

COMBAT AIR MUSEUM

→ → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Forbes Field Topeka, Kansas

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Powell and Andrew are the repeat winners in our Winged Foot Fun Run/Walk

Thad Powell and **Michelle Andrew** were repeat winners in the fifth edition of Combat Air Museum's **Winged Foot 5K Fun Run/Walk**, winning the overall men's and lady's competition respectively. Thad completed the course in 17:12 and Michelle finished with a 20:54 clocking. Michelle was also the 12th finisher overall. **Greg Johnson** and **Kathy Johnson** were the overall winners in the walker's category. Greg completed the 5K course in 37:26 and Kathy was a couple of seconds ahead in 37:24. Seventy-five other runners and walkers completed this year's event. Fifteen age group records fell, split evenly between the men and ladies runners

We had a great day for the run/walk with cool temperatures and a light breeze. **Stu Entz** and **Gene Howerter** set up the course markers, signs and stations in the pre-dawn twilight. Registration began at 7 a.m. with **Lois Ecord**, **Pat Casey**, and **Peggy Dawson** getting the race packets out and registering runners and walkers. **Jim Leighton** had the sound system set up and swing time music played over the grounds and parking lot. **Major Peter Kind** and **Senior Master Sergeant Joyce Parker** brought 10 cadets of the **Highland Park Air Force Jr. ROTC** to assist us, and **Gene Howerter** briefed them on where we needed course monitors and time readers around the course.

As start time neared, Gene welcomed the participants and gave some brief instructions on what to



Thad Powell, 21, first men's finisher in 17:12.

expect along the course. The ROTC cadets then conducted a flag raising ceremony including a trio singing the **National Anthem**. From there the runners and walkers lined up, the command to go was given, and Gene led the runners along the route in the Museum's three wheel Air Force scooter.

"Fun Run," con't. on pg. 4

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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

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Your comments are welcomed.

CAM participates in the 109th Air Refueling Wing, Kansas National Guard's Family Day

The **190th Air Refueling Wing, Kansas Air National Guard**, at the north end of Forbes Field, held their annual Family Day on Saturday, September 12. Combat Air Museum took part by towing the McDonnell Douglas TA-4J *Skyhawk* jet trainer to the event.

Danny San Romani towed the aircraft to the 190th the day before the event. **Russ Wiedle** and **Will Grinstead** helped move the jeep, the J-65 jet engine, the T-33, and other odds and ends out of Hangar 604 so we could move out the *Skyhawk*. Once the plane was out, the three moved everything else back into the hangar. Earlier in the week, **Don Dawson** made sure all the applicable vehicle and aircraft tires were aired up and the tug was also gassed up. Senior Master Sergeant **Kevin Drewelow** of the 190th, also a Museum member, provided escort down the flight line from CAM to the 190th.

During the Family Day, **Gene Howerter**, **Dick Trupp**, and **Jim Braun** sat with the *Skyhawk* to visit with folks and talk about the aircraft. Gene said he was surprised by how many people came up who had some kind of connection with the A-4 attack version or TA-4 trainer version of the *Skyhawk*.

Other aircraft included a local Douglas C-47 restored to an AC-47 *Spooky* gunship of the Vietnam War open for visitors; a Kerns-Vans RV-8 single engine, home-built kit aircraft; and the 190th had a KC-135E *Stratotanker* open for visitors.

Early Saturday afternoon, Russ, **Zak Amos**, and Danny moved the jeep, J-65 engine, and T-33 back outside. Later that afternoon, Danny towed the TA-4J back to CAM with Kevin providing escort. Upon arrival, Russ, Jim, Gene, Zak, and **Jack Vaughn** were present to get everything back into the hangar. The threatening rain held off until we started moving planes back into 604, but the showers did not disrupt the movement.





*Top: Members of the 190th Air Refueling Wing gather in front of the TA-4J Skyhawk.
Bottom: Gene Howerter, the one without the helmet, found a handful of volunteers to help watch the Skyhawk*



"Fun Run," con't. from pg. 1

The Sunflower Striders provided a timer clock, computer, and three members to operate the system for finish results. Museum volunteers set up a finish chute. Dave Murray photographed each finisher with their respective times. Tad Pritchett had a video camera recording the finish and he and Chuck Urban

pulled the runners' tabs after they came into the chute. Jack Vaughn logged bib numbers in order of finish and Danny San Romani and Peggy Dawson hand-recorded times of the finishers as a backup to the digital system. Along with the Jr. ROTC cadets, we had Chuck and Connie Bradshaw at the water station and Don Dawson at the turn-around point of the course telling runners they had a half-mile to go.

Ten year old Caitlyn Reynolds was the final finisher and during the awards ceremony was given a road atlas

by Gene, the traditional award for the final finisher. Caitlyn had a little difficulty during the race, not sure that she was going to make it, and her brother let some folks know she was having troubles, but with a brief stop and some encouragement, Caitlyn made it all the way.

We had 45 private and corporate sponsors this year, and we greatly appreciate their support of this annual Museum fund raiser. We do it all again next year on **Saturday, September 25, 2010**, so mark your calendars now. ➔



Clockwise: Michelle Andrew, 37, first ladies' finisher in 20:53. Cathy and Greg Johnson, the first walkers across the finish line. Noah Powell, 12, finishes 16th overall. His brother, Isaiah, 13, finished 6th overall. Participants wait for their raffle ticket numbers to be called.

Men's Runners

- 14 and Under - 1. Isaiah Powell 19:11; 2. Noah Powell 23:22 (**new record**)
 15-19 – 1. Josiah Powell 18:08; 2. Trey Dunstan 29:18 (**new record**)
 25-29 – 1. Cameron Johnson 20:15; 2. Shawn Easterling 20:45;
 3. Derek Hanson 23:18 (**new record**)
 30-34 – 1. Juvenal Espinosa 18:44; 2. Miguel Espinosa 19:13;
 3. Josuha Watson 20:18 (**new record**)
 35-39 – 1. Jeff Savoie 19:30; 2. Patrick Wilson 24:53; 3. Robert Downing 27:18
 40-44 – 1. Kevin Lemasters 18:52; 2. Mark Manroe 19:07;
 3. Myron Unruh 21:17 (**new record**)
 45-49 – 1. Jeff Debusk 23:44; 2. Danny Miller 25:20; 3. Daniel Klucas 32:14
 50-54 – 1. Terry Hoffsommer 25:24; 2. Bruce Whitten 28:48; 3. Don Baker 29:22
 60-64 - 1. John Stambaugh 23:52
 65-69 – 1. Harry Peterson 24:40; 2. Jim Leighton 28:15
 70-79 – 1. Russell Williams 42:31



Ladies' Runners

- 14 and Under – 1. Brenda McCollum; 22:36; 2. Emma Ware 26:53; 3. Katy Dehn 41:31 (**new record**)
 15-19 – 1. Aadrian McCollum 23:23 (**new record**)
 30-34 – 1. Tara Griffith 26:06; 2. Amy Manrose 28.08
 35-39 - 1. Jodi Perry 32:21; Tracy Barngrover 37:08
 40-44 – 1. Phyllis Nighswonger 31:54; 2. Tonya Hutchings 32:30; 3. Treava Kottman 32:40
 45-49 – 1. Brenda Curl 25:36; 2. Shauna Moore 27:31; 3. Diane DeBacker 28:38 (**new record**)
 50-54 – 1. Anna DeBusk 26:17; 2. Melody Hoffsommer 33:46 (**new record**)
 55-59 – 1. Debbie Simecka 27:50; 2. Barb Martin-Thomas 27:59; 3. Ethel Edwards 33:16
 65-69 – 1. Nancy Huck 32:21 (**new record**)

Men's Walkers

- 14 and Under – 1. Cameron Reynolds 38:42; 2. Alex Keller 39:17
 35-39 – 1. Greg Reynolds 45:20
 40-44 – 1. Robert Fowks 50:30
 65-69 – 1. Dan Weaver 39:40; 2. Dale Allen 54:56
 70-74 – 1. Raymond Wilson 54:51;

Ladies' Walkers

- 14 and Under – 1. Caitlyn Reynolds 56:46
 30-34 – 1. Angie Reynolds 37:57; Tricia Dehn 48:20; 3. Kim Mason 54:49
 40-44 – 1. Lisa Bryan 53:10
 45-49 – 1. Sompon Miller 53:12
 55-59 – 1. Lynn Weaver 50:14
 60-64 – 1. Sharon Wilson 55:20
 65-69 – 1. Marlene Urban 50:14
 70-74 – 1. Ruby Leighton 54:59



*Top to bottom: Caitlyn Reynolds, 10, our final finisher, with her age group walker's medal.
 Katie Dehn, 7, was the youngest and smallest finisher, bandaid and all.
 Harry Peterson, 67, finishes hard, trying to best the age group record.*

A CH-47D Chinook makes a visit to the Museum

A Boeing CH-47D *Chinook* of the 2nd Battalion (Aviation), 291st Regiment (Training Support), usually referred to as 2-291 AVN, from Fort Riley, Kansas, arrived at the Museum for a brief visit on August 18 during a training mission. CWO4 Russell Stark, our speaker at the August Membership Luncheon, piloted the big helicopter to Forbes Field.

In service since 1962, the *Chinook* is currently the US Army's only heavy-lift helicopter. The helicopter was developed from the Vertol (later Boeing Vertol) Model 114. Today it is Boeing Integrated Defense Systems. The CH-47D entered production in 1982, and there is currently a program to upgrade the Ds to the CH-47F configuration. Most Ds have had their engines upgraded to the Honeywell T55-GA-714A turboshaft engine with a maximum output power of 4,867 shaft

horsepower. The *Chinook* has two of these engines.

Other specifications of the CH-47D include:

Maximum Takeoff Weight: 53,500 lbs.

Fuselage length: 51 feet

Overall length: 99 feet

Main rotor diameter: 60 feet

Height: 18 feet 11 inches

Maximum speed: 185 mph

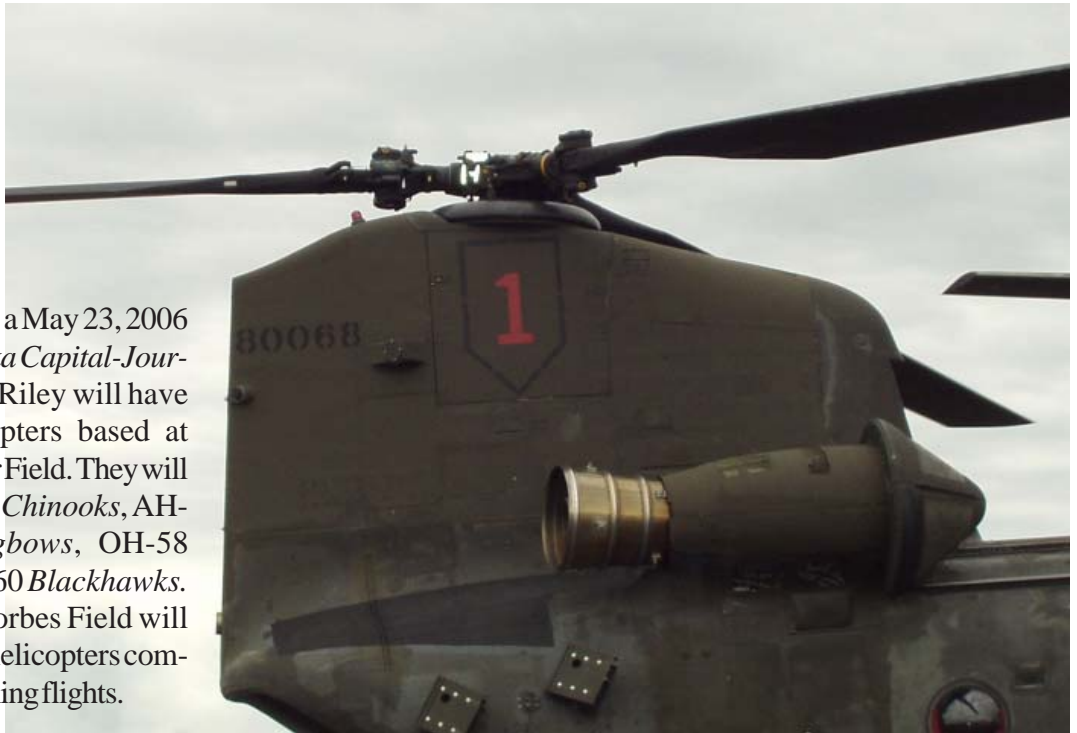
Operating Range: 245 miles

The *Chinook* can accommodate up to 55 troops or 15,500 lbs of cargo internally, or 26,000 lbs of cargo carried externally.

The MH-47E and MH-47G are modified and advanced versions of the *Chinook* flown by the US Army Special Operations. There are 20 foreign military operators of the CH-47 and 6 foreign nations operate commercial versions of the helicopter.



According to a May 23, 2006 article in the *Topeka Capital-Journal*, by 2011 Fort Riley will have some 110 helicopters based at Marshall Army Air Field. They will be a mix of CH-47 *Chinooks*, AH-64 *Apache Longbows*, OH-58 *Kiowas*, and UH-60 *Blackhawks*. This may mean Forbes Field will see an increase in helicopters coming through on training flights.



PAGE 6: A CH-47D Chinook of the 2nd Battalion, 291st Aviation Regiment taxis towards Hangar 602. ABOVE: The 1st Infantry Division emblem on 80068.

2010 Events Calendar

Dates subject to change

March

15 – 18 Aviation Education Class

April

24 Pancake Feed

June

7 – 10 Aviation Education Class

July

12 – 15 Aviation Education Class

August

2 - 5 Aviation Education Class

September

25 *Winged Foot* 5K Fun Run/Walk





CWO4 Russell Stark, US Army, our guest speaker for the August Membership Luncheon.

Chief Warrant Officer Russell Stark tells CAM members about his assignments to Egypt and Honduras

Prior to introducing our guest speaker for the August Membership Luncheon, **Gene Howerter** spoke to the audience about the upcoming Winged Foot 5K Fun Run/Walk. He reminded folks that the run was coming up in September and encouraged our support of the run as sponsors, participants and volunteer help.

Gene then introduced **Klio Hobbs** to the gathering. Klio is a retired IBM employee who has a keen interest in photography, and he does extremely well with this hobby. We currently have four retired IBMers volunteering at CAM and a couple of them invited Klio out to our Celebrity Pancake Feed last April. He took a number of digital images of museum aircraft during the event and made a 13 x 19 inches framed, photo montage for the Museum. Each image may just be a part of an aircraft rather than the whole. It is quite impressive. This montage is now hanging in the Gift Shop. Later, Kilo made a framed photo montage of some 45 images of the island superstructure **Ted Nolde** made for the USS ORISKANY model.

Most recently, Klio made a 22 image montage of exhibits **Tom Witty** built for the Museum, which we then sent to Tom at his new home in Lincoln, Nebraska. These were not just images of exhibits cases, but included a variety of detail and close-up work. Klio shot some images from low angles not seen by a person viewing the exhibit, giving the artifacts and dioramas a whole different perspective. Klio said he can make montages available to people if they would like to contact him through the Museum.

Gene then spoke about the storm drain repair/renewal in front of Hangar 602. At the time, all work was done with the exception of some grass seeding and sealant work on the new expansion joints. Gene encouraged people to look at the all but finished project before leaving the Museum.

He then introduced **Chief Warrant Officer (CWO4), Russell Stark**, United States Army as our guest speaker for the luncheon. CWO4 Stark is assigned to the 2nd Battalion (Aviation), 291st Aviation Regiment (Training Support), 166th Aviation Brigade, based at Marshall Field, Fort Riley, Kansas. He is a 30-year veteran of the US Army and currently flies the Boeing-Vertol CH-47 *Chinook* twin-engine assault transport

helicopter. The 166th Aviation Brigade is an aviation training support brigade and a subordinate unit of the 1st Army Division, the Big Red One. The 2nd Battalion is the Brigade's primary utility, lift, and air ambulance training unit, specializing in utility helicopters such as the UH-60 *Blackhawk* and CH-47 *Chinook*.

CWO4 Stark said he had hoped to bring a CH-47 with him, but required maintenance was being done on the aircraft. He had contacted Company F, 158th Aviation Regiment (F-158th), US Army Reserve at New Century Air, Olathe [Gardner], Kansas to see if a training mission would be coming to Topeka, but their missions had one CH-47 at Fort Leonard Wood, Missouri and another at Terra Haute, Indiana. He went on to say that when a training mission was coming this way from Fort Riley, he would make a fuel stop and bring a Big Red One CH-47 by the Museum.

Mr. Stark told the audience how much he and **Renee**, his wife, enjoyed living in Topeka. He went on to say that they were facing a decision that may take them out of Topeka, and Kansas. He is on the promotion list for CWO5, the highest level of Warrant Officer. The US Army and Army Reserve have some 25,000 Warrant Officers in service. Only 184 of these are CWO5, so the promotion would put Mr. Stark in a select group. If he accepts, it would mean a transfer to Fort Bliss, Texas. At the time of the luncheon, he had 29 years and 2 days of service, so he and Renee had some hard thinking and decisions to go over.

Mr. Stark said that Warrant Officers are technical and tactical experts – a pool of knowledge – including combat leaders, advisors, training, safety, and maintenance. He said there are 17 fields for Warrant Officers and he was a Senior Instructor Pilot. He told us his presentation would primarily be about his assignments to Egypt and a little about an assignment to Honduras.

CWO4 Stark has deployed twice to Egypt on Security Assistance Missions as part of a Technical Assistance Field Team (TAFT). The missions were considered diplomat/training in nature, and the US State Department was their boss. Soldiers assigned to the TAFT had to undergo training and indoctrination at Fort Bragg, North Carolina before deployment. They received briefs on the country, Islamic fundamentals, and the Egyptian culture. Once in Egypt the TAFT spent a year training Egyptian Air Force (EAF) aviators of the 18th Squadron how to fly CH-47 Chinooks and other commanders in maintenance of the aircraft. As he began talking about the Egypt deployments, he passed around albums with photos of the CH-47s, trainers and trainees, and of other areas of Egypt.

Mr. Stark said the EAF structure and cultural differences produced some real challenges when trying to train their personnel using US Army doctrine. In the US, officers pilot the helicopters and enlisted personnel are the maintainers and fly in the back. In the EAF, pilots and maintainers are all officers. There are enlisted personnel but they are on the ground and perform manual tasks.

Visitors

During **July**
the Museum had
1,579 visitors
from **42** states,
Washington, D.C.
and
Belgium
Chile
France
Germany
Great Britain
Ireland
Italy
Mexico
Seychelles

During **August**
we had
1,175 visitors
from **35** states,
Puerto Rico
and
Canada
Germany
Japan
Nepal
Netherlands
Portugal
Singapore

→ → →

"Chief Warrant Officer Stark," con't. on pg. 10

"Chief Warrant Officer Stark," con't. from pg. 9

Culturally speaking, Mr. Stark said there were trust issues of the Egyptians toward TAFT personnel. He said the Egyptians drank a lot of tea and this was a time to discuss things. So, he learned that tea drinking was a requisite to working with EAF personnel. He said that he drank tea for two months to gain the trust with a squadron commander of maintenance.

Mr. Stark said you could tell when things started to break down in training and he used a term "Arabic Secure." This was when all of a sudden, EAF personnel acted as though they did not understand what the TAFT members were saying (in English). He went on to say that TAFT did not fly the CH-47s. They trained the EAF pilots and crew on the ground. At the present time, the US is the only foreign nation providing helicopter training although the EAF operates helicopters made in the former Soviet Union, the United Kingdom, and France.

An audience member asked Mr. Stark why we (US) were training the EAF to fly Chinooks. He replied that it was a political issue and part of a Foreign Military Sales Package. The United States trains the EAF how to fly the helicopters in exchange for use of their airfields and airspace if we need them. Mr. Stark used the term to "gain entry" into that region. He also pointed out the importance of our use of the Suez Canal.

Going back to some of the challenges faced in training EAF personnel, CWO4 Stark said that they saw classroom participation as a punishment. If they did not know the answer to a question, they considered it an insult, a loss of face. One time, the EAF personnel went to their squadron commander saying the expected classroom participation was disrespectful. The trainees did return to class, and Mr. Stark said it was a full class, but they did not pay attention to the presentations. He thought about how to deal with this problem, and came up with a reward system. He bought and brought to class candy and chocolate. This got the trainees' attention. If a student got a correct answer, he got a piece of chocolate, and this seemed to change the trainees' approach to classroom participation. When he did not bring the chocolate, they got mad at him. This was during his first deployment. When he made the second deployment, everything he had gained in the classroom was gone. There was no classroom work during the second

deployment because the squadron commander said, "No."

CWO4 Stark said the EAF CH-47 mission is different than the US Army. The TAFT trained the EAF to operate the CH-47 correctly, but the Chinooks were their aircraft and they believed they could fly them any way they wanted. He gave an example of repelling personnel from the helicopter. The US Army uses ropes and multiple personnel can repel simultaneously. The EAF uses a hoist cable to lower one person at a time.

A question was asked why the US Army was doing the training, and Mr. Stark answered that it was cheaper to send US Army personnel than sending civilian instructors. Another question came up regarding Egypt and its feelings about Israel. Mr. Stark said that Egypt did not like Israel and that at times EAF personnel tried to bait TAFT personnel in political discussions, asking if they liked the Israelis.

Another difference Mr. Stark noted between TAFT and EAF personnel was what takes precedence. He said they (TAFT) saw things as "mission, men, and me." For the EAF personnel, it was family over everything. Part of the learning experience and adjustment for TAFT personnel was being attuned to such differences. Mr. Stark said that most EAF officers have to also have civilian jobs because their military pay is not enough. He told us a story passed on from another TAFT to serve as an example of one EAF personnel's approach to a hypothetical situation. The question was asked of an officer, "What would you do if you were attacked?" The officer replied, "I would not answer the phone."

CWO4 Stark said EAF personnel wanted to please the US trainers and answered yes to many things, even if they did not fully understand something. Knowledge is power and to admit not understanding something was a loss of face. Mr. Stark said this made training hard at times. Were the EAF really learning from the training? It takes about one year from square one for a US Army student pilot to become a combat pilot. In Egypt, it took at least two years.

When talking about differences and adjustments, Mr. Stark said the work week was even different. In Egypt, their Friday was our (US) Sunday. Nothing happens on Friday. He went on to say that he left Egypt on his first deployment in 2005. When he returned in 2008 he felt as though the training program had regressed 10 years. Because of the shortage of funds EAF student

pilots were lucky to get in four hours of flight time per month.

The CH-47 TAFT was not the only US Army field team in Egypt. In fact, there were two others that had been in country much longer. These are TAFTs for the M1A1 *Abrams* main battle tank and the AH-64 *Apache* attack helicopter. TAFTs for the M1A1 have been in Egypt for 20 years and those for the AH-64, 17 years. CH-47 TAFTs have been there for 7 years. All of these have been as diplomatic missions and the Egyptians request the teams on a yearly basis.

A question was asked if the EAF conducted their prayers during training. Mr. Stark said the maintainers did not stop to pray to Mecca, but others did. Another question was asked about his association with the CH-47. He replied he had been flying *Chinooks* for 19 years. He said the helicopter has good power and lift capability and is a good platform in Afghanistan. The helicopter hauls troops or cargo. It has three cargo hooks for hauling external loads, but that is not normally done in the combat zones because it makes the helo too big a target when hovering. Most cargo is put on pallets and can be rolled over roller tracks installed in the floor of the helicopter. With these, the cargo can be unloaded in a couple of minutes. If the cargo is loosely stacked, it may take 20 minutes to unload. Most often, troops egress from the *Chinook* through the back ramp. In more secure areas, the CH-47 can move Humvee vehicles in pairs on slings.

CWO4 Stark then spoke about the Honduras mission. This was a totally different mission and was humanitarian in nature. The CH-47s and their crews were there to help the Honduran people. He said the per capita income in Honduras was less than \$800 per year. The primary mission of the *Chinooks* was medical resupply. They flew doctors, veterinarians, nurses, and dentists all over Honduras. The unit deployed from Fort Lewis, Washington. They bought and brought with them school supplies for Honduran teachers. Mr. Stark also said they flew a couple of classified missions while in Honduras.

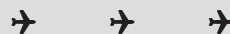
A question was asked about Western influence in Egypt. Mr. Stark responded that there were differences between small towns and metropolitan areas, and he also saw changes in these differences between his two deployments. In 2005, the small towns reflected a more traditional Arab dress. The metropolitan areas had a mix

New Supporters

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& Laura Buhr
Terry & Carol Love
Roger, Brenda, Janice
& Carter Wilch

Renewing Supporters

Bill & Carol Ballentine
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Charlotte Higgins
Ralph & Margaret Knehans
Ted & Louise Marvin
James & Marion Taylor
Conrad Youngblom



of Western and traditional dress. In 2005 there were groups he referred to as “storm troopers” who went around trying to enforce more fundamentalist dress and behavior in metropolitan areas. By 2008 the small towns were more Westernized and things were basically the same as in the metropolitan areas. He said the Western influence was more European than US.

Another question came up about a Russian presence in Egypt. He responded that the Russians previously had a big influence and pointed out that the EAF flies a Russian assault helicopter.

There were no other questions from the audience, which ended CWO4 Stark’s very enjoyable and informative presentation. His first hand, recent experiences were greatly appreciated by the audience and a number of members stayed after the luncheon to visit with him and Renee.



Projects move along in the summer at CAM

Hangar 602 Apron and Drain Repairs

All that is left of this project is the application of sealant in the expansion joints. We had some days of downpours in August, and the storm drain worked as advertised. One more item in our Capital Campaign is almost in the finished column.

Aircraft Cleaning

During the summer a new volunteer began working at the Museum and what a change he has helped make to aircraft exhibits. **Vic Van Camp**, a member volunteer who works in the Gift Shop, invited a neighbor, **Will Grinstead**, to the Museum to see if he would be interested in volunteering. Will came out and talked with **Danny San Romani** and other volunteers and offered that he would be interested in cleaning aircraft. We in turn, invited him to do one of the aircraft in 602 and see if he would like doing that kind of work. Will owns a very nice looking 2008 Ford Mustang Bullitt, and we found that he does a lot of detail work on the car. Will asked what we used when cleaning the aircraft, as he did not want to use something that would damage a finish rather than enhance it. We showed him what we had, and he offered to bring in some of the items he uses for cleaning his car. Danny agreed to this, and the next time Will came out he had some of his gear. He and Danny picked a plane. Danny showed Will where the platform ladders were, and where he could and could not step on the plane, and Will went to work. We soon saw the results of Will's effort. He has since literally put a lot of sweat into

cleaning various aircraft in Hangar 602. He tackled the CH-53 Sea Stallion, going from top to bottom over two days to bring a shine out on the big helicopter.

Will took some vacation time, and during this time work was taking place on the new storm drain in front of Hangar 602. After the large concrete pours were done, a number of expansion joints were cut into the concrete. This produced a lot of dust, and Murphy's Law says all the dust will find its way into the hangar and collect on recently cleaned aircraft, which it did. When Will came back from vacation, Danny walked him around the hangar and told him where the dust came from. Will said he felt he could remove the dust without scratching the finishes, and in a seemingly short period of time, the planes were clean once again.

One large challenge was the F-4D Phantom. The paint on the plane has oxidized, and when washing it we have to be careful not to use scrub brushes, as they leave their mark in the paint. Will brought in some polish and tried it in a small area, then asked Danny if it would be okay to use. The area Will polished looked both clean and brought out the color of the paint, and Danny said to go with it. Using the same size foam pad as most car owners use to wax and polish their cars, Will polished the entire upper surfaces of the Phantom. He balanced himself on the tail and held on with one hand while polishing with the other. It took three days to do the job, but what a change in the appearance of the jet. It looks clean and the colors have a deeper hue.





Fortunately for us, Will has found time in his schedule to come out and clean aircraft. Among other things, he delivers Meals on Wheels, so we are happy to get him when we can. With things looking good in 602 we have asked him to look over the planes in 604. As this is being written, Will is working on the SNB-5.

USS TOPEKA Surface Ships Exhibit

Thanks to **Larry Mann**, a member who lives in Topeka, we have a new item to put in the USS TOPEKA Surface Ships exhibit. A few years ago, Danny San Romani found a 1/72nd scale model kit of a Curtiss SC *Seahawk* seaplane. This is the type of aircraft carried aboard the World War II cruiser USS TOPEKA (CL-67) during the war and into the post-war years. The *Seahawk* was a scouting seaplane fired from catapults on the cruiser's stern. As the image shows, it was a single seat monoplane. Danny stored the kit until such time as someone would build it.

Dick Trupp found that someone while talking with Larry one day. Larry took the kit and Danny figured it would not be too long before the completed model came back. It took a bit longer than he expected - two years

- and for good reason. Larry not only built the model plane, he scratch-built a scale catapult for the aircraft to rest on.

On a vacation while visiting Mobile, Alabama, he went to the *Battleship Memorial Park* and toured the battleship USS ALABAMA (BB-60) and took many images of one of its catapults to use for making his model. His images are reflected in all the detail built into the model catapult. It is mounted to a wooden base, and the *Seahawk* rests in the catapult cradle, ready for launch. This is yet another example of the great talent we have in our Museum membership.

APUs

We reported in the last issue of *Plane Talk* that **Tom Dailey** of Wheat Ridge, Colorado donated an Auxiliary Power Unit (APU) to CAM. Since that issue **Don Dawson** built a roll around stand for the APU and it is on exhibit in Hangar 604. But Don was not finished with APUs. Danny San Romani showed him two others already in the collection whose stands were in need of repair, and third that was on a shelf, partially in pieces. Don rebuilt one of the stands, adding more support to it and installing new and larger castors. He also repainted the stand. Before he started on rebuilding the stand for a second unit, Danny put his nose into it again.

PAGE 12: A whole new view of the apron in front of Hangar 602's doors.

ABOVE: The Curtiss Seahawk model on its scratch-built catapult, both by Larry Mann.

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Earlier in the summer, Don had taken a roll around metal shelf unit that was not holding much of anything useful and cut it basically in half. He used the upper half to convert into a work/storage bench in the workshop. Don installed a bench top and two full-length shelves to the conversion. He set aside the remaining half as a source for angle iron. Danny looked at the second half of the shelf unit and asked Don if he could convert that into a stand that would hold multiple, smaller items like APUs and a set of turbocharger compressor blades. Don studied the remaining half, took measurements, then looked over the iron pile outside Hangar 604. He also looked over the units Danny wanted installed on the shelves. He concluded that he could make the conversion and went to work. He added reinforcement to the unit and placed larger castors in it. If you have not caught on by now, we try to make everything mobile by installing wheels. He also installed rails to custom fit each APU and the turbine blades to the unit. During his work, Don found another APU in the back storeroom of 604 that had never been on exhibit and added it to the mix to be installed on the shelves. Once the unit was assembled, he primed and painted it, then began installing the gear on it. The top shelf now holds three APUs, and the second shelf holds the turbine blades. There is room on the bottom shelves for three to five more items, depending on their size.

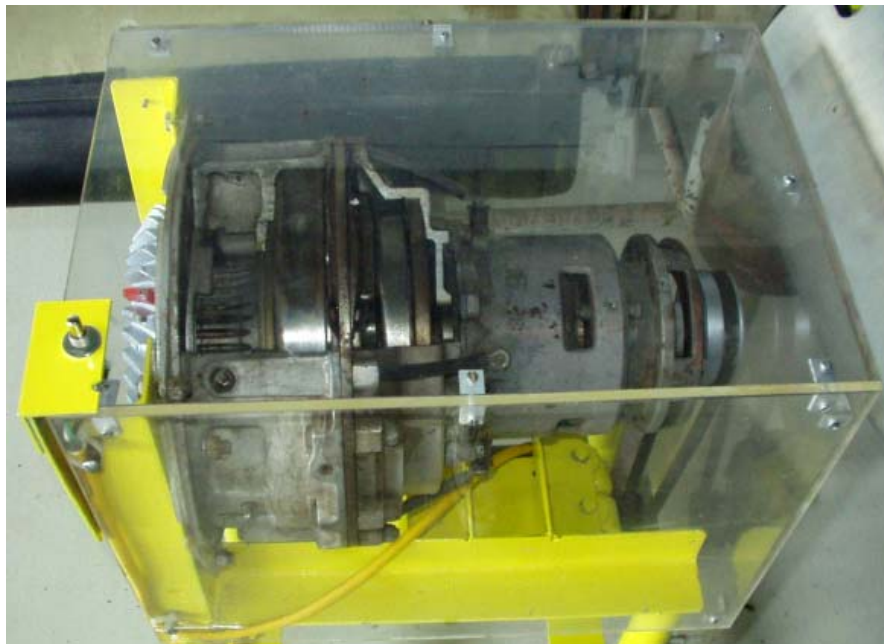
ABOVE: The APUs and stands Don Dawson worked on this summer.

PAGE 15: The refurbished Curtiss Electric Pitch Control Unit exhibit done by Don Dawson.

Our APU exhibits now include a Homelite PU-6/TPS-1 and Lawrance Model 30C each on their own stands, with a Ranger (Fairchild) unit, a Briggs and Stratton PE-77-D, and a Deco Grand AU7B all on the larger stand. The first four APUs are of World War II vintage. The Deco Grand is a more contemporary period.

Curtiss Electric Pitch Control Unit

After **Don Dawson** finished with the APU exhibits, he rebuilt an exhibit with a Curtiss Electric pitch control unit that has been with the Museum for years. Curtiss Electric propellers use a reversible electric motor to control blade pitch. The late **Ervin Surratt**, a founding member, first acquired and put the unit on exhibit. It was modified with a pulley and fan belt driven by an electric motor. Clear plastic panels were installed around the open unit so viewers could see the double set of planetary gears turn. One end of the power unit has a large bevel gear on it. Four of the gear teeth were painted red so people could see this large gear turn past a stationary point. This gear drove the pitch of each propeller blade. Some time ago, the switch for operating the unit burned out and the exhibit sat in different places around the Museum.



Don pulled the exhibit into the workshop and dismantled it. He purchased and installed a new spring-loaded switch and installed a new power cord. He cleaned the pitch control unit and the electric motor and oiled the planetary gears and motor bearings. He also cleaned each of the plastic panels. The stand was primed, painted, and reassembled. Don then reinstalled the unit, electric motor, and installed a new drive belt. He repainted the bevel gear and its marked teeth. The plastic panels were reinstalled, and Don successfully tested the unit in the workshop.

The large propeller on the R-4360 engine in Hangar 602, both on loan from the National Museum of the United States Air Force, has virtually the same Curtiss Electric unit installed in its hub. We placed the refurbished control unit by this hub.

F-86H

Small items have been worked on since our last report. **Robert Johnston** was scheduled for a two-week temporary duty at Langley Air Force Base, Virginia that stretched into a six-weeks and he did not get back to Kansas until the end of August. Danny San Romani and Don Dawson worked on refurbishing the rails for the 200 gallon wing drop tanks. Access panels for the flaps were cleaned and their interior sides re-primed. The removal of three belly panels brought down about 2 gallon buckets of bird droppings, dirt and nest materials. The panels were bead blasted, and their

interior sides prepped and primed. Some camlock fittings need replacement for these panels as the chemical reaction of the bird dung has badly corroded them.

Don Dawson manufactured three more parts for the F-86 on the shop lathe. These were all for the wing fuel tank assemblies. One part was a threaded stud. This stud is part of an assembly mounted to the wing. The end of the stud that is not threaded is clamped inside a tank release mechanism, thereby holding the 200 gallon tank to the wing. The other two parts Don turned on the lathe were pins that hold a tank release mechanism to one of the tank rails.

Picnic Table

During August **Gary Naylor**, with assistance from one of his daughters, **Desiree**, replaced the top of the picnic table in the arbor by the front entrance to the Museum. **Gene Howerter** built the arbor during the summer of 1998, and during the summer of 1999 he and the late **Martin Moyer** built and erected the 27-inches by 12 feet long picnic table. They also hung the porch swing from the south end of the arbor. After 10 years, the boards for the table top were deteriorating, and Gary took on the project to re-build it. He and Desiree completed the job one Friday, and we now have three new, treated boards in place for visitors and volunteers to sit around to eat lunch or just chat.



The world of fashion comes to the Combat Air Museum

Near the end of August we received an email from **Ms. Cristy Guy**, a fashion stylist, who was working on an upcoming fashion editorial; inspired by Amelia Earhart. She contacted CAM to see if we could give her some ideas on vintage aircraft that would make suitable props for a fashion photo shoot.

Curator Danny San Romani replied that the Museum had three vintage aircraft that did not look distinctly military, i.e. camouflage paint and/or military markings, and suggested that she visit the Museum's website and look at photos of the three aircraft. They included the replica JN-4D *Jenny*, the Meyers *OTW*, and the Beech SNB-5 (*Twin Beech*).

A few days later, Cristy emailed that she especially liked the looks of the *Twin Beech* and asked to come to Topeka to look at it. She is out of Mission, Kansas. She drove over and met with Danny and **Gene Howerter**. They showed her the *Jenny* and *OTW*, then the SNB. The SNB was her clear choice. By September 2, primary and secondary dates were set for the fashion shoot. Cristy said the photographer would be from New York, everyone else would be from the Kansas City metro area. Friday, September 18, was set for the primary shoot day.



During the next two weeks, **Will Grinstead** began cleaning and hand polishing the SNB. **Don Dawson** made sure the vehicles that needed to be moved were running, in working order, and fueled up, and Danny began looking at the sequence of movement for vehicles and aircraft to get the *Twin Beech* outside. On the Wednesday before the fashion shoot, Cristy brought **Peter Chin**, the photographer, to the Museum. He agreed on the choice of aircraft, and as he looked at other aircraft in the Museum, felt the EC-121 would also be good for some shots. He was also impressed by the CH-54 *Tarhe* (*Sky Crane*). September 18 was still looking good for the shoot. Danny told them we would be moving planes out of the hangar about 7:30 a.m. that morning,



PAGE 16: A final adjustment to Crystal Glidden's hem by Cristy Guy.

Left: Not to worry, she's safe. Janelle DiPaola has feathers on her shoulders. Gary Naylor holds the light.

Below: (Left to right) Peter Chin, Cristy Guy, Crystal Glidden, and Cortney Disbrow shoot a Cabaret design on Kilroy's tail.



and they were welcome to come over that early if they wanted to get set up.

On the morning of the fashion shoot **Gary Naylor**, **Jack Vaughn**, and Danny began moving vehicles and aircraft out of Hangar 604 at the appointed time. Gene Howerter arrived a little later and began moving smaller exhibits out of the way. The jeep and ambulance were placed outside. The Bf-109G Messerschmitt mock up was moved to the south, inside the hangar, to give wing clearance for the C-47. The O-47 was towed outside, then the C-47. The crew and models for the photo shoot arrived before 8 a.m. and began setting up their clothing

"Fashion," con't. on pag. 18



"Fashion," con't.from pg. 17

and equipment by the F-14 *Tomcat*. The workshop was used as a changing room.

The crew of people from Kansas City included:

Peter Chin – Photographer

Cristy Guy – Fashion Stylist and Design

Kathy Rasmuseen – Hair Stylist

Courtney Disbrow – Photo Assistant

Janelle DiPaola – Model

Crystal Glidden – Model

During the Wednesday visit, Peter Chin asked that we place the nose of the SNB into the wind. When it came time to tow the plane outside, Danny and Peter went to the apron to check wind direction and pick a spot either north or south of the O-47 and C-47 to park the SNB. Peter picked the spot and Gary towed the plane into position.

While makeup and clothing were being taken care

of, the CAM crew used the opportunity of having the vehicles and aircraft out of the hangar to sweep and clean the floor. Will Grinstead arrived with his cleaning gear tote to ensure the SNB was still good to go, and it was a good thing that he came prepared. He also cleaned and dusted the jeep and ambulance, and both ended up being used in the shoot. Peter also noticed smaller, stand alone, exhibits that were more visible with the aircraft outside and asked if they could be used as background and props. These included a 1,000 pound bomb on a bomb dolly, and a Hamilton Standard propeller on a stand. In the northeast corner of the hangar he found our 48 inch carbon arc searchlight, and the CH-54 kept drawing his attention but not for this shoot.

Dave Houser arrived and Danny introduced him to Cristy and Peter. Dave headed the crew of volunteers who worked several years doing restoration work on the

PAGE 18: *Crystal Glidden waits for the lighting set up.*
 Back Cover: *Janelle DiPaola in the doorway of the SNB-5.*

SNB. As it turned out, he became the first shoot of the day. Peter put him on a chair with the SNB in the background and shot a series of images of the two artifacts – just kidding, Dave.

Janelle DiPaola was the first model up, and Peter placed her standing on the bomb with the Hamilton Standard propeller to one side. As these were still in the hangar, we placed one of the pedestal fans by Janelle to create “wind.”

Nine designs were modeled by Janelle DiPaola and Crystal Glidden, and as it turned out, several of the Museum’s artifacts were used. Two designs were used with the SNB, one with *Kilroy (C-47)*, and two with the EC-121. As mentioned earlier, the 1941 Dodge ambulance and the 1952 Willys jeep were used, each with one design. The carbon arc searchlight was the background for one design that then moved near the O-47 once it was back in the hangar. The designs included vintage clothing, and Cristy said the clothing is available at Vintage Vogue in Independence, Missouri.

Shooting for the sixth design took place with Janelle atop number one engine of the EC-121. She got up there via one of our crew stands. Gary Naylor assisted with this shoot by remaining on the stand to hold lighting. The Museum was closed by the time this shoot started. When the ninth and last design was being shot just inside Hangar 604, we had moved the aircraft and vehicles back into the hangar and put all the accessory exhibits back in place. The hangar doors were still open, and the hangar’s shadow was lengthening onto the apron. When that shoot finished, Gary, Gene, and Danny closed hangar doors while the other crew began loading their van and other vehicles. About 7:15 p.m., Gary locked the west door of 604 behind him as he followed the crew out that door, and Danny made sure everything was closed up in 602 before leaving and ending about a 12 hour day.

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October/November Calendar of Events

October

Sunday – October 4

Kansas League of Municipalities Dinner
 Hangar 602
 5:30 p.m. – 8 p.m.

Monday – October 11

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

There is no Membership Luncheon in November.

November

Thursday November 26

Thanksgiving Day
 Museum Closed

→ → →

Join the Combat Air Museum!

Your membership and
 support are
 important to us.



The world of fashion comes to the Combat Air Museum

Read all about it on page 16