

COMBAT AIR MUSEUM

→ → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Topeka Regional Airport Topeka, Kansas

February / March 2017 • Vol. 33, No. 1

Air Force pilots, navigator, and cyberwarrior share their recent experiences at CAM

By Dennis Smirl

A near-capacity crowd attended and enjoyed the December, 2016 Membership Luncheon meeting. After a covered dish lunch with plenty of food for everyone and more than plenty on the dessert table, Chairman Gene Howerter called the meeting to order. After beginning the meeting with the Pledge of Allegiance and a prayer, Gene covered a few items of business before introducing our guests.

We were honored to welcome four young Air Force officers to the meeting. They are currently attending the US Army Command and General Staff College at Fort Leavenworth, Kansas, and were able to make the drive down to the Museum to share some of their experiences, both stateside and overseas.

Major Terrance S. Allen was our first speaker. He shared a PowerPoint presentation that outlined his career, giving us a brief look at the rigors of becoming a pilot in the United States Air Force. His flying achievements include being an instructor pilot and accumulating some very interesting hours flying an Airborne Early Warning and Control System (AWACS) E-3 Sentry, which is based on a Boeing 707-320 commercial airframe with a rotating radar dome. The dome is 30 feet (9.1 meters) in diameter, six feet (1.8 meters) thick, and is held 11 feet (3.33 meters) above the fuselage by two struts.

"Guests," con't. on page 10

Left to right: Chairman Gene Howerter presents certificates of appreciation to Majors Allen, Bryan, Palan and Freeland

- Photo by Dave Murray



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Combat Air Museum

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Tad Pritchett - *Secretary*

Wes Barricklow

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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.

Sun. Noon - 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.

We welcome your comments.

From the Chairman's Desk

By Gene Howerter, Chairman, Board of Directors

It's hard to believe we are starting another year at the Museum. As I have never been a person who expresses New Year's resolutions, I have settled on the idea that this year I am going to spend more time reflecting on the things from the past that have brought joy and excitement into my life.

For those who may not know, the Museum founders initially chartered the organization under the name "Yesterday's Air Force, Kansas Wing" forty years ago, January 1977. Two years later the Museum restructured and changed its name to Combat Air Museum.

After Forbes Air Force Base closed in 1973, Topeka resident and aircraft enthusiast, Bob Schneider, contacted an acquaintance by the name of David Tallichet. Tallichet had formed the Military Aircraft Restoration Corp., a subsidiary of his Specialty Restaurant Corporation in Long Beach, California, and he owned approximately 120 historic war birds. Schneider approached Tallichet about bringing some of his collection to Topeka with the purpose of displaying them in a new museum. After Tallichet and Schneider hashed out a plan to transfer some of Tallichet's collection from his Yesterday's Air Force California collection to Topeka, Schneider embarked on his plan of action for a new museum.

His first step was to contact another Topeka aircraft enthusiast, Gene Smith, a reporter at the Topeka Capital Journal. Smith then published a call for all who might have an interest in being a part of this new museum to join Schneider and himself for an organizational meeting at Washburn University. To everyone's surprise, over a hundred people showed up for the meeting. Not long after this first gathering, all agreed to see if one of the historic hangars at the former Forbes AFB might be obtained for housing this new flying museum

which would be known as Yesterday's Air Force (YAF), Kansas Wing. The group continued to meet at Washburn for some time. Washburn Air Force ROTC instructor Ray Noches began each meeting by screening old Air Corps and Air Force movies. YAF Kansas Wing sold shirts and caps displaying its logo to those who joined the new museum.

The Metropolitan Topeka Airport Authority (MTAA) and the original YAF board of directors negotiated an agreement to house the new aircraft collection in hangar 626, which is no longer in existence. The organizations signed the lease agreement, the Museum board drew up a new charter, and the YAF Museum was in business. As winter turned to spring the first aircraft, part of what was to become a very historic collection, arrived in Topeka.

A former Indian Air Force (via the Royal Air Force) Consolidated Liberator Mark VI (B-24J to Americans) landed at Forbes Field after departing the former RAF Duxford in the UK, where mechanics prepared the aircraft and engines for the long flight to the US. One of my vivid memories of this event will always be the joy which members of the newly organized YAF felt in Topeka that day! The TLC that members lavished upon this plane after it arrived and over the next several years is still a memory lingering in my mind as fresh today as it was at the time. CBS and Universal studios in California would soon rent the bomber to use in the filming of "Young Joe" about Joe Kennedy's wartime service. Three of our members helped crew the Liberator as David Tallichet took the left seat for the trip.

It soon became obvious that hangar 626 was not going to be able to house all of the planes and other artifacts that the Museum was going to acquire. Once again the MTAA and YAF negotiated an agreement that led to



Left to right: Robert Schneider
Gene Smith
Dave Tallichet
This Liberator was YAF's first aircraft.



the Museum moving to its present location in hangars 602 and 604 at the south end of the field. It is important to note that hangar 602 was the last WWII Army Air Force hangar built at Forbes. Opened in 1943, this hangar is historical, making it a part of our heritage as a museum which we keep alive to this day. We are planning an event later this year to recognize our 40th anniversary and will pass the details to you soon.

I plan to write more about the background and history of the Combat Air Museum during this 40th anniversary, so keep reading Plane Talk.

Notably there are only two original forty year members still volunteering regularly here at the Museum. Ralph Knehans and I have been finding a home away from home for all these years. We are still giving each other a hard time concerning who was first at YAF until I remind him my membership number is #21, lower than his. The original board of directors received the first twelve membership numbers and a subsequent board honored our founder Bob Schneider with membership #1.

By February our main hangar, 602, should be bathed in a new bright light with 23 Light Emitting Diode (LED) daylight fixtures replacing the older metal halide bulbs that have been so troublesome. Metal halide lighting was state of the art 11 years ago, but they have been failing for some time and the Board recently decided to move to energy efficient LED technology, improving conditions

for our visitors while saving on our monthly lighting bills. Please come out and see the Museum under "new" light!

Finally, I want to thank all of you who have been kind and generous to the Museum by sending an extra donation along with your membership dues. Others have even gone beyond that. It is because of your kindness and generosity that we have been able to survive and keep our doors open for the last forty years. This is a great Museum and we do not take your support for granted. Please know we strive to spend each dollar wisely. This is your Museum and we want you to feel you are a part of it. We hope you will continue to stop in as often as you can for a visit.

I invite you to e-mail us at office@combatairmuseum.com with your questions or comments. Keep in mind that all of us at the Museum are volunteers with the exception of two, our director and a part time office manager, so don't be too hard on us; this is a labor of love and we love our loyal members!

→ → →

In Memoriam

**Col. (USAF, Ret.)
Hollis B. Logan**

1922-2017
Topeka, Kansas
CAM #3852
Lifetime member since 2004

→ → →

Visit our website
 at www.combatairmuseum.org

Visitors

In November, **564** people from **29** states and Bolivia, Canada, Germany, Great Britain, Italy and Mexico visited the Combat Air Museum.

In December, **340** visitors from **25** states and Brazil, Great Britain, Mexico and Serbia toured your Museum.

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Projects Update...

Work goes on inside the hangars



Left: Bob Crapser attaches a control rod on the Hiller UH-12.

Above: Can you spot the new cockpit barrier in the EC-121?

- Photos by Kevin Drewelow

By Kevin Drewelow

Cold weather has affected where our volunteers are working, but it hasn't affected their productivity! They have either taken advantage of some of the warm days or found work to do inside the aircraft or restoration shop.

Stu Entz has been busy inside the Lockheed EC-121 Warning Star and you won't believe the difference! Remember the old hazy and scratched Plexiglass barrier between the galley and cockpit? Stu replaced it with a smaller piece of Plexiglass that allows the visitor to directly view and photograph the aircrew's "office." He also is adding some items that make it appear as though the pilots and flight engineer have just stepped out and will be right back: flight jackets, maps and a thermos, among others. You'll have to see it to appreciate it!

Bob Crapser continues to prove the old saying "slow and steady wins the race." He travels to CAM once a week and puts in a full day restoring our Hiller UH-12 Raven helicopter. He recently installed the tail rotor and driveshaft and is now turning his attention to the other end, where he has prepared the cockpit bubble framing for paint.

Don Dawson and Danny San Romani have accomplished a lot in the last two months. Over a year ago CAM acquired a Tallescope, an unusual British ladder designed primarily for use in the theatrical business. Don and Danny assembled and checked the Tallescope, which can reach up to 30 feet and is ready to go in hangar 604. Don then cleaned, prepared and painted a showcase which will accommodate a large model of the cruiser USS TOPEKA, the second of three ships named for the

capital city of Kansas. Danny brought the vertical fin of the Museum's North American F-86H Sabre into the workshop where he is giving it a thorough cleaning and making minor repairs.

Our "Dynamic Duo" wanted still more to do, so they've found themselves back in the egress business, after recently restoring and creating a Lockheed T-33 Shooting Star ejection seat display. Shortly after our Museum opened in 1977, our Air National Guard neighbors converted from Martin EB-57B Canberras to the now-familiar Boeing KC-135 Stratotankers and became the 190th Air Refueling Group (now Wing). Due to the conversion, they disposed of a lot of equipment, including a navigator's ejection seat from an RB-57A, the earliest version of the Canberra they flew from 1957 to 1972. That seat was mounted on a wooden platform and, by operating the handles, will illuminate lights and ring a bell to confirm various steps in the ejection sequence have taken place.

Don and Danny have removed the seat from the platform and are restoring it to working order.

Several retired Kansas Air Guard pilots have called and visited the Museum and advised us on the history and use of the seat, a fascinating story we will share with you soon when the restoration is complete.

Other Museum volunteers continue to support Museum daily activities, such as leading tours, running the Gift Shop, giving visitors some stick time in our simulator and maintaining our facilities. CAM is always looking for good help. Come out and join us!

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CAM announces 2017 Membership Luncheon speakers

By Kevin Drewelow

What do the terms Punitive Expedition, Teaball, AI and BUFF have in common? You'll have to attend the bi-monthly Combat Air Museum membership luncheons and hear the speakers to find out! Deputy Chairman Dave Murray has assembled yet another outstanding group of speakers for our 2017 Membership Luncheons. While we can look forward to once again hearing from some officers attending the US Army Command and General Staff College at Ft. Leavenworth and Seaman High School History Day teams, you won't want to miss the other speakers Dave has lined up. See for yourself:

February 13th, 2017 - Captured: The Adventures of Colonel Hughes

Mary Madden, KS Museum of History

Born in Topeka in 1888, James C. Hughes joined the KS National Guard and served on the Mexico border with Gen. Pershing. As a member of the US Army, he served from 1917 to 1948 and fought in both world wars. He photographed battlefields and towns in Europe and recorded his daily survival as a Japanese POW until the end of the Pacific War.

April 10th, 2017 - Seaman High School National History Day

Presentation by Susan Sittenauer & Students

This is another in our popular series of Seaman student presentations as part of the State and National History Day competition. Mrs. Sittenauer always brings some of the brightest and best to the Museum's April luncheon as a "dry run" prior to the State History Day competition.

June 12th, 2017 - The Teaball Solution in Vietnam

Mike Hankins, Associate Professor, Kansas State University

In 1972, after a 3 year bombing "truce," the US Air Force air campaign began again in earnest. By that time the North Vietnamese Air Force had rebuilt their air strength and the US was at a great disadvantage in the skies. A workable solution was urgently required to redress this issue. "Teaball" was the answer.



Boeing B-52H Stratofortress

August 14th, 2017 - The Future of Technology

Lt. Col Dave Young, Adjutant General's Office, Topeka

What are the major trends facing the United States? How will rapid advancements in artificial intelligence, robotics, genetic engineering and nanotechnology change our world? This presentation covers the major geopolitical, technological and fiscal challenges facing the United States during the next two decades.

October 9th, 2017 - US Army Command and General Staff College Students

Visiting us from the officer training course at the United States Army Command and General Staff College at Ft. Leavenworth, Kansas, these young officers will recount their personal military experiences from several service branches.

December 11th, 2017 - Flying BUFFS from '81-'87: Downstairs and Up!

Brig. Gen. (ret) Brad Link

Brig. Gen Link flew B-52 bombers from 1981 – 87 during some of the headiest days of the Cold War. He then flew B-1Bs, first with the USAF and then with the 184th Bomb Wing, Kansas Air National Guard at McConnell Air Force Base. He flew KC-135Rs with the 184th and then with the 190th Air Refueling Wing at Forbes. He became the Commander of the Kansas Air National Guard and Assistant Adjutant General-Air of the Kansas National Guard in 2010. He retired in Oct 2014.

Bi-monthly Membership Luncheons take place on the second Monday of even-numbered months and begin at 11:30 a.m. Guests are welcome and we ask everyone who attends to bring a covered dish. Combat Air Museum Chairman Gene Howerter opens the gathering with some

brief comments before we serve lunch, after which our speakers offer their presentations. We look forward to seeing you there!

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CAM's Beech RU-8D

Aerial Radio Direction Finding and CAM's RU-8D Seminole

By Bill Stumpff

James T. Davis died on December 22, 1961, making him one of the earliest casualties of the Vietnam War. Davis, killed on a mission north of Saigon, was with the 3rd Radio Research Unit (RRU), performing Portable Direction Radio Finding with radios mounted on jeeps. The 3rd RRU renamed its headquarters at Tan Son Nhut Air Base Davis Station in his honor. The jeep-mounted radio finders proved unworkable and evolved into Aerial Radio Direction Finders. At Tan Son Nhut, there were thirty RU-8D planes, such as the one at CAM, configured with long-range and directional radios and antennas. Richard McCarthy details all this in his book, "Vignettes, Memories from Three Years in SE Asia with the Army Security Agency." McCarthy recently donated two copies of the book to CAM's library.

The CAM RU-8D, "Lonely Ringer," was one of eight based out of Da Nang and Phu Bai in Vietnam. The company at Phu Bai and the 8th RRU at Da Nang were part of the 3rd RRU headquartered at Ton Son Nhut. The Museum has pictures of its RU-8D showing mortar damage received at Phu Bai. Mr. Bruce Clapham donated the RU-8D to the Combat Air Museum in May 1985. He flew the RU-8D as

a warrant officer with the US Army 138th Aviation Company/224th Aviation Battalion in Vietnam, 1966-1967.

Beech lengthened the wings on the Beech RU-8D Twin Bonanza by 36 inches to accommodate the large directional antennas protruding from the wings and the additional weight. The crew consisted of a pilot, co-pilot and a radio operator in the back. The crew used the long range antennas to locate enemy radio transmitters. They then used the directional antennas to mark a closer location. The pilot would fly perpendicular routes while the radio operator marked the locations when the signal receptions went in and out. The pilot would turn the plane a hard 90 degrees for the flybys. The hard 90 degree turns often produced air-sickness in the radio operators. After four flybys the crew would mark the location and report it after landing.

You can check out the book from our library and learn more about the radio operators and their missions in the RU-8D airplane at CAM. Take a virtual tour of the Museum's RU-8D cockpit, courtesy of Huw Thomas, on the Museum's website at http://www.combatairmuseum.org/virtual_tours/Beech_RU-8D.html

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Your membership
is important to us.
Join the Combat Air Museum.
Learn more at
www.combatairmuseum.org

Jack Vaughn CAM Volunteer Profile

By Kevin Drewelow

If you've ever flown the Combat Air Museum simulator with an instructor, chances are Jack Vaughn was sitting next to you. Jack is beginning his 23rd year as a volunteer, so many of our members and all of our volunteers already know him. Jack began at CAM as a tour guide, then worked in the gift shop for five years, but he found his calling when the Museum opened the flight simulator in 2013. Jack quickly volunteered to serve as a flight instructor and hasn't landed since. The simulator allows him to share his flying experience with our visitors, many of whom have never flown in an aircraft. Jack also serves as the chief flight simulator instructor for the Museum's Young Aviator classes.

Jack joined the Navy in 1951 and became a radar operator on Grumman AF-2W Guardians in Sea Control Squadron 37 (VS-37) the "Rooster-Tails." Their job was to find and destroy enemy submarines. They operated as a flight of two aircraft. Jack's pilot flew the aircraft. Jack served as the aircraft's eyes by operating the radar. His other crewmember served as the ears as he operated the electronic countermeasures, listening for the submarine. Once they detected the target, the other Guardian, an AF-2S, the killer version equipped with short range radar and searchlight and armed with a variety of rockets, bombs and torpedoes, would attack the submarine.

Jack and VS-37 were on a Pacific cruise aboard the USS Princeton (CV-37), a straight deck carrier, when he and his pilot spent a very long and exciting day. At the end of their first flight of the day, the landing signal officer waved off Jack's pilot, who had approached too high. On his second approach, the pilot overcompensated too low. The tail hook struck the end of the deck, skipped over the four arresting cables, and sent Jack and the Guardian into the net which protected all of the aircraft and people crowded onto the forward part of the deck! Everyone was fine, but their day was not yet done. Later that same day, Jack's crew was preparing for a midnight launch. Deck handlers directed Jack's pilot to turn the aircraft, which he did; however, the handlers on the dimly lit deck didn't see an adjacent parked aircraft with its engine running and its propeller sliced through the tail of Jack's plane! Happily the mishap injured no one and thus ended a very long day for Jack and his crew!



Jack left the Navy after four years, graduated from Kansas State University with an electrical engineering degree and married Carlene. They reared Richard and Jennifer over Jack's 25 year career with IBM. He owned and operated a Sabre ultralight aircraft for a number of years and now scratches his aviation itch by instructing in the Museum simulator.

Volunteers are the backbone of the Combat Air Museum and we salute Jack's nearly quarter-century of service!

→ → →

Top: Jack Vaughn - Photo by
Kevin Drewelow
Center: AT2 Vaughn in 1954
Left: Grumman Guardian
- Photos courtesy Jack
Vaughn

Time to sign up for 2017 Young Aviators classes

Spring break is just around the corner, so why not beat the rush and enroll the kids in CAM's Young Aviators class set for March 20-23?

Education is the number one priority of the Combat Air Museum and part of its original charter. Through our guided tours, bi-monthly luncheon/lecture series, social events, "Young Aviators" curriculum and vast array of exhibits and dioramas in the Museum, visitors of all ages will be inspired and educated in aviation history, technology, art and the "Cost of Freedom."

Have your youngsters come and join the fun (and learning) at the Combat Air Museum. "Young Aviators" classes for youth, ages 8 to 12, will be held on the following summer vacation dates:

- June 5-8
- July 10-13
- July 31-August 3

Classes are held during school vacation time, Mondays through Thursdays, from 9:00 a.m. until 12:30 p.m. The class fee is \$50 per student for all four days of the course. The instruction includes invaluable "hands-on" learning. The four-day sessions will cover subjects such as:

- The history of early aviation
- The fundamentals of flight theory
- Aircraft structures, including control systems and engines
- Weather and how to read aviation charts and maps
- Hands-on time in the Museum's flight simulator
- Guided tour of the Museum
- The phonetic alphabet, used for aviation communication
- The opportunity to join a model building class (available as a separate session)

During the 4 day sessions, students will visit:

- The 1-108th Aviation Reg. of the Kansas Army National Guard (Sikorsky UH-60M Blackhawk helicopters)
- The 190th Air Refueling Wing of the Kansas Air National Guard (Boeing KC-135R Stratotanker inflight refueling aircraft)
- The MTAA Forbes Field Fire, Rescue and Security Station (Firetrucks)
- The air traffic control tower at Forbes Field

Enrollment is limited to 20 per class and the Museum will accept youth on a first-come-first-served basis. For details please call Museum Office Manager Nelson Hinman at (785-862-3303) between 9:30 a.m. and 12:30 p.m. on week days.

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Young aviators from a summer class

Dillon's Community Rewards Program

There's no better way to start the New Year than to benefit CAM by enrolling 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 CAM 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 reenroll 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.

Despite what you'll read on the Dillon's website, they recently announced you'll NOT need to reenroll in the program each January. Thanks to your generosity, each quarter the Museum receives a check from Dillon's 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, why not take a few moments now to do so: Dillon's and CAM will do the rest!

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Check out the new items in the CAM Gift Shop

Several new items have just arrived in the CAM Gift Shop that will make the cold weather easier to bear.

Try on one of our reversible cold weather jackets. These jackets feature a detachable hood and are available in the following color/patch combinations:

- Air Force Logo with a CAM patch, Navy/White Jacket
- US Navy Logo with a CAM patch, Navy/Gold Jacket
- US Army Logo with a CAM Patch, Navy/Gold Jacket
- No Logo with a CAM patch only, Navy/White Trim

The jackets are available in medium, large, extra-large and 2XL for only \$43; no member discounts at this price, please. Several members have already purchased some of these jackets and have been quite pleased at the comfort they provide.

We've also just received some long sleeve t-shirts with a larger CAM logo printed on the front. These shirts are available in several colors and sizes from medium to 2XL and are only \$25.

You can also pick up a watch cap identical to current military issue. These caps are sage green and available in two fabrics: knit or microfiber fleece. Our members who recently served will attest to these caps being the warmest they ever received, and they're a great deal at only \$4.50.

Gift Shop sales are a key component of support for our Museum. Why not treat yourself to some great winter apparel and help the Museum in the process?



Upcoming Events

February

Monday, February 13

Membership Luncheon

Bob Dole Education Center

11:30 am

"Captured: The Extraordinary Adventures of Colonel Hughes"

Mary Madden, KS Museum of History

Born in Topeka in 1888,

James C. Hughes joined

the Kansas National Guard

and served on the Mexico border

with Gen. Pershing.

As a member of the

US Army, he served

from 1917 to 1948 and

fought in both world wars.

He photographed battlefields and towns

in Europe and recorded his

daily survival as

a Japanese POW

until the end of the Pacific War.

March

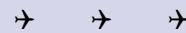
March 20 - 23

Spring Break Class

Young Aviators Education Class

9:00 am - 12:30 pm

Bob Dole Education Center



Shop the
Combat Air
Museum
Gift Shop
for
unique gifts

"Guests," con't. from page 1

The E-3 Sentry provides all weather surveillance, command, control and communications needed by US and allied air defense forces. It contains a radar subsystem that permits surveillance from the Earth's surface up into the stratosphere, over land or water, and is actually the modern replacement for the EC-121 Warning Star, such as the one in the Museum's collection. The radar has a range of more than 250 miles. Major Allen told us that he intends to continue to serve due to the threat of ISIS and other terrorist groups.

Major Marcus Bryan followed Major Allen. Major Bryan is an AWACS navigator and shared some of his background, including the fact he is from a military family. He enlisted in the United States Air Force, went through basic training, and then the necessary technical training to be qualified as a crew chief on F-15 Eagles.

He showed a photo of a KC-135 refueling an F-15 and told us he was aboard a KC-135 once when one of the windows cracked. It was a multi-layered window and only one of the layers had cracked; it held for the remainder of the flight, but if it had failed completely, it would have caused a violent depressurization of the aircraft. He, too, plans on continuing his service to our nation.

Major Aaron Palan was our third speaker. A 2002 graduate of the Air Force Academy at Colorado Springs, Colorado, the major went through pilot training, graduating after flying the T-38 at Laughlin AFB at Del Rio, Texas. Major Palan then went on to fly the A-10 over Afghanistan, and had a delightful story about his third combat mission. Still considering himself very new to the Mideast and to combat, he was on a two-aircraft

patrol when his commander had to leave the area to hook up with a tanker. No sooner had the commander flown away when Major Palan received an urgent call to engage a hot target. He expended most of the bombs, rockets, and 30-millimeter ammunition aboard. When his commander rejoined the flight, he asked if anything had happened during his absence! Major Palan shared a surprising fact about the mission. The gun gas/residue seeped back into the cockpit, and he had to wash it off after the mission.

Our final presenter was Major Owen Freeland, a cyberwarfare officer. He joked that he flies a computer instead of an airplane. Major Freeland is also from a military family, and served as a non-commissioned officer (NCO) for seven-and-a-half years before entering an officer training program. His current duty station is at Mountain Home AFB in Idaho, and his job is so sensitive that he could only share generalities about cyberwarfare and the employment of remotely-piloted vehicles. He did tell us that he is married and that his wife remains an NCO; however, he left it up to us to guess who the boss is when they're both out of uniform!

Following Major Freeland's presentation, the officers opened the floor for a lively and informative question and answer period. Following that, two of the officers left to attend to other engagements, while the others stayed for a guided tour of both hangars.

We were privileged to host the four young patriots and wish them well as they pursue their fascinating careers.

→ → →



*Above: Boeing E-3
Sentry aircraft
Left: a flight of
Fairchild A-10
Warthogs*

Supporters

New

Lindsey & Kenton Dreiling & family
Tom Pfeiffer

Renewing

Ted & Cindy Berard
Tom Coughlin
Wayne Dodson
Rodney & Martha Duerksen
Donald & Rebecca Duncan
Leonard Faulconer
Monte Fuller
Justin & Leslie Gordon
Ernest Hedges
Klio & Mary Jo Hobbs
Ralph Knehans
Robert & Carolyn Malm
Larry & Nancy Mann & family
Jerry & Karen Milbradt
Todd Morgenstern & family
Loren Otis
Richard Painter
Eliot Potter
Tad & Dee Pritchett
Dennis & Galene San Romani
Matt & Denise Sabatini & family
Jay Stevenson
Don Thun
Dick & Jeanne Trupp
David Trupp & family
Charles & Marlene Urban
Dr. Howard & Marilyn Ward

→ → →

2017 Calendar of Events

February

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

March

1 - Normal hours resume, Museum open
Monday-Saturday 9 a.m. to 4:30 p.m.
Museum open Sunday noon-4:30 p.m.
No visitors admitted after 3:30 p.m.
12 - Daylight Savings time begins
20-23 - Young Aviators Class

April

10 - Membership Luncheon
16 - Easter, Museum closed
29-24th - Annual 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

30 - Kansas Chocolate Festival Winged Foot Run

October

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

November

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

December

11 - Membership Luncheon
25 - Christmas, Museum closed

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Guest speaker for next Membership Luncheon

Mary Madden, Museum and Education Director for the Kansas Historical Society, will tell the story of native Topekan James C. Hughes. Hughes joined the Kansas Army National Guard, served on the Mexican Punitive Expedition in 1916, Europe in World War I and survived capture by the Japanese in World War II. The Kansas Museum of History is featuring a major exhibit about Col. Hughes through May 28. Learn more at <http://www.kshs.org/p/kansas-museum-of-history-world-war-i-exhibit/19093> →



Mary Madden

Birthplace of American Combat Aviation now part of American Battle Monuments Commission

*Flyers of the Lafayette Escadrille
to be forever honored*

*photo from the American
Battle Monuments
Commission website*



The American Battle Monuments Commission officially assumed ownership and responsibility for the Lafayette Escadrille Memorial Cemetery (LEMC) in France on January 9, making it the ninth commemorative World War I cemetery administered by the agency. ABMC Chairman Merrill A. McPeak, former U.S. Air Force Chief of Staff, participated in a special ceremony in Paris to complete the transfer.

More than 200 Americans flew with French squadrons during the course of the war. Of this number, only 38 were assigned to the Lafayette Escadrille. The rest served in other French flying units. Collectively, all Americans in the French Air Service, known as the Service Aéronautique, were considered to be part of the Lafayette Flying Corps, an unofficial designation. Many of these aviators transferred to American squadrons once the United States entered the war in April 1917.

After the Armistice, Lafayette Flying Corps veterans worked with American and French leaders to build a memorial dedicated to those who flew with the Service Aéronautique. The memorial also serves as a final resting place for many of those who lost their lives during the war. Learn more at www.abmc.gov.

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