

COMBAT AIR MUSEUM

→ → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Forbes Field Topeka, Kansas

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Museum's Winged Foot Fast 5K Run/Walk has some new records

A beautiful fall morning set the tone for the Museum's Seventh Annual Winged Foot Fast 5K Run/Walk. The conditions resulted in several new age group records, and we had 82 participants.

Miguel Espinosa, Topeka, was the overall male winner in the run with a time of 17:49.9. **Tina Rees**, Topeka, was the overall female winner with a time of 20:31.2. This was first time either runner had won this event. Among the walkers, **Greg Johnson**, Topeka, was the first male with a time of 34:33.4, and **Kathy Johnson** (Greg's spouse) was the first female walker with a time of 34:37.9. Greg and Kathy improved their winning times over last year by 2:03 and 1:57 respectively. This duo has been the fastest walkers in the race the past three years. **Joe**

Wagenblast, Alma, Kansas set a new 60-64 age group record in the men's run, adding to his 50-54 age group record set in 2005.

This year's 5K featured **Hal Loney** as our special guest and participant. The race T-shirt featured an image of our *Blue Angels* #5 Grumman F-11A *Tiger*. Hal flew this aircraft with the *Blue Angels*. We included a period photo of him in one corner of image. He and **Nice**, his wife, arrived Thursday from near Louisville, Kentucky. Hal was in the Museum on Friday morning and signed T-shirts for folks who came in through the day to pick up their race packets. He did the same Saturday morning, then had to

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Above: The pack heads north on J Street.

Left: Hal Loney autographs race shirts. (Klio Hobbs photographer.)

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Combat Air Museum

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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

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Your comments are welcomed.

The weather radar is up.



We reported in our last issue that the foundation was dug and poured and that the base section of the tower structure was in place. We were waiting for final approval from the Federal Aviation Administration (FAA) to erect the tower and radar dome. But that did not happen without a hitch. On July 25 we received an email from the FAA person responsible for granting our request saying that she was out of the office from July 23 until August 31, 2011, "due to a furlough resulting from an expiration of funding." As you will recall, this was when

Congress was politicking with FAA's funding. So, we sat.

On August 31, we received a call from Metropolitan Topeka Airport Authority saying their internet traffic showed approval for erecting the tower was granted. Actually, the wording reads, "We do not object to the construction described in this proposal provided:..." and this is followed by further requirements. We contacted **Mike Welch**, and he got the wheels in motion to bring in the equipment necessary to raise the tower and dome.

Weather and wind permitting,



Above: The top tier of the tower is lifted in place. (Russ Wiedle photographer)
Right: The radar. (Klio Hobbs photographer)

September 12 was the date picked for erecting the tower and setting the dome. A forklift and crane arrived at the appointed time as well as volunteers to do the job. BRB Contractors of Topeka provided the forklift and operator. Gilmore Crane Corporation of Hoyt, Kansas, provided the crane and operator. **Gary Naylor** and **Mike Welch** positioned planks and tool and hardware buckets on the base section, and we then prepared the remaining section of tower for lifting. The forklift lifted the bottom end of the section, and the crane lifted the top end, allowing it to swing from a horizontal to a vertical position. The initial lift began at 8:53 am, and Gary and Mike began bolting the section in place. Then they detached the lift slings from the top of the tower. While they went back to attaching the cross members, the lifting slings and radar dome were readied for its lift.

Once the dome slings were attached, the dome was lifted a few feet off the ground. **Danny San Romani** opened the access door in the floor of the dome and people used this opportunity to look inside and see the radar and its dish antenna and take some photos. With that done, it was time for the dome to go up. By 11 am. it was in place and ready to be bolted down. By 12:30 all the planks, buckets, and tools, and Mike and Gary were off the tower, and we were picking up things and putting them away.

During the morning, one of the onlookers was **Mr. Phil Shideler**, 81, who had worked as a weather service meteorologist from 1956-1987. He was familiar with this radar and its console, on exhibit in Hangar

604. The radar was once used at Forbes Air Force Base. It was replaced and surplused to the weather service in Topeka and erected at Philip Billard airport. As Mr. Shideler told reporters from The Topeka-Capital Journal, his fingerprints were all over the console. He was at this console, with this radar, on June 8, 1966, when an EF-5 tornado cut a 22-mile path through the heart of Topeka.

We plan to place fencing around the base of the tower to finish the project.

A number of people photographed the tower erection, including **Russ Wiedle**, **Klio Hobbs**, **Gene Howerter**, **Ted Nolde**, and **Thad Allton** of The Topeka Capital-Journal. Russ also shot video of the operation. He has placed three videos on YouTube that show the erection and include the foundation work done in June and July. ➔



*Clockwise from top: The radar and dome go up. (Ted Nolde photographer)
The completed exhibit.
Retired meteorologist Phil Shideler.
(Klio Hobbs photographer)*

Four officers are our guest speakers

Our speakers for the Membership Luncheon were four officers from the Command and General Staff College (CGSC) at Fort Leavenworth, Kansas, **Majors Jason King** and **Jason Barnes**, US Air Force, **Major Jeff Shultz**, US Army, and **Lieutenant Philip Stasso**, US Navy. Rather than do a prepared program, the four officers gave a synopsis of their personal backgrounds and service, then opened the floor to questions from the audience.

Major King started the program. He is from Panama City, Florida. In college he studied meteorology. He attended Officer Candidate School, and his first assignment after commissioning was as a weather officer with an F-16 fighter wing at Shaw Air Force Base (AFB), (Sumter) South Carolina. Major King said his first assignment taught him a lot about being an officer. He also gave a brief background on what a Weather Officer does, and we learned that it involves much more than just local forecasting for a specific unit. It involves forecasting weather for earth regions where our armed force are and will be operating.

Major King's next two duty assignments were with the First Armored Division Staff, US Army, in Germany. Then Vance AFB, (Enid) Oklahoma. From Vance he went back to Shaw AFB, assigned to a Weather Squadron. From Shaw, he reported to CGSC.

Major Barnes is a native of Wisconsin. He attended Iowa State University and was in their Air Force Reserve Officer Training Corps (ROTC) program. He, too, studied, meteorology and got a pilot slot upon his commissioning in 1998. But his first assignment was with the 344th Air Refueling Squadron, 22nd Air Refueling Wing, at McConnell AFB (Wichita), Kansas. From there, he went to flight school at Vance AFB.

Major Barnes was next at Elmendorf AFB (Anchorage) Alaska, with a C-130 *Hercules* unit of the 3rd Wing. His following duty assignment was to Pope AFB (Fayetteville) North Carolina, also with C-130s. This tour included a deployment to Qatar (with pronunciations sounding like "kah-tar" or sometimes "cutter"), an Arab Emirate on a peninsula in the Persian Gulf.

After Pope AFB, Major Barnes' next duty assignment took him out of airlift and back into air refueling, at McConnell AFB in KC-135s. This assignment included a rotation back to the deserts of the Middle East. His next assignment was a staff tour in the Seventeenth Air

Force at Ramstein Air Base (Kaiserslautern) Germany, in support of AFRICOM (U.S. African Command).

Following his staff tour, Major Barnes' reported to CGSC. He will report next to Air Force Headquarters in the Pentagon.

Lieutenant Stasso attended Virginia Tech and was in the school's Naval ROTC. He said he is currently the youngest student at CGSC. He graduated from Virginia Tech in 2004 and reported to Naval Air Station (NAS) Pensacola, Florida, for flight training. From Pensacola he went to the 562nd Flying Training Squadron, 12th Flying Training Wing, Randolph AFB, (San Antonio) Texas, for navigator training. He received further training at NAS Jacksonville, Florida. Before assignment to Fleet Air Reconnaissance Squadron (VQ-2) at NAS Whidbey Island (Oak Harbor) Washington. VQ-2 flies the Lockheed EP-3 *Orion*, a signals intelligence (SIGINT) aircraft.

Lieutenant Stasso worked in the back of the *Orions* as supervisor of the sensor operators. VQ-2 deployments included Souda Bay, Crete; Qatar; Dutch (Netherlands) Antilles; Incirlik (Adana) Turkey; and support operations over northern Iraq. His next duty assignment was a year with the 319th Special Operations Squadron, US Air Force, at Hurlburt Field (Fort Walton Beach) Florida. This was followed by six months in Djibouti, in northeast Africa, and some time in Afghanistan before reporting to CGSC. Lieutenant Stasso said his next assignment will be with Special Projects Patrol Squadron VPU-3 at Marine Corps Base (Kaneohe Bay) Hawaii.

Major Shultz is an Army Engineer. He attended college at Cal Poly (California Polytechnic State University) at San Luis Obispo, California. He was in the university's Army ROTC program and was commissioned an engineer officer. His assignments have included construction battalions. He said they built airfields and roads in places such as Vietnam and Kuwait. He was with a construction battalion that made one of



Left to right: Major Barnes, Major Schultz, Lieutenant Stasso, and Major King. (Photographer Gene Howerter)

the first berm cuts during the invasion of Iraq.

He also served with a command training unit at Fort Leonard Wood (St Robert) Missouri, and most recently was in the Corps of Engineers, Kansas City District. Major Shultz said his duties were solely with military construction and added that the District Civil Works out of downtown Kansas City is involved with projects like bank reinforcement on rivers. His next assignment was to CGSC. He said he wants a construction battalion for his next assignment.

The officers then fielded questions from the audience. Their class at CGSC started in late January 2011 and is ten months long. There are two classes a year. The school is an Army staff school that is open to other US armed service members and to foreign nations. Some 50 different countries have sent students through CGSC. The primary focus is joint operations, not only within the various branches of the US armed forces, but with allied nations. The course of instruction includes history and leadership as well as the joint operations.

All four said they enjoyed the interaction with foreign officers. They gain some perspective of other cultures and get to hear about the foreign officers' perspective of US culture. The four said they also get to hear about these officers' perspective of our military doctrine.

The non-US Army officers were asked why they came to CGSC and if they had similar schools in their respective services. Lieutenant Stasso said he wanted to go to the Naval War College (Newport, Rhode Island) and was offered CGSC instead. Air Force officers have the Air Force Air University at Maxwell AFB (Montgomery) Alabama or CGSC. Major Shultz said that all Army Majors attend CGSC.

A question was asked about the African Command and what was going on in Somalia. One of the officers responded that Somalia was a failed state and there was no real government to relate to. That was not to say we have no interest in the Horn of Africa. Operations and presence are in Nairobi, Kenya, Djibouti, and Yemen. According to its website, the US Africa Command protects and defends the national security interests of the United States by strengthening the defense capabilities of African states and regional organizations, and when directed, conducts military operations, in order to deter and defeat transnational threats and to provide a security environment conducive to good governance and development.

A question was directed to Major King about weather squadrons. He replied there are 14 such squadrons, and they are responsible for weather forecasts throughout the world.

One question was about the use of unmanned aerial vehicles (UAVs), if they were causing congested air space in Iraq and Afghanistan and if they were effective. The response was that everyone was using various types and sizes of UAVs and there are a lot of them in the air, but so far the cordoning of air space has kept the manned and unmanned aerial vehicles safe from one another. There was concurrence among the officers that the UAVs are effective in both Iraq and Afghanistan. Lieutenant Stasso added that he still likes a person in the seat in both the reconnaissance and attack roles. The four also added that UAV technology and sophistication continue to grow.

A question was asked if much war gaming was done as part of their joint operations studies. The response was that it was a large part of the course study and done at different levels and sizes of forces.

The level of funding for Department of Defense was brought up. Generally, the officers saw the Homeland Security budget getting larger and larger which raised the question, "Are we going to fund DOD (Department of Defense) enough?" This ended the Q&A, and Gene presented each of the officers with a certificate of appreciation for speaking at our luncheon. ➔

Visitors

During **July**
the Museum had
1,391 visitors
from **37** states,
Washington, D.C.,
and
Australia
Bermuda
Ecuador
Germany
Great Britain
Guinea
Japan
Mexico
New Zealand

During **August**
we had
1,048 visitors
from **32** states,
Washington, D.C.,
and
Australia
Brazil
China
Germany
Great Britain
India
Netherlands
New Zealand
Scotland
Spain

➔ ➔ ➔



"Winged Foot 5K," con't. from page 1

quickly get to the starting line. He was wearing his *Blue Angels* flight suit and combat boots. He intended to at least change into better shoes for the race, but time ran out, and he toured the course in his boots, winning the 70-74 age group.

Zona Hudkins of Zona's Engraved Creations, Inc., created the T-shirt design using a *Blue Angel* #5 image taken by Klio Hobbs. Race sponsors were listed on the back of the shirt.

Other CAM members who ran or walked in the event included **Katie Dehn**, **Tricia Dehn**, **Zona Hudkins**, **Marlene Urban**, **Jim Leighton**, **Bob Kelly**, and **Danny San Romani**.

Gene Howerter, **Dick Trupp**, and **Dave Murray** teamed up to bring in 52 private and corporate sponsors for this year's 5K, raising over \$5,800.

The Sunflower Striders Running Club supervised and timed the run/walk, printed out the results and provided them to The Topeka Capital Journal. **Air Force Junior ROTC** cadets from Highland Park High School performed a flag raising ceremony, provided monitors and time callers on the course, manned the water table, and recorded times and bib numbers at the finish line. At the second turn of the course, a couple of the cadets performed cheers for the runners and walkers.

Dick Trupp and **Chuck Urban** set the course markers and water table. **Deloris Zink**, **Dave** and **Judy Murray** and **Russ** and **Helen Wiedle** worked the registration table. Dave also took still images of the runners and walkers as they crossed the finish line. **Klio**

Hobbs also took photos including pre race and post race group images. **Stu Entz** took stop watches to the time callers in his US flag-adorned WWII jeep with trailer. **Mary Naylor** manned the water table. **Don Dawson** manned the turnaround point on the south end of the course, and **Jim Leighton** provided the sound system.

Gene announced the medal recipients and door prize winners. Hal presented the medals, and **Les Carlson** kept the awards table in order.

The eighth edition of the Winged Foot Fast 5K Run/Walk will be Saturday, September 29, 2012, at 8 am. Set this date aside, now, and plan to help support this event, the largest fund raiser of the year for the Museum. ➔



WALK

Female

Overall - 1. Kathy Johnson, Topeka, 34:37.9 (***new record***)

11-14 - 1. Caitlyn Reynolds, 51:53.8

45-49 - 1. Lori Turner, 50:14

50-54 - 1. Louise Williams, 46:58.1

55-59 - 1. Zona Hudkins, 46:44.2 (***new record***)

70-74 - 1, Marlene Urban, 50:00.8

Male

Overall - 1. Greg Johnson, Topeka, 34:33.4 (***new record***)

11-14 - 1. Nicholas Turner, 55:29.3

40-44 - 1. Greg Reynolds, 52:27.1; 2. John Spurgeon, 58:44.1

50-54 - 1. John Turner, 55:28.9

55-59 - 1. Jay Stevenson, 48:41.8

60-64 - 1. Danny San Romani, 34:43.8 (***new record***)

65-69 - 1. Dan Weaver, 53:09.6

70-74 - 1. Robert Roeder, 53:09 (***new record***)

RUN**Female**

- Overall - 1. Tina Rees, Topeka, 20:13.2
 1-10 - 1. Katie Dehn, 33:59.1 (**new record**)
 15-19 - 1. Katie Turner, 55:15.3
 25-29 - 1. Candis Meerpohl, 26:42.2; 2. Shannon Warta, 32:40.7; 3. Brooke Gray, 36:55
 30-34 - 1. Lyndsey Burkhart, 30:49.6; 2. Candice Iwig, 30:51.9; Tricia Dehn, 34:28.1
 35-39 - 1. Jodi Loy, 27:33.4; 2. Alicia Amborski, 31:42.2; 3. Tara Drown, 44:39.1
 40-44 - 1. Kelly Wildeman, 25:05.5; 2. Joel Chockley, 25:35.2; Sarah Brun, 27:23.7 (**new record**)
 45-49 - 1. Susan Gunnerson, 26:15.5; Brenda Curl, 27:55.3; 3. Joyce Warbritton, 28:00
 50-54 - 1. Anna DeBusk, 25:18.9; 2. Maleea Gitthens, 35:10.5 (**new record**)
 55-59 - 1. Dorothy Rappard, 31:21.2; 2. Melody Hoffsommer, 35:20.2; 3. Linda McGurn, 39:04

Male

- Overall - 1. Miguel Espinosa, Topeka, 17:49.9
 1-10 - 1. Taegan Loy, 27:25.7 (new record)
 11-14 - 1. Noah Powell, 20:18.5; 2. Aidan Setter, 22:20.4; 3. Alex Keller, 33:55.9
 15-19 - 1. Cole Miller, 36:36.1; 2. Cameron Reynolds, 38:15.6; 3. Noah Turner, 41:19
 20-24 - Josiah Powell, 19:14.4
 25-29 - 1. James Partridge, 20:03.4; 2. Justin Chockley, 20:29.3; 3. Rocco Gutierrez, 21:59.5
 30-34 - 1. Ed Mohan, 24:50.3; 2. Kelly Meerpohl, 26:37.2
 35-39 - 1. Trenton James, 22:18.9; Ben Bradshaw, 24:39.8
 40-44 - 1. Sergio Baez, 19:22.5; 2. Patrick Berry, 23:47.6; Jeff Burkhart, 25:08.4
 45-49 - 1. Jeff DeBusk, 25:14.7; 2. Fred Warbritton, 28:00.4; 3. Keight Warta, 32:40.7
 50-54 - 1. Neal Farron, 20:22.7; 2. Danny Miller, 24:00.7; 3. Don Baker, 27:15.1
 55-59 - 1. Karl Gunnerson, 22:12.4; 2. Terry Hoffsommer, 26:54.5; 3. Larry McGurn, 39:05.9 (**new record**)
 60-64 - 1. Joe Wagenblast, 21:15.1; 2. Dan Curl, 29:19.3 (**new record**)
 65-69 - 1. Jim Leighton, 32:32.3
 70-74 - 1. Hal Loney, 48:42.4



Far Left: Hal Loney presents Tina Rees her trophy. (Dave Murray photographer.)

Left: Miguel Espinosa, top male finisher. (Klio Hobbs photographer.)

Above: Tina Rees, top female finisher. (Klio Hobbs photographer.)

New Supporters

Maggie, Steve, Johnny, Devin,
 & Chris Belk
 Nelson Hinman
 Ted Mize

**Renewing
Supporters**

Carol Ballentine
 Bob & Judy Crapser
 Michael Dixon
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 Kent & Susan Garlinghouse
 Charles & Dagmar Gorges
 Klio & Mary Jo Hobbs
 Dave & Ruth Houser
 Terry & Carol Love
 Michael Madden
 Ted & Louise Marvin
 Eliot Potter
 Victor, Julie, Edmund,
 & Ella Tyler
 Conrad & Sharon Youngbloom



October/November Calendar of Events

October

Monday October 10

Membership Luncheon

Jean Wanner Education Conference Room

11:30 am

Our guest speaker is Mr. Phil Kovar. He will be doing a show and tell about a drone he owns.

November

Thursday, November 24

Thanksgiving Day - the Museum is closed.

There is no Membership Luncheon in
November.

The next luncheon will be December 12.

→ → →

October Membership Luncheon

Mr. Phil Kovar will be giving a “show and tell” presentation about his military target drone that he acquired after donating his time making demonstration flights for the military at Fort Riley, Kansas. The demonstration flights were for practice use of laser sighting with smaller drones and actual live fire with larger drones. Mr. Kovar is an avid radio control model airplane flyer and was a manufacturer of model airplane propellers known as “PK Props.” →

Join the Combat Air Museum!