

COMBAT AIR MUSEUM

→ → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Forbes Field Topeka, Kansas

June / July 2009 • Vol. 25, No. 3

Pancake catching contest just part of the fun at the Pancake Feed Fund Raiser

While we did not reach our goal of 1,000 tickets sold for the Pancake Feed, we still had a great fund raiser. Our gross take was \$5359 and our net was \$3910. We sold 542 tickets for this year's event. Weather probably played a part in the numbers of people coming out. We did not have an overnight rain to keep folks out of their gardens or yards, and the weather was warm. Nevertheless, we had a good turnout and folks were in and about the Museum all morning.

This year, we ran a Silent Auction for the first time, and had an aircraft ride up for raffle. The auction proved to be a great success and will be repeated in the future. We thank all of you who donated items sold in this auction.

We had excellent entertainment for this year's fund raiser, too. **Beverly Bernardi Post** had students from her Conservatory of Dance and Baton performing musical dance numbers for the crowd. Beverly herself did a fast paced baton routine in which she also honored members past and present of the armed forces.

New for us this year was **Judy Coder** who sang several western songs. Judy is also a yodeler, and



US Congresswoman Lyn Jenkins encourages eaters to queue up to the grill while Jim Cates serves customers. Photo by Dave Murray

she included yodeling in a couple of her numbers. This very talented lady writes songs, is a cowboy band leader, an educator, and a story teller.

"Pancake Feed," con't. on page 8

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Museum Hours

January 2 - February 28/29

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

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

March 1 - December 31

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

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

Closed New Year's Day, Easter,

Thanksgiving, Christmas Day

Newsletter

Editing & Design

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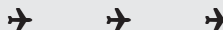
Plane Talk to CAM office.

Combat Air Museum's Capital Campaign list is long and much needed

Combat Air Museum has been in the midst of a Capital Campaign since last year. Several board members spend many man-hours writing grant requests, filling out applicable forms, writing letters, making phone calls, sending e-mails and faxes, and a myriad other tasks in preparing the materials, making follow-ups, and responding to various queries. It seemed the information required on grant requests was never the same for any two grants and to say things got frustrating once in a while is an understatement.

For those of you who do not know, CAM receives no state or city, or federal, operational funding other than a modest portion of local city and hotel bed tax which is committed, by statute, to advertising the Museum and its facilities. The rest of the operating funds used by the Museum are raised solely through membership fees, donations, gift shop profits, and periodic local fund raising events. The daily operational inflow is not sufficient to fund major facility repairs to the hangars, one now over 65 years old, the second over 55 years old.

Just before the Pancake Feed, **Gene Howerter** was interviewed by **Mike Hall** of the *Topeka Capital-Journal*, and a good article about our Capital Campaign with Gene's photo in Hangar 602 appeared in the paper. So, what we are trying to do is no secret, and hopefully the continued efforts of our Board Members working with the grant requests will bear bigger fruit.



The Capital Campaign Projects

This initial campaign has a dozen projects attached with it. A few of these are done or are scheduled. The projects include:

Re-sheathing the west end of Hangar 602 – complete - funding in part by Messrs. Price and Pritchett and Capital Federal Savings, the remainder by CAM,

Replacing the concrete sidewalk between Hangars 602 and 604 – complete – donated by the Heartland Park Foundation,

Replace drain canal and apron concrete in front of Hangar 602 – contract awarded – funded by Metropolitan Topeka Airport Authority,

Re-Sheathing the east end of Hangar 602 – contractor’s estimated cost \$20,000 – not funded yet,

Replacing Hangar 602 door panels – contractor’s estimated cost \$22,500 – not funded yet,

Replacing the concrete slab adjacent to the west entrance to Hangar 604 – contractor’s estimated cost \$5,000 – not funded yet,

Removing and replacing deteriorated asphalt between Hangars 602 and 604 – contractor’s estimated cost \$21,700 – not funded yet,

Replacing the existing and nonfunctional lighting in Hangar 604 – contractor’s estimated cost \$22,400 – not funded yet,

Construction of an airlock entranceway to the conference room – contractor’s estimated cost \$16,400 – not funded yet,

Replacing the entry slab and footing to Hangar 602 – contractor’s estimated cost \$2,500 – not funded yet,

Trenching and installing a one-inch water line to Hangar 602 and removing the existing faulty line – contractor’s estimate \$3,400 – not funded yet, and

Repairing roof leaks in Hangars 620 and 604 – contractor’s estimated cost \$30,000 – not funded yet.

Visit our website at
www.combatairmuseum.org

2009 Events Calendar

Event dates subject to change

June

8-11 Aviation Education Class

July

6-9 Aviation Education Class

August

3-6 Aviation Education Class

September

26 *Winged Foot* 5K Fun Run/Walk





Projects continue and the Museum is looking better and better

A major project for capital improvements to the Museum was finished recently when a defunct air conditioning unit was removed from the roof of the lean-to on the west end of Hangar 602 and roofing panels installed in its former place. With that, the contract work on re-sheathing the west end of Hangar 602 is done. There is still some grounds work to do to fill in tire ruts in the west yard and minor clean up, but the west end of the hangar is bright and shiny white with all its new panels.

The \$33,000 project began March 10. Rain and more rain and then winds stalled the project for one two-week period in March, but the work carried on in earnest during April. The sheathing and trim work were done by the first week in May. More rains came, and the ground was allowed to dry well enough to bring in a crane truck to remove the air conditioner.

The contractor, **J.B. Turner and Sons** of Topeka, removed the existing metal panels of World War II vintage, then knocked out a double thickness of plasterboard. Twenty-foot rolls of R-6 insulation were installed vertically from the ground level up. Along the top of the lean-to the 70-inch wide rolls were installed horizontally. The insulation extends above the second story offices in the hangar, and should improve winter heating of the Gift Shop and offices.

The west end of the hangar looks much different with the old, rust pocked and streaked metal panels gone. These panels were nailed in place, and a few times in the past couple of years, winds loosened some of them enough the nails came out and edges of the panels were flapping in the wind. The new panels are screwed in place.

For those of you who can, please come out and look at the work and improvement made to Hangar 602. Additional Capital Campaign projects for 602 include re-sheathing the east end of Hangar 602 and replacing the hangar door panels.

World War II Exhibit

Tom Witty has two of the five panels in this exhibit basically done. One panel is for the European Theater, the second is for the Pacific Theater. Each panel has five shelves filled with model aircraft of types that flew in the respective theaters. Tom labeled the panels denoting the countries groups of aircraft represent. Each aircraft will have its own identification label. This is done for the European aircraft, and Tom will be adding the Pacific Theater aircraft labels next. Each Theater will have a second panel that will include photographs and signage. The last panel will be split to deal with North Africa/Mediterranean Theater and with the China-Burma-India Theater.

J-65 Turbojet Engine

After reading about the J-65 engine in the last *Plane Talk*, **Bob Schneider** called to say he can help us with a stand for that engine. Hopefully in the near future, one of his trips will bring him close enough to Topeka to deliver the stand, and **Don Dawson** will make any modifications as needed to mount the J-65 turbojet and also make the stand roll around.



*(Far left) Old sheathing is removed from the lean-to.
 (Center) Old sheathing and plasterboard gone and new insulation going up.
 (Left) It took a little effort to get a long piece of new sheathing in place.
 (Below) A new west end for 602.*



In the meantime, Don had already pulled a small trailer into the shop to prepare it for modification into an engine stand. Don repacked the wheel bearings and put in new seals. He sandblasted the trailer tongue and bed and primed them both. For now, that is all the work he is doing on the trailer. There is no doubt it will eventually be used for a future project, and a final coat of paint will be applied when that occurs.

Work Don did on the engine itself included installing a section of clear lucite over the turbine section of the engine so visitors can see the turbine blades. The blades have quite sharp edges, and the turbine assembly does rotate, so the cover was a safety must

ORISKANY Model

One portion of the USS ORISKANY project is done. **Ted Nolde** brought in his completed island superstructure for the aircraft carrier model. The photos included here do not do justice to the effort and detail Ted put into building this structure. It is scratch-built. Ted started out with three blocks of basswood. Four years and 600 man-hours later this is the final product. The scale of the model is 1/96. The island superstructure is roughly 17 inches long by 18 inches high by 8 inches

"Projects," con't. on page 10

Mid-grade officers share first-hand insight to events in Iraq and Afghanistan

Our guest speakers for the April Membership Luncheon were three military officers from the Command and General Staff College (CGSC) at Fort Leavenworth, Kansas. The three were **Major (MAJ) Don Bishop**, Signal Corps United States Army; **Major Matt Brown**, Infantry, United States Army; and **Lieutenant Commander (LCDR) Brian Haggerty**, Submariner, United States Navy. The three officers gave us a brief background of their service to date and all three have been in some of the world's hot spots of recent years including Kosovo, Afghanistan, and Iraq.

LCDR Brian Haggerty spoke first. He is a US Naval Academy graduate and his wife Lisa and son James accompanied him to Topeka. He also told us that as an Annapolis midshipman, he made a cadet cruise aboard the fast attack nuclear submarine (SSN) USS TOPEKA. He said that cruise played a major factor in his becoming a submariner. Other assignments included duty aboard the USS PITTSBURGH (an SSN) in the Mediterranean Sea. This was followed by deployment to Central Command where they took part in the Iraq embargo enforcement prior to the September 11, 2001 terrorist attacks. A second deployment was in response to the attacks, and the submarine participated in the opening strikes of *Iraqi Freedom*.

LCDR Haggerty was assigned to an ROTC (Reserve Officers Training Corps) unit and then to the USS GEORGIA, a nuclear ballistic missile submarine that was being converted to an SSGN Special Operations boat. During the conversion, he was assigned temporary additional duty aboard the USS MINNEAPOLIS/ST PAUL (an SSN).

MAJ Matt Brown is an ROTC graduate from University of Wisconsin-La Crosse. He said

his interest in the military came from watching movies and television shows. One day on campus, he saw people repelling off a building, which happened to be the Military Science Building. That interested him and he entered the ROTC program.

MAJ Brown graduated in 1987 as an Infantry officer and was assigned to the Infantry Center at Fort Benning, Georgia. The post also included Infantry and Airborne schools. His next assignment was with the 101st Airborne (Air Assault) at Fort Campbell, Kentucky. He was in Kosovo on September 11, 2001. His unit was re-deployed to Iraq and he was a pathfinder in Humvee vehicles. Pathfinders led the way for the rest of the unit.

While in Iraq, MAJ Brown saw a bit of everything, especially how the pieces (forces) come together. He said it was an awe inspiring experience. He was in Mosul, Iraq for a period of time, then was assigned to the 10th Mountain Division. There he helped train Iraqi security forces for about five months, followed by being in command of a reconnaissance unit in Baghdad for seven months. At the time he was in Baghdad MAJ Brown said there were a lot of religious groups fighting in criminal activities. Following Baghdad, he was a rear area commander before coming to Fort Leavenworth. He said his studies at the Command and General Staff College deal with joint warfare and combined warfare.

MAJ Don Bishop is an ROTC graduate of Morehead State University, Kentucky. He was commissioned in 1996 as a Signal Officer. As a newly commissioned Second Lieutenant, he was initially assigned as a *Gold Bar Recruiter* where he helped with training and recruiting duties. His next assignments took him to the Signal Center at Fort Gordon, Georgia for five months then to Fort Sill, Oklahoma for 12 months as a signal officer with a Paladin unit. The Paladin is a self-propelled 155mm artillery howitzer. After the Paladin unit, MAJ Bishop spent two and one half to three years



From left to right: LCDR Brian Haggerty, MAJ Matt Brown, MAJ Don Bishop, Gene Howerter

image by Dave Murray

with a Multiple Launch Rocket System (MLRS) unit.

After the MLRS assignment MAJ Bishop left the Army for about nine months then came back in after the September 11 attacks. He initially went back to Fort Gordon, then transferred to South Korea for two and one half years. There, he worked in Brigade level Signals at Camp Humphreys in P'yongtaek and Camp Henry in the southeast part of the country. Returning stateside he was a simulation officer at Fort Leavenworth for two years, then went to Afghanistan as an advisor with a MiTT (Military Transition Team). The team advisors live and train with the Afghan forces in tactics and general operations. They also serve as advisors during combat operations and accompany the forces on missions. MAJ Bishop said he was advisor in a brand

new Afghan battalion and spent six months training the unit.

He also said he was teaching young guys to drive in Afghanistan and felt that was when his life was most in jeopardy. He told us he saw benefits of what the US was doing in Afghanistan and found his duties very satisfying. He left Afghanistan for his current assignment in September 2008.

**We may see more
US casualties over the
next six-eight months
as we are going into
their (Taliban) territory.
We have hit a nerve
and are achieving results.**

In regards to Afghanistan, MAJ Bishop said we would see a continued buildup of forces – perhaps 60,000 troops. The numbers were about 30,000 when he was there. He also said if you wanted to see what life was like in Biblical times, Afghanistan looks that way.

MAJ Bishop also said
"Officers," con't. on page 12



(Left) Bob Carmichael talks with Jerry Farley while Mrs. Topeka, Josephine Lemus, has a plate ready. (Below) Folks look though items on the silent auction tables.

Photos by Dave Murray



"Pancake Feed," con't. from page 1

A six year old student named **Saylor Schwartz** also entertained the crowd by singing the US Air Force Song. Saylor was outfitted to represent aviatrix Amelia Earhart. She had done the Earhart portrayal this year in school for a History Day project

Though not musical in nature, **Ken Pringle** came up from Hartford, Kansas for the feed and opened up the F-111 escape capsule for people to look into. He answered many questions about the capsule, the F-111 aircraft, and the capsule's acquisition and restoration. The capsule was a real crowd pleaser.

And last, but not least, the always popular pancake catching contest among local TV meteorologists took place. This year Channel 49 was represented by **Matt Miller** and **Ashley Meenen**. Channel 27 had **Tom Hagan** and **Frank Waugh**. Due to conflicting commitments, a Channel 13 meteorologist was not present this year. **Bob Carmichael** did the flipping, serving fast and slow, high and low, or sometimes with a fake serve with no pancake at all. Is there such a thing as a balk in pancake flipping? The first tosses showed some tentative moves by the weather folks, but soon their individual styles, flair, and pizzazz came out. By audience vote, Ashley Meenen won this year's first place award,

but there may have been a little sympathy or gutsy vote involved. On one of her retrievals, she concentrated on the pancake so intently, she apparently did not see the leading edge of the wing of the MiG-15 jet fighter. The resulting collision raised a large knot on her head, but she came right up and continued with the competition. Tough stuff, this pancake catching.

By about all standards, this was a good day. Once the feed ended, cleanup began and by 3 p.m., tables and chairs were put away and aircraft were back in place. About the only thing left of the feed was the odor of pancakes and syrup throughout the hangar bay.

Start planning ahead for next year, the last Saturday of April. Mark that day to volunteer to work at the feed. We still have a goal of 1,000 tickets to sell and also be thinking of items you can contribute to the silent auction.

Thank you to everyone who made this year's event such a success. ➔



(Above) Some of our attendees at the tables while others come off the serving line.
 (Right) Two of Beverly Bernardi Posts' dancers perform while Ralph Knehans bends US Senator Sam Brownback's ear.



Celebrity Flippers

Twenty celebrity flippers joined Bob Carmichael of Perkins family restaurant behind the grill.

Jim Cates, host of the Internet talk show
 JimCates@CJOnline,
 Debra Swank of the Topeka City Council,
 Ron Harbaugh, Communications Director of USD
 501 Topeka Schools,
 Eric Johnson, President, Metropolitan
 Topeka Airport Authority,
 Sam Brownback, United States Senator,
 Kevin Singer, Superintendent, USD 501 Topeka
 Schools,
 Olivia Simmons, President, Visit Topeka, Inc.,
 Lynn Jenkins, United States Representative,
 Josephine Lemus, Mrs. Topeka 2009,
 Jerry Farley, President, Washburn University,
 Ted Ensley, Shawnee County Commissioner,

Raymond and Nancy Irwin, Owners/operators of
 Heartland Park Topeka raceway,
 Tom Hagan, Meteorologist, KSNT-TV Channel
 27,
 Ann Mah, State Representative,
 Ben Bauman, News Anchor, KTKA-TV Channel
 49
 Marshanna Hester, News Anchor/Reporter,
 KTKA-TV Channel 49
 Mike Coker, Director, Topeka Zoological Park,
 Matt Miller, Meteorologist, KTKA-TV
 Channel 49, and
 Sheila Buhler, Shawnee County
 Commissioner
 → → →

"Projects," con't. from page 5

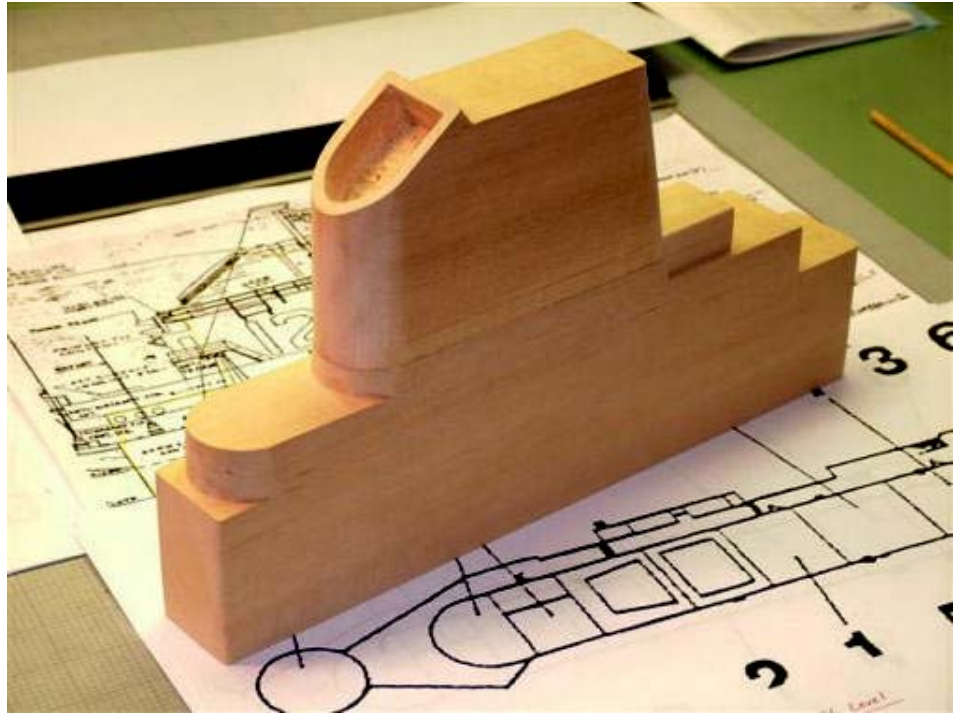
wide. The completed model will be nearly nine and one-half feet long.

Larry Todd is reconstructing the hull and flight deck and **Darren Roberts** is building the model aircraft that will go on the flight deck. Their level of detail and work are like the Island Superstructure, so we will have a superb exhibit when it is done.

Hangar 602 Apron and Drain Repairs

By the time you receive this issue of *Plane Talk*, we expect contract work to be in progress in repairing the concrete apron and drain system immediately in front of the hangar doors to Hangar 602. Metropolitan Topeka Airport Authority, our landlord, is funding this \$65,000 project.

Over the years, the earth to the east of Hangar 602 has moved and slowly heaved the concrete apron in front of the hangar. The existing drain canal and drain grates are no longer in alignment and the heave is high enough that with heavy rains the water runoff from the runways and taxiways flows into the hangar. The hangar does not have floor drains. There are two shallow canals inside the hangar, one each along the north and south walls, to carry off water, but that only works if the water can get to them. A number of years ago, volunteers built a cinder block barrier to the east of the Gift Shop/Exhibit Rooms to stop the flow of water into those areas. If the rain is heavy enough and especially if the wind is out of an easterly directions, water will pool against the barrier. Within the past ten years a concrete and asphalt berm was installed around the south end of the exterior drain canal to help divert water into the canal and keep it out of the hangar.



The planned work on the heave and installation of a new drain canal and drain grates should get the system working as it should. About two years ago, the same type of work was done in front of the hangar immediately north of 602, so the learning curve on what needs to be done is in place. None the less, this is going to be a large project.

BT-13

Dave Houser is giving the fuselage of the BT-13 a good cleaning and has applied some fresh paint on one side. →



(Top left) It began with blocks of basswood. - image by Ted Nolde

(Left) Four years, 600 man-hours later. Left profile.

(Above) Left front view.

Join the Combat Air Museum!

Your membership and
support are
important to us.

New Supporters

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 Robert & Barbara Buntun
 Doug, Paula, & Douglas Jacobs
 Hal Loney
 Kevin, Deborah, Nathaniel, & Spenser Roe
 Victor, Julie, Edmund, & Ella Tyler
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 Bill Davis
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 Phil Hotzel
 Colonel Paul Idol
 Scotty Larimer
 Robert & Peggy McKitterick
 Don & Nancy Nisbett
 Dan Pulliam
 Danny San Romani
 Jamie Slover
 Jay, Kathy, & Craig Stevenson
 James, Kellee, Alexa, & Dylan Tinsley
 Larry & Diane Todd
 Rees Webber
 William Welch



"Officers," con't. from page 7

we may see more US casualties over the next six-eight months as we are going into their (Taliban) territory. He said we have hit a nerve and are achieving results.

A question was posed as to what are we (US) doing different than the USSR or the United Kingdom when they were in Afghanistan? We are training the Afghans to make decisions. We are empowering them to make decisions. The United Kingdom wanted a colony. The Soviets wanted to expand their dominance.

In response to a question about serving on submarines, LCDR Haggerty quipped that there are more aircraft in the ocean than submarines in the sky. His wife quickly retorted that he said the same thing when he married her.

LCDR Haggerty said that the submarine force can lurk off the coast of a terrorist nation and conduct surveillance, intercept communications, and figure out what is up where. He added that the subs have a strike capability and can carry special forces. During the second half of his deployment in support of *Iraqi Freedom*, the boat was in the Red Sea, where they worked out battle preparations and launch scenarios. The launch scenarios included launches from the Persian Gulf, Red Sea and Mediterranean Sea. Because of overfly issues (flying a missile over countries other than Iraq), they could not launch from the Mediterranean. Any boats there had to transit the Suez Canal into the Red Sea.

LCDR Haggerty had also made a North Atlantic deployment but could not discuss much about the mission. The mission may have included monitoring what technologies industrial nations are selling to insurgent nations.

In response to a question about operating submarines in the Persian Gulf and Red Sea LCDR Haggerty said that the Gulf was relatively shallow. In some areas the water depth was shallower than the submarine was long, restricting vertical maneuvering. There was not much margin for maneuvers at the surface or near the bottom. He said that on average, the Persian Gulf is shallow while the Red Sea is deeper.

A question about piracy came up. The response was that there is more pressure for more active engagements, and this has been an ongoing discussion and debate. Currently, a lot of ransoms are being paid to free crews and vessels.

The officers were asked about foreign officers at the CGSC. They replied they have two such officers in their class of 16, one from India, the second from Estonia. Each class has at least one foreign officer.

What is the status of Bin Laden? was a question asked. "We have not caught him." was the response. And "...because of politics." was given as a reason (Pakistan and Afghanistan). The officers also felt it would probably not make

much difference if Bin Laden was caught or killed. Others would step up to take his place. We are fighting an ideology, not just a person.

When asked about unmanned aerial vehicles (UAVs), MAJ Brown said they had six hand-launched UAVs in his company. A follow on question dealt with protecting troops from the effects of improvised explosive devices – the roadside bombs. The response was that more and better armor was being added to vehicles, and MRAPs were now in Iraq and coming into Afghanistan. This writer wrote down Munition Resistant Armor

The officers felt it would probably not make much difference if Bin Laden was caught or killed. Others would step up to take his place. We are fighting an ideology, not just a person.

Personnel armored vehicle as the explanation of a MRAP, but other sources list it as Mine Resistant Ambush Protected armored vehicle. Either way, the vehicle is built to protect its occupants from exploding devices and has been consistently successful in doing so.

More and better armor was being added to vehicles, and MRAPs were now in Iraq and coming into Afghanistan.

A question from the audience came up about the numbers of suicides of American service men and women. The officers acknowledged it is a great concern and efforts to stem the numbers are in place. One officer told us that the Estonian officer in their class had once been in the Russian Army and said that suicides there were 10% greater than those in the US forces

A question about reading material in their courses came up. All mentioned Joe Galloway and the Vietnam classic We Were Soldiers Once... and Young that he co-authored with Lieutenant General Hal Moore. MAJ Brown said that Joe Galloway was a good speaker, but he found him much better as a question answerer.

Another reading question, this one about Charlie Wilson's War was asked. The book is not used in their course material. MAJ Bishop said officers in his unit were to read sections of it before their deployment to Afghanistan.

The questions ended and the three officers were given a well deserved round of applause. It was really good to listen to and talk with these mid-grade officers who are now under instruction to take on the duties and responsibilities of larger force elements and the roles and missions they play. We received some first-hand insight to events in Iraq and Afghanistan, made even more

Visitors

During **March** the Museum had **1,030 visitors** from **30 states** and Canada Northern Ireland

During **April** we had **961 visitors** from **32 states**, and Australia Austria Denmark Great Britain Ireland Russia Sweden

→ → →

interesting by these officer's personal experience. Gene Howerter has already been in contact with the Outreach Program Coordinator of the Command and General Staff College for possible future visits from CGSC students.

→ → →



Hal Loney stands by his former Blue Angel. His name is on the plane.

Former Blue Angels pilot visits CAM and his old plane, again

Hal Loney, former pilot of our Blue Angel Grumman F11F-1 Tiger was in town May 19 to visit the Museum. His wife, **Neccie**, was with him as was one of his daughters and her family. His daughter had never seen the plane. Hal flew Blue Angel Number 5 during 1968, the last season that the Tigers were flown by the Navy's aerial demonstration team. The next year, the team began flying F-4 Phantom IIs.

Hal has been to CAM before, and he and **Gene Howerter** were trying to figure out how long ago it had been since his last one. During one of his first, Hal noticed the aircraft had a flat tire and got on the telephone with some contacts. He had a new one on the way the following day.

There was a round of picture taking, and Hal gave the plane a going-over top to bottom. We had a Board meeting scheduled, and Gene asked Hal to come in and say a few things to the board about flying Number

5 and other experiences with the Blue Angels. He did, and we heard several anecdotes about flying not only our F11F but others on the team as well. One comment Hal made in general was that he feels the good Lord was watching over him more than a few times. He spoke of aircraft malfunctions taking place at very inopportune times during air show maneuvers or on cross country flights between shows, but they all ended well. He also told us of problems with the same type aircraft and other pilots where the end result was fatal. Just before he joined the team, the Blue Angels had lost two pilots to accidents.

The board members enjoyed very much listening to and talking with Hal Loney, and he said he plans to make the time between visits shorter. After he left the meeting, **Jack Vaughn** toured him and his family around the Museum.

Hal currently lives in Eastwood, Kentucky, just east of Louisville. →

Aviation Education Classes are offered this summer

Over the last several years Combat Air Museum has conducted classes for students between the ages of 7 and 12 in its **Aviation Education Class**, focusing on the history of aviation, principles of flight, parts of an airplane and how they work, weather and weather forecasting, aviation communications and flight control. These four-day long classes are conducted over schools' spring break and three times in the summer.

The cost of the class is \$40.00 per student. Tours of other aviation tenants at Forbes Field are planned as their respective schedules allow. These include the 190th Air Refueling Wing, Kansas Air National Guard, the 108th Aviation Battalion, Kansas Army National Guard, and the Forbes Field control tower.

If you would like to have a child, a grandchild, and/or a young friend enroll in the Museum's Aviation Education Class, call the Museum at 862-3303. See the "Calendar of Events" (at right) for the complete schedule.



June/July Calendar of Events

June

Monday, June 8

Membership Luncheon
Jean Wanner Education Conference Room
11:30 a.m.

Monday – Thursday, June 8 - 11

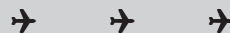
Aviation Education Class
JWECC
9 a.m. - 11:30 a.m.

July

Monday – Thursday, July 6 - 9

Aviation Education Class
JWECC
9 a.m. - 11:30 a.m.

There is no Membership Luncheon in July.
The next luncheon is Monday, August 10.



Visit our website at
www.combatairmuseum.org

CAM volunteers promote the annual fundraiser on Jim Cate's internet news talk show



Left to right: Gene Howerter, Jim Cates, and Dave Murray on Cates' Internet News Talk Show

Prior to our annual Celebrity Pancake Feed, **Gene Howerter** and **Dave Murray** appeared on the *JimCates@CJOnline* Internet news talk show. Gene and Dave were there to talk about the Pancake Feed and encourage listeners to come out the the Museum for this annual fund raiser. **Jim Cates** is familiar with the event and has been a guest flipper several times, as he was again this year.

This was Dave's first time on a Jim Cates show. It was Gene's first time on an Internet show. He has been with Cates on the radio in the past. ➔

