

COMBAT AIR MUSEUM

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The Official Newsletter of the Combat Air Museum

Forbes Field Topeka, Kansas

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Rain dampens the Winged Foot Run & Walk just a little

It was bound to happen sometime, "It" being some foul weather on the same day as our Winged Foot 5K/10K Run and Walk. Our first eight years of this run and walk were rain free. There was one year that runners and walkers faced a very brisk southern wind, but the rain stayed away. For this, our ninth year, rain was predicted for Saturday, September 28, and forecasters got it right. Fortunately, the heavy rain came down about an hour before the race start time. During the run/walk the rain was light and sporadic with a light southerly wind until all but the last several minutes that 10K competitors were on the course. Then, the rain became steady and heavier, the wind shifted to west-northwest, and the temperature dropped noticeably. Most importantly, though, there was no lightning.

Did the weather have an effect on the run/walk? Yes. Participation was down from previous years, but we still had 48 entrants finish the courses, and Miguel Espinosa of Topeka covered the 10K course in 38:50, breaking the course record by five minutes. Diane Otte from Overbrook, KS, was the final finisher and covered the 10K course in just over 67-1/2 minutes. Runners in the 10K set records in five age groups, and Wes Nicholson of Topeka set a new 5K record in the 75-79 men's age group.

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Above: Gene Howerter goes over the course with Major Kind and JrROTC Cadets from Highland Park High School. Below Right: Runners head north from the start on SE Forbes Ave.

Below Left: Dick Trupp (right) goes over the course with Stu Entz, who led the pack for the first loop.

-photos by KLIO HOBBS



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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.

From the Chairman's Desk

Gene Howerter, Chairman, BOD

You will hear me say it again and again, "Volunteers are the life blood of our Museum." If it were not for our volunteer staff, multiple tasks would not be accomplished at the Combat Air Museum. Day in and day out, volunteers are the ones that keep the operation rolling along and there is very little complaining. Sometimes I am reminded that for a lot of us we need the Museum as much as the Museum needs us.

We love our Museum for varied and numerous reasons. I think most of us look forward to meeting and dialoging with our visitors and other Museum volunteers. Some visitors are locals; many others are from the USA at large. Visitors are from all states while many more are from numerous countries around the world. You name it, and at one time or another, we have entertained visitors from that country.

Some volunteers at CAM perform the same disciplines that they developed while earning a living before retirement. These members were in banking, mechanics, computers, sales, teaching, labor, and others disciplines too numerous to mention. Each lends expertise to our Museum.

This is an invitation for you to come to the Museum and join with other volunteers as we do our very best to make our Museum a memorable destination in the Topeka area. Any contribution you have to offer would be welcomed. Possibly you are looking for something new and different in your life after a long career, or even as you are still employed. Well, this is your invitation to partner with other volunteers daily or on weekends at the Museum for an enjoyable experience. We would love to see every member drop by the Museum even if it is just for a visit from time to time. We value each and every CAM member.

I also want to thank all of our members who have helped with financial

support. I do understand that it is not possible for some members to devote their time volunteering at the Museum. Because the Museum does not receive local, state, or federal funding at this time, a few extra dollars contributed can go a long way in support of the Museum. I want to thank all of you who have supported us in this way. Trust me, the Museum is very grateful for financial donations. Every dollar received is used wisely and to the best advantage of the Museum as expenses increase.

Finally, I want to say the Museum's new flight simulator has been a smashing success. I personally believe that it is filling a large void the Museum has had for some time. Both visitors and members alike have discovered excitement and a challenge at the Museum which has not been present in the past. The more adventure any Museum can generate in its facility is always a good thing. It is my hope we can find other exciting things to implement at CAM in the near future. Any and all suggestions would be welcomed.

I hope to see you and your family at the Museum soon. Don't forget to invite others to visit the Combat Air Museum sometime soon. The Museum's visitors represent the dollars that keep the doors open each day. If you are still employed consider asking all of your co-workers to visit the Museum either individually or in unison. The Museum could be a good place for co-workers to relax and bond. See you at the Museum soon, I hope.

2013 Events

October

14 - Membership Luncheon

November

28 - Museum Closed,

Thanksgiving Day

December

9 - Membership Luncheon

25 - Museum Closed,

Christmas Day

→ → →

Majors from Fort Leavenworth speak to CAM members at the Luncheon

The guest presenters at our August Membership Luncheon were very informative and most enjoyable. They came from the Command and General Staff College (CGSC), Fort Leavenworth, Kansas. Zach "EASI" Manning and Eric Megerdoodmian both hold the rank of Major, the former in the US Air Force and the latter in the US Army. Each spoke about why they joined the military, where they have been stationed and deployed, and where they expect to go after completion of CGSC. Both used PowerPoint programs, and each interspersed humor in their presentations. Major Megerdoodmian's wife, Camay, and Major Manning's brother, Dustin, attended the luncheon with them. They arrived early enough that Museum member and tour guide Ralph Knehans was able to give them a good tour through both hangars.

After introductions by Gene Howerter, both men thanked us for inviting them, thanked those who had served in the military for their service, and thanked all of us for having the Combat Air Museum. Major Manning was then up first. He opened his PowerPoint program with a photo of himself as a civilian ("hippie looking guy") and another of him in full combat gear to illustrate his "before" and "after" looks. He then proceeded with a quick overview of fixed wing aircraft in combat from World War I to today and future prospects for the US Air Force. He said that the current primary combat role of aircraft today is air-to-ground support. Air superiority over Iraq in 2003 and Afghanistan in 2001 was not an issue when the US invaded.

Major Manning attended the University of Portland, Portland, Oregon, from 1995-2000. He was in the Air Force ROTC program at the university. He said his initial reason for entering ROTC was as a way to afford college. Once in the program, his motivation turned into serving his country. He graduated with a Bachelor of Science (BS) in Electrical Engineering and was commissioned into the US Air Force in May 2000. Major Manning said he did not want to spend his life "with nerds in cubicles" and applied for flight training.

He attended flight school, earning his wings flying the Cessna T-37 Tweet. He qualified as an Instructor Pilot in the T-37 in 2002 at Laughlin Air Force Base (AFB), Del Rio, Texas. In 2004 he qualified as an Instructor Pilot in the Beechcraft T-6 Texan II trainer. In 2006 he acquired his initial qualification in the General Dynamics (now Lockheed Martin) F-16 Fighting Falcon at Luke AFB, Glendale, Arizona. He has flown that type since and in 2010 qualified as an Instructor Pilot in this fighter. In 2006 he also earned a Masters of Business Administration, International Business, from Touro University International, California. His F-16 assignments include Hill AFB, Ogden,



Above: Major Zachary "EASI" Manning, US Air Force.
Below: Major Eric Megerdoodmian, US Army.



Utah and Spangdahlem Air Base, Germany.

Major Manning's service includes two six-month deployments to Iraq, one in 2007, the second in 2009, and one six-month deployment with Air Force Central Command to various locations in 2011. Air Force Central Command is the air component of the U.S. Central Command, whose area of responsibility covers the "central" area of the globe and consists of 20 countries -- Afghanistan, Bahrain, Egypt, Iran, Iraq, Jordan, Kazakhstan, Kuwait, Kyrgyzstan, Lebanon, Oman, Pakistan, Qatar, Saudi Arabia, Syria, Tajikistan, Turkmenistan, United Arab
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Warbirds and Legends event brings visitors and activity to CAM



A Warbirds and Legends event took place at Topeka Regional Airport August 2 through 4. This was a gathering of World War II era aircraft, and while not a traditional airshow, vintage aircraft were in the air throughout the event hours on Friday and Saturday. Rain kept most aircraft down on Sunday other than those departing for home.

The local American Flight Museum and other organizers affiliated with Warbirds and Legends put on the event with a number of local sponsors in Topeka. Combat Air Museum participated by placing three of our Grumman jet fighters on the ramp to fill out a planned line of Grumman fighters. We towed the F9F-5 Panther, F11F Tiger (Blue Angel), and F-14A Tomcat to the event. A beautiful Grumman F7F Tigercat attended the gathering and parked beside the Panther. Hopes of an F4F Wildcat, F6F Hellcat, and F8F Bearcat attending did not materialize.

In order to get the three Grumman fighters out for the event, we actually had to move seven aircraft out of the hangars. From Tuesday July 30 through Monday August 5, we were busy preparing for, partaking in, and putting away after the event.

On Tuesday, July 30, a crew of volunteers moved the Grumman fighters and the Harvard Mk IV, F-84F Thunderstreak, O-47, and Kilroy, our C-47 Skytrain, outside of their respective hangars. Of course, a lot of smaller stuff, like drip pans, engines, signs, viewing steps, Marston matting, tugs, propellers, bombs, the ambulance, and so on, were shuffled around inside the hangars to clear the paths for moving the planes. The MiG-15 (Lim-2) in 602 was repositioned, as was the Shenyang fuselage in 604. We moved the first aircraft out about 9:30 a.m. and were done by about 2:30 p.m. Jim Braun, Russ Wiedle, Paul Frantz, Dick Trupp, Dave Murray, Sue Ann Seel, Ted Nold, Danny San Romani, Gene Howerter, and Dan Pulliam

took part in this movement of planes and other items.

For a about a day and a half, we had five planes in front of Hangar 602 and two on the asphalt between the two hangars. Gene Howerter took advantage of the planes being outside by hosing them down.

Not knowing just how many people we would have come through the Museum during the three day event, we placed a second set of stairway near the right front crew door of the EC-121T Super Constellation. That way we could move foot traffic through the aircraft in one direction.

Million Air, the airport's Fixed Base Operator (FBO), loaned us a diesel tug with power steering and brakes and plenty of power to move the aircraft. Don Dawson made sure our two, rather vintage, tugs were in operating order. We did use one of them to move Kilroy out of its hangar, but we were somewhat spoiled by the newer technology of Million Air's tug.

On Wednesday, Jim Braun began cleaning the floor in 602 where planes and other things had been previously. With the O-47, Kilroy, and Tomcat all out of 604, there was a very large floor area to be cleaned and Danny San Romani, Paul Frantz, Russ Wiedle and a friend, Alex, and Ralph Knehans started working on that floor, too. Gene Howerter and Paul Frantz cleaned the interior of the EC-121 and later, Gene gave the RU-8D Seminole a washing. Chuck Urban mowed the grounds and weed whacked along the sidewalks. Jack Vaughn, Paul Frantz, and Dan Pulliam cleaned the interior and exterior of the CH-53 Sea Stallion. We removed tow bars from the aircraft staying at the Museum and stowed them under their respective planes. Safety cones were placed around the tow bars of the Grumman fighters going to the event.

Thursday saw more activity in preparation for the event. Russ and Danny moved the second metal stairway to the



Tiger and Panther (Page 4) and the Tomcat (left).

front door of the Connie and made sure the door operated with the stairway in place. Gene called event organizers and around noon Russ, Danny, Dick Trupp, Dave Murray, Gene, and Sue Ann Seel moved the Tomcat, Panther, and Blue Angel, their respective signs, and a couple of donation boxes to the south end of show line.

With that done, Bob Kelly, Gene, Dan Pulliam, Paul Frantz, Dave, and Sue Ann, set up a tent by the EC-121 and prepped and placed applicable signs by the tent and aircraft.

While the outdoor activity was going on, Deloris Zinc took care of banking necessities and seed money, set up money collection points inside the Gift Shop, and prepared a money box for use at the Connie.

During the on-going preps, Bob Schneider, a member, arrived from Tyler, Texas, arrived with an engine stand for our J-65 turbojet engine. Danny and Bob unloaded the stand in 604. Bob stayed most of the weekend to attend the event.

On Friday through Sunday, a large number of volunteers manned the Gift Shop, hangar bays, tent, and flight line through the hours the event was running. These included:

Jon Boursaw	Patsy Rush
Jim and Mary Braun	Randy Hemm
Les Carlson	Charie Broughton
Wayne Dodson	Mary Naylor
Bill Newman	Nelson Hinman
Ted Nolde	Dennis Smirl
Ralph Knehans	Dave Houser
Dick Trupp	Sue Ann Seel
Deloris Zink	Dan Pulliam
Klio Hobbs	Richard Painter
Jack Vaughn	Paul & Betty Frantz
Chuck & Marlene Urban	

Russ Wiedle, Bob Kelly, and Danny San Romani continued cleaning the floor in 604 on Friday, then did odds and ends on Saturday and Sunday. Gene Howerter was

here, there, and everywhere during the three days.

Members of the Rolling Thunder chapter of the Military Vehicle Preservation Association also helped us with hangar security. Some brought their military vehicles for exhibit, and they operated a dog tag making machine in Hangar 602.

Event organizers reported thousands of visitors and 66 aircraft attended the three day event. There were trainers, liaison, observation, cargo, transport, fighter and bomber types on the ramp. Friday and Saturday were good days for flying and there were aircraft in the air throughout the event hours. Three C-47 aircraft carrying some 45 World War II airborne reenactors opened the flying on Friday and Saturday by dropping the paratroopers just to the east of the ramp area. The paratroopers wore accurate, reproduction clothing and gear, and used round parachutes. Other aircraft did flybys singly, in pairs, or multiple plane flybys, in trail of each other.

Topeka Regional Airport was not closed for the event, so other aircraft not associated with Warbirds and Legends also flew in or departed the airport over the three days.

Over the three-day period we had 361 visitors. This was nearly triple the number of visitors for the same three days in 2012. We had 73 visitors on Friday, 152 on Saturday, and the rainy Sunday brought in 136 more.

As the rain persisted on Sunday and things wound down, we retrieved our three Grumman fighters, parking the Panther and Tiger in front of 602 and the Tomcat in front of 604. Monday was move in day, spent towing and spotting aircraft back into the hangar and pacing all the myriad items back around the aircraft. The majority of moving planes and things back in place was done by closing time. We took care of leftovers on Tuesday, August 6.

It was a busy week, and we got numbers of visitors and Gift Shop sales we likely would not have gotten if the event were not held. The event organizers considered Warbirds and Legends a success and reported they plan to do it again next year, probably.

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Emirates, Uzbekistan, and Yemen; several of which often appear in the news regarding fighting, civil war, and/or the war on terrorism.

Of the deployments to Iraq, Major Manning said they flew 15-16 F-16s from the US overseas. About 300 active duty personnel also went overseas to support the aircraft. Missions in Iraq were typically flown from the their operating base to the country's northern border where an aerial refueling took place, then south to the southern border and back to base in the same sortie. He said that while they are trained in air superiority tactics, their primary mission in Iraq was air-to-ground and close air support. Their role was to support Army troops on the ground. He described the various ordinances they carried, including bombs, missiles, and the internal gun on the F-16. Major Manning described the internal gun. It is a Vulcan MA61A1, six-barrel, 20 millimeter, Gatling type gun, the same as installed on the Grumman F-14 Tomcat in our collection. The F-16 carries some 500 rounds of ammunition. He passed around a shell casing from a 20mm round. The rate of fire is 100 rounds per second.

Major Manning said they could provide 24-hour coverage with the use of night vision goggles (NVGs). He showed an image he took of his wingman while flying at night with NVGs. The image of the F-16 was green, but very clear, as was part of the right wing of Major Manning's aircraft. He said that without the NVGs, it would be complete darkness.

A question was asked if they normally flew that close to each other. Major Manning replied that they did. He said by flying close formation, a pair of aircraft will look like one on enemy radar. He also said it was easier to keep formation in bad weather or reduced visibility, or if communications were lost between the aircraft. Major Megerdoomian said they (helicopters) also fly close formation as they are better able to stay in formation, and it is easier to see subtle movements of the aircraft.

A question was about how they trained for aerial refueling. Major Manning said training took place in a "family model" of the F-16 - a two seater. He said they only got two training flights before being expected to hook up to tanker. Very small flight inputs are made by the pilot on final approach and once the connection is made. When an array of lights on the bottom of the tanker stops flashing, the receiving aircraft is in position, and the boom operator in the tanker makes the hook up. Major Manning said it only takes about 5-6 minutes to top off an F-16 with fuel.

The Major then showed video footage of various F-16 attacks on ground installations and enemy forces using precision guided munitions. The F-16s typically operated from 12,000 to 14,000 feet above MSL (mean sea level). Questions came from the audience regarding communications with the troops on the ground and about the visuals we were watching on the TV screen.

Major Manning said the use of a communications system called ROVER (Remote Operational Video Enhanced Receiver) enables the pilot and forces on the ground to "see" the same target and the results of hitting it with ordnance. ROVER can receive camera images from nearby aircraft and UAVs (unmanned aerial vehicles) on a laptop type device and can then integrate the images with other positioning and targeting software. He said the guys on the ground see the image in real time. ROVER is a means of direct communications with the guys on the ground.

A question was asked if the people on the ground could take control of precision laser-guided munitions. Major Manning said if they have the right laser codes, they can take control of the weapon.

When asked where his video screen was in the F-16, Major Manning said it was over his right knee. He added they typically fly in an orbit with the camera looking 90° out from the aircraft, but the camera can be adjusted to any angle of alignment. He also said the bombs in the video were 500 pound bombs. They can carry up to six on the F-16, but most sorties are typically flown with four bombs. He also said they carry Sidewinder air-to-air missiles, just in case.

When not flying missions over Iraq, Major Manning said he took part in efforts to aid the Iraqi people, including providing security for elections and for observance of religious days. He worked with outreach programs with Iraqi children. Sometimes it was just mingling with them and passing out items for them to have - winning hearts and minds. Other activities involved liaison work with Iraqi forces.

Where is the USAF going? Major Manning felt there will still be a future roll for force projection and a need to have aircraft that can meet any future threats. The mix of aircraft will include our F-22 and F-35 fifth generation fighters and will include UAVs at some level. He felt there will still be a need to have a person in the cockpit who will have a better, on site, situational awareness than someone stationed thousands of miles away, whose vision of the battle is like looking through a straw.

Major Manning said the F-22 Raptor is a very capable fighter, but the last of the 187 combat planes built was delivered in 2011, and there have been operational losses. He added he has been in mock battle with F-22s while flying an F-16, and the F-22 pilots always say they won the fight. He felt the F-35 Lightning II will be a very capable fighter. The flight training program for these two fighters is currently initial training in the T-6 Texan II, then advanced training in the T-38 Talon, followed by time in an F-16, then on to the F-22 or F-35. He commented the T-37 Tweet is no longer flown by the Air Force.

Major Manning's assignments included duties as a flight commander and assistant director of operations. He currently has 2,780 total flight hours with 1,280 (46%) in the F-16. To date he has 450 combat hours over 113

sorties (combat missions). He holds a Meritorious Service Medal, Air Medal with four Oak Leaf clusters, Air Force Commendation medal with four Oak Leaf clusters, and Meritorious Unit Award with one Oak Leaf cluster. In 2012 he was selected Field Grade Officer of the Year for the 56th Fighter Wing and the same for the 425th Fighter Squadron. He earlier received this same recognition with the 62nd Fighter Squadron (in 2010.)

Major Megerdoomian then gave his presentation. He is a pilot on AH-64 Apache attack helicopters. He has served two deployments to Iraq (12 months each in 2004 and 2008) and one deployment to Afghanistan (12 months in 2011). He enlisted in the Army National Guard in 1998 and was recruited into the Army ROTC program at Cal Poly (California Polytechnic State University), San Luis Obispo, California, in 1999. He graduated in 2001 with a BS in Industrial Technologies, took a flight physical, and was commissioned into the active Army Aviation in September 2001. On a biographical sketch Major Megerdoomian provided us earlier he listed that he immigrated to the United States in 1982. Camay told Marlene Urban, one of our members, he and his family emigrated from Iran after the revolution.

Major Megerdoomian attended Army Aviation Flight School at Fort Rucker, Alabama, and completed the (Boeing/McDonnell Douglas/Hughes) AH-64D Apache Longbow attack helicopter course in 2003. He completed the Joint Fires Observers qualification course in 2005 where he trained on the call for fire support and adjustment procedures for all indirect fire assets including Naval Surface Fire Support (NSFS); and aviation support from other armed services. He also trained in the operation of communication and laser equipment in a joint environment. He completed the AH-64D Longbow instructor pilot course in 2006.

His past duties in the AH-64D attack helicopter community include platoon leader, logistics officer, company commander, commander/instructor for the US Army Apache qualification/instructor pilot course, assistant Battalion operations officer, and National Training Center observer controller.

As part of his training for a program called the Afghanistan Pakistan Hand (APH) program Major Megerdoomian took a four month course of instruction in Dari, an Afghan language. In addition to the language training, he received cultural training, counter insurgency training and service specific combat skills training.

The Chairman of the Joint Chiefs of Staff established the APH program, also referred to as AFPAK, in 2009. The program develops a cadre of experts who speak the local language, are culturally attuned and focused on regional issues for an extended duration. Embedded APH personnel rotate between positions in-theater and out-of-theater that directly influence the U.S. strategy in the respective region.



Gene Howerter with Majors Manning and Megerdoomian.

Also, while in the APH program, Major Megerdoomian completed a flight course in the Russian-designed and built Mil Mi-17 Hip helicopter. The Hip is a medium twin-turbine transport helicopter that can also act as a gunship. That same year (2011) he qualified as an instructor pilot in the Mi-17. With this qualification he became an embedded flight instructor in Afghanistan under the APH program, teaching Afghans how to fly the Hip. He also served in assignments as Special Wing operations officer and executive officer.

Major Megerdoomian said the role of the Army aviation attack community is to find, fix, and destroy the enemy. He made it clear (good natured) the Apache is the best helicopter flown by the US Army and everything else is subservient. He reiterated this a few times during his presentation and occasionally asked the audience what was the best helicopter in the US Army. In support of his praise of the AH-64, Major Megerdoomian showed a collage of images that he described as representative of other helicopters flown by the Army. One image was of a small, remote control, toy helicopter, representing the OH-58 Kiowa scout/reconnaissance helicopter. A man dressed in a pink tutu represented the UH-60 Blackhawk medium lift assault helicopter, and an image of a yellow school bus represented the CH-47 Chinook heavy lift cargo/assault helicopter.

Major Megerdoomian spoke of air-ground integration and used the acronym CCA, for Close Combat Attack. This is not the same as the Air Force close air support (CAS). While the definitions of CCA and CAS read very much the same, the Joint (Armed Forces) Publication for Close

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Air Support states, "CCA is not synonymous with close air support (CAS)."

For Army rotary-wing attack operations, the Army describes CCA as a hasty or deliberate attack by Army aircraft providing air-to-ground fire for friendly units engaged in close combat as part of the Army combined arms team. Due to the close proximity of friendly forces, detailed integration is required. Due to the capabilities of the aircraft and the enhanced situational awareness of the aircrews, terminal control from ground units or controllers is not necessary.

The Joint Publication defines Close Air Support as air action by fixed- and rotary-wing aircraft against hostile targets that are in close proximity to friendly forces and that require detailed integration of each air mission with the fire and movement of those forces. The publication further states, "CAS requires detailed planning, coordination, and training for effective and safe execution." One major difference between CCA and CAS appears to be that the former is "hasty or deliberate" while the latter "requires detailed planning and coordination."

Major Megerdoomian mentioned another acronym, IZLID, meaning Infrared Zoom Laser Illuminator Designator. This is an infrared (IR) laser pointing, identification, and targeting laser used by aircraft and ground forces. It is only visible with Night Vision Goggles. He showed video of IZLID being used in combat. The view was from the ground as forces targeted the enemy. A bright beam of green light was visible going off into darkness. Then tracers rounds and rocket fire from a helicopter appeared, hitting whatever target had been illuminated by the IZLID. This system is billed as having a range of over 26 miles (43 kilometers.)

Major Megerdoomian put up a graphic that showed from 2001 into 2013, US Army Aviation has lost 266 crew members and 113 aircraft in combat, about 4% of US forces losses. He followed this up with a graphic of the makeup of a Combat Aviation Brigade, showing the breakdown of the various companies and battalions and their respective aircraft.

Next on the screen was an image of Afghanistan. He said it is about the size of Texas, and said various task forces and units were spread around the country.

Major Megerdoomian then talked about his training and assignment as flight instructor for Afghan pilots. The US Air Force 6th Special Operations Squadron, a combat aviation advisory unit, initially conducted the AFPAK flight training, and then turned over the rotary-wing mission to the US Army. He stated the Afghanistan Pakistan Hand program was developed to make relationships with and train those forces and use them in support of US missions and interests. Part of his role in AFPAK was to plan, lead, and train special operations in support of counter narcotics. Major Megerdoomian was embedded

with the Afghanis, and that meant he had to blend in with them. He put up some images of himself with Afghanis, complete with a beard and wearing a turban and a "man dress," as he described it. He said the photos were with a counter narcotics unit. He told us his wife said he should also grow a moustache, so he used Photoshop to put one on the photo to see what it looked like. By the way, he blended in remarkably well.

The counter narcotics training force was initiated as Operation Emperor by the United Kingdom. The Royal Air Force and US Army personnel under AFPAK train Afghanis to operate counter narcotics Air Interdiction Unit flying the Mi-17 Hip helicopters described earlier. The US Drug Enforcement Administration (DEA) is also a major player in counter narcotics strategy and operations in Afghanistan.

Major Megerdoomian and a crew chief worked with British and Afghan Special Forces. He said he and his chief successfully trained three Afghan-only air crews in the Mi-17 in three months and added a fourth all-Afghan crew later. He said one all-Afghan-crewed helicopter saved an US agent who was shot, which reflected a willingness by the Afghanis crews to cooperate with other nations in the counter narcotics efforts.

A question was asked about where Afghanistan acquired the Mi-17 helicopters. Major Megerdoomian said that some were pieced together from leftovers of the 1980s war with the Soviet Union. Others were purchased, and he said the Pentagon put in a request this year to buy 30 more Mi-17s from Russia.

Another question was about flight training time. Major Megerdoomina said it takes about 14 months in the US to complete combat training. The Afghanis would go into combat after seven months.

A question was asked about the Mi-17 Hip. He said it was a 1970's design aircraft that has seen some modernization, but not to the level of US Army aircraft. He also said the rotors turn the "wrong" direction (Most US made, single rotor helicopters rotate counterclockwise. The Mi-17 main rotor rotates clockwise.) Engine throttle response between an AH-64 Apache and the Mi-17 Hip reflect their age differences. Major Megerdoomian said the Apache's response is rapid. He demonstrated the Hip's response by stretching his arms and yawning.

Besides himself and his crew chief, the embedded element had contractors who maintained the helicopters. Major Megerdoomian said trust was an issue for both trainers and trainees. He told us the second leading cause of death of US personnel was Afghanis turning on their embedded mentors. He said in order to be successful one had to trust them and train them, and had to look like them. He had to earn their respect, speak their language, and fly with them. He said if you do not earn their respect, they will not listen.

Major Megerdoomian spoke a little about ANASOC, the

Afghan National Army Special Operations Command. He said the members of the command are like a family and very protective of their own, and readily respond to any who threaten to harm them. He commented that the Afghans saved his life three times and went on to say the AFPAK experience was as much a learning experience for him as for them.

In a general comment, based on his time at the National Training Center at Fort Irwin, California, Major Megerdoomian said that US forces have fought against insurgents for so long, that we have to re-learn how to fight a conventional war against organized armies. There is a need to re-focus on basics. That does not mean we discard what we have learned about fighting insurgents. We need to keep that knowledge.

He ended his presentation commenting on the current training and technology to network the latest version of the Apache, the AH-64E, with the MQ-1C Gray Eagle Unmanned Aerial System (UAS) in Manned/Unmanned (MUM) teams. He said there will be greater aviation field requirements, and under the current funding and sequestration, this will be a big challenge.

Major Megerdoomian currently has a total of 2,370 hours in rotary wing aircraft. His combat flight hours total 1,218 hours with 529 combat sorties. He has 894 flight hours using NVG/NVS (night vision goggles/night vision systems) and a total of 1030 sorties.

The floor was opened to questions for both speakers. One question was asked, did they feel there was an equal foe to the United States? They both responded that was a hard question. China and Russia have real capabilities and have significant technological efforts to try and best us. One said India's technology may become a concern. Major Manning said he felt we have better training.

Another question was asked, where will they go after completing their program at Fort Leavenworth? Major Megerdoomian said he will become an executive officer of an AH-64 battalion at Colorado Springs (Fort Carson.). Major Manning will be flying F-16s with the 8th Fighter Wing at Kunsan Air Base, about 150 miles south of Seoul, Korea.

Major Manning was asked how he got the call sign "EASI" He told us he was a new guy at Hill Air Force Base. Part of his morning routine was to open a secret vault and retrieve documents. He did this one morning at 5:30 am and while in the vault a telephone rang. He did not pick up and continued getting his documents. The phone rang a second time, and then a third time, at which time he picked it up. He said a voice asked him who he was, and he responded. There was a period of silence, then the voice identified itself as being with the security squadron, and he was to proceed out of the vault and the building with his security card held over his head. This he did, and he said he had noticed earlier that no one else from his squadron had come into the vault.

Now, this writer, and I am sure a few others in the audience, waited for the punch line, something as he exited the building and his squadron mates were there with security, and it was all a prank. Well, his squadron mates and security were outside. Major Manning said there were at least a few security vehicles present with their lights flashing. As he walked across the grass with his security card held over his head, a member of the security squadron tackled him to the ground and handcuffed him. He was physically placed in the back of a security vehicle and taken to a holding facility. There he was thoroughly questioned. He said he had not even met his squadron commander, yet. As it turned out, he had failed to turn off a motion sensor in the vault. His name had not yet been entered on the list of persons authorized entry into the vault, and not answering the phone promptly probably did not help. So, EASI stands for Entered A SCIF Illegally. SCIF is an acronym for Secure Compartmentalized Information Facility -- a security vault.

This ended the program and Gene presented certificates of appreciation to both officers. Again, they thanked us for the invitation and expressed their appreciation for our service and operation of the Museum. The luncheon ended, and many members stayed to visit with Majors Manning and Megerdoomian, and Camay and Dustin.

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Join the Combat Air Museum!

Calendar of Events

October

Monday October 14

Membership Luncheon
Jean Wanner Education Conference Room
11:30 a.m.
Debra Goodrich Bisel is our guest speaker.
She is co-author of
Kansas Forts and Bases,
and will speak about this book
at the luncheon.

November

Thursday, November 28

Thanksgiving Day.
The Museum is closed

There is no Membership Luncheon in November.
The next luncheon will be
Monday, December 9.

→ → →

"Winged Foot," con't. from Page 1

Race volunteers began arriving as early as 6:15 a.m. to get lights on, spaces opened, and coffee brewing. As soon as there was enough light to see outside, the start-finish line was set up. Members of the Sunflower Striders Running Club set up and operated the timing table. The previous day, CAM member Jim Leighton brought in speakers loaned by Smith Audio Visual. Soon, the registration tables were ready for runners and walkers to pick up their packets or register for the event. There was definitely some interest in how many participants would come out.

Major Peter Kind brought a cadre of Air Force Jr ROTC cadets from Highland Park High School who would read off times at the mile markers on the course, while others would direct runners at various turns on the course. CAM member Don Dawson was in rain gear, ready to man the final turn-around point at the south end of the course. The race started on time and Stu Entz and Les Carlson led runners around the course in a vintage military jeep. Ted Nolde, Chuck Urban, Les, and Dave Murray manned the finish chute.

The top finishers for the 5K Run were Tim Jones in the men's division with a time of 23:25 and Angela Powers in the women's division with a time of 25:55. As reported earlier, Miguel Espinosa was the top finisher in the men's 10K division, while Andrea Beach was the top woman 10K finisher with a time of 1:00:31. Dan and Lynn Weaver took top honors in the 5K walk, finishing together in 49:09. Diane Otte was top walker in the 10K with 1:00:32.

Gene Howerter and Jamie Slack of 580 AM WIBW Talk Radio, honorary chairperson of the event, conducted the awards ceremony and door prizes drawing in the 602 Hangar Bay. Jamie also participated in the 5K run. Zona Hudkins of Zona's Engraved Creations provided the trophies and T-shirts. Her T-shirt design this year was of the F9F Panther against a sunrise.

CAM members who worked as volunteers prior to and during the event and/or participated in the run-walk included:

- | | |
|---------------------------|--------------|
| Gene Howerter | Patsy Rush |
| Jack and Carlene Vaughn | Sue Ann Seel |
| Paul and Betty Frantz | Deloris Zink |
| Dave and Judy Murray | Jim Leighton |
| Dick Trupp | Stu Entz |
| Don and Peggy Dawson | Mary Naylor |
| Chuck & Marlene Urban | Ted Nolde |
| Nelson Hinman Les Carlson | Noah Turner |
| Ralph Knehans Bob Kelly | Jim Braun |
| Danny San Romani. | |

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*Top to bottom: Runners head north from the start on SE Forbes Ave.
A Family Affair - top photos by KLIO HOBBS
Jamie Slack presented the medals and trophies.
Jamie flew the simulator under Jack Vaughn's tutelage.
- bottom photos by DAVE MURRAY*



Results of the Ninth Annual Winged Foot 5K/10K Run and Walk

5K Run Results

Female

Overall - Angela Powers, 25:55
 15-19 - 1. Danae Wells, 31:43
 25-29 - 1. Maria Rodriguez, 27:07; 2. Maureen Jones, 36:13
 30-34 - 1. Amanda Lewis, 37:00; 2. Jamie Slack, 37:36
 35-39 - 1. Amanda Pearson, 37:00; 2. Hollie Gordee, 43:36
 40-44 - 1. Joni Wells, 34:22
 50-54 - 1. Lorraine Jessepe, 30:50; 2. Stephanie Johnson, 33:44;
 3. Irene Owens, 38:21
 55-59 - 1. Joyce Paker, 34:18
 60-64 - 1. Linda McGurn, 36:21

Male

Overall - Tim Jones, 23:25
 15-19 - 1. Noah Turner, 24:13; 2. Wesley Bame, 25:00
 30-34 - 1. Justin Powers, 26:14
 35-39 - 1. Joey Little, 41:26; 2. Franklin Patrick, 50:23
 55-59 - 1. Don Baker, 29:08
 60-64 - 1. Mike Butler, 28:26
 65-69 - 1. Jerry Kingsley, 25:18; 2. Michael Robinson, 29:05;
 3. David Weddle, 34:22
 75-79 - 1. Wes Nicholson, 43:41 (age group record)

10K Run Results

Female

Overall - Andrea Beach, 1:00.31 (age group record)
 30-34 - 1. Megan Hall, 1:06.29 (age group record)
 40-44 - 1. Alicia Amborski, 1:02.27
 45-49 - 1. Susan Gunnerson, 1:01.48 (age group record)
 65-69 - 1. Diane Otte, 1:07.32

Male

Overall - Miguel Espinosa, 38:50 (new course record, age group record)
 40-44 - 1. Gilbert Garcia, 48:13 (age group record); 2. Jason Lewis, 58:58
 55-59 - 1. Karl Gunnerson, 45:23 (age group record)

5K Walk Results (results incomplete)

Female

Overall - 1. Lynn Weaver
 30-34 - 1. Renee Weekes
 25-39 - 1. Erin Young

Male

Overall - Dan Weaver, 49:09
 45-49 - 1. John Spurgeon, 56:13
 55-59 - 1. Nelson Hinmann, 50:06
 65-69 - Paul Frantz, 50:06
 75-79 - Russ Willis, 52:22

**Our 10th Anniversary Winged Foot 5K/10K Run and Walk
will be Saturday, September 27, 2014.**

Visitors

During **July**
the Museum had
1445 visitors
from **41** states,
Washington, D.C.,
Virgin Islands,
and
Australia
Canada
Germany
Great Britain
Poland
Ukraine

During **August**
we had
1228 visitors
from **41** states,
Washington, D.C.
and
Australia
Belgium
Canada
Germany
Italy
Malta
Mexico
Switzerland

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October Speaker

Debra Goodrich Bisel will be our guest speaker for the October 14 Membership Luncheon. She will be speaking about a book she coauthored with Michelle M. Martin, titled *Kansas Forts and Bases: Sentinels on the Prairie*, published earlier this year. The book deals with Kansas military installations past and present, beginning with Fort de Cavagnial in 1744.

Debra earned a B.A. in history from Washburn University in Topeka. She serves as president of the Shawnee County Historical Society. She serves on the selection committee for the Kansas Hall of Fame. In 2012, The History Press published her book *The Civil War in Kansas: Ten Years of Turmoil*. →

Winged Foot Run & Walk only slightly dampened by rain

Read all about it and
see the list of winners,
beginning on Page 1.

*Right: Miguel Espinosa
with a new 10K course
record of 38:50.*

*Below: Runners on the
backstretch
and into the wind.*

- photos by KLIO HOBBS



Supporters

New Supporters

Christy Cheray
Laura, Camden, Natalie,
Brian Ismert
Chuck Watson

Renewing Supporters

Dale Anderson
Marshall & Katrina Clark
Wayne Dodson
Dr. Paul & Jane Fortin
Monte Fuller
John & Louise Hamilton
Nelson, Katherine, Mark Hinman
Allen Karnes
Ralph Knehans
Bill Knoebber
William Morgan
Don & Nancy Nisbett
Rebecca Norburg
Richard Novak
Sue Ann & Rods Seel
Vic & Marjorie Van Camp
Mike, Carla, Bill,
Kathy, Michelle, Welch
→ → →