to have another strong year in 2022. ♦

PLANE TALK

Girls in Aviation Day 2021

By Kevin Drewelow

Great weather welcomed the over 300 people who attended our sixth annual Girls in Aviation Day at the Combat Air Museum on October 9. The day began at the Museum of the Kansas National Guard where women pilots, aircraft mechanics, a skydiver and other aviation career representatives told the girls how they got into aviation and what their jobs entail. Members of Aviation Explorer Post 8 and the Topeka Eagle Composite Squadron of the Civil Air Patrol explained what the girls could expect to do in their organizations. Kansas STARBASE teachers gave a presentation on the forces of flight, Newton's Laws of Motion and they launched straw rockets. The girls also toured the Guard Museum. By late morning, the girls came to the Combat Air Museum where many aviation activities awaited them.



Photo by Kilo Hobbs

Girls try on a Blackhawk helicopter



Photo by Kilo Hobbs

Laura MacAllister (right) explains air traffic control

Laraine and Rance Sackrider helped the girls make coffee filter parachutes which they promptly dropped from the Jim Mirick Art Gallery atop the Bob Dole Education Center. Dave Murray ran the paper airplane table and the girls filled the air with their test flights and an Army National Guard recruiter even showed the girls a few different designs. Laura MacAllister, a member of the Professional Women Controllers, returned to talk to the girls about her job in the control tower at Kansas City's Downtown Airport and how controllers help keep air travelers safe. Girls toured the Museum and flew our flight simulator.

While those activities were taking place inside the Museum's hangars, there were aircraft outside hangar 602 to tour. Troop T of the Kansas Highway Patrol displayed one of their Cessna 182 Skylanes and explained how they use their aircraft in law

enforcement. The Museum's next door neighbors, the 1st Battalion, 108th Aviation Regiment of the Kansas Army National Guard allowed the girls to climb aboard one of their Sikorsky UH-60M Blackhawk helicopters and learn about its capabilities. The largest aircraft on display was a Boeing KC-135R Stratotanker from the 190th Air Refueling Wing, Kansas Air National Guard. Four enlisted women aircraft maintainers let the girls sit in the crew seats and then visit the boom pod in the tail from where the boom operator refuels other aircraft in flight.

Girls in Aviation Day is a very busy but rewarding day for the Museum volunteers who make the activities possible. Many girls learned there is a place for them in aviation. We look forward to making Girls in Aviation Day 2022 bigger and better!



Photo by Kilo Hobbs

Dave Murray helps girls make and fly paper airplanes

2021/2022 Calendar of Events

New & Renewing Members

New Lifetime Members:

Tom Thomas
Donald White

New:

James Fares Sr. & Family | Norman & Marie Foster | David Harbert & family | Jason Klenklen & family | Jolynn McFall & family | Spencer Robertson & Diana Korbe | Elizabeth & Felix Smith | Gregory Smith & family | Dick & Sharon Starks

Renewing:

Nathan & Beth Benfield | Charie Broughton | Linda Coash | Thomas Davidson | Donald & Rebecca Duncan | Joe Fives | Dr. Paul & Jane Fortin | Charles & Dagmar Gorges | David Gurske & family | Paul & Jean Henson | Donald & Kathy Jensen | George Laliberte | Rodney Longhofer & family | Terry Love | John Luna | Ron Lutz | Larry R. Madden | Becky Mathers | Chris McGee & family | Terry & Suzanne McGinn | Trevor Michaelis & family | Jerry & Karen Milbradt | William Morgan | George Orff | Dr. George & Linda Parkins | David Pierce & family | Tad & Dee Pritchett | Gloria & Jerry Roach | Sharon Rosenow | Ron & Annette Shirrell | Gary A. Smith & family | Cadet Remington Stiles | Chester & Mary Thompson | Don Thun | Kenneth Wright | Conrad & Sharon Youngblom

December

13-Membership Luncheon
25-Christmas, Museum closed

January

1-New Year's Day, Museum closed
2- Winter hours begin, Museum open noon-4:30 p.m.

February

1-Winter hours continue through the end of the month
14-Membership Luncheon

Visitors

807 people from 37 states, Guam, Brazil, Colombia, Germany, Jordan, Nepal and the Netherlands visited the Combat Air Museum in September.

In October, 1,256 visitors from 41 states, Bulgaria, Norway, Serbia and Spain toured your Museum.

921 people from 29 states, Mexico, the Philippines, Saudi Arabia and Uruguay visited the Combat Air Museum in November.

To become a member, click on
www.combatairmuseum.org/membership.html

or call the Museum at
785.862.3303

Air Force Officers Describe Their Intriguing Careers

By Dennis Smirl

At the October 'brown bag' meeting of the Combat Air Museum membership, a full house greeted two Air Force officers from the Command and General Staff College (CGSC) at Fort Leavenworth, Kansas.

First to speak was Major Benjamin A. Wright. Before attending CGSC, Major Wright was the Commander of the Comptroller Squadron with the addition of administrative command for the 72nd Wing Staff Agencies at Tinker Air Force Base, Oklahoma City, Oklahoma. Major Wright received his commission through the Air Force Reserve Training Corps, Detachment 035 California State University of Fresno in 2008. He has served in a variety of financial management positions at the wing and staff level.

Major Wright spoke about the year he spent in Afghanistan where he was involved in several programs that brought him into direct contact with a wide range of Afghans: military members, tribal leaders, imams and average citizens. He described the harsh realities of daily life that Afghans face compared to life in the United States. Our members had quite a few questions for him about the recent American withdrawal from Kabul, and Major Wright answered them as best as he could without delving into personal opinion and speculation.

Our second presenter was Major Jason D. Christie, currently Deputy Director, 10th Force Support Squadron, United States Air Force Academy (USFA), Colorado Springs, Colorado.

Major Christie has enjoyed a very interesting Air Force career. He enlisted in the Air Force in 1998 and maintained Boeing E-4B Nightwatch airborne operations center aircraft. He earned his undergraduate degree in adult education from Bellevue University in 2009 and received his commission through the Air Force's Officer Training School in 2010. He has held a variety of roles including Chief of Protocol at Dover Air Force Base and Chief of the Air Force Training Branch in Riyadh where he coordinated training for the Royal Saudi Air Force. While he has also deployed in support of operations SOUTHERN WATCH, ENDURING FREEDOM, and INHERENT RESOLVE, he focused his remarks on the time he spent as the operation officer at the Air Force Mortuary Affairs Operations, Dover Air Force Base, Delaware from June 2013 to

December 2014. The room was silent as Major Christie described the unit's dedication and attention to detail as they facilitated the return of the nation's fallen with dignity, honor and respect and provided care, service and support to their families. He met many of the nation's top military and civilian leaders as well as the families of the fallen. It is a hard and somber business, but Major Christie's account left no doubt that America's heroes who had given their lives were in caring and devoted hands.

Everyone agreed that these non-flying Air Force officers gave two of the best presentations in the history of the Combat Air Museum's membership luncheons. ♦



(l-r) Major Benjamin Wright, Sebastian Wright, Santiago Wright & Major Jason Christie

Photo by Kilo Hobbs

LOGBOOK

Great Aviation History



LOGBOOK magazine is a print journal chronicling the entire range of aviation history. We would be happy to send you a complimentary issue.

If you would like to review **LOGBOOK** magazine, please drop us a note at:

www.logbookmag.com

Click on "Contact"

or, send a note to: P.O. Box 31, Pensacola FL 32591-0031

Offer good while supplies last. Fly Safe!

Museum

Veterans Day at CAM... Museum volunteers were busy on Veterans Day both at CAM and on television. A few days before the holiday, Deb Lamere painted "NEVER FORGET" in red, white and blue on the end of the CH-47 Chinook's cargo ramp and Danny San Romani helped Deb hang a large American flag in the aft end of the Chinook's cargo compartment. WIBW news anchor Ralph Hipp invited Deb and John Plumb to appear on the Red Couch Show to tell about their military experience. Deb described her time in the Army as a Chinook crew chief, door gunner and flight engineer serving in Iraq and Afghanistan. Deb's service dog, Genesis, even had a cameo appearance! John Plumb began his Air Force career in 1955 at Forbes Air Force Base as a new copilot on piston engine powered KC-97 refueling tankers. He later flew the more familiar KC-135 Stratotanker. He ended his Cold War service in the Illinois Air National Guard. Deb and John represented both veterans and the Combat Air Museum well! You can see Deb's segment at <https://tinyurl.com/DebVD21/>. Find and view John's segment online at <https://tinyurl.com/JohnVD21/>.



Photo by Kevin Drewelow

Our Morane L replica is now on display

Ron Shirrell prepared and painted the wall, Chuck Watson has started a mural behind the replica which depicts the day in 1915 when Flight Sub-Lieutenant Reginald Alexander John Warneford of 1 Squadron Royal Naval Air Service earned the Victoria Cross when he shot down the zeppelin LZ-37 with his Morane L. Deb Lamere, working with Huw Thomas and Danny San Romani, among others, is using our 3D printer to create 80% scale Le Rhone 9c rotary engines for the Morane and Nieuport. Volunteers are refinishing the propeller to a more authentic appearance.



Photo from WIBW

CAM members Deb Lamere & John Plumb share their experiences with Ralph Hipp on Veterans Day

Morane-Saulnier L on display... In the last issue we told you about Dick and Sharon Starks donating their Morane-Saulnier L and Nieuport 11 World War I replica aircraft to CAM. We immediately displayed the Nieuport but left the Morane disassembled while our Fix-It Friday team built a roof on our storage room in hangar 602. Dick and Sharon returned to CAM on October 20 and volunteers used our pneumatic scissors lift to raise the Morane's fuselage, wings and other parts to the deck. Once the parts were on the roof, Dick and Sharon set to work. The assembled aircraft is now on display but work continues. After

CAM to display Hughes OH-6 Cayuse helicopter...

The Combat Air Museum will display an airworthy Hughes OH-6 Cayuse helicopter for a few months beginning in December. Gary Worthy flew OH-6s in Vietnam in 1968 where he earned a Distinguished Flying Cross before being severely wounded in action. He bought a flyable former Army OH-6 from a museum and takes it to various events to tell the story of the Vietnam air war and the role Aeroscouts like him



Photo by Kevin Drewelow

Gary Worthy's Hughes OH-6 Cayuse

PLANE TALK

Notes

By Kevin Drewelow

played in it. We met Gary at the Thunder Over the Heartland airshow and then again when he brought the OH-6 to the American Flight Museum in Topeka at the end of October for a presentation with fellow Aeroscouts Bruce Huffman and Hugh Mills. Gary offered to display his Cayuse at CAM from December to April. We accepted his offer and decided to move our Republic F-84 Thunderstreak outside to make room. Danny San Romani, Thad Dugan, Gary Smith and Joe Wulfskuhle bird-proofed our F-84, plugging inlets, the exhaust and other openings as needed. The Combat Air Museum is honored to display this important piece of history and we may have a special event about the OH-6 and Aeroscouts soon.



Photo by Kevin Drewelow

Danny San Romani working to bird-proof the F-84

North American F-86H Sabre progress... Danny San Romani and the Saturday restoration team have been working on the aft fairings for the external wing fuel tank pylons. They removed the rotted weather stripping material and their steel staples and installed new material with rivets. This is a small but labor intensive detail in the restoration of our Sabre.

Soldiers clean CAM's EC-121... Several soldiers and friends from Ft. Riley gathered at CAM on November 20 to clean the exterior of our Lockheed EC-131T Warning Star under the supervision of Gary Naylor. The soldiers are members of F Company, 1-1 Attack Battalion, 1st Combat Aviation Brigade, 1st Infantry Division who support MQ-1C Grey Eagle drones. Gary provides contract maintenance of the drones. The team opened three of the four engine cowlings to remove bird nests and residue before power washing the engines. They installed anti-bird mesh in the

wheel wells and made other improvements. Susan Naylor provided the team with lunch. We're grateful for the time Dannettia Becker, Carlos Bernal, Dalton and Masey Brock, Ashton Etheredge, Christian and Taylor Garrity and Keith Grayson spent on the EC-121. Gary said the team enjoyed their day at CAM and plan to return soon!



Photo by Susan Naylor

Soldiers help Gary Naylor clean the EC-121T

New monitor for the flight simulator... CAM's flight simulator recently received a new 49" curved gaming monitor which replaced three separate screens. CAM board member Mike Madden maintains our simulator and installed the new monitor, which dramatically enhances the sim experience for both visitors and instructors. Stop by and see it for yourself!

Museum members raise money for CAM... Darren Roberts and Steve Wodtke continue their individual efforts to once again benefit the Combat Air Museum. Darren is a world class model builder who has several model aircraft on display at CAM. He has sold several surplus unbuilt model kits at modeling contests and online; he has also built some of our surplus kits and sold them in our gift shop, raising over \$500 to date. Steve Wodtke retired from the 190th Air Refueling Wing a few years ago but continues to keep in touch with his former coworkers. Steve makes small batches of salsa which are very popular with the Kansas Coyotes. In mid-September, Steve sold his salsa at the 190th and donated the proceeds, \$70, to CAM. ♦

Into the Blue

The Adventure Begins

By C4C Remington Stiles

[Editor's note: As his time permits, Rem Stiles will share his experiences at the Air Force Academy over the next four years as he begins his journey to becoming a commissioned officer. This is his first installment!]

Hello! I am Cadet 4th Class (C4C) Remington Stiles, probably better remembered as the young man who was far too happy dusting airplanes and sweeping at the Museum. This past year I was accepted into the United States Air Force Academy (USAFA), where I am now a cadet. After being accepted, I realized that many people back home don't know very much about the Academy. Mr. Drewelow has generously granted me the opportunity to write about USAFA and share my experiences as a cadet.

The United States Air Force Academy is located in Colorado Springs, Colorado. The Academy is a four-year service academy where graduates earn a bachelor's degree and a commission as a second lieutenant in the United States Air Force. Cadets receive free tuition in exchange for military service after graduation.

The USAFA assesses cadets by their character, grade point average (GPA), military performance average (MPA), and their physical education average (PEA). These four categories are then combined into the cadet overall performance average (OPA).

The Dean of Faculty, Brigadier General Linell A. Letendre, leads the academics of the cadet wing. The military training of the cadet wing is the responsibility of the Commandant of Cadets, Brigadier General Paul D. Moga. The Center for Character and Leadership is under the direction of Colonel Kurt A. Wendt. The Director of Athletics, Mr. Nathan A. Pine, looks after the athletic development of

cadets. The Superintendent of the United States Air Force Academy, Lieutenant General Richard M. Clark, leads all of this to ensure that the Academy continues to produce leaders of character.

To select the best candidates, USAFA uses a two-part admissions process. To enter the Academy, candidates must secure a nomination and an appointment. There are many paths available to get a nomination, but the most common is congressional. A potential cadet candidate can receive a nomination from either of their United States senators, or their Congressional representative, or all three. Typically the selection process for the nomination involves an interview, a resume, and an essay. Concurrently with the nomination process, candidates apply to USAFA to get an appointment, or acceptance into the college. The USAFA selection board also requires an interview, resume, and essay, but adds other assessments, such as the Candidate Fitness Test (CFT) and a medical evaluation. A cadet who fails to get either a nomination or appointment is denied entry.

Once a cadet candidate secures an appointment and a nomination, the next step in their journey is basic cadet training (BCT). The class of 2025 reported to USAFA on the 24th of June 2021. This date is known as "I-day" or inprocessing day. This is the day that civilians become basics. Basic cadets are given fashionable haircuts, stylish uniforms, and receive enthusiastic correction and encouragement from upperclassmen. These upperclassmen are responsible for the training of basic cadets, and while they are in this role they are "cadre." The cadre spend the next six weeks of their summer developing basic cadets into cadets, ready to join the cadet wing. While it may appear that the basic cadets are receiving the bulk of the training, the cadre are also learning throughout this process.

At the conclusion of BCT (August 6th), the entire cadet wing marched onto Stillman Parade Field for the Acceptance Day Parade. The basic cadet squadrons entered the field first and stood with their backs to the audience. Once they had taken their positions the rest of the cadet wing marched onto the field in their squadrons, facing the basic cadets and the audience. The acceptance ceremony included a

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Photo provided by USAFA

Basic Cadet Stiles crawls into the water pit during basic training

Republic's F-105 Thunderchief

By Dennis Smirl

Currently housed in Hangar 604, the Combat Air Museum's F-105D Thunderchief is an example of a single seat Cold War fighter-bomber that was capable of Mach 2 performance when it was in service. Other models of the F-105 include two seat versions which were used for training and attacking surface-to-air missile sites!

The history of the F-105 goes back to the early 1950's when it became obvious that the F-84 Thunderjet/Thunderstreak aircraft had reached the end of their development arc. A newer, faster, more powerful aircraft was needed and Republic engineers worked diligently to meet the needs of US Air Force planners.

Starting with design features of the RF-84F and to some extent the XF-91, the Thunderchief featured a closed nose and cheek air inlets. The first aircraft of the series was the YF-105, powered by a Pratt & Whitney J57. Its purpose was to test the new design. Even without area ruling or the reverse-sweep air intakes, the YF-105 managed to exceed Mach 1 in level flight. The next examples in the series, the F-105A and F-105B, were quite different designs, employing area rule, the Pratt and Whitney J75 featuring 25,000 pounds thrust in afterburner and greatly improved air inlets, all of which resulted in a Mach 2 capability.



Photo provided by USAF
First Republic YF-105A to fly

The USAF employed the F-105 as a fighter-bomber. It was the first jet fighter equipped with the 20 millimeter M61 Vulcan cannon for the fighter role and a bomb bay that could carry two fully enclosed nuclear weapons for the bomber mission. Luckily, that mission never became necessary and after a few years it was lifted from the list of possible missions for the F-105.

The USAF removed the Thunderchief from another mission: the Thunderbird demonstration aircraft. Used in the first six shows of the 1964 season, one of the F-105s suffered an inflight fuselage structural failure upon arrival at the seventh show. The Thunderbirds switched to the North American F-100D Super Sabre and flew those aircraft through

the 1968 season. The subsequent mishap investigation found an improperly designed structural member.

In Vietnam, the F-105D flew daily as a fighter-bomber, delivering conventional munitions carried externally. The drag of those weapons reduced the speed potential of the F-105. Planners also sent the F-105s over the same routes, at the same altitudes, at



Photo provided by USAF
CAM's own F-105D 62-4375 after landing

the same times daily. Due to these factors, the Thunderchief and its pilots suffered greatly due to the multilayered anti-aircraft defenses over Hanoi. Over half of the F-105s built were lost in combat. This misuse resulted in unsustainable losses and the unfortunate nickname "Thud" becoming a popular substitute for the approved nickname, "Thunderchief."

The problem was exacerbated by a philosophy integral to the development of the F-105. With a mission that involved the delivery of nuclear weapons in a potential war in Europe, its designers hadn't been overly concerned with survivability of the type if employed for its designed purpose. In the planning stages, the F-105 would speed into the target zone, climb vertically, release a thermonuclear device, roll out and then try to outrun the blast effects when the nuclear device exploded. For most pilots and airplanes, that wouldn't be enough and many war planners and pilots considered the mission a one-way trip.

That thinking resulted in manufacturing methods that saved time and money and resulted in an easier to build aircraft, but those methods also produced an airplane highly vulnerable to conventional anti-aircraft guns and missiles. Of particular note was the 'bundling' of the hydraulic lines that were necessary for the function of many of the F-105's systems. One 23 mm cannon shell could result in the failure of enough systems that the aircraft would become uncontrollable. The 'fix' to the problem was conducted during IRAN (Inspect and Repair As Necessary) maintenance that rerouted hydraulic

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Next CAM Member's Luncheon

By Kevin Drewelow

The next Combat Air Museum membership covered dish luncheon will take place on Monday, December 13, 2021 in the Bob Dole Education Center at 11:30 a.m. Retired Air Force Lt. Col Rick McKee will share some of his experiences flying the General Dynamics F-111D/F with emphasis on the 1986 attack on Libya, Operation EL DORADO CANYON. Rick began his Air Force career in 1974 and retired in 1996, amassing over 3,500 hours along the way. Please bring a new, unwrapped toy for donation to the Toys for Tots program. ♦



Photo provided by Rick McKee

★ ★

CAM's First ... continued from front page

aircraft from hangar 602 to the ramp where participants could photograph their cars next to the aircraft.

Attendance exceeded all expectations: the final count of registered cars was 103! Several rows of cars ran from near the EC-121 to the south, beyond the Chinook. CAM Deputy Chairman Dave Murray had the pleasure of selecting the Museum's choice of Best in Show and he picked a 1939 Ford pickup truck. The club also awarded trophies for the best Ford, GM, Mopar and import cars in the show. The Traveling Lunchbox food truck served some delicious meals and made a donation to CAM afterwards. The car show raised \$2000 for the Combat Air Museum, an amount we had not planned on receiving, and brought many people to the Museum who had not been here before. Once again, car enthusiasts from within and without the Museum heard much positive feedback about the show and look forward to doing it again. We are planning to do just that. The Combat Air Museum is grateful to Roger Belanger, Michael Burdick, Rob Goodrich and the other members of the Topcka Mustang Club for their willingness to organize and execute this car show and its immediate benefit to our Museum. It was a lot of time and work that resulted in a very enjoyable day and all for a great cause! ♦

Republic's F-105... continued from page 9

lines so that every line was separated from every other line by at least eighteen inches. This repair saved many F-105s and pilots as after the IRAN was complete throughout the inventory, a Thunderchief could often be hit by anti-aircraft fire and still manage to limp home.

Later use in the war in Vietnam was in aggressive suppression of anti-aircraft surface-to air missile (SAM) sites by two seat F-105s reconfigured for Wild Weasel missions. This 'trolling for SAMs' involved flying into an area suspected of harboring anti-aircraft missiles and waiting until the North Vietnamese radar discovered the F-105. Then it was a 'quick-draw' shoot out as both combatants launched missiles at the opponent. In most cases, the F-105s had better (more modern) electronics, and launched its weapons seconds before the North Vietnamese could launch their SAM.

Although not designed as an air superiority fighter, during the war Thunderchiefs downed 27 extremely maneuverable MiG fighters, 23 with their internal cannon!

After Vietnam, most surviving F-105s were sent to Air Force Reserve and National Guard units where they served with honor until ending their days at the 'boneyard' or distributed to such worthy recipients as the Combat Air Museum.

Republic Aircraft built CAM's Thunderchief, serial number 62-4375 and delivered it to the Air Force on June 21, 1963. It served in the USAF and USAF Reserve for nearly 21 years. Its first eight years of service were overseas in the Far East but never in Southeast Asia. It made its last flight in January 1984 to McGee Tyson Airport, Knoxville, Tennessee. It became a static display at the I.G. Brown Professional Military Educational Center at McGee Tyson Air National Guard Base. Members of the 192 Tactical Fighter Group, Virginia Air National Guard painted the F-105 in its current markings in June 1988.

The aircraft became available to the Combat Air Museum in August 1991. A year later, Museum volunteers went to Knoxville to disassemble the aircraft for transportation. The US Army's 172nd Transportation Company transported the F-105 to Topeka over two trips. Volunteers reassembled the fighter between February and April of 1993. CAM's F-105D serves as a tribute to the people who flew, maintained and supported the Thunderchief. ♦

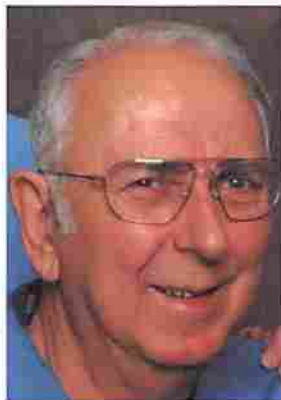
In Remembrance

DaMon Edwards
Sergeant First Class,
United States Army
(retired)
June 26, 1953 –
November 3, 2021



We were saddened to learn of the passing of DaMon Edwards on November 3. DaMon spent his entire adult life working and flying on every model of the Boeing CH-47 Chinook. After retiring from the Army, DaMon continued supporting Chinooks as a contractor. When he heard the Combat Air Museum was about to acquire CH-47D 84-24346 from the Army Reserve at Olathe, he immediately offered to assist. He traveled to New Century Airport with other museum volunteers and helped us disassemble and safely transport 346 to Forbes. He then assisted with the reassembly and got us off to a great start. We were delighted to know DaMon and we were fortunate to have such an expert in our corner at that time.

Raymond H. Kulp
USAF veteran 1962-1966
April 27, 1942-November
22, 2021
CAM member #4003



Ray was a long time member of the Combat Air Museum. He enjoyed volunteering at the Museum in our early days. His first love was working on the airplanes the Museum had started collecting. Ray was always willing to pitch in and help on almost any project. He loved attending our bi-monthly membership meetings. His time in the Air Force began a lifelong interest in airplanes and he earned his pilot's license in 1968. Ray was well known for his sense of humor and was loved by all of his peers here at CAM. We will miss seeing and talking with Raymond.

Judy Crapser
August 27, 1948 –
November 24, 2021
CAM member #3586



Judy and Bob Crapser joined CAM in 1999. As a Westar Energy employee, Judy's time at CAM, as well as Bob's, resulted in donations of over \$2,000 to CAM through the company's Community Partners program over nine years. Judy is an example of the many Museum members over the years who are not always seen but provide outstanding support to CAM.

Into the Blue ... continued from pg 8



Newly promoted C4C Stiles receives his shoulder boards

Photo provided by ASFA

speech from retired Brigadier General Duane Lodrige, a member of the class of 1975 (the legacy class chosen by the class of 2025) and the basic cadets then took an oath to follow the Cadet Honor Code, "We will not lie, steal, or cheat, nor tolerate those among us anyone who does. Furthermore, I resolve to do my duty and to live honorably, (so help me God)." At the conclusion of the ceremony the basic cadet squadrons marched into formation with their academic year squadrons, symbolizing their acceptance into the cadet wing. This parade is named for the basic cadets being accepted, but it also represents the beginning to the academic year for the upperclassmen, as it is the end of their summer leave. To officially mark the beginning of the academic year, the Dean of Faculty hosted a convocation to set expectations for the new class of cadets at the conclusion of the parade. ♦



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COMBAT 12
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Searchlights

You who have seen across the star-decked skies
The long white arms of searchlights slowly sweep
Have you imagined what it is to creep
High in the Darkness, cold and terror-wise,
For ever looked for by those cruel eyes
Which search with far-flung beams the shadowy
deep,
And near the wings unending vigil keep
To haunt the lonely airman as he flies?

Have you imagined what it is to know
That if one finds you, all their fierce desire
To see you fall will dog you as you go,
High in a sea of light and bursting fire,
Like some small bird, lit up and blinding white
Which slowly moves across the shell-torn night?



*Paul Bewsher, DSC, Royal Naval Air Service,
1894-1966*

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