

# COMBAT AIR MUSEUM

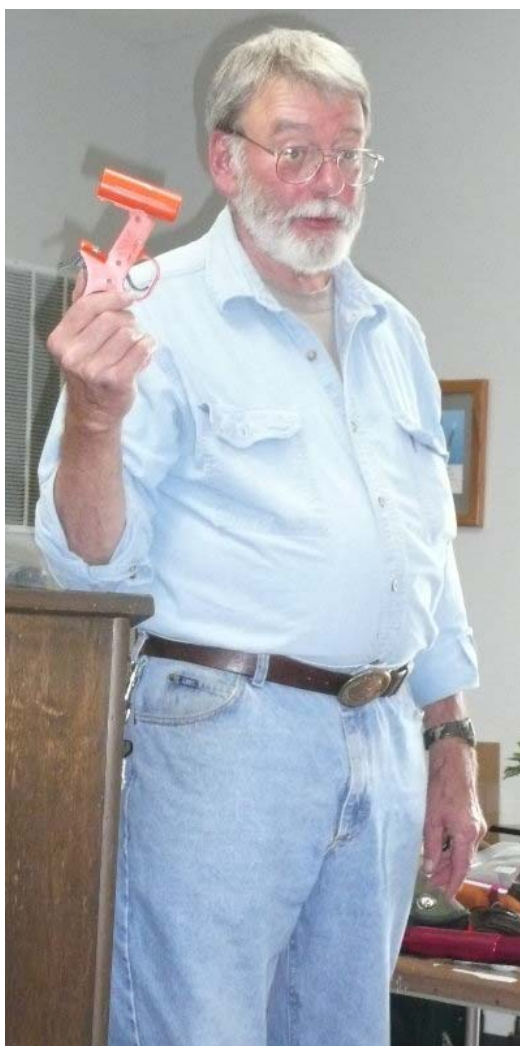
## → → → Plane Talk → → →

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The Official Newsletter of the Combat Air Museum

Forbes Field Topeka, Kansas

August / September 2008 • Vol. 24, No. 4

### Speaker shares tips about wilderness survival skills



Gil Marick, our guest presenter at the June Membership Luncheon, demonstrates the workings of a 12-gauge flare pistol.

CAM member **Gil Marick** was our guest presenter for the June Membership Luncheon. He talked about wilderness survival from his experiences in Southeast Alaska and working with the Civil Air Patrol there. To start, Gil gave some contemporary historical background as to why survival training was developed and its importance. His historical examples were military in nature. His first example dealt with Allied pilots and air crew who were downed over enemy territory. Of course, escape and evasion from the enemy was important, but this also involved to varying degrees being able to survive during the period of escape and evasion. Apparently there was not any real doctrine on how to survive while in hiding or on move in enemy territory. Gil did say that Allied pilots and airmen captured by German forces were treated fairly well.

Gil then talked briefly about World War II, again using pilots and aircrew as examples. He said that you did not want to be captured by the Japanese, so escape, evasion, and survival were very important. We know from artifacts in our collection that silk maps were available to airmen in all theaters of World War II and there were the "Blood Chits" used in the China-Burma-India theater to get local people to help rescue downed

**"Survival skills," con't. in page 12**

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## Combat Air Museum

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### *Museum Hours*

Monday - Saturday

9 A.M. - 4:30 P.M.

Last Admission 3:30 P.M.

Sunday Noon - 4:30 P.M.

Last Admission 3:30 P.M.

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

Your questions and comments are  
welcomed. Submit information for

**Plane Talk** to CAM office.

## *In Memoriam*

### **Walter Iverson Cole, Jr.**

Topeka

December 1931 – March 2008

Membership # 3822

## *In Memoriam*

### **Larry Arensman**

Topeka

December 1946 - July 2008

31-year member, #200

## *New Supporters*

John & Debbie Winter

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## *Lifetime*

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Visit our website at  
[www.combatairmuseum.org](http://www.combatairmuseum.org)



## Come join us for our annual Winged Foot 5K Fun Run/Walk

Saturday, September 27, 2008, is the date set for our fourth edition of the Winged Foot 5K Fun Run/Walk. Race time is 8 a.m. and registration opens at 6:45 a.m.

This year we have two Honorary Co-sponsors. **Jim Ryun**, former University of Kansas miler, three-time Olympian, and former world record holder in the milerun is one of our honorary sponsors. **Sophia Spencer**, news anchor on KTKA ABC TV channel 49, a marathoner, and participant in this year's Boston Marathon is our second honorary sponsor.

The registration fee before the day of the race is \$20. Registration on race day is \$22. Entrants will receive a T-shirt and free admission to the Museum. We will also give each participant a \$1 discount pass, good for up to four regular admissions on a single visit to the Museum.

Registration forms are available on the Museum's website [www.combatairmuseum.org](http://www.combatairmuseum.org). Go to [www.combatairmuseum.org/navigation.html](http://www.combatairmuseum.org/navigation.html). Select the "Winged Foot 5K Run" button to download the blank registration form. We have also placed registration forms at local Fitness Centers and YMCA/YWCA facilities in Topeka.

The racecourse is on Forbes Field. The start and finish will be on J Street immediately to the west of Hangar 602 of the Museum, one-quarter mile south of the airport terminal.

There are different ways you, as a Museum member, can support the race. Sponsorships for the race are very important, so please solicit sponsors from businesses or individuals, and/or become a sponsor yourself. A sponsorship is \$100 and sponsors are listed on the back of the race T-shirt. The Fun Run is the last fund raiser of the year for Combat Air Museum and the monies brought in by the race go a long way for winter operations of the Museum. We have said this before and it bears repeating: the winter months, particularly January and February, are our months of lowest attendance and highest operating costs because of heating bills. We are stingy with the thermostat settings — just ask the Gift Shop operators — but the continued rising cost of gas offsets much of our conservation efforts. This fund raiser is important.

Sponsor information and a sign-up form are also available by going on the Internet to [www.combatairmuseum.org/navigation.html](http://www.combatairmuseum.org/navigation.html) and selecting the Winged Foot 5K Run button.

Volunteering to help run the event is another way of participating. We will need help in the registration tent, on the course as monitors/marshals, and to pass out water to the runners and walkers. If you volunteer to work in the registration tent, please be at the Museum by 6:30 a.m. Other volunteers need to be at the Museum no later than 7:30 a.m.

Another way to support the Museum is by becoming a participant in the event. Several members have run or walked in our first three events. A few currently hold their age group record.

Come out and be a part of this great fall fund raiser. We had over 100 entrants last year and anticipate even more this year. ➔

### Visitors

Visitors  
During **May**  
the Museum had  
**1,161 visitors**  
from **33 states**  
and  
Canada  
Czech Republic  
Germany  
Great Britain  
Japan  
Netherlands  
Norway  
Yemen  
Zimbabwe

During **June**  
we had  
**1,219 visitors**  
from **33 states**  
and  
Canada  
France  
Germany  
Great Britain  
New Zealand  
Paraguay  
Thailand

➔ ➔ ➔



## CAM welcomes the newest addition to its collection

### A crew escape capsule from a General Dynamics F-111D Aardvark fighter

A new exhibit arrived at the Museum on Friday, July 11. Mr. **Ken Pringle** of Hartford, Kansas, brought in the crew escape capsule from a General Dynamics F-111D Aardvark fighter. He also brought mannequins dressed in flight clothing and helmets to display in the capsule, which is on its own roll-around stand.

The F-111 was a controversial fighter-bomber basically forced onto the US Air Force and Navy during the early 1960s by then Secretary of Defense Robert McNamara. As early as 1958, the US Air Force issued a General Operations Requirement for a new fighter-bomber to replace the North American F-100 Super Sabre and Republic F-105 Thunderchief, beginning in

1966. The desired design included a swing-wing design and speed over Mach 2 (twice the speed of sound). The Air Force prepared a Request for Proposal (RFP) to issue to the defense industry in October 1960, but this was held until February 1961, when new Defense Secretary McNamara started managing the procurement of the new aircraft. By then the design was called TFX for Tactical Fighter Experimental. McNamara wanted a one-fits-all aircraft, one that the Air Force, Army, and Navy could all use. The Army got out of the mix by saying the new design would not fit a close air support mission. The Navy tried unsuccessfully to get out of the deal. Although there were many unresolved issues with the TFX design, both the Chief of Naval Operations and the Air Force Chief of Staff endorsed the new plane in September 1961. A new RFP was issued to ten aircraft companies by the end of September with Northrop declining the proposal.

Initially, an Air Force selection board and a Navy representative recommended the Boeing design, but the Air Force council rejected it. By late January 1962, the Air Force and Navy agreed none of the contractor proposals were acceptable, but the Boeing and General Dynamics designs warranted further study. By now the TFX had become the F-111A for the Air Force and the F-111B for the Navy.



*Above: One of the mannequins inside the F-111 capsule.*

*Right: The F-111 crew escape capsule on its stand.*





*Gene Howerter (left) talks with Ken Pringle while Kaitlyn and Trystan Pringle look on.*

McNamara ordered a run-off proposal between Boeing and General Dynamics in July 1962 and each company submitted its fourth proposal for this contract in September 1962. The Air Force favored the Boeing proposal; the Navy would not commit to either design. McNamara settled the issue on November 24, 1962 by ruling in favor of General Dynamics. Included in this contract were 24 aircraft designated F-111Cs for the Royal Australian Air Force and 50 F-111Ks programmed for the Royal Air Force. The latter aircraft were eventually canceled while the first two were still under construction. So began the life of the F-111.

Eventually, the Navy proved the F-111B was unsuitable for service, and Congress also disapproved a \$460 million appropriation request for further development and procurement of 30 aircraft. The Navy received only seven aircraft, five for testing and two production

aircraft. The Navy's distaste for the F-111 seemed accentuated as two were scrapped and one dismantled after their test program ended. Two crashed at sea and one went to the boneyard in Tucson, Arizona. The last F-111B went to the Naval Air Weapons Center, China Lake, California.

Meanwhile, the US Air Force forged ahead with the F-111. It eventually flew six versions of the F-111 over a 30-year period in the Tactical Air Command, Strategic Air Command, and Air Combat Command, as well as test units. F-111s flew in the Vietnam War in 1968 and 1972, against Libyan targets in 1986 and in Desert Shield/Desert Storm in 1990 – 1991. F-111Fs and later, electronic version EF-111s, flew over northern Iraq through 1996 in support of the defense of the Kurdish population there. The last of the F-111 series, an EF-111, retired from the US Air Force in 1998. The Australians began a draw down of their F-111s in 2007 and intend to retire the type by 2010.

Now, back to the capsule in Hangar 604. This was once part of an F-111D serial number **68-0125**. It entered service in September 1972 and flew 15 years before crashing on September 11, 1987. The aircraft was assigned to the 27<sup>th</sup> Fighter Wing, Cannon Air Force Base, (Clovis) New Mexico. While conducting single engine approaches, power was lost in the running engine, and the shut down engine could not be re-started in time to avoid a crash. The pilot ejected the capsule and he and the Weapons System Officer came down safely under the capsule's parachute. The remainder of the jet was destroyed in the crash.

The capsule served as a water egress trainer for a period of time. A private collector eventually acquired  
**"F-111," con't. on page 15**

The pilot ejected the capsule  
 and he and  
 the Weapons System Officer  
 came down safely  
 under the  
 capsule's parachute.





## Projects continue with the help of CAM volunteers and Air Force ROTC cadets

Once the weather started getting warm, a project involving the DUKW on exhibit on the northeast side of hangar 604 began. **Martin Moyer**, **Amos Page**, and **Zak Amos** have been sandblasting and priming the exterior of this large amphibious vehicle. With the heat of summer and location of the DUKW, it is definitely a morning project. Martin has been out there as early as 7 – 7:15 a.m. setting up his gear and equipment to start blasting. The blasting usually ends by mid-morning as the DUKW's steel exterior begins to really warm up. Then the crew primes the newly blasted areas. What has been a gray and rusty exterior is now a bright zinc chromate yellow. The upper rear deck has some areas to blast and the exterior will then be basically complete.

Recently, a crew of **Air Force Jr. ROTC cadets** from **Highland Park High School** in Topeka got inside

the DUKW to do a major housecleaning of its cargo/troops area. The wood decking was badly deteriorated and only one piece was salvaged as a future pattern. Five cadets worked a couple of hours cleaning on the interior, tossing larger material over the side, bagging smaller debris, and vacuuming the bilge (bottom interior). They made a very big dent in cleaning out the debris. There are still areas of small debris to brush and vacuum out, but soon the sandblasting should be able to begin in the DUKW's interior.

**Dave Houser** continues work on the BF-109 Messerschmitt mock-up. He has installed two of three dummy guns on the plane. He fabricated the nose cannon. He has also done some paint detailing. The mock-up just keeps looking better with his work.

**Marshall Wolfe** is back in the Museum on Wednesdays this summer to work on and spruce up the replica JN-4D2 Jenny. He drives over from Edgerton, Kansas and **Jim Braun** meets him at the Museum to also work on the plane. Years ago, Marshall helped Elton Rowley, builder of the Jenny, assemble the aircraft.



*Above: Martin Moyer sandblasts on a decidedly yellow DUKW.*

*Left: Martin sandblasts while Zak Amos (left) and Amos Page sift sand.*

**Don Dawson** fabricated a strut support for the Grumman F-14A Tomcat which now has its nose up and sitting both more stately and sinister. Since the Tomcat went on exhibit in October 2003, the gas slowly leaked out of the nose gear strut, bringing the nose of the fighter down. Then, several months ago, model builder **Darren Roberts** told Curator **Danny San Romani** about an F-14 Tomcat in **WaKeeney, Kansas** (population 1,773). In June, San Romani had the opportunity to see the plane during a trip to Denver. It is on outdoor exhibit in

WaKeeney's city park just north of Interstate 70 between exits 128 and 127. Danny saw that the plane had a contractor/government-built



nose strut support on the plane to keep the nose up and felt we needed one of those for our Tomcat. He did not have a camera with him at the time, but on a subsequent trip to WaKeeney he photographed the support.

Armed with his photos, Danny approached Don Dawson about trying to build something that would work like the strut support on the WaKeeney Tomcat. Don studied the photos and asked how long the support was. Danny showed precisely how far up from his fingertips to his shoulder the support went (forgot his tape measure in WaKenney). Don started with our iron pile on the south end of Hangar 604. His first effort was with a piece of channel iron. Everything looked good until Don did the final fitting. Don and Danny had put some nitrogen gas into the strut to get the nose back up. When Don put the channel in, it was just a bit too wide to allow the proper reinstallation of two strut cylinders on each side of the nose gear. He and Danny discussed the problem and Don decided to try again rather than leave the cylinders unattached.

His next try from the iron pile was a piece of steel I-beam. This required very little modification and was the width we needed. Don cut the piece to fit, **Zak Amos** sandblasted it, and Don primed and painted it. This piece fit right into place and Don released enough gas to let the

nose settle on the 19-inches long support. The F-14 does look a lot better with its nose in the air.

By raising the Tomcat's nose, we caused a couple of other minor problems. Martin Moyer and Amos Page had earlier built a set of steps for visitors to walk up and look into the cockpits of the fighter. With the nose up, the steps would only work for someone about 6 feet 8

**"Projects," con't.**

**on page 8**

*Above: The new nose gear strut support on the F-14A Tomcat.*

*Left: Highland Park High School Air Force Jr. ROTC cadets washing Kilroy's wing.*





**"Projects,"  
con't. from page 7**

inches tall or taller. Martin, Amos and Zak are presently building a new set of steps for the Tomcat, and the old set has been moved to the T-33, so all is good.

A second problem dealt with getting a tug behind the Tomcat and over to the tow bar for the C-47, *Kilroy*. When the F-14's nose was down, someone would lift its right stabilator, and Don would duck and barely clear with the tug. Well, by raising the nose, we would be cutting clearance between the tug, Don's head, and the Tomcat too close. We looked over the situation and felt if we moved the TF-30 turbofan engine from the left side of the Tomcat to the right side, the tug would have enough room to get between the Tomcat and *Kilroy's* right stabilizer and still be able to get behind the C-47. During one of their Thursday morning work sessions, Danny had the Jr. ROTC cadets move the engine from one side of the Tomcat to the other. They also had to move the Follow Me jeep and T-33 a bit out of the way to have enough room to do this, but it all worked out.

With the nose gear strut project done, Don is now working on repairs to the level sending unit on the 1941 Dodge Ambulance gas tank.

When rainy days prevented Martin, Amos and Zak from working on the DUKW, they manufactured some new bird feeders that are now on sale in the Gift Shop. The feeders are modeled after 1950s roadside diners, complete with round counter stools. Each one has a signboard on the roof that reads *The Seedy Diner*. They sell for \$20.00. Some are painted. Others are done in



*Highland Park High School Air Force Jr. ROTC cadets washing Kilroy's nose.*

cedar with only the stools and signboards painted.

Our tour guides have been busy this summer. **Ralph Knehans, Jack Vaughn, Bob Kelly, Don Mathers, Dan Pulliam, and Dave Houser** have all been touring folks around the Museum. Although overall museum attendance for the first six months of 2008 was down from 2007, these volunteers have taken 20 tours and 655 people through the Museum since June 1. And this just reflects the scheduled tours. It does not count the impromptu tours some of them give at other times.

**Dick Trupp** had a good July session of the Aviation Education Class with 11 students. He has one more summer session, August 4–7.

The Air Force Jr. ROTC cadets of Highland Park High School previously mentioned completed other projects. **Master Sergeant Larry Loreman** brought eight or nine cadets with him on Thursday mornings to do volunteer work at CAM. This summer they started on





*The Douglas Nike-Ajax surface-to air missile with a new coat of paint.*

May 22 and their last session was July 24. The cadets were not always the same so more than just nine volunteered this summer. Besides the work described above, the cadets sanded, primed, and painted the Nike-Ajax missile on the north side of Hangar 602. Seven aircraft in Hangar 604 were washed which also gives a good cleaning of the hangar floor. Pairs of cadets worked with Jim Braun cleaning the interior of the EC-121 Super Constellation and cleaning tire stanchions placed around aircraft and outside. The students got a lot done this summer. This is the fourth season Sergeant Loreman has brought cadets to the Museum.

Administratively, **Gene Howerter**, **Dave Murray**, **Tad Pritchett**, **Les Carlson**, and **Dick Trupp** have been working with **Mainstream Incorporated, Kansas Non-profit Association**, preparing grant requests for the Museum. We have a number of infrastructure projects to get done that need outside funding to accomplish. It has taken some time and effort to put together the request

packages, and there does not seem to be a one package fits all approach. The basics that explain what the projects are and their projected costs are good for all the requests, but each funding organization has its own varying requirements that need to be addressed. The Museum group works with Mainstream to select organizations and tailor-make the requests to these prospective donors.



*The Douglas C-47, Kilroy, is a favorite with the cadets.*

## CAM participates in the 190th Air Refueling Wing, Kansas Air National Guard, Family Day

Combat Air Museum was invited to participate in the 190<sup>th</sup> Air Refueling Wing, Kansas Air National Guard, Family Day held on June 7. We were asked to bring a couple of aircraft from the collection for exhibit during the day's activities. On June 6, **Don Dawson** and **Danny San Romani**, with an escort from the 190<sup>th</sup>, towed the Beech RU-8D Seminole *Lonely Ringer* and the Republic F-84F Thunderstreak up to the north end of Forbes Field.

On Saturday, June 7, **Don and Peggy Dawson**, **Dave Murray**, and **Danny San Romani** attended the Family Day and sat with the aircraft to talk with visitors and answer questions. The 190<sup>th</sup> had one of its Boeing KC-135R Stratotankers on exhibit and open for tours. There was also a classic car show at one end of the activities area. It was a good day but extremely windy. Several times people were observed chasing objects down at a gallop as the wind whipped things along the concrete area between the 190<sup>th</sup> hangars. Getting up out of a lawn chair also meant holding on to it or folding it up to keep it in place.

The RU-8D is a Vietnam War veteran, and during the afternoon, a gentleman came up who flew in *Lonely Ringer's* unit, the 138<sup>th</sup> Aviation Company, during the war. He did not know **Bruce Clapham**, who flew *Lonely Ringer* out of Da Nang and donated the plane to CAM. The gentleman flew with the unit later in the war and flew in a different type of electronic intelligence aircraft. He did read all the information we brought with

the RU-8D and looked over a number of photos of the 138<sup>th</sup> in Vietnam we had in a binder.

As the afternoon schedule came to a close, the 190<sup>th</sup> arranged an escort for the tow back to the Museum and Don and Danny the aircraft back to Hangar 604

where they, Dave, Peggy, **Jack Vaughn**, **Ralph Knehans**, and **Gary Naylor** put the planes and signs back into the hangar.

Don and Peggy Dawson,  
Dave Murray,  
and Danny San Romani  
sat with the aircraft  
to talk with visitors  
and answer questions.

➔ ➔ ➔





Clockwise, Above: The Beech  
RU-8D Seminole Lonely Ringer  
at the 190<sup>th</sup> Family Day

Right: The nose art reads,  
"Over 40 and still fuelin freedom"

Below: Don and Peggy  
Dawson and Dave Murray are in  
the wing shade of the  
F-84F Thunderstreak

Opposite page: A 190<sup>th</sup> Air  
Refueling Wing Boeing KC-  
135R Stratotanker





## **"Survival skills," con't. from page 1**

airmen. But these artifacts deal with escape and evasion more than survival in the wild. Gil went on to talk about the European and Mediterranean theaters. He said that where and what time during the war airmen were downed in Germany had a bearing on their treatment if captured. Holland was a favorable place to parachute into because of the strong partisan forces, but Gil added that Holland also had its share of informers. He felt the most favorable places to be shot down included Italy, Greece, Yugoslavia, and Croatia. The latter three had particularly strong partisan forces. The recurring theme of survival during World War II, particularly in Europe, dealt more with being aided by sympathizers, resistance groups and partisan forces.

At this point in his presentation Gil spoke about his mother's involvement in World War II. Italy invaded Greece in October 1940 but was run out of Greece a month later. Since the Italians were unable to conquer the Greeks, Hitler came to Italy's aid in April 1941 by invading Greece. Great Britain knew the German invasion was coming and in March brought British Commonwealth troops from England, New Zealand, and Australia into Greece. Gil's mother was a nurse with the Greek Army in the mountains. He added that her family was originally from Turkey. As the battle of Greece continued, Gil's mother ended up with the British Special Operations Executive, a group he likened to the United States' Office of Strategic Services (OSS). His mother's job was as a forger and she worked with actors/impersonators. Gil said she could write and print backwards and spoke fluent German.

Gil told us that as the Allies regained Greece in 1944 most Germans were evacuated out but some stayed. His mother was discharged from the Greek Army and was decorated for her service sometime after the war by Queen Frederika and King Paul I of Greece.

His father was a member of the Royal Canadian Air Force and flew photo reconnaissance in de Havilland Mosquitoes during World War II. Gil went on to say the OSS flew Mosquitoes and US pilots flew other British fighters such as the Beaufighter and Spitfire. He mentioned the Lysander squadrons, all volunteer units famous for their nighttime operations and dropping supplies and agents behind enemy lines flying this single-engine, high-wing monoplane.

Gil returned to World War II survival and talked briefly about the role of air sea rescue in the area around Greece. This was a survival practice that was really born in World War II. While air sea rescue was also used during World War I, it was nothing like the extent used in World War II. Gil mentioned aircraft like the Supermarine Walrus, Consolidated PBY Catalina, and Short Sunderland, and the use of submarines, trawlers, and all manners of small craft used to rescue downed airmen from the sea. He said the Walrus was used like the US Grumman Goose. Some of the rescue craft used by the RAF were motor torpedo boats built by Higgins in the US. Gil said the book *Crash Boat* dealt with the history of air sea rescue boats.

Much of Gil's youth was spent in Europe. He told us he entered the British Army Cadets at 15 years of age and said this was similar to the ROTC program in the US. Later, he took the necessary exam and entered the Royal Air Force. He flew in Coastal Command Avro Shackleton maritime patrol aircraft and in de Havilland Mosquitoes with a weather squadron. During this period the RAF began developing Search and Rescue (SAR) schools. He told us about an incident after the beginning of the Korean War when an F-86 pilot made a successful gear down, forced landing on a lake in the Canadian wilderness. Investigators concluded the pilot got out of the aircraft, walked around, then got back into the aircraft and committed suicide. Apparently the combination of solitude and the vast wilderness played on the pilot's mind. Gil said rescue was only two hours away. It became apparent to those people who dealt with survival training that the psychological aspect of survival and having a will to live had to be addressed.

By the latter 1950s Gil was in the US Navy as a weatherman aboard the destroyer USS DORTCH (DD670). The ship was in the Mediterranean Sea and part of its operations included support of the 1957/58 Geophysical Year. Gil said he spent some time in the Sahara Desert and met Bedouins, the nomadic people of North Africa. His observations of these people showed how they survived in this inhospitable and unforgiving region of Africa.

Gil said the British started survival schools and soon such schools began in the United States. Stead Air Force Base (AFB), (Reno) Nevada was the first US survival school. The second school started at Fairchild AFB,

(Spokane) Washington. Another school became operational at Cusick, Washington, in the northeastern part of the state about 12 miles from the Idaho border. What became apparent in the schools was that one school did not fit all environments. This especially became apparent during the Vietnam War and the need for jungle survival training. A jungle survival/escape and evasion school was opened at Clark AFB, (Manila) Philippines.

Gil told us three key things necessary to stay alive in a survival situation. The first was water, followed by shelter and then food. He said humans can last longer without food than they can without water. From his Alaskan experience, Gil told us that people can easily get dehydrated in cold, dry weather, but most folks do not realize that. He told us that in Arctic survival training, students urinate on the snow and the color of the snow is looked at to see if they are drinking enough water. Eielson AFB, (Nome) and Elmendorf AFB, (Anchorage) Alaska have Arctic survival schools. Gil also said not to eat snow as it lowers body temperature. Use other methods to melt it into water.

Another aspect about "pristine" wilderness settings that can get people into trouble is the water. People see clear mountain or meadow streams and feel they can drink directly from these waters. They run the risk of contracting giardiasis, a diarrheal illness that can be physically debilitating. Certainly not something you want in a survival situation. The Giardia parasite lives in the intestines of infected people and animals. The germs can be released by a bowel movement and if that gets into a stream there is the risk of infection by drinking the water. The best protections are boiling, filtering, or chemically

treating the water before drinking it.

Gil then brought out several items dealing with survival. The first was a large plastic drinking straw with

a filter attached to it. He told us the filter was designed to filter out any microscopic Giardia parasites. He had pulled the filtered drinking straw and some extra filters from a zip lock bag, commenting on how good zip lock bags were for storing survival gear and other items. Gil also pulled out a magnesium fire starter, a marine-type waterproof strobe light/flashlight, and some fine steel wool. Some audience members knew what the steel wool could be used for but most probably did not. Gil took a larger mag flashlight and unscrewed the head from it, exposing the first battery. He placed the steel wool



over the battery and turned on the switch. A red glow shone from the steel wool, demonstrating that it, too, could be used as a fire starter. Of course matches, preferably waterproof, and/or a lighter are good to have. A magnifying glass or something that acts as one will also start fires. Gil said that cedar is one of the most flammable tree barks.

Gil explained how conifer branches piled with snow could be made into a shelter and how the branches could also be used to make snowshoes. He held up a plastic whistle and said that when producing a sound signal to indicate location and or distress, the signal is given in groups of three. For example, three blasts of the whistle, three shots fired from a gun, etc.

During daytime, the best signal fire is what Gil called a chimney fire that makes the smoke go up in a column.

**"Survival skills," con't. in page 14**

### **"Survival skills," con't. from page 13**

He talked about footwear and said in Alaska that "bunny boots" were a favorite. He said they are flying boots whose tops can be taken off so they look like regular shoes. Going back to the flashlights, Gil said to keep the batteries at or near body temperature so they will work properly.

He then brought out some tins and a metal soap dish that he had recycled into survival kits. One had a small magnifying glass installed in its lid. These work very well for small items. One tin held flint, steel, and tinder. Flint, being a stone with sharp edges, can also be used as a cutting tool. A compass was another item Gil brought out. He showed how it could be used as a signal mirror.

Gil held up a 12-gauge flare pistol. He told us aircraft in Alaska have to have a flare pistol and have to carry one week's rations. As he mentioned the aircraft he held up two models. One was of an Aerospatiale HH-65A Dolphin helicopter in US Coast Guard markings. The type has flown from Coast Guard air stations in Alaska for a number of years, and also from flight deck-equipped Coast Guard cutters. Gil pointed out the rescue winch on the model and he said the winch was often used in rescue work. He also said that when the winch comes down with a sling or a basket, to let it touch the ground or water first to discharge the static charge carried by the winch cable.

The second model was of a de Havilland DHC-2 Beaver airplane with skis. Gil said this was his favorite airplane. The type has been a workhorse of the Alaskan Civil Air Patrol. He said the CAP aircraft were former Air Force and Army U-6 aircraft. They can be flown with regular landing gear, with the skis, and with floats. Beavers are also a favorite aircraft of Alaskan civil and bush pilots. He said that there is a thing in Alaska called Bush Pilot Syndrome that involves a loss of situational awareness and attention where, as Gil put it, pilots fly into rocks and mountains.

Gil then passed a survival pamphlet around the audience. It was a Department of the Air Force Aircrew Survival Pamphlet from 1985. As the audience was passing around the pamphlet, Gil brought out some sidearms and knives. One of the sidearms had been his father's. It was a Smith & Wesson 38-caliber six shot revolver, and Gil pointed out there was no hammer spur on the pistol. He also had a Vietnam era Model 1911 45-caliber semi-automatic pistol.

The knives included a Gurkha survival knife and an older issue Navy/Air Force survival knife. A third knife was a newer navy type Gil said was used by SEALs. It was a larger machete/bolo type knife.

When it comes to survival or just being in a secluded or wilderness setting, Gil told us to always keep your eyes open and to take nothing for granted. He said Kansas could be just as dangerous as Alaska. And he said when traveling in remote areas to always carry two gallons of water in the car or aircraft.

A question about snow blindness came from the audience. Gil replied that sunglasses were a necessity. If you do not have sunglasses, tree bark or thin wood with slits in it can be made and used. Gil said the onset of snow blindness is the feeling you have sand under your eyelids. Ultraviolet rays reflected from the snow cause painful inflammation of the inner sides of the eyelids and can cause temporary blindness.

Gil said that a bandana is a good thing to carry with you. It can be used as a sling, as a head covering, or as a compression bandage. He also explained what a solar still is and how it forms condensation. And as he closed his presentation, Gil said to never forget bug dope and to watch out for ticks.



### ***Join us for the next Membership Luncheon***

**Curator Danny San Romani** will be the August Membership Luncheon speaker.

He will talk about a July 1988 high seas intercept, boarding, and seizure of the motor vessel ENCOUNTER BAY by the US Coast Guard Cutter BOUTWELL in support of a smuggling sting operation set up by US Customs. San Romani was assigned to BOUTWELL at the time.





**"F-111," con't. from page 5**

the capsule, and Ken Pringle acquired it down the line and began restoring it.

In the spring of 2007 Mr. Pringle contacted the Museum as a possible site to exhibit the capsule once his restoration was complete. The Board of Directors concurred this would be a unique and welcome addition to our exhibits and agreed to take the capsule. Board member **Don Mathers** became the primary point of contact for the Museum with **Dick Trupp** also keeping in touch with Mr. Pringle. Don traveled to Hartford to visit with Mr. Pringle personally and to see the capsule.

The last item of restoration performed on the capsule was a new paint job. **Thurston's Plus Autobody** of Emporia, Kansas did the painting and exterior markings and by late June Mr. Pringle said he was ready to bring the capsule to Topeka in early July. When the July 11 date was set, Don Mathers reminded him it had been 531 days since the initial contact about bringing the capsule to CAM.

One CAM member who had a particular interest in seeing the capsule was **Gary Naylor**. Gary is a retired Air Force Master Sergeant and worked on F-111s with the 366<sup>th</sup> Wing at Mountain Home AFB, (Mountain Home) Idaho and the 48<sup>th</sup> Fighter Wing, Royal Air Force station Lakenheath, (Lakenheath, Suffolk) England. Gary and Mr. Pringle spent some time talking about the capsule and F-111s in general.

The capsule is a great restoration and the mannequins really add to the exhibit. It is on loan to CAM from **Custom Simulation and Trystan and Kaitlyn Pringle**, Mr. Pringle's son and daughter.

In other exhibit news, **Tom Witty** is doing research on the Air Defense Command in preparation to redo the exhibit on Air Defense Command fighter interceptors. Presently, the case has a very nice US Air Force Service Dress uniform and nine jet fighter models built by **Darren Roberts**. There is also a piece of the Berlin Wall encased in resin to signify the Cold War era in which the ADC played a major role. But there is no story to go with the exhibit, and that is part of what Tom will be working on.

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## Join the Combat Air Museum!

Your membership and  
support are  
important to us.

### *August/September Calendar of Events*

#### August

**Monday - Thursday, August 4 - 7**  
**Aviation Education Class**

JWECC

9 a.m. – 12 p.m.

**Monday, August 11**  
**Membership Luncheon**

JWECC

11:30 a.m.

Curator Danny San Romani will  
talk about a 1988 Coast Guard  
drug bust in the Pacific Ocean

#### September

**September Calendar of Events**  
**Saturday, September 27**

**Winged Foot 5K Fun Run/Walk**

J Street, by Hangar 602

8 a.m.

There is no Membership Luncheon in September.  
The next luncheon is Monday, October 13.

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PHOTO BY DAVE MURRAY

This crew escape capsule from a General Dynamics F-111D Aardvark fighter is the newest addition to the exhibits at the Combat Air Museum. Read more about it on page 4.

## 2008 Events Calendar

*Event dates subject to change.*

### August

4 – 7 Aviation Education Class

### September

26 – Winged Foot 5K Run/Walk

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