

COMBAT AIR MUSEUM

→ → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Forbes Field Topeka, Kansas

August / September 2011 • Vol. 27, No. 4

Annual CAM 5K Run/Walk set for late September

The Seventh Annual Combat Air Museum Winged Foot Fast 5K Run/Walk will be held on Saturday, September 24, 2011. Start time is 8 am. The start and finish are on South "J" Street, outside the front of Hangar 602. The course has been certified by the USA Track and Field and Road Running Technical Council, Certification Code KS08039BG. The Sunflower Striders of Topeka will supervise and time this event.

The run/walk is the major fund raising benefit for CAM. Museum members can support the run/walk by getting sponsors for the event and/or becoming a sponsor. Sponsorship entails a \$100 contribution, and all sponsors will be listed on the back of the race T-shirt.

Please contact the Museum at (785) 862-3303 or email to office@combatairmuseum.com.

Preregistration is encouraged. This can be done by picking up entry forms at the Museum and local sporting goods stores. You can also register online at www.combatairmuseum.org. Preregistration fee is \$20, the day of the race, \$22. Sunflower Striders members are entitled to a \$2 discount. Registration fees include free admission to the Museum. Race day registration takes place from 6:45 am to 7:50 am. The awards ceremony begins at 9 am.

Race packets will be available for pick-up at CAM Friday, September 23 from 9 am until noon. All event participants receive a race T-shirt and a \$1.00 discount coupon, good for up to four regular admissions on a single visit to the Museum.

Running this event requires a number of volunteers. We need folks at the registration tent, as course monitors, at the water station, and at the finish line. Volunteers for the registration tent need to be at the Museum by 6:30 am. All other event volunteers need to be available by 7:30 am.

And, of course, our members are highly encouraged to participate in the run/walk.

For further information regarding the race, please contact Gene Howerter: chairman@combatairmuseum.com.

com; Deloris Zink: office@combatairmuseum.com; (785) 862-3303.

Again, this is our largest annual fundraiser. Clear your calendars for Saturday, September 24 and come out to enjoy a fine fall day and support your Museum. →

CAM board member publishes book

Tad Pritchett, Secretary of CAM's Board of Directors, recently had his book *From Farm to Field* published, and it is now available. The book is a firsthand account of veteran's combat experiences in the Battle of the Bulge in December 1944.

Veterans describe in their own words what it meant to leave their rural lives in Kansas and engage in combat in the fields of Europe. From combat from North Africa and Italy to the war trials in Nuremberg, the book is a compilation of hundreds of hours of interviews with Kansas veterans revealing their personal accounts of the harsh winter of 1944 and 1945. →

From Farm to Field can be ordered by contacting:

Tad Pritchett
3627 SW York Way
Topeka, KS 66604

Inside This Issue

<i>Temporary exhibit on display during celebration</i>	2
<i>CAM sees renovations and projects</i>	3
<i>Recap of 150th Armed Forces Celebration</i>	4
<i>Plane Talk wins MarCom Award</i>	8

Combat Air Museum

Forbes Field • Hangars 602 & 604

P.O. Box 19142

Topeka, KS 66619-0142

Telephone (785) 862-3303

FAX (785) 862-3304

www.combatairmuseum.org

Provided by

Rossini Management Systems, Inc.

Email: office@combatairmuseum.com

Museum Curator

Danny San Romani

Office Manager

Deloris Zink

Board of DirectorsGene Howerter - *Chairman*Dave Murray - *Vice Chairman*Tad Pritchett - *Secretary*

Les Carlson

Don Dawson

Stu Entz

Raymond Irwin

Doug Jacobs

Ted Nolde

Dick Trupp

Museum Hours

January 2 - February 28/29

Mon. - Sun. Noon - 4:30 P.M.

Last Entry Every Day is 3:30 P.M.

March 1 - December 31

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

Last Entry Every Day is 3:30 P.M.

Closed New Year's Day, Easter,

Thanksgiving, Christmas Day

Newsletter**Editing & Design**

Toni Dixon

785-865-4221

Plane Talk, the official newsletter

of Combat Air Museum

of Topeka, Kansas,

is published bi-monthly.

Your comments are welcomed.

**Temporary exhibit on display
during Armed Forces Celebration**

CAM has had an aircraft on temporary exhibit in Hangar 602 since the June 4-5, 150th Armed Forces Celebration. It is a P-51D Mustang fighter on loan from life member **Steve Craig** of Lawrence, Kansas. What makes this particular Mustang unique is that it is not American-made. It has also been modified to carry a passenger behind the pilot.

The former Commonwealth Aircraft Corporation (1936-1986) of Australia built this Mustang as a CA-18 Mk.21. It entered service with the Royal Australian Air Force in 1947 and served until the late 1950s. It went into civilian ownership in 1958 and had some eight owners prior to Steve Craig purchasing the aircraft in 2006.

The P-51 was not the first, or last, North American Aviation design produced by CAC. The first was their Wirraway, a trainer and general purpose aircraft. Built in several versions, the Wirraway was based on North American's model NA-16, precursor to the BT-9 basic trainer flown by the US Army Air Corps.

The first Australian Mustangs were built in kit form, beginning in 1944, with parts and assemblies shipped from the United States. These were designated CA-17. In-house construction of the CA-18 Mustangs began in 1946.

The next North American design built by CAC was the F-86 Sabre jet fighter, authority given to do so in 1951. The Australian Sabre used a revised engine and armament and remained in production until 1961.

The P-51 on exhibit is in World War II markings of the "Flying DUTCHMAN," flown by Lieutenant Robert J. Goebel with the 308th Fighter Squadron, 31st Fighter Group, Fifteenth Air Force, in Italy. Goebel retired from the Air Force as a Lieutenant Colonel and is the author of Mustang Ace: Memoirs of a P-51 Fighter Pilot.

Steve Craig donated a Polish LiM-2 (MiG-15) to CAM in 1994. He also had a World War II Grumman F4F-3 Wildcat fighter on temporary exhibit in Hangar 602 in 2004. ➔

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

CAM sees renovations, enhancement projects

Weather Radar Tower

Major work has taken place to erect a former weather radar and its tower to the northwest of Hangar 604. The tower was donated to CAM in late 2000 by Mr. Ted Mize of Topeka, a retired general contractor, and was recovered and moved to CAM in December of that year from a vacant lot in northeast Topeka. A radar console and motor generator set was also part of the donation.

A week after Thanksgiving 2000, the late Martin Moyer, Amos Page, Don Dawson, and Gene Howerter spent part of a morning cutting down all the trees, shrubs, and bushes that had grown up through the tower sections. Mr. Mize deposited the tower, radar dome, and console on the lot about 20 years earlier. The radar console was inside a small trailer. Martin, Amos, and Danny San Romani moved the the console and motor generator set to the Museum December 5. Wolf Construction, Inc. of Topeka moved the three tower sections and dome to CAM two days later.

Mr. Mize acquired the tower, radar, and associated equipment when his company installed a new weather radar at Philip Billard airport. The removed weather radar had originally been in service at Forbes Air Force Base. Mr. Mize told us the removed radar had been in service at Billard when the June 8, 1966, F5 tornado struck Topeka cutting a one-half mile wide by 22 mile long swath through the heart of Topeka, claiming 16 lives.

In researching our archives on Forbes Air Force Base, we found a few photos that show the dome atop a larger, box shaped array on a tower in the vicinity of the present day parking lot for the Forbes Field terminal.

During 2001 we selected a site we felt suitable to erect the tower and dome. The console was stored in Hangar 604. CAM member Ted Nolde did a preliminary design for the concrete piers to set the tower legs on. Volunteers cleaned the dome, and we hired B&B Sign Company of Topeka to produce a large decal of the CAM winged logo to put on the dome with COMBAT AIR MUSEUM painted on.

Then things slowed. In April 2005 we had requested approval from the Federal Aviation Administration (FAA) to erect the tower. Although when erected it will stand shorter than the rooftops of either 602 or 604 and certainly shorter than the chimney on 604, the request was still mandatory to ensure the tower and dome would not be an obstruction or pose a hazard to air navigation. The FAA gave its approval in July 2005, and we began coordinating various businesses to help erect the tower. But various delays and scheduling conflicts conspired to postpone the project, and other priorities for the museum emerged. The tower sections and dome remained between the hangars another six years.

Fast forward to 2010 and bring in a new player named Mike Welch. In June 2010, Mike was instrumental in and volunteered his labor to install a new water line around the west and



CAM Renovations, con't. on page 6

150th Armed Forces Celebration highlights classic aviation

In the final analysis, the Kansas 150th Armed Forces Celebration at Forbes Field June 4 and 5, 2011, was disappointing, but only because of the numbers of visitors to Combat Air Museum and its events, despite pre-event coverage on TV, radio, The Topeka Capital-Journal, and the Internet.

We thank **Gene Howerter** and **Dave Murray** for attending all the planning meetings, Raymond Irwin for helping with the vendor and outdoor equipment, all the volunteers who did pre-event set ups, and those who parked cars, ran the entrance tables, guided visitors around, marshaled aircraft, and picked up after the weekend's event.



The fly-in brought a variety of 20 aircraft to the apron in front of Hangars 602 and 604. The aircraft included vintage and current military aircraft and EAA home built aircraft.

1939 North American O-47 observation aircraft from CAM collection circa 1940/1941 Stearman PT-13 Kaydet primary trainer

1942 Piper HE-1 (J5C) ambulance aircraft from Paola, KS

1943 Fairchild PT-19 primary trainer from Olathe, KS

1943 Howard-built Fairchild PT-23A primary trainer from Wichita, KS, Commemorative Air Force

1943 Cessna UC-78 Bobcat light personnel transport from Wichita, KS, Commemorative Air Force



1947 P-51D Mustang (Commonwealth Aircraft Corporation CA-18 Mk.21) from Lawrence, KS
1951 Cessna L-19/O-1 Bird Dog from Westwood, KS

1944 Douglas AC-47 "Spooky" gunship replica from Topeka, American Flight Museum

1968 ex-Chinese Nanchang CJ-6A basic trainer from Faucett, MO

1985 Meeks Sun Devil homebuilt biplane from Topeka

2001 SONEX homebuilt kit plane from Lansing, KS

2007 Replica of the 1921 New Longren Sport from Wamego, KS

2008 SONEX homebuilt kit plane from Overland Park, KS

Van RV-7 homebuilt kit plane from Topeka in front of 604

Aeronca L-16 Grasshopper

Cessna 172 Skyhawk

Kansas Air National Guard KC-135R from the 190th Air Refueling Wing

Missouri Air National Guard C-130 from the 139th



Airlift Wing, Rosecrans, MO

T-6 Texan II primary trainer from Vance Air Force Base, Enid, OK

Mike Kozubek, a CAM member, had an EAA Meadowlark Chapter tent set up by the aircraft.

On Saturday afternoon, the threat of severe weather heading toward Topeka came up, forecasting high winds and hail. This passed to the west of the city, but as a precaution, most all the privately owned aircraft departed Forbes Field. They did not return on Sunday.

The P-51 Mustang opened the weekend's events with a flyover. Later on Saturday, a B-2 Spirit bomber from Whiteman Air Force base, Missouri, also performed a flyover.

The 190th ARW's fire and rescue trucks put on a drill demonstration of evacuating and rescuing the crew from the KC-135. MTAA's fire and rescue trucks also demonstrated the use of their firefighting water nozzles.

Volunteer's from Lion's Club of Topeka ran the Custom and Antique car shows, including parking, passing out entrance forms, and tallying the Best of Show results on both Saturday and Sunday. Radio personality **Les Glenn** was the Master of Ceremonies for Saturday's Custom Car Show. Thirty-nine cars participated in the Custom Car Show and 15 participated in the Antique Car Show on Sunday. These were held in the parking area across the street from Hangar 602. Best of Show trophies were awarded each day as were plaques for second through fourth places. Zona's Engraved Creations provided the trophies and plaques. Briggs Auto of Topeka funded the awards. **Larry and Mary Belangy** of Topeka won Best of Show Saturday with a 1957 Chevrolet. **Mike Unrein** of Topeka won Best of Show Sunday with his 1909 REO Runabout.

Radio control and U-line control flying of model aircraft took place at the south end of the parking area on Saturday, and the U-line flyers were back on Sunday.

A flat bed trailer was placed outside the west end of Hangar 602 and live entertainment took place both days, provided by the Just Friends and Fire House Entertainment bands. On Saturday, the nationally recognized Topeka High School Drum Line also performed.



Hal Loney, a CAM member and the pilot who flew our Blue Angels F11F Tiger, came up from Kentucky and spent both Saturday and Sunday with the plane. He was in his Blue Angels flight



uniform, and we opened the cockpit for visitors to sit in the plane while Hal visited with them. →

Renewing Supporters

New Supporters

Adam Fast, Tanner Stevenson, Herschel Stroud

Renewing Supporters

David Baker; Shelly, Steve, and Maura Buhler; George Catt; Loren, Lynda, Leah, and Lyle Fisher; Paul, Betty, and Anna Frantz; Richard Gates; James Hunt; Doug, Paula, and Douglas Jacobs; Raymond and Cheryl Kulp; Tom Lushmington; Larry and Nancy Mann; Gil and Gretchen Marick; Don and Becky Mathers; Larry Morgan; Ric Novak; Gerry Sibley; Larry and Diane Todd; Viv Van Camp; Gery and Nora Wallace

→ → →

Visitors

During **May** the Museum had **1,144** visitors from **35** states, and Australia, Germany, Netherlands and South Africa

During **June** we had **1,166** visitors from **32** states, and Australia, Belgium, Finland, Germany, Great Britain, Mexico, Netherlands, Peru

→ → →



"Renovations," con't. from page 3

south sides of Hangar 602. He learned the story about the weather radar and indicated interest in getting it erected. We get in touch with Mike and as spring 2011 approached, we began planning the erection of the tower and dome in earnest.

Ted Nolde had redesigned the concrete piers for setting the tower, and Mike was given all the latest information. A new application for erecting the tower piers was sent to the FAA. During the last week of May, Dig Safe plotted various flags around the area where the piers would be poured, and there were no conflicts. We held off further work until after the June 4-5 Kansas 150th Armed Forces Celebration took place.

On June 9, Mike began excavating the foundation. His grandson, his grandson's friend, and CAM member **Gary Naylor** worked with him. They finished the digging sometime after 8 pm. The foundation had an outside perimeter of 13 feet 7 1/2 inches square. The depth was 4 1/2 feet and width 3 1/2 feet. The following day, a crew came in to set the rebar grid. Mike and Gary were also involved with this work. Gary removed the grass and a layer of earth from the earth pedestal in the center of the foundation trenching as it was decided to put a concrete cap over this pedestal. After lunch, the first of three truckloads of concrete arrived and were poured into the foundation, then leveled and troweled.

On June 28 Mike had an all terrain forklift delivered, and we moved the tower sections and dome from inside the fence between the two hangars to outside the fence by the concrete pad. Gary and **Rachel Naylor** and **Danny San Romani** worked with Mike. After the pieces were relocated, we set the tower base onto the foundation. The rest of the afternoon was spent squaring the legs of the tower.

The following morning Mike, Gary, and Danny were back at the site. They bolted the two upper sections of the tower

together. While they were doing this, two employees of B&B Sign Company came out. The original decal of the winged CAM logo had not lasted well on the dome. This was due to the rough texture of the dome and the decal not having an even surface to adhere to. This was solved by painting the winged logo on a sheet of aluminum, and this was glued and screwed to the dome. The employees also touched up the lettering for COMBAT AIR MUSEUM.

The three finished their work, and Mike said he would be out the next day with a surveyor transit to check for the levelness of the foundation and tower base. He actually came back that afternoon, and **Gene Howerter** helped him with the readings.

Mike, his brother-in-law, **Michael Mahoney**, and **Rick Meador** were at the Museum shortly after 7 am July 2 to drill the holes for the tower anchor bolts and to set the bolts in place. **Danny San Romani** happened to be at the Museum for other work and assisted the other three. Mike had redone his transit sights and after talking with **Ted Nolde** determined that a 1/4 inch spacer needed to be placed under the northeast leg of the tower. This was done, the anchor bolt holes were drilled, and the anchor bolts were set in place with an powerful, structural grade epoxy.

On July 5th Mike and Danny chipped away excess epoxy and installed the nuts to the anchor bolts, using double nuts on each bolt. And this brings us to the current status of the project. We are now waiting on the hard copy document from the FAA giving us the okay to erect the tower. Once we have that, we expect to do two lifts. One with the next two sections of tower that will be bolted to the base section, then the dome. We also have to install a ground wire to the tower.

Water Fountain

Mike Welch and **Michael Mahoney** installed a water fountain on the south wall of Hangar 602 in early June.

USS ORISKANY Model

An interim exhibit of the 1/96 scale USS ORISKANY is in the exhibit hall adjacent to the library. On July 9 **Dick Trupp** and **Ted Nolde** set up the island superstructure and 23 model aircraft on the model's original flight deck and then closed off that portion of the exhibit hall for the remainder of the weekend. On July 11, **Dick**, **Jim Braun**, **Dave Murray**, **Gary Naylor**, **Russ Wiedle**, and **Danny San Romani** lifted and set the 10 feet long clear acrylic cover over the exhibit. **Larry Todd** continues rebuilding the carrier hull and fabricating a new flight deck.

Dauntless Gunner Seat

Dick Trupp and **Don Dawson** assembled an exhibit in Hangar 604 that includes the rear gunner seat from a World War II Douglas SBD Dauntless dive bomber. The exhibit also includes a .30 caliber machine gun we removed from another exhibit case. **Dick** and **Don** had been working on the elements of the exhibit for several weeks.

By using photographs, **Don** fabricated a gun sight ring and fake armor plating that he then installed to the gun. He also fabricated and installed a post to the bottom of the gun for it to attach to the gun ring of the seat. The gun had no handles, and **Don** modified a pair we had in a storeroom to fit it.

Larry Mann is building a model of a US Marine Corps SBD-1 Dauntless to put in the case. The SBD-1 and SBD-2 used a

single .30 caliber machine gun in the rear seat. Later versions used twin .30 caliber guns.

An ammo can with a belt of .30 caliber ammunition is also in the case. Additional artifacts will be added.

Artifact Storeroom

Patricia and **Rachel Naylor** worked with **Danny San Romani** in our smaller artifact storeroom. The three relocated two sets of metal bookshelves from the warm room in Hangar 604 to the storeroom. Two sets of existing shelves were emptied and moved to make room, then the manuals and books were re-shelved. Two sets of wooden shelves were emptied and removed from the storeroom and the metal shelves moved in place and the manuals re-shelved. A long wooden shelf in the hallway to the upstairs offices was disassembled and the wood stored for future use.

The next storeroom project involved converting one half of a shelving unit into hanging space for uniforms. The three cleared the shelves, installed a clothing rod, removed the existing shelves, and installed additional bracing on the one half of the unit. The Museum has been open for 34 years and space in the two artifact storerooms is now at a premium.

Patricia and **Rachel** also helped **Danny** relocate a dozen five gallon pails of paint from atop the warm room to the basement of 604.

F-86H

Danny San Romani continues spot blasting corroded steel screws and rivets in the Sabre's skin, then treating and priming them. The top of the right wing and the forward fuselage are done. The top of the left wing is now in progress. **Lowell Seymour** and **Tom Meisenheimer** did sheet metal work on the guns doors and removed the wing tips to remove some dents and wrinkles. ➔





Combat Air Museum
P.O. Box 19142
Forbes Field
Topeka, KS 66619-0142

Non-Profit Org.
USPOSTAGE
PAID
Topeka, KS 66603
Permit#181

Address Service Requested



This is the plaque awarded CAM by the Marketing and Communications Professionals for Honorable Mention in the External Newsletter/Non Profit category as reported in the February/March newsletter. *Plane Talk* editor/designer Toni Dixon brought the plaque over to us in June. ➔

2011 Events Calendar

Dates subject to change

August

Aviation Education Class,
August 1 - 4

September

7th Annual Winged Foot Fast 5K
Run/Walk,
September 24

➔ ➔ ➔

In Memoriam

Betty Nall of
Topeka

June 13, 2011

#5118

Join the Combat Air Museum!

Your membership and support are
important to us.