

# COMBAT AIR MUSEUM

## → → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Topeka Regional Airport Topeka, Kansas

December 2016 / January 2017 • Vol. 32, No. 6

## CAM hosts Fly Kansas Air Tour and Girls in Aviation Day

By Kevin Drewelow

On a normal Saturday in October at the Combat Air Museum, the sound of children's laughter and voices echoed throughout our hangars as they explore our collection of aircraft, the occasional sound of an aircraft in the traffic pattern causing them to stop and look skyward. Saturday, October 1 was not a normal Saturday!

CAM hosted the 2016 Fly Kansas Air Tour and teamed with the Museum of the Kansas National Guard to co-host Girls in Aviation Day, and the events attracted over 400 people to CAM. An early morning fog quickly gave way to a calm, beautiful and almost windless day - ideal weather for a fly-in. The static displays arrived first: a KC-135R Stratotanker from the 190th Air Refueling Wing, Kansas Air National Guard; a Sikorsky UH-60M Blackhawk from the 1st Battalion, 108th Aviation Regiment, Kansas Army National Guard; a Navion L-17 from the American Flight Museum; a hot air balloon from the Great Plains Balloon Club; and a fire truck from the MTAA. The morning fog forced the crew of an Air Force Beechcraft T-6 Texan II trainer from Vance AFB in Oklahoma to divert to McConnell AFB, but the sun burned off the fog and the Texan crew refueled and arrived at the Museum before the crowd.

The day's events began at the Museum of the Kansas National Guard where 174 Girl Scouts and 66 adults gathered for the start of Girls in Aviation Day. Women aviators and mechanics from the 190th Air Refueling Wing, the 1/108th Aviation Regiment, and the Topeka Eagle Composite Squadron of the Civil Air Patrol told

**"Girls," con't. on page 10**

See the Photo Gallery  
of the event on pages 4 & 5



Major Grafe talks with Girl Scouts  
photo by Dave Murray

---

### Inside This Issue

---

<i>Atomic Dysfunction: SAC and the American war plans at the dawn of the Atomic Age</i>	3
<i>Photo Gallery</i>	4 & 5
<i>Projects Update... EJECT! EJECT! EJECT!</i>	6
<i>CAM hosts BSA Aviation Merit Badge class</i>	7
<i>Stu Entz receives national award for patriotism and service</i>	7
<i>In Memoriam</i>	8
<i>Dillon's Community Program</i>	8
<i>Guest Speakers for Membership Luncheon</i>	11
<i>Santa has cleared you for takeoff</i>	12

## Combat Air Museum

Topeka Regional Airport  
Hangars 602 & 604  
7016 SE Forbes Avenue  
Topeka, KS 66619-1444  
Telephone (785) 862-3303  
FAX (785) 862-3304  
www.combatairmuseum.org

Provided by

Rossini Management Systems, Inc.

Email: office@combatairmuseum.com

### **Museum Director**

Kevin Drewelow

### **Office Manager**

Nelson Hinman, Jr.

### **Board of Directors**

Gene Howerter - *Chairman*

Dave Murray - *Deputy Chairman*

Tad Pritchett - *Secretary*

Wes Barricklow

Les Carlson

Stu Entz

Ted Nolde

Bill Stumpff

Dick Trupp

Mike Welch

### **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**

#### **Layout & Design**

Toni Dixon

785-865-4221

**Plane Talk**, the official newsletter  
of Combat Air Museum  
of Topeka, Kansas,  
is published bi-monthly.

Your comments are welcomed.

## From the Chairman's Desk

*By Gene Howerter, Chairman, Board of Directors*

Let me start by wishing you and your family a very merry Christmas and a wonderful New Year.

By all accounts this has been another very good year at the Museum. Our staff and leadership changes have gone smoothly as our new director and office manager are really handling their tasks well by bringing new and various insights and changes to their positions. Without missing a beat, Danny, our previous long time curator, has taken charge of hangar #604 operations along with Don Dawson and it looks like a new place. He now has time to follow through on many projects he did not have time for in the past. I can't thank our staff and volunteers enough for making this Museum a labor of love as it should be. The best feeling in the world is when visitors compliment us on our Museum as they often do.

As you read this and other editions of Plane Talk, you'll notice all the facility improvements completed over the past few months. Because the Museum management has been very careful in how we spend and conserve money received from memberships, admission fees, gift shop sales and other funds raised, we have been able to accomplish important upgrades. 2017 will be our fortieth anniversary. With wise management and sound leadership, as we have, we hope to be open for many more years.

What can you do to help support the Combat Air Museum? First, please continue as a member this coming year. Second, we always need new and "for-real" volunteers to help in our gift shop. This includes greeting guests at the front desk as they enter, taking admission fees, and giving directions for touring the Museum. Your reward will be meeting visitors from every state and from around the world. Third, as always, we need more

guides to help with Museum tours. Trust me, this is a skill which you can develop with very little training in the beginning. In time you will grow into a more personal tour guide. Lastly, remember to send all of your family and friends for a tour of the Museum. They will be pleased you told them.

Currently, the Museum has a serious need for improvements in our existing lighting system in hangar #602. This hangar, the first one people see when entering the Museum, has 16 high bay lights. At present eight of these lights are not working. We have touched base with one of our suppliers who suggests we install High-Bay Luminaires which are made for commercial and industrial buildings. Sixteen of these 2 foot square LED, flat 160 watt high bay lights would cost approximately \$5,000 and would replace the existing lights easily. We are looking for immediate financial support for getting these lights up and running. It is costly to replace the present bulbs and we need to do something. The new LED fixtures should solve the problem, creating more light for the Museum while reducing energy costs. We would welcome any ideas, suggestions or financial help. I hope there is someone out there who can help solve this matter: let us hear from you soon!

Thank all of you for supporting this nearly-forty year old Museum. Don't forget to visit us on Facebook at <https://www.facebook.com/CombatAirMuseum> or check up on the Museum at [www.combatairmuseum.org](http://www.combatairmuseum.org) to find out what is going on. You will enjoy the new 360 degree virtual tours of several of our museum aircraft interiors which our Pano-Vision expert Huw Thomas has produced. We are very pleased with these additions to our website. Enjoy them and have a wonderful 2017!

→ → →

## Atomic Dysfunction: SAC and the American war plans at the dawn of the Atomic Age

By Dennis Smirl

Dr. John Curatola was our speaker for the October Membership Luncheon. He is an associate professor at the U.S. Army Command and General Staff College at Fort Leavenworth, Kansas, where he teaches development of the Western way of war from the 17th Century to the present.

Prior to his current position, he was a Marine Corps officer on active duty. He retired in 2009 as a lieutenant colonel after 22 years of service. He received his doctorate from the University of Kansas in 2008. He has authored several books, the most recent being "Bigger Bombs for a Brighter Tomorrow."

Dr. Curatola told the group the story of America's nuclear program during the years 1945-1950. The title of this talk was "Atomic Dysfunction—SAC and the American War Plans at the Dawn of the Atomic Age."

He said that beginning with the splitting of the atom at the University of Chicago in 1942, America moved forward with all possible speed to develop a nuclear bomb, creating nuclear production facilities at Oak Ridge, Tennessee; Los Alamos, New Mexico; and Hanford, Washington.

The nuclear weapon program created two types of bombs simultaneously. The easier bomb, in certain ways, was the uranium U-235 bomb called "Little Boy." The more difficult bomb was the plutonium bomb called "Fat Man." The government built two plutonium bombs and one U-235 bomb. Scientists tested the plutonium bomb in New Mexico in 1945 and it performed as expected. They did not test the U-235 bomb, as they believed it would explode as designed. The U.S. dropped two bombs over Japan, which many historians agree hastened the surrender of the Japanese.

Dr. Curatola spent several minutes explaining the state of the nuclear weapons program immediately after the war. One very interesting point was that while it was difficult to produce enough U-235 to make a bomb, once the fuel was available, the bomb was relatively easy to assemble. Creating the fuel for the plutonium bomb was easier, but assembling the bomb was far more difficult. He said that there were as few as five and as many as seven bombs tested very shortly after the end of WWII.

After that, there were no more atomic bombs, only bomb components; once assembled, the shelf life of a plutonium bomb was only one week. If a bomb had been needed after WWII, technicians would have had to assemble it within one week of its intended use on an enemy target.

Another problem was the "Silverplate" B-29 Superfortresses. Boeing built 65 "Silverplate" B-29s, specially



*Chairman Gene Howerter presents Dr. John Curatola with a certificate of appreciation.*

Photo by Dave Murray

modified for delivering atomic bombs to a target. The aircraft were stationed at Roswell, New Mexico, where the Air Force used them extensively for training during the period 1945-1950. By the end of that time they were essentially worn out, with only 32 available for service at the start of 1948. The growing Convair B-36 Peacemaker fleet was having serious development problems, and the Boeing B-47 Stratojet - which first flew in December, 1947 - was still in test phase and would not see squadron service until 1951. The Boeing B-50 (an improved and more powerful version of the B-29) did not show up in useful numbers until late 1948 and early 1949.

After the Berlin Blockade, the U.S. saw the Soviets as an adversary. The Air Force (a separate service since 1947) had a list of more than one hundred targets to destroy with nuclear bombs if a war did start. However, the size of the Soviet Union and the lack of precise map data made those targets difficult, if not impossible, to find. Also, the B-29s did not have the range to return to base after dropping their bombs.

Finally, Dr. Curatola told the group about other problems with the program. Several teams trained to assemble a plutonium bomb were stationed in different parts of the USA, but there was only one set of tools. Another problem was the amount of fuel being produced. The Hanford Works, responsible for production of plutonium, had so many problems that by 1947 their output of plutonium had dropped to 20 percent of the production possible in 1945. Also, many of the technical support staff who had worked on the nuclear program during the war left the program to return to civilian life.

The good news was that the Soviets were having far more problems than the U.S. in developing nuclear bombs, and the sabres both nations were rattling were little more than hollow threats.

→ → →

*Lt Col Gurry and Maj Grafe pose with Girl Scouts, their leaders and CAM members at Girls in Aviation Day 2016.*  
**Photo by Don Thun**



## Fly Kansas Air Tour and





One corner of the busy flight line during the Fly Kansas Air Tour and Girls in Aviation Day at CAM.  
Photo by Dave Murray



# Girls in Aviation Day at CAM



## Projects Update... EJECT! EJECT! EJECT!

*By Kevin Drewelow*

Museum volunteers have been taking advantage of the unseasonably warm weather to make progress on projects and get things done before the winter arrives.

Don Dawson and Danny San Romani restored a Lockheed T-33 Shooting Star ejection seat for display. They spent considerable time researching the seat and combined the best parts from the Museum's four T-33 ejection seats to restore the seat used for the display. Don extensively modified a manikin for the display, combining PVC pipe, wire, and foam with a torso and head. He and Danny then dressed the "pilot" in appropriate flight suit, anti-G suit, parachute and helmet. Not satisfied with the flight gloves available in the Museum's collection, Danny found and purchased some authentic vintage Air Force leather gloves appropriate for a well-dressed mid-'Fifties Shooting Star pilot. Danny and Don then placed the "pilot" in the seat, positioned to show him just beginning to pull the two yellow handles that will initiate the ejection sequence. They put the pilot and seat in a great display case that is next to our Lockheed T-33 in hangar 604. The resulting display is certainly worth a trip to the Museum!

Danny continues to make headway on the North American F-86H Sabre. He has turned his attention to the aft spar areas on both wings, where he is painstakingly cleaning and treating decades of grime and light corrosion before applying zinc chromate primer.

Bob Crapser's time and effort on the Hiller UH-12 Raven helicopter is paying off. He spends two days a week on the little helo and his progress is apparent. He is currently preparing a number of small parts for paint.

Gary and Susan Naylor, Danny San Romani and Kevin Drewelow recently assembled the B2 aircraft maintenance stand they retrieved from the Kansas Aviation Museum, who donated it to CAM. The stand permits access between 10 and 19 feet above ground and will allow volunteers to climb atop the EC-121 Warning Star fuselage.

And speaking of the EC-121, thanks to the efforts of Louise "Cookie" Langberg, the interior of the EC-121 is much improved. Cookie has visited Topeka twice this year from her home in Minnesota to visit friends and always makes time to volunteer at the Museum. She spent many hours cleaning the interior of the EC-121 and the difference is dramatic. For example, after she cleaned the cockpit, a placard that appeared to say "OTTLES" became "THROT-TLES"! Cookie's father was an instrument mechanic for Northwest Airlines and his career spanned Lockheed

**"Projects," con't on page 9**



Don Dawson (right) and Danny San Romani (left) pose with the Lockheed T-33 ejection seat and occupant



"Cookie" Langberg takes a rare break while working on the EC-121.  
Photos by Kevin Drewelow



Scoutmaster and airline pilot Kerry Anglin explains types of pilot licenses to members of Boy Scout Troop 101 at CAM.

Photo by Kevin Drewelow

## CAM hosts BSA Aviation Merit Badge classes

Boy Scouts from Louisburg and Baldwin City recently combined camping with a visit to the Combat Air Museum to work on their Aviation merit badges. Both troops camped at the Museum of the Kansas National Guard while visiting Forbes Field.

Boy Scout Troop 101 from Louisburg spent the better part of an October Saturday at CAM. Their Scoutmaster, Kerry Anglin, is an airline pilot and aviation merit badge counselor. He began with a brief lecture on forces of flight and types of aircraft, explained some basic aircraft instruments using examples from the Museum's collection, gave the scouts some instruction on aerial navigation, and finished the visit with a tour of the Museum. The scouts really enjoyed their time at CAM.

In mid-November, Troop 65 from Baldwin City arrived and set up camp at the Museum of the Kansas National Guard. They arrived at CAM where Museum Director and aviation merit badge counselor Kevin Drewelow helped them complete some of the requirements. They learned about forces of flight, types of aircraft and aircraft flight, navigation and communication instruments and radios. Some of the scouts who had already earned their aviation merit badges spent time in the Museum flight simulator with Dennis Smirl. The scouts ended their visit with a tour of the Museum.

If your Boy Scout troop is interested in working on the aviation merit badge, contact Kevin Drewelow at 785.862.3303 or at [director@combatairmuseum.com](mailto:director@combatairmuseum.com). The Museum can also help Girl Scout groups earn an aviation fun patch – call or email to find out how.

→ → →

## CAM board member Stu Entz receives national award from Military Order of the World Wars for patriotism and service

CAM board member Stu Entz receives national award from Military Order of the World Wars for patriotism and service

The Military Order of the World Wars presented CAM board member Stu Entz with the Golden Patrick Henry Award in early October. The Golden Patrick Henry Award is the highest recognition of the Order, can only be awarded upon the recommendation by the Order's national officers and no more than three times per year.

The Military Order of the World Wars was formed at the end of World War I at the request of General John J. Pershing to perpetuate camaraderie among his officer corps. Now, almost 100 years later it remains as a national order that promotes patriotism and love of country, counting among its early members General Eisenhower and General MacArthur. Among its many chapters around the country it promotes the development of leadership skill among high school students.

Entz is the National Chairman of the Monuments and Memorials Committee of the Order and in that capacity has been working with the United States World War One Centennial Committee. The work of this committee, created by the Congress with numerous well-known military members, is focused on raising the awareness in our nation of the Centennial (March 2017 through November 2018) and to promote a greater understanding of the importance of an event of which most people know very little. He is also past commander of the Order.

→ → →

Your membership  
is important to us.  
Join the  
Combat Air Museum.  
Learn more at  
[www.combatairmuseum.org](http://www.combatairmuseum.org)

**In Memoriam**

**Major USAF (ret.)  
Robert R. Pratt**

1930-2016  
Topeka, Kansas  
CAM # 3840  
Lifetime member since 2004

**In Memoriam**

**William V. "Bill" Clawson**

July 28, 1930-November 27, 2016  
Topeka, Kansas  
CAM # 104  
Member since September 1979

His family will hold  
a memorial service  
for Bill at the  
Combat Air Museum,  
Bob Dole Education Center,  
Saturday, December 10, 2016 at 11 a.m.

**2017 Calendar of Events**

**January**

- 1-New Year's Day, Museum closed
- 2- Winter hours begin, Museum open noon-4:30 p.m.

**February**

- 1-Winter hours continue through the end of the month
- 13-Membership Luncheon

**March**

- 1-Normal hours resume, Museum open Mon-Sat 9 a.m. to 4:30 p.m., no visitors admitted after 3:30 p.m.; Museum open Sun noon-4:30 p.m.
- 12-Daylight Savings Time begins

- 20-23 Young Aviators Class

**April**

- 10-Membership Luncheon
- 16-Easter, Museum closed
- 29-Celebrity Pancake Feed

**June**

- 5-8 Young Aviators Class
- 12-Membership Luncheon

**July**

- 10-13 Young Aviators Class
- 31-Aug 3 Young Aviators Class

**August**

- 14-Membership Luncheon

**September**

- TBA-Kansas Chocolate Festival
- Winged Foot Run (likely Sep 23 or 30)

**October**

- TBA-Girls in Aviation Day (likely Sep 30 or Oct 7)
- 9-Membership Luncheon

**November**

- 5-Daylight Savings time ends
- 23-Thanksgiving, Museum closed

**December**

- 11-Membership Luncheon
- 25-Christmas, Museum closed

→ → →

**Dillon's Community Rewards Program**

Right after you ring in the New Year, please be sure to enroll or re-enroll in Dillon's Community Awards Program.

If you shop at Dillon's and have a Plus Shopper's Card, you can help support the Combat Air Museum with just a phone call or a few keystrokes. Dillon's has allocated \$2.0 million for this year to benefit local schools and non-profit organizations, and our Museum is benefitting from our members who have registered with Dillon's Community Rewards Program. Enrolling in this program will not increase your grocery bill and will not affect your fuel points.

Call 800.576.4377 and the Dillon's customer service representative will register or re-enroll you in about two minutes. You'll need to provide them with the Combat Air Museum's five digit NPO number: 43200.

Online, visit <https://www.dillons.com/account/enrollCommunityRewardsNow> and sign in or establish an account; click "Enroll Now" and enter the Combat Air Museum's five digit NPO number: 43200; select Combat Air Museum; click on "Enroll" and Dillon's does the rest.

You'll need to re-enroll in the program each January. Thanks to your generosity, the Museum receives a check from Dillon's each quarter that really helps us maintain the collection and facilities and provide the classes and service our visitors enjoy. Last year, Dillon's donated \$1396 to CAM, but the number of donors was only half that of 2015. If you haven't joined or renewed this year, why not take a few moments to do so first thing in January?

→ → →



## Projects Update

con't. from page 6



*Jim Braun intently cleaning the Curtiss Jenny.*

**Photo by Kevin Drewelow**

Electras to Boeing 747s. She appreciates the history our collection represents, and especially likes the fact that the public can touch our aircraft.

Jim Braun also took advantage of the unseasonably warm weather to clean the Curtiss Jenny replica. It's difficult to appreciate how much dust accumulates on our aircraft until Jim or other volunteers clean one - some visitors have mentioned how good the "new paint job" looks!

A recent storm damaged a Museum sign on south Highway 75 west of Forbes. Don Dawson, Danny San Romani and Kevin Drewelow braved barbed wire and brambles to retrieve the downed panel. B&B Signs is working on repairing the sign and will install it soon. We'll also replace the well-worn windsock after altering the staff to make future replacements easier.

Board member Mike Welch and his merry band of craftsmen (some more skilled than others - don't ask!) completed replacement of the roof on the former restrooms on the south side of hangar 602. As related in the previous issue of Plane Talk, what began as a "simple" roof repair turned into a much bigger project as the team discovered significant wood rot and other problems. They adapted and overcame those difficulties and the result is a watertight structure. Chairman Gene Howerter helped Mike paint the doors and frames. They plan to paint both rooms once Mike removes some redundant plumbing. Please contact Gene or Mike if you would like to help with this painting.

→ → →

visit our website

at [www.combatairmuseum.org](http://www.combatairmuseum.org)

## Upcoming Events

### December

#### Monday, December 12

Membership Luncheon  
Bob Dole Education Center  
11:30 a.m.

Our speakers for the December Membership Luncheon will be four Air Force majors currently attending the United States Army Command and General Staff College at Ft. Leavenworth, Kansas. They will recount their personal experiences in the Middle East and Southwest Asia and take questions.

#### Sunday, December 25

Christmas Day: the Museum will be closed

### January

#### Sunday, January 1

New Year's Day: the Museum will be closed

There is no Membership Luncheon in January. Please note the Museum's hours change in January and February; the Museum will open at noon and remain open until 4:30 p.m., taking last entries at 3:30 p.m.

→ → →

Shop the  
Combat Air  
Museum  
Gift Shop  
for  
unique gifts

## "Girls," con't. from page 1

the Girl Scouts how they got started in aviation, progressed in their careers and then offered some advice to the scouts on how to prepare for a career in aviation. The Girls Scouts then broke into three groups; the aviators led two groups on tours of the airplanes and helicopters at the Museum of the Kansas National Guard; the third group, led by Melissa Peat of Washburn University, conducted experiments about the four forces of flight. The three groups rotated through the tours and experiments to complete the first half of a very busy day.

The Girl Scouts then moved to the Combat Air Museum, arriving at the same time as the aircraft participating in the 2016 Fly Kansas Air Tour. Eighteen aircraft, including homebuilts, antiques and a helicopter, made their way from Salina to Forbes. They landed in groups of two or three and taxied to the CAM ramp. Wes Barricklow, driving the CAM "FOLLOW ME" Jeep, guided the aircraft to the ramp in front of hangar 604, where Bob Crapser, Danny San Romani and Kevin Drewelow marshalled the aircraft to their parking spots.

As soon as their propellers stopped, participating pilots met the Girl Scouts and public and took questions about their aircraft. The people supporting the static display aircraft were busy giving tours of their aircraft and answering questions. Some lucky Girl Scouts even got hot air balloon rides! Darrin Harrison and his support crew from the Great Plains Balloon Club took advantage of the calm conditions and inflated their balloon at least three times. They tethered their balloon, filled the basket with Girl Scouts and then allowed the balloon to ascend about ten feet, and the girls loved it! Forbes air traffic controllers used the balloon as a landmark to help direct arriving pilots to the Museum's ramp. The 190th Air Refueling Wing Boeing KC-135R Stratotanker was full of visitors throughout the day, and Major Jacque Miller kept very busy answering questions from Girl Scouts and others about the Sikorsky UH-60 Blackhawk helicopter she flies for the Kansas Army National Guard's 1/108th Aviation Regiment.

Several exhibitors had displays just inside hangar 602 where the public could learn about other area aviation organizations. Greg Inkmann of the Foundation for Aeronautical Education demonstrated small radio controlled aircraft. Karen Waller represented the Federal Aviation Administration. Major Michael Mathewson, commander of the Topeka Eagle Composite Squadron, provided information on the capabilities of and opportunities in the Civil Air Patrol. Megan Ryan of Aviation Explorer Squadron 8 told visitors about learning to fly and about her experiences at NASA camp this summer.

Just before noon, the public moved into hangar 602 where CAM Chairman Gene Howerter emceed a brief ceremony featuring remarks from Governor Sam Brownback; Kansas Secretary of Transportation Richard Carlson;

Kansas Department of Transportation Director of Aviation Merrill Eisenhower Atwater; Kansas Commission on Aerospace Education Ed Young; and Combat Air Museum Director Kevin Drewelow. Then it was time for lunch. Fly Kansas Air Tour pilots enjoyed a wonderful catered lunch by Sharon Spiker, courtesy of the MTAA, in the Bob Dole Education Center as the Girl Scouts ate their lunches at tables in hangar 602.

The Air Tour aviators, eager to depart for the final stop in Newton, thanked their hosts and made their way to the aircraft. The public and Girl Scouts watched as the Air Tour participants started their engines and carefully taxied away for departure. Although the aircraft were departing, the day's events were not yet done.

Lieutenant Colonel Deirdre Gurry is the Chief of Safety for the 71st Flying Training Wing and an instructor pilot; Major Maggie Grafe is an instructor pilot and a graduate of the Air Force Academy, where she was also a glider instructor. Both are assigned to the 71st Wing at Vance Air Force Base in Enid, Oklahoma. They had volunteered to bring a Beechcraft T-6 Texan II turboprop trainer to CAM for the event and planned to arrive in time to attend the event at the Museum of the Kansas National Guard. However, the early morning fog delayed their arrival.

The Girl Scouts and public returned to hangar 602 where the officers talked about how they became interested in flying. They discussed why they joined the Air Force and how their jobs as pilots had taken them all around the world, Lt Col Gurry in C-17 Globemaster IIs, Major Grafe in C-5 Galaxies. Now they are instructor pilots, teaching men and women to fly. Major Grafe loves to fly and always wanted to be a teacher. Now she does both. She helped the Girl Scouts understand how big the C-5 Galaxy is by comparing it to the KC-135 parked outside, and the girls couldn't believe it. The officers then entertained questions from the girls before taking them outside to see the T-6 trainer they'd brought.

Samantha Augustine, a 12 year old second year Cadette Girl Scout, said, "I liked listening to the two Air Force women pilots speak, especially learning about the Air Force Academy. And I liked seeing the variety of airplanes from different places."

Lt Col Gurry and Major Grafe really enjoyed the day and said they look forward to attending our Girls in Aviation Day event again next year. The public enjoyed the day as did the Girl Scouts, who received an "Aviation Girl" fun patch courtesy of the Museum of the Kansas National Guard and Combat Air Museum.

Many organizations worked together for a long time to make this day possible. The Kansas Commission on Aerospace Education sponsored the 2016 Fly Kansas Air Tour and their generous donation made it possible for CAM to suspend visitor admission fees for the day. The Metropolitan Topeka Airport Authority underwrote lunch

for the Air Tour and their staff did a fantastic job of sweeping the ramp in front of the Museum before the event. Retired Brigadier General Ed Gerhardt and Master Sergeant Jeremy Byers (KSARNG) of the Museum of the Kansas National Guard worked with the staff of the Combat Air Museum to arrange for the great speakers and static display aircraft. Many area aviation organizations came out to help inform area citizens of opportunities for youth to get involved in aviation and to make aviation more accessible. We hope to host another Fly Kansas Air Tour soon and are already planning for next year's Girls in Aviation Day!

→ → →

(Melissa Peat contributed to this article.)

Happy Holidays  
to you and yours  
from the staff and  
volunteers of  
the Combat Air  
Museum

### Guest speakers for next Membership Luncheon



Four Air Force majors currently attending the Command and General Staff College at Ft. Leavenworth will speak to us about their recent experiences while deployed to Afghanistan, Iraq and other interesting places. This has proven to be one of the Museum's most popular presentations-don't miss this one!

→ → →

## Supporters

### Renewing

Col. USAF (ret) Jon & Peggy Boursaw  
Gary T. Bender  
Duane & Alberta Coash & family  
Kevin & Susan Drewelow  
Mary Ann & Denis Hill  
Rev. David & Barbara Hitchcock  
Louise "Cookie" Langberg  
William Morgan  
Edward Navone  
John & Holly Pickett  
Sharon Rosenow  
Sue Ann & Rod Seel  
G.M. "Bud" Spencer  
Jack & Carlene Vaughn  
Kenneth Wright  
Conrad & Sharon Youngblom

### New

LCDR USN/USNR (ret) Hal & Nice' Loney  
Ernest Long Jr & family  
George Orff  
Adam Waggle & family

→ → →

## Visitors

September saw 1073 people from 41 states and Brazil, Canada, France, Germany, Great Britain, Ireland, Japan, Nigeria and Turkey visit the Museum.

October brought 1126 visitors from 25 states and Chile, Denmark, Great Britain, Japan, Myanmar and Switzerland.

→ → →



## **Santa has cleared you for takeoff... to the CAM Gift Shop!**

Santa is coming, but he's been at this for a very long time and has a lot to haul...why not help him out by doing some of your Christmas shopping at the Combat Air Museum gift shop?

You'll find a large selection of items: models, apparel, and stocking stuffers, among a few, that will please any aviation enthusiast or member of the family.

Christmas shopping at the Combat Air Museum is fun and supports Museum operations.

