

# COMBAT AIR MUSEUM

## → → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Forbes Field Topeka, Kansas

October / November 2008 • Vol. 24, No. 5



### Volunteers take on projects that help the Museum

On July 24 work began to replace the sidewalk between Hangars 602 and 604. Workers from TAZCO Plumbing and Excavation of Topeka removed the existing sidewalk, did some earthwork, and set up their forms. The new sidewalk was poured the following day. **Ray and Nancy Irwin**, owners and operators of **Heartland Park Topeka**, donated funding for this project. Heartland Park is a multi-purpose motorsports raceway located immediately south of Forbes Field that hosts various racing venues from the spring through the fall. Races include the NHRA (National Hot Rod Association) nationals over Memorial Day weekend, many offroad and road course car and motorcycle competitions, and dirt track races, including the World of Outlaws Sprint Car series. The raceway includes a 1/4 mile drag strip,

*Setting the forms for the new sidewalk.*

a 9/10 mile offroad course, 2.5 mile road course, and the 3/8 mile clay oval track.

In regard to the sidewalk between the hangars, eight years ago there was none. In fact, the south door

**"Projects," con't. in page 16**

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## Combat Air Museum

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### **Museum Hours**

Monday - Saturday

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

Last Entry - 3:30 P.M.

Sunday Noon - 4:30 P.M.

Last Entry - 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.

## Visitors

During **July**  
the Museum had  
**1,559** visitors  
from **34** states  
and

Belarus

Canada

Denmark

Japan

Netherlands

Panama

Russia

During **August**  
we had

**1,155** visitors  
from **34** states,

Guam,

and

Canada

France

Germany

Great Britain

Italy

Norway

→ → →

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website  
at  
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## High fuel prices encourage more local visitors to check out CAM - closer to home

When fuel prices in our area climbed to just below (like a penny) \$4.00 per gallon for regular unleaded, we wondered what our summer attendance was going to look like for Combat Air Museum. The attendance through the first six months of 2008 was below that for the same period in 2007, but we were curious to see if the prices might bring more local people into the Museum. As it turned out for July and August, this seemed to be the case. We had our best July since 2004 and our best August since 2001, and we saw increases in Kansas and Shawnee County visitors as compared to the same months in past years. The current buzzword reflecting this is "staycations," where families are vacationing closer to home. The second week of August brought the expected downturn in attendance as young folks started back to school, but the total number of visitors who came in during July and August put us ahead by 140 visitors over last year. Not a great margin, but we came from over 300 behind to get to 140 ahead, and we will gladly take those numbers.

→ → →



Larry Arensman  
by F11F-1 Blue Angel

## *In Memoriam*

### Larry Arensman

In the last issue of *Plane Talk*, we reported the passing of charter member **Larry Arensman**. Larry was part of that first group of enthusiasts who had a vision of an air museum in Topeka, Kansas. In 1977, the museum was known as Yesterday's Air Force (Kansas Wing). Larry was there when all the organization and disorganization associated with forming a new museum took place. The aircraft, of course, were the big draw for most of those first members, and they were ready to maintain and restore the planes brought in by museum partner David Tallichet of California. Tallichet provided both flyable aircraft and those in need of restoration.

But the monies needed just to meet operating expenses and have a museum open to visitors required attention, too. That meant volunteers had to run a cash register and welcome the paying public through the front door. This came to include merchandise sales in a gift shop. Larry was one of those in the beginning years who ran the register. He was still employed, working as a computer analyst for the state of Kansas, so his time volunteering was mostly on the weekends.

When the museum started putting on airshows – which was the first year, Larry was there to help set up, work the weekend event, and put things away. As his time allowed, he joined in other projects at the museum.

Larry married Connie Droegemeier on June 19, 1989, and soon it was the team Larry and Connie doing volunteer work with the museum. When the airshows ended, they worked other fund-raisers such as the garage sales, pancake feeds, and fireworks stands. They were avid square dancers. In fact, they spent their honeymoon in Oklahoma City for the National Square Dance Convention.

During holidays when the state offices were closed, Larry was usually at the museum to talk with visitors or join a project that may be going on. He helped build the wheelchair ramp on the north side of Hangar 604.

Larry retired in May 2008, after 33 years as a state employee. We last saw him at the museum in April, and he was looking forward to retirement. Sadly, we lost Larry far, far too soon when he passed away 12 weeks later at age 61. ➔

## Volunteers find even more ways to put a shine on the Museum

A group of volunteers held a cleaning session in Hangar 602 on September 9. The cleaning took place in the hangar bay, the Jean Wanner Education Conference room, the restrooms and adjacent hallway, and some in the Gift Shop. **Marlene Urban** had been thinking about doing this for a while and as soon as she voiced her idea, by default, became chairwoman of the project. She had a sign up sheet at the August Membership Luncheon and set the date for September 9. Volunteers gathered at the Conference room at 1 p.m. and then set off to their tasks.

In the hangar bay, the areas of concentration were underneath aircraft, under and around the aircraft engines exhibited along the south wall and the floor perimeter along the north and south walls. Shop

vacuums, brooms, dust mops, and wet mops were all employed. **Jack Vaughn** and **Bob Kelly** felt they cleaned up enough dirt from crevices along the hangar walls that **Martin Moyer** could plant a second tomato garden. Glass and Lucite panels in the exhibit cases were cleaned, as were the exterior windows of the Conference room.

The windows and exhibit case panels inside the Conference room were cleaned, then volunteers worked on the room's rug using a steam carpet shampooer brought in by **Lois Ecord**. Volunteers took turns with the shampooer and slowly worked over the rug doing sections at a time. This method paid off well. The rug looks great, and everyone commented how much dirt the shampooer sucked up.

The walls in the restrooms and adjacent hallway were all cleaned, as were the walls in the Gift Shop. The Gift Shop rug was vacuumed. The original plan was to get the shampooer into the Shop, but we ran out of time.

Finishing touches were made in Conference room and on the Hangar floor at 4:30 p.m., and we called it an afternoon. It was a field day well spent. Marlene was already talking with Lois about when to schedule another one. We do want to get the rug in the Gift Shop cleaned then move to the exhibit rooms. No tentative date has been set, yet.

The cleaning crew consisted of **Chuck** and **Marlene Urban**, **Mary Naylor**, **Lois Ecord**, **Jack Vaughn**, **Bob Kelly**, **Jim Braun**, **Dick Trupp**, **Gene Howerter**, and **Danny San Romani**. We thank these volunteers and staff for putting in a busy afternoon of cleaning to improve the appearance of the Museum.

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### ***New Supporters***

Donald & Rebecca Duncan  
Lila Mertz  
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James & Marion Taylor  
Stephen Wodtke

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# The Story of the U.S. Coast Guard and ENCOUNTER BAY

**CAM Curator Danny San Romani  
tells it from the perspective  
of someone who was there.**

CAM Curator **Danny San Romani** spoke at the August Membership Luncheon about a high seas drug bust made in June 1988 by the U.S. Coast Guard Cutter USCGC BOUTWELL (WHEC 719) a few hundred miles off the Washington coast. San Romani was executive officer of BOUTWELL at the time.

Events for BOUTWELL began during the last week of June 1988. The cutter was at its berth in Seattle, Washington. The commanding officer, Captain (O-6) Cecil Allison, was on local leave and San Romani was acting CO. One morning he received a telephone call from the Thirteenth Coast Guard District Law Enforcement branch. The Thirteenth District headquarters was also located in Seattle. The caller said there was an unscheduled patrol briefing for BOUTWELL, and it could not be discussed over the phone. San Romani gathered Lieutenants (O-3) Aubrey Bogle, operations officer, and Tom Rogers, weapons officer and law enforcement officer, and they headed for the District headquarters.

At the District office, the three took part in a briefing about a vessel making a trans-Pacific crossing to drop off marijuana a few hundred miles off the coast of Washington. U.S. Drug Enforcement Agency (DEA) agents had infiltrated the organization and provided material about the operation. U.S. Customs and the U.S. Attorney's office were also part of a task force formed to catch the vessel and the leaders of the drug organization. BOUTWELL was the platform selected to intercept and seize the ship and its contraband.

The briefing material included a pamphlet that Danny said read like a military operations order. Two of the people involved in the drug operation were twin brothers and former Green Berets in the U.S. Army. They were living in Thailand and owned a bar in Bangkok. The pamphlet contained primary, secondary, and ter-



***Danny San Romani spoke at the  
August Membership Luncheon.***

Photo by Dave Murray

tiary radio frequencies for communications, times that broadcasts would be made and on what frequency. Danny remembered three prospective rendezvous/drop off points for the pick up vessels. The designated drop off point would not be broadcast until the scheduled rendezvous day. Diagrams were included in the pamphlet. These showed how the delivery vessel would trail a large life raft behind it with marijuana bales on board, and how the pick up boats were to approach and come alongside the raft so as to not run over or otherwise damage it. The diagrams even included what directions the pickup boats were to put their rudders while coming up to the raft. Danny remembered a name like Operation Denver Gold on the pamphlet but could not confirm that from his old notes.

There were a couple of photographs of the contraband vessel. It was named ENCOUNTER BAY and was a 180 foot long oil rig supply vessel commonly found in the Gulf of Mexico. The vessel had a high, prominent bow. The forecastle (forward deck) of the ship was short, then there was a bridge/wheelhouse. Behind the wheelhouse were twin exhaust stacks, one on each side

***"Encounter Bay," con't. on pg. 6***

## **"Encounter Bay," con't. from pg. 5**

of the ship, with a horizontal support in between. Behind these was a long, low cargo deck extending all the way to the stern. The cargo deck made up over half the length of ENCOUNTER BAY. The ship had two masts. The forward mast held two surface search radars and a satellite navigation or communications dome on the top of the mast. The main mast was built upon the horizontal section between the stacks and held radio antennas. The briefing personnel said the ship might be painted in a different color scheme than in the photos by the time we saw it. Everyone studied the photos to look for telltale dents or other markings in the hull and superstructure that would be present regardless of color. They also stated that ENCOUNTER BAY claimed Panamanian registry.

The BOUTWELL personnel learned the marijuana had originated in the Chiang Mai, Thailand area and had been transported across northern Thailand, across Laos, and then to Da Nang, Vietnam where it was loaded aboard ENCOUNTER BAY. Elements of the Vietnamese Army were involved in transporting and loading the marijuana. The briefing personnel said that some of the marijuana was used as bribes and payoffs during the transport, so the ship would not be carrying its full load. They also gave the amount of marijuana that was initially shipped, but Danny told the audience he would hold that in suspense for a while.

DEA agents had infiltrated one major part of the drug operation. They had convinced the drug leaders they could provide fishing vessels to rendezvous with ENCOUNTER BAY and offload the marijuana. In actuality there were never any such vessels. The only rendezvous would be made by BOUTWELL.

As the briefing ended, San Romani told the District personnel he would contact Captain Allison that evening and request he return to BOUTWELL for some patrol information. This was done, and when Captain Allison came aboard the following morning, San Romani, Bogle, and Rogers briefed him on the operation. The CO asked if anyone talked about putting a helicopter aboard

BOUTWELL. They had not. BOUTWELL had an 80 feet by 42 feet helicopter flight deck. Captain Allison and LT Bogle then began making the appropriate calls to try and get a helicopter aboard. They succeeded, and an Aerospatiale HH-65A *Dolphin* from Coast Guard Air Station (CGAS) Astoria, Oregon was made available. BOUTWELL would pick up the helo on its way through the Strait of Juan De Fuca. The cutter departed Seattle on June 28, 1988 in order to be in the area of interest on June 30. The ship's company included two U.S. Customs agents.

A Coast Guard Lockheed C-130H *Hercules* from CGAS Sacramento, California established surveillance of the drop areas on June 30, flying in a high orbit. BOUTWELL distanced itself just over the horizon from these areas so it would not be seen. The C-130 confirmed sighting ENCOUNTER BAY in the late morning and radioed it had to depart because of its fuel state. A Lockheed P-3 *Orion* from Naval Air Station Moffett Field, California relieved the C-130. Danny did not remember whether the C-130 or P-3 reported that ENCOUNTER BAY had reversed course and was steaming away from the area, but with that report, BOUTWELL put on speed to gain visual contact with the vessel and begin hot pursuit.

BOUTWELL was classified as a High Endurance Cutter. Commissioned June 14, 1968, it was 378 feet long with a beam of 42 feet and displaced about 3,000 tons. Its main propulsion was two 3,500 shaft horsepower (shp) each Fairbanks Morse diesel engines or two 18,000 shp each Pratt & Whitney gas turbine engines that operated two propeller shafts with fully controllable pitch propellers. The main propulsion engines could be operated in different combinations. Top speed on the diesels was 17 knots (20 mph) and on turbines it was 30 knots (34 mph). Its armament included a 5-inch/38 caliber deck gun, 20 mm and 50 caliber machine guns, and two triple mount torpedo tubes for Mark 46 anti-submarine warfare torpedoes. The cutter could patrol independently in any ocean environment that was ice free.

The CO ordered both turbines on the line to chase down ENCOUNTER BAY, but Murphy made an ap-



***This sticker appeared on all 8,000 bags of marijuana.  
Photo by Tim Bouquet/  
Reader's Digest***

pearance, and a faulty fuel pump kept one of the turbines down. BOUTWELL set off on the remaining turbine, free wheeling the second propeller shaft with full pitch set in its propeller. In this mode, the cutter could still make 23 knots (26mph), almost twice as fast as ENCOUNTER BAY's top speed. Once BOUTWELL caught up to ENCOUNTER BAY the operating turbine was left on and a diesel engine was placed on the other shaft to give better maneuverability.

Because of the curvature of the earth, ENCOUNTER BAY saw BOUTWELL first. The cutter's taller masts appeared to ENCOUNTER BAY before the latter's appeared to BOUTWELL. The appearance of masts over the horizon normally would not have meant anything was amiss, but the fact that one of those masts had a large air search radar on it was a good clue that a military hull of some type was soon to follow. When the white hull with a big red racing stripe showed on the horizon, ENCOUNTER BAY knew they were made.

At the time when BOUTWELL closed on ENCOUNTER BAY filming of the pursuit began, and Danny had a composite video tape copied from various filming made during June 30 – July 6. He told the audience some of the taping was good, and other parts were suitable for America's Funniest Home Videos, but overall the tape did show the operation pretty well. As they got their first look at ENCOUNTER BAY Danny described various things about the ship. The first thing he pointed out was a time stamp on the video. As copied, the tape gave the impression events happened in a relatively short order. In fact, they took place over several hours. The tape began at 4:22 p.m.

Danny pointed out that everything but the white bridge/wheelhouse and the black masts and stack tops had been painted the same brown color, including four steel containers on the cargo deck about the size of semi-truck trailers. He said there were bales of marijuana covered on top by wood sheets painted brown between the containers and a mobile crane also painted brown. The name of the ship and its port of registry were barely visible. In the photos seen in Seattle these were white and easily seen. Now, they were painted over with brown



*ENCOUNTER BAY crewmen walking and standing at the lifeline. Samuel Colflesh is at the back of the gun mount.*

and dull, dark blue paint. The ship was not flying a flag of nationality, which is normal for any ship to do.

At 4:42 p.m. tape time, the audience had a brief view of the Navy P-3 *Orion* making a low pass over the drug runner. Danny then pointed out a couple of areas on ENCOUNTER BAY that would play a part later in the pursuit. One area was the stern of the ship. A compartment in the stern held the ship's steering gear that drove the rudder. The top of the rudderpost was housed in this compartment. It was commonly called *after steering*. A second area Danny pointed out was a flow of water coming from the side of the ship near its mid-section. This was an overboard discharge of salt water used as cooling water for the ship's engines. A fresh water jacket surrounded the engines to cool components and lubricating oil. This system included heat exchangers where the hot oil was cooled by the fresh water. In turn, the fresh water entered another heat exchanger where it was cooled by saltwater. The saltwater was pumped into the system through a sea chest, performed its cooling effect, and then collectively went back into the sea at the overboard discharge. As such, the overboard discharge marked the location of the engine room.

**"Encounter Bay," con't. on pg. 8**

## **"Encounter Bay," con't. from pg. 7**

Once engaged in hot pursuit, BOUTWELL attempted contacting ENCOUNTER BAY on various radio frequencies, including those listed in ENCOUNTER BAY's operation orders. A signal searchlight was used as were the ship's whistle and bullhorn speakers when BOUTWELL came close enough that there was no doubt the drug runner could hear them. BOUTWELL crossed ENCOUNTER BAY's bow, but the vessel ignored all attempts at contact and kept steaming westward. But it was not going to outrun BOUTWELL. It did not have the speed nor did it have the fuel endurance. In its effort to delay the intercept, ENCOUNTER BAY had blown one of its main engines.

Before hot pursuit began, BOUTWELL was in communication with its chain of command via radio and message traffic. Armed with the briefing intelligence, several steps towards seizing the vessel had already begun. Included in these were Statements of No Objection (SNOs) to carry out specific procedures in the process to get the vessel stopped.

As mentioned earlier, ENCOUNTER BAY claimed Panamanian registry. If true, this meant the vessel was a sovereign part of Panama, and the Coast Guard would need the Panamanian Government's Statement of No Objection to stop the vessel. Danny could not remember the timeline when BOUTWELL requested this SNO, but he had in his old notes that the Panamanian Embassy said they held no record of an ENCOUNTER BAY. By denying the vessel was of Panamanian registry, ENCOUNTER BAY became a stateless vessel with no sovereignty, and any nation could board it.

During the pursuit, BOUTWELL personnel observed a darker smoke coming from one of ENCOUNTER BAY's stacks. The first thought was that the ship had been set afire and would be scuttled. But that did not happen, and further thought was they were burning evidence.

Continued efforts to raise a response from ENCOUNTER BAY were fruitless, and permission was requested from the 13<sup>th</sup> District to fire warning shots across the bow. This was approved and BOUTWELL twice fired 50 caliber machine gun bursts across the bow, once at 5 p.m. and again at 5:41 p.m. At 5:53 p.m. an inert round from the five-inch cannon was fired across the bow.

Still ENCOUNTER BAY did not stop. The next request was to fire disabling shots into the ship. This was granted. Captain Allison got on the radio and told ENCOUNTER BAY that unless they stopped BOUTWELL would fire into their ship. And finally ENCOUNTER BAY responded. The gist of their communication was that BOUTWELL was committing an act of piracy, and that they were under the sovereignty of Panama and would not stop. Captain Allison reiterated that unless they stop, BOUTWELL would fire into their vessel. ENCOUNTER BAY declined.

A discussion among Captain Allison and other officer had taken place earlier as to where to fire into the ship should that come to pass. The initial choice was the stern and the after steering compartment. Captain Allison radioed ENCOUNTER BAY and told them where BOUTWELL was going to fire into their ship, and that they needed to clear all personnel from that area. He also told them to put the crew on their bridge. Again, ENCOUNTER BAY radioed back their protests, but they also said they would comply in removing personnel from the area.

Captain Allison ordered the gun crew to open fire with four bursts into the stern. At 6:58 p.m. Chief Gunner's Mate Hoffman fired into the stern, but the target proved difficult because the stern was so low in the water. Hits on the hull were seen, but there was no apparent effect to ENCOUNTER BAY's steerage. Later, it was found that rounds had found their mark, but the damage was not enough to cause an immediate effect. Captain Allison then chose the engine room as the next target area using the saltwater overboard discharge as the bull's-eye. He radioed ENCOUNTER BAY and told them where the next shots would be fired and to keep people out of the area. ENCOUNTER BAY radioed back all their personnel were on the bridge. The Captain ordered commence fire and at 7:06 p.m. the Chief Gunner's Mate fired five bursts into the hull in and around the overboard discharge. Again, there was no evidence the gunfire was having an effect.

From 7:07 p.m. – 7:08 p.m. radio communications can be heard in the background on the tape between ENCOUNTER BAY and Captain Allison.

EB: "U.S. Coast Guard vessel 719, this is the Panamanian vessel ENCOUNTER BAY."

We acknowledge you have made contact with our vessel.

We are surveying damage and will keep you advised. No lives are threatened. No lives are threatened.”

CO: “ENCOUNTER BAY, this is cutter BOUTWELL. Advise you keep your personnel out of the area and come to a . . . come to a all stop.”

EB: “I understand, and I will remove my parties from all areas, but I will not (garbled) my vessel without (garbled) approval from my flag, the Panamanian flag, motor vessel ENCOUNTER BAY.”

At 7:16 p.m. four more bursts of 50-caliber fire were put into the hull around the overboard discharge. There was still no evidence of effective fire, so Captain Allison ordered one of the 20mm guns mounted. He radioed ENCOUNTER BAY that he was doing this, that he planned to fire into their ship with the weapon, and went on to say he did not have to remind them of the damage that weapon could do. Very shortly after this transmission, ENCOUNTER BAY came to a stop, and BOUTWELL mistakenly thought it was because of the CO's call about using the 20mm. Actually, the effects of the 50

caliber fire had come into play. A cooling water line to the ship's diesel generator had been pierced, and when the cooling water ran out, the generator overheated and tripped off the line. The ship came to a stop of its own accord. The vessel's master never brought the engine controls to stop.

The next scenes show ENCOUNTER BAY drifting at 7:26 p.m. and BOUTWELL lowering a 26-foot motor surfboat with the boarding/seizure crew to trans-

port them to ENCOUNTER BAY. LT Tom Rogers led the boarding party and conducted the vessel seizure and arrests of the ENCOUNTER BAY's crew. At 9:07 p.m. the first boat load of prisoners were brought aboard BOUTWELL. The sea conditions were calm enough at the time that an accommodation ladder was used. This was an inclined ladder with a platform at its bottom that was rigged on the side of the ship. The prisoners stepped off the small boat onto the platform, then walked up the steps to the cutter's main deck. Once aboard BOUTWELL, guards/escorts and the Chief Hospital Corpsman met the prisoners. Chief Anderson instructed the prisoners that they would strip down and shower in a decontamination locker, then be given clean clothing before further processing.

Three more trips were made to transfer prisoners. By the time the second load of prisoners was brought to



*The HH-65A Dolphin and the ENCOUNTER BAY under tow.*

BOUTWELL the sea state was too rough to safely use the ladder, and the surfboat was raised using the ship's boat hoisting gear. This process took a lot longer than the accommodation ladder, but it was much safer. The last load of prisoners were brought aboard at 10:32 p.m. The video of the first day ended here.

During the transit to the operating area, BOUTWELL personnel readied two spaces for holding

**"Encounter Bay," con't. on pg. 10**

## **"Encounter Bay," con't. from pg. 9**

prisoners. The cutter had no designated brig. One area was a storage locker for deck gear. The gear was removed and stowed elsewhere and mattresses were placed on the shelving. A second area was normally a crew's lounge in the after section of the cutter. A decision was made to hold the ordinary seamen separately from those perceived as the master and mates. Eighteen prisoners were brought aboard. Thirteen were western Pacific Asians, including natives of Singapore, Thailand, and Indonesia. The remaining five prisoners were Caucasian and citizens of the United States, Great Britain, and New Zealand. From the time they were brought aboard until removed from BOUTWELL, the Asians and Caucasians were kept separate. Interaction between BOUTWELL's crew and the prisoners was kept to a minimum. The prisoners were well disciplined and remained so during the transit back to Seattle.

Due to the gunfire damage in the machinery spaces, ENCOUNTER BAY was taken under tow by BOUTWELL. A damage control crew was put aboard the vessel to plug bullet holes below its waterline that were causing minor flooding. BOUTWELL took ENCOUNTER BAY under tow about 1 a.m. The initial interrogation of the prisoners lasted until about 2:30 a.m., then most people turned in for the night.

The video tape picks up the following afternoon when the Customs agents and BOUTWELL cameramen boarded ENCOUNTER BAY to search the vessel and record the evidence. As the video showed, this was an efficiently run operation. The vessel had state of the art communications and navigation equipment and was very well maintained. In fact, some of the equipment on the bridge was better than equivalent units aboard BOUTWELL. Later, the Operations Officer started a wish list of equipment he wanted from the vessel to install on BOUTWELL.

The scene then shifted to the master's cabin. Computer equipment was in the cabin but all discs and other paperwork were gone – undoubtedly destroyed the previous day. One of the Customs agents commented on all the money he found and a number of passports for Panama were also found. From there, the taping was in the engine room where a spent 50 caliber slug and various damage from the machine gun fire were pointed out. Finally, the taping shifts to the cargo deck and all its

contraband. One of the containers was opened. It was partially empty and probably the last loaded. LT Rogers said the other containers were full and pointed out all the bales stacked between the steel containers. The Custom agents opened one of the bales allowing the cameramen to record each step involved.

The outer covering of each bale was a plastic banded, oversize blue nylon bag with straps like a gym bag. The opening of the bag was glued shut. It had a sticker on it with an eagle and "Passed Inspection." Inside the bag was a sealed cardboard box covered in clear, heavy plastic. The lid was glued closed. Inside the box were eight individually wrapped one-kilogram packages of marijuana. Each package was vacuumed sealed in clear, double plastic wrapping. One of the agents pointed out heat seals on the plastic wraps. A cameraman commented that on the Caribbean side trash compactors were used to package the marijuana. One of the agents replied that these were made with special machines that they got out of Germany and Switzerland. After filming the contents of the bale, the cameraman panned a set of numbers of various weights stenciled on the end of one container.

Here, Danny paused the video and told the audience ENCOUNTER BAY was carrying 72 tons of marijuana with an estimated street value of \$280 million. At the time, this was the largest West Coast marijuana bust. When the contraband left Thailand, there was 100 tons. The missing 28 tons was used for bribes and payoffs.

The next scene was filmed from BOUTWELL's motor surfboat. They were doing a crew transfer on ENCOUNTER BAY. The audience got to see the cutter towing the drug runner and the crew transfer from an ocean level view.

The next tape segment was of Happy Hour in the Enlisted Dining Facility (EDF), which Danny referred to more as the crew's Mess Deck. He said he had served on six Coast Guard cutters and each one had a Happy Hour/Pizza Night on Saturday nights when underway if operations and weather permitted. Different elements of the crew made and served the pizza. The happy hour shown on the video was a Nacho Night, and BOUTWELL's Ensigns (O-1) were making and serving the nachos. This occurred on the night of July 3, which was Sunday. Captain Allison allowed the crew to relax their uniform dress and wear civilian attire, which some

did. As part of the evening's activities, the Gunner's Mates planned a pyrotechnic demonstration from the fantail (rear deck) of the cutter. The ship had an annual training allowance for pyrotechnics used in life rafts including hand held flares and flare guns. Most of the annual allowance was expended that night. The prize crew aboard ENCOUNTER BAY was told about the pyrotechnic demonstration. Their reply was that BOUTWELL be careful about the direction they fired the flares as they did not want to be putting out any grass fires.

A brief segment of the video showed crewmen from ENCOUNTER BAY eating in the EDF. The meals of the prisoners were scheduled before and after the meals for BOUTWELL's crew. The Asians ate at one setting, the Caucasians at another. The word COUNT-ESS was visible on the backs of their coveralls. This stood for Countess Shipping Corporation of Panama that was listed in maritime records, but no such company was listed in Panama phone directories. The prisoners were also allowed a daily exercise period when they could walk laps on the forecabin or just lounge outside for a while. Again the exercise periods were separate for Asians and Caucasians. And, of course, allowances were made for daily hygiene.

Next on the video was BOUTWELL entering Elliot Bay on the morning of July 6, 1988 and included views of the Seattle skyline. ENCOUNTER BAY was transferred to a commercial tug that took it to the Coast Guard piers. Once the tow was transferred, BOUTWELL's crew manned the cutter's rails for entering port, and the cutter moored just ahead of ENCOUNTER BAY. One of the seamen (E-3) had made a canvas flag with a marijuana leaf superimposed by the international symbol for "no" of a red circle with diagonal line and the words "drug buster." The flag was flying from one of BOUTWELL's signal flag halyards. News helicopters were in the air, and a crowd of people was dockside. Some held signs welcoming BOUTWELL back and one read "Noriega put this in your pipe & smoke it," in reference to General Manuel Noriega of Panama. BOUTWELL's gangway was put over, and side boys lined the deck to render honors and welcome aboard the 13<sup>th</sup> Coast Guard District Commander, Rear Admiral Robert Kramek.

Admiral Kramek had been put in a unique situation. On June 30, BOUTWELL made the intercept, boarding

and seizure. On July 1, a change of command was held in Seattle where Rear Admiral Kramek relieved Rear Admiral Theodore Wojnar as Commander, 13<sup>th</sup> Coast Guard District. Admiral Wojnar was in command during BOUTWELL's intercept and gave permission for the warning shots. The change of command took place, and Rear Admiral Kramek was in command for the rest of the operation.

Captain Allison met Admiral Kramek and two of his staff members at the head of the gangway. The tape shows Admiral Kramek congratulating Captain Allison on the success of the operation, then he immediately enters into a discussion with the CO. In literally a couple of minutes, Admiral Kramek told Captain Allison that he could not disclose the details of this operation, especially that it was an undercover sting. Agents were still trying to apprehend one of the drug leaders in Europe. Admiral Kramek and his staff members told Captain Allison what had already been reported in the press and Kramek offered Allison how they would answer questions. With that information passed, Admiral Kramek told Captain Allison reporters were waiting on the pier and departed the quarterdeck to the pier. Captain Allison followed to give his press conference. Danny could not remember if BOUTWELL received a message forewarning Captain Allison of what was going on, but he did not think so. As they learned later, law enforcement officials figured the person in Europe would learn about the seizure of ENCOUNTER BAY, but they did not want to tip him off about the undercover operation. The task force also wanted time to ensure undercover agents had safely removed themselves from the sting.

The video then covers the press conference with Captain Allison. The cameraman did a great job of recording Captain Allison's answers, but missed taping most of the questions. At one point, a reporter asks, "What were you doing out there in the first place? Were you on the ALPAT (Alaskan Fisheries Patrol)?"

Captain Allison answered, "No, we were on a regular patrol. We've surmised for several years that there had been large shipments coming over."

The first part of Captain Allison's answer was the big lie. The second part was truthful. The press conference continued, and no one asked what a "regular" patrol was. The video also showed a short segment of Admiral Kramek speaking with other reporters.

**"Encounter Bay," con't. on pg. 12**

## **"Encounter Bay," con't. from pg. 11**

Actually, Captain Allison's comments were not the first deceptive ones. Newspaper accounts of the bust first appeared on July 1. Coast Guard spokespersons in the District Office and DEA and U.S. Attorney spokespersons were all talking about how the ENCOUNTER BAY was first spotted acting suspiciously by a Coast Guard aircraft, then BOUTWELL was called to investigate from its patrol area. Everything was being reported as happening randomly during routine Coast Guard operations, which was not the case at all. There was nothing in the initial newspaper accounts about an undercover sting operation. That would come later.

A brief video clip showed a close up of ENCOUNTER BAY and, Danny pointed out how its once white name had been painted over with the brown and dark blue paint. Then the audience viewed the HH-65A Dolphin taking off from BOUTWELL's flight deck. Danny commented on how this was not the most favorable surrounding for a launch due to the proximity of buildings, towers, and a 400-foot polar icebreaker tied across the slip from BOUTWELL. But the helo's crew did their typical professional job, lifted off the flight deck, made a 180 degree turn, and flew out from the piers on their first leg back to Astoria. They departed with a marijuana leaf painted on the tail fin of the helicopter.

The next segment showed the ENCOUNTER BAY's crew in manacles being led down the gangway and into waiting vehicles on the pier. Danny paused the tape before one group came down and said to watch one prisoner in particular. This was former Green Beret Samuel Colflesh, and as he came to the gangway, he turned to face the U.S. flag on the BOUTWELL's stern and gave a slight bow before coming down the gangway. The last shot of the video is a brief clip in BOUTWELL's wardroom as the CO and other officers are going over a list of various to-do items. Danny pointed himself out at the table.

Danny then spoke about the aftermath of the bust. The ENCOUNTER BAY crew was arraigned the same day BOUTWELL arrived in port. By then, lawyers for at least some of the crew were in place. One of them was Attorney Howard Weitzman of Los Angeles, California. Weitzman had earlier represented John DeLorean in a drug-dealing trial. Now, Weitzman was representing Samuel Colflesh.

On Monday, July 11, 1988, a detention hearing began in Seattle before U.S. District Court Magistrate John Weinberg. The hearing was to determine if BOUTWELL had probable cause to arrest ENCOUNTER BAY's crew and whether they should be held without bail before trial. LT Tom Rogers spent a good part of the day on the witness stand, and as he was under sworn oath, elements of what had really happened with the seizure came out during Tom's testimony.

LT Rogers called Danny that evening and was very concerned that his testimony had blown the case for the government. They talked for a while and Danny told Tom he felt that no one expected him to get on the witness stand and commit perjury, and that the U.S. attorneys and Coast Guard officials would probably have said something to him about his testimony if they were upset. They had not. As it turned out, the U.S. attorneys and other folks of the prosecution were very impressed with Tom's composure and professionalism.

The next morning a headline in one paper had a defense attorney denouncing the "pirate" Coast Guard. Initially, the defense arguments were that the United States did not have the authority to seize the ship and that there was inaccurate and insufficient evidence that the crew knew what the cargo was aboard ENCOUNTER BAY.

LT Rogers spent a second day on the witness stand answering more questions put up by defense attorneys. During this day, it was revealed the Vietnamese army was involved, which became the headline for the next morning's papers. Other specifics of U.S. knowledge about the operation also came to light.

The hearing lasted another day and a half, but LT Rogers was not called again to testify. The U.S. attorneys provided their arguments and evidence. One aspect that came out after the third day involved some politics. Prosecutors contended that the Panamanian Embassy gave the Statement of No Objection to stop ENCOUNTER BAY. Defense Attorneys challenged the legitimacy of the Embassy. General Manuel Noriega was then in power in Panama. In February 2008, he had been indicted in Florida on drug-trafficking charges. Deposed Panamanian President Eric Arturo Delvalle was operating a government in exile. The United States recognized his as the legitimate Panamanian government, and the Embassy was part of Delvalle's government. The defense attorneys challenged the legitimacy of Delvalle's regime.

The second political point raised was in regard to the Vietnamese army being involved with loading the marijuana on ENCOUNTER BAY. The Vietnamese government denied the allegation. The United States was then working with Vietnam on the issue of American servicemen still missing in action from the Vietnam War and was trying to convince Vietnam to end its occupation of Cambodia. There was some talk that the U.S. State Department was trying to put pressure on the U.S. attorneys to quiet down the Vietnamese army involvement, but nothing came out to substantiate this rumor.

The hearing ended on the fourth day. The Magistrate sent the case to a federal grand jury, ordered the crew of ENCOUNTER BAY to be held without bail, and said plenty of evidence had been presented to show probable cause for the arrest and detention of the ship's crew. During the detention hearing, Samuel Coflesh was identified as the vessel master; Jeffrey Press as the vessel captain; Anthony Sayers as first officer; and Nico Tuwahatu as chief engineer. After this ruling one defense attorney was quoted as saying the "United States made a big mistake" in the case, and he predicted a "protracted, hard-fought litigation." Thirteen weeks later, all of ENCOUNTER BAY's crew and the twin brother of Samuel Coflesh received prison sentences. Robert Coflesh had also been apprehended and arrested.

Before these sentences were handed down, other news came in regarding the person Danny understood to be the kingpin of the operation, Brian Peter Daniels. On July 25, 1988, Daniels, a U.S. citizen and the person of interest in Europe when BOUTWELL pulled in on July 6 was arrested in Zurich, Switzerland by U.S. and Swiss authorities. On July 27 he was indicted by a federal grand jury in Seattle in a 10-count indictment that included the bust made by BOUTWELL and a drug shipment made to Seward, Alaska then barged to Seattle in May 1984 that was seized in Seattle. With this indictment, the U.S. government sought Daniel's extradition.

On October 6, 1988, BOUTWELL was info addree on a message from the 13<sup>th</sup> Coast Guard District to the Commandant in Washington, D.C. The message dealt with a trial update on the ENCOUNTER BAY case. On September 30, 1988, all 19 arrested people plead guilty to federal drug smuggling charges. The sentencing trial date was set for October 24, 1988. Plea agreements included an agreement to cooperate in the prosecution of Brian Peter Daniels. The message read

that the estimated time for extraditing Daniels would be four to twelve months. The following were the recommended prison sentences,

Samuel J. Coflesh (US)	10 years, no parole
Robert Coflesh (US)	10 years, no parole
Jeffrey B. Press (New Zealand)	7 years
Terrance A. Nolan (US)	5 years
Gary M. Robinson (US)	Up to 5 years
Anthony G. Sayers (Australia)	1 year 1 day
Nico J. Tuwahatu (Indonesia)	1 year 1 day
Remaining 12 Crewmembers	6 months

After serving their respective sentences, the Asian crewmen were to be deported to their respective countries of origin.

For its role in the intercept, boarding and seizure of ENCOUNTER BAY, BOUTWELL was awarded the Coast Guard Special Operations Service Ribbon. All crewmembers aboard during the period June 28–July 6, 1988 were entitled to wear the ribbon. ENCOUNTER BAY went to the U.S. Army Corps of Engineers who had to drydock the vessel to repair the bullet holes below its waterline. BOUTWELL never got any of the gear it requested from ENCOUNTER BAY. The marijuana was transported to the U.S. Army's Yakima firing range in eastern Washington where it was burned.

On February 14, 1989, Brian Peter Daniels was extradited from Switzerland to the United States to stand trial in Seattle.

On December 28, 1989 the Coast Guard Cutter MELLON (WHEC 717) was info addree on a message from the 13<sup>th</sup> Coast Guard District to the Commandant in Washington, D.C. The message read that on December 22, 1989, Brian Peter Daniels had plead guilty to operation of a continuing criminal enterprise with his sentencing scheduled for May 1990.

The reason the message came to MELLON was because on March 3, 1989, BOUTWELL was decommissioned in special status to enter a Fleet Rehabilitation and Modernization (FRAM) program, a nearly two year makeover of the cutter. The day BOUTWELL was decommissioned, the cutter MELLON was recommissioned, having completed its FRAM. The two cutters were berthed stern to stern at the Seattle piers. Once BOUTWELL was decommissioned, the crew filed off that cutter and onto MELLON for its recommissioning. This was known as crossdecking a crew.

**"Encounter Bay," con't. on pg. 14**

**"Encounter Bay," con't. from pg. 13**

Danny became executive officer of MELLON.

With the guilty plea of Brian Peter Daniels, the ENCOUNTER BAY episode appeared closed, but not quite. In the fall of 1998, Danny received a call from his parents in Emporia, Kansas who asked if he could drive down to look at something.

Danny had been retired from the Coast Guard almost six and one-half years and had recently finished his first year as CAM's curator. After arriving at his parent's home, they showed him the November 1998 issue of *Reader's Digest*. Featured in the Book Section was *Tracking "The Fox"* by Tim

Bouquet. When Danny read the article he was surprised to find it included the ENCOUNTER BAY seizure and that Brian Peter Daniels was not the kingpin of that operation. It was a British citizen raised in Singapore and Australia named Michael Gleave Forwell. As part of the ENCOUNTER BAY operation, Forwell was code named *The Fox*. The story was about Forwell, his life as a major drug supplier, the ENCOUNTER BAY operation, and the man-hunt leading to his eventual capture.

In regard to the references to BOUTWELL and ENCOUNTER BAY, Danny found at least a few discrepancies. The weapons suite Bouquet described for BOUTWELL was what it carried after it completed FRAM, not what it had during the seizure. Bouquet said there were six potential drop off points off Washington. Danny remembered only three. The author wrote, "*The engine room and bridge of Encounter Bay were raked with 70 rounds of gunfire before Samuel Colflesh finally surrendered.*" BOUTWELL never fired into ENCOUNTER BAY's bridge and Colflesh did not stop the ship. The effect of the gunfire caused mechanical failures in the engine room that brought the ship to a stop.

Putting this aside, Danny was impressed by the article with its enlightening information about Forwell and the fact it filled in some of the undercover aspects of the ENCOUNTER BAY operation. Forwell became the

subject of an international search by multiple, international law enforcement agencies, and Samuel Colflesh was helping these authorities track him down. He eluded authorities until January 1993 when he was thought to be in London, England. Scotland Yard set up surveillance on a London residence. After weeks of watching the residence and tailing the comings and goings of persons

at the house, authorities finally found Forwell in a furniture restoration shop in another part of London. They had earlier learned he might be using the name Michael Charles Young. When Detective Sergeant Jones of Scotland Yard apprehended Forwell he addressed him as Young and said he was under arrest for possession of a forged passport. This did not

*When Danny read the article he was surprised to find it included the ENCOUNTER BAY seizure and that Brian Peter Daniels was not the kingpin of that operation.*

seem to concern Forwell.

During an ensuing search of the residence Detective Jones found a folded map that held forged passport stamps that had been used frequently. Jones looked at Forwell, told him he knew who he really was, and that he was being arrested for drug trafficking. On March 1, 1993, Seattle authorities were called with the news that Forwell, "*The Fox*," was finally in custody. On July 29, 1994, Forwell lost his fight against extradition to the United States and was flown to Seattle. On March 15, 1996, he plead guilty in Seattle to aiding and abetting the unlawful importation of more than 1,000 kilos of cannabis into the United States. Michael Forwell was sentenced to 15 years in prison. To the best of Danny's knowledge, this finally ended The ENCOUNTER BAY story.

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**Join the  
Combat Air  
Museum!**

## Thank you to the Sponsors of the Winged Foot 5K Fun Run/Walk

The results for the fourth running of the *Winged Foot 5K Fun Run/Walk* will be published in the December/January issue of *Plane Talk*. But we want to publish a list of the sponsors for this year's event. The following will be printed on the back of the race T-shirt.

JB Turner & Son's Sheet Metal  
Heartland Park Topeka  
B&B Signs  
Bacon's Home Repair & Remodeling  
Kurt & Patricia Bossert  
Blue Dot Services of Kansas  
BRB Contractors, Inc.  
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Wolfe's Camera  
Wood Valley Racquet Club, Inc.  
Zona's Engraved Creations, Inc.

We greatly appreciate the support of all these sponsors for this fundraising event. As an added note, the race course was officially certified this year. This certification is good for ten years.

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

## "Projects," con't. from page1

of Hangar 602 was not handicap accessible or usable by baby strollers. As built, Hangar 602 had a concrete lip around the floor on its north, south, and west sides. This lip was about 19 inches high by 6½ inches thick. Visitors went through the south doorway of 602 by way of wooden steps on the inside and concrete steps on the outside. There was nothing but grass between the two hangars until some time in 1997 when flag stones were put down to help people walk across during inclement weather.

In February 2000, a section of the concrete lip was removed from the south doorway down to ground level. A 20 foot section of concrete was poured from the doorway to an asphalt drive that runs east-west along 602. Folks with wheel chairs and strollers could then exit the south door, get onto the asphalt drive and then go east to the hangar apron and then over to the east door of 604. Three months later work began in earnest to put down (literally) a sidewalk directly between the hangars.

As built, Hangar 604 had a perimeter sidewalk that ran along its north and west sides. When Metropolitan Topeka Airport Authority took over Forbes Field, a security chain link fence was put up between the west ends of Hangars 602 and 604, rendering this sidewalk useless where it went around the corner of the hangar.

One fine spring morning in late May 2000, **Martin Moyer** and **Amos Page** fired up the forklift and began moving slabs of the old perimeter sidewalk from along-side Hangar 604 into the grass between the hangars. They soon laid 35 feet of “recycled” sidewalk to form a partial walkway from the asphalt drive to the steps for one of the north doors of 604. Within a week Martin and Amos poured 18 additional feet of “new” sidewalk to complete the job, including a junction piece to an existing sidewalk section leading to a second set of steps and door of 604. The Museum now had a continuous sidewalk between the hangars, but the entrances to both north doors of 604 were still not handicap/stroller accessible.

In June 2000, a related improvement was made to a footbridge that crossed a drainage ditch running between the eastern ends of the two hangars. The existing footbridge was made of wood, and it was in a sad state of repair. Martin and Amos set up some forms and poured a concrete footbridge complete with handrails.



*Above: Looking toward the south door of Hangar 602.*

*Right: Looking across to Hangar 604.*

This was set into place and sloped ramps were poured on each end. It would be almost a year before the next improvement was made.

In March 2001, Eagle Scout candidate **Nick Custenborder** called and asked if there was a project he could do at the Museum for his Eagle Scout project. Curator **Danny San Romani** told him the Museum needed a wheelchair ramp for one of its hangars and Nick said he would find out if this would be an approved project. It was, and in mid-April a group of Boy Scouts from **Troop 172** and some of Nick's family arrived to install the ramp. Martin Moyer was project boss and a few other CAM volunteers assisted. Seven hours later, a working wheelchair ramp was installed to one of the north doors to Hangar 604, and it connected to the sidewalk installed the previous May.

This was our sidewalk system between 602 and 604, and it worked quite well for the eight years it was in place. But time eventually had its effects on the old

sections of relocated sidewalk. These were originally poured circa 1952, and began crumbling and breaking up in areas in 2006. **Bob Crapser** did a lot of patchwork during 2007, but it was clear the sidewalk needed replacement.

Martin got bids for installing a new sidewalk and **Dick Trupp** worked on soliciting donations for the work. The Irwins graciously offered to fund the project. A week after the July 25 pour, TAZCO employees removed the forms, smoothed dirt up to the sidewalk



edges, and seeded the disturbed soil areas. The completed project looks great. It is a class job that will last us for years to come.

In other projects, **Bob Crapser** performed some maintenance on two outside wooden ramps that lead into the east doors of Hangars 602 and 604. In the past we covered these ramps with a heavy nonskid paper. The nonskid would last about a year before the glue started to fail, usually because of winter weather, and the nonskid began peeling off.

In August we tried something different. Bob removed the remaining nonskid paper, sanded all the glue off the wood and painted the ramps with a primer. He then painted on a black topcoat and while the paint was wet, covered it with sand. When the paint was dry, Bob

swept off the loose sand and then painted on a second black topcoat. This produced a painted-on nonskid surface. We chose the black paint with the thought it would absorb sunlight better and help melt any surface ice or snow. This winter will be a test on how well the surface holds up. If areas of the nonskid fail, it will probably not be like the paper nonskid, when whole strips peeled off. We figure repairs to the painted-on surface will be easier than installing new paper nonskid.

**Don Dawson** has been busy working on the Museum's two tugs. In response to current FAA (Federal Aviation Administration) requirements, we have to have the Museum's name and/or logo marked on the tugs. Normally, we just pull aircraft in and out of hangars and do not leave the Museum area, but occasionally, we tow aircraft elsewhere on Forbes Field for exhibit, and that is where the requirements come into play.

Don figured that if the tugs had to be marked, he might as well repaint them, which he has done. He worked on the larger of the two tugs first and drove it into the workshop in Hangar 604. It was a tight fit through the doors, and most of us felt that after he put on a couple of coats of paint, the tug would be too wide to get back out. But Don proved us wrong—barely. While he had the tug in the shop, he did other maintenance to it, including getting all the running lights to work. He painted the tug in its same colors, overall safety yellow with black trim, and red safety accents. COMBAT AIR MUSEUM appears on the front, rear and sides of the tug, and the Museum's wings are also on the sides of the engine covers.

With the large tug done, Don then brought in the smaller tug. He also did maintenance on this tug and made some modifications to it. Its alternator and spark plugs were replaced. Then Don relocated the brackets that hold tow bars. These were originally on the driver's side and when carrying a tow bar, the driver had to step over the bar to get into or out of the driver seat. Don moved the tug's bench seat more toward the driver's side and relocated the tow bar brackets to the other side of the tug. This tug's paint scheme and markings are the same as the first.

One thing we will need to develop yet for both tugs is a beacon light mount as this is a requirement, too. We want to make this portable so the lights can be removed when not in use.

**"Projects," con't. in page 18**



Peat...

### "Projects," con't. from page13

Work continues by **Dave Houser** on the Bf 109 mockup and will continue until Dave feels it is cool enough that he will want to work on the C-3 Link Trainer in the workshop. Dick Trupp is working on an exhibit case to go along with the F-111D Crew Escape Capsule, and **Tom Witty** has his paper panels up in the library to start laying out his photos and text blocks for the Air Defense Command exhibit. **Zak Amos** and Danny San Romani continue with sandblasting and priming areas of the DUKW on Saturday mornings. During July and August **Marshall Wolfe** and **Jim Braun** did cleaning and cosmetic maintenance on the JN-4D *Jenny* biplane. Through a donation by Martin Moyer's son we acquired a new-to-us rider lawn mover. Martin has already put it to use a few times and really likes the new ride. Martin retired another mower and took it and other donated items to auction. He came back with a check for over \$300 to the Museum.

Several projects are taking place offsite. **Larry Todd**, **Ted Nolde**, and **Darren Roberts** are working on the 1/96 scale USS ORISKANY aircraft carrier

exhibit. When completed, the carrier will be almost 10 feet long. Larry is rebuilding the carrier's hull and will build a new flight deck from scratch. Ted is building a new island superstructure, also from scratch. Darren is building the complement of aircraft that will go on the flight deck. Larry lives in Gardner, Kansas, Ted is in Topeka, and Darren lives in Olathe, Kansas.

**Mark Hasvold** of Topeka continues restoration work on our Ryan BQM-34 *Firebee* drone at his business location. When completed, this will be an exterior exhibit on the west side of Hangar 602.

Danny San Romani recently mailed two model aircraft kits to member **Michele (Michael) Borgarelli** of Manhattan, Kansas for building. When completed, the two Japanese aircraft will be placed in the Pearl Harbor exhibit.

We may have written this before, but there is not now nor will there ever be a lack of things to do at Combat Air Museum.



## October/November Calendar of Events

### October

**Monday, October 13**

Membership Luncheon

JWECC

11:30 a.m.

CAM Member Tom Witty  
is our scheduled  
speaker.

### November

There is no Membership Luncheon in November.  
The next luncheon is Monday, December 8.

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## Join us for the next Membership Luncheon

Our scheduled speaker for the October Membership Luncheon is CAM member **Tom Witty**. Tom was the State Archeologist for Kansas from 1960—1994. He will talk to us about his first major project as State Archeologist, the **Pawnee Indian Village** located in Republic County. The site is west of the community of Republic and northwest of Belleville. Tom was lead in the excavation, documentation, design and development of this site into a museum. The luncheon will be Monday, October 13 at 11:30 a.m. in the Jean Wanner Education Conference Room.

→ → →

...and Repeat



**Learn more about this  
famous U.S. Coast Guard  
drug bust.**

**CAM Curator Danny San Romani  
tells his personal experience  
of the events,  
starting on page 5.**



*The ENCOUNTER BAY  
with its deck load of contraband.*

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