

THE OFFICIAL NEWSLETTER OF THE
COMBAT AIR MUSEUM
PLANE 
talk
 TOPEKA REGIONAL AIRPORT, FORBES FIELD, TOPEKA, KANSAS
 December 2017 | January 2018 • Vol. 33, No. 6

Air Force majors describe recent service experiences

By Dennis Smirl

Chairman Gene Howerter called the October 2017 meeting to order at 12:20 p.m. After a few remarks and reminders about CAM's busy autumn schedule, he introduced our four guest speakers who had traveled from the Command and General Staff College at Ft. Leavenworth, Kansas.

First to tell us about his service and current activities in the United States Air Force (USAF) was Major Sam "Rally" Chipman. An Indiana native and graduate of Purdue University, Major Chipman began his service at Officer Training School (OTS) at Maxwell Air Force Base, Alabama. Flight training followed OTS, and he soon found himself flying the Fairchild Republic A-10 Thunderbolt II, affectionately known as the "Warthog." He has amassed 1,763 hours in the A-10 and completed two deployments to Afghanistan. Major Chipman then shared a couple of brief anecdotes from his time in the A-10. The Air Force then assigned him to the F-35 test program at Nellis AFB, Nevada where he now has 264 hours flying the USAF's newest fighter. He compared and contrasted the A-10 and F-35, saying that while the F-35 cannot do everything the A-10 can, it possesses remarkable capabilities he could only dream of while flying the Warthog.

Major Jesse "Axle" Breau, a Maine native and graduate of the Air Force Academy in Colorado Springs, Colorado, was our second speaker. Major Breau flies the Lockheed Martin F-16; his specialty is the suppression of enemy air defenses (SEAD), better known as the Wild Weasel mission. His assignments have taken him to Korea, Japan, South Carolina, and Germany. He is a graduate of the USAF Weapons School, and has 2,100 hours in the F-16, 1,000 of those in combat assignments. He shared a very interesting and amusing story about



(L to R) Majors Nick Ferry, Chris Caster, Sam Chipman and Jesse Breau
 photo by Klio Hobbs

flying out of Elmendorf Air Force Base in Alaska and intercepting a Russian Tupolev Tu-95 'Bear' turboprop reconnaissance bomber over the Pacific Ocean west of the Canadian coastline. He added to the presentation by showing us a photo he had taken of the Bear while flying beside it. He said he'd tried to get his wingman to close with the Bear so he could get both aircraft in another shot, but his wingman declined.

"Majors" con't on page 10

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Dick Trupp

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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.

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

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Plane Talk, the official newsletter
 of the Combat Air Museum
 of Topeka, Kansas,
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We welcome your comments.

From the Chairman's Desk

By Gene Howerter, Chairman, Board of Directors

My mother would often lament how fast time flies as we get older. It seems as if the year 2017 just arrived yesterday and now it is drawing to a close. As this is the Museum's fortieth anniversary, we will look forward, trusting our future will bring with it new and exciting times. One of the things we must address will be to assure the Museum will be in good hands for a secure operation in the years to come. Over the past forty years there have been many volunteers and members who have faded into the sunset and this will always be the case in the future. So the writing is on the wall: we need to attract new and younger volunteers who will pick up the slack and secure our future.

The Combat Air Museum is a wonderful museum and there are a lot of assets which we need to protect so that future generations can learn from the history we have preserved. As most of you know, we are for the most part a volunteer organization. The Museum operates with a full time paid director and a part time office manager. The Museum's chairman, deputy chairman, board of directors, accountant, gift shop attendants, tour guides, and restoration specialists are all volunteers. So this is my plea: if you or anyone you know has an interest in becoming a part of our Museum's operation, please let us hear from you. One of the Museum's primary goals for 2018 will be to find new and interested volunteers to help staff our Museum as we move into the future.

People always ask, "What's new at the Combat Air Museum?" Over the past few months the Museum has had a lot going on and there have been a lot of changes. Yes, there are new exhibits and we are refurbishing present exhibits, but not all that is going on at the Museum has to do with exhibits. We have new and exciting construction and renovation going on. This will continue to be the trend well into the fall and winter season. Our Capital Projects Committee members and volunteers are making progress on the new hangar #602 south door canopy. Contractor JB Turner & Sons just completed replacement of all exterior seals on the hangar doors in building #604. What remained of the original 1953-vintage door seals had gaps 2, 3, and 4 inches in length which one could look right through. The new seals will once again keep out rain, wind, dirt and birds, leaving the planes and exhibits and hangar much cleaner.

We are always busy year round developing new and exciting projects at the Combat Air Museum. Please consider joining in on the fun and excitement with us. I would encourage you to take a morning or afternoon and visit the Museum to see where you might find something that would interest you. For those individuals who work during the week, keep in mind we are open weekends and most days throughout the year. I hope to see you soon at the Combat Air Museum as part of our volunteer staff!

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Become a member
 today

Flying Wings and a Fokker come to CAM

By Kevin Drewelow

October 4 was a damp and dreary day, barely fit for flying, but the Kansas City Dawn Patrol was on a mission, determined to arrive at the Combat Air Museum. Dick Starks checked his six: the red Fokker Triplane was still following him, glued to his tail. The closer they got to Forbes Field, the worse the visibility became, but they were driving so they didn't mind the weather.

Thanks to the generosity of the members of the Kansas City Dawn Patrol and their friends, the Combat Air Museum has the largest collection of replica World War One aircraft in the Midwest, and our collection increased by one on that rainy October morning. Dick Lemons, aided and abetted by the rest of his Dawn Patrol cronies, donated his all red Fokker Dr.I Triplane replica to CAM. He and his posse unloaded the Fokker and assembled it in hangar 602, where it will take pride of place between the Jenny replica and the Meyers OTW.

Dick explained that the Fokker, a 75% scale version of the actual Fokker, was not built from a kit offered by Airdrome Aeroplanes of Holden, Missouri, but from plans drawn by Robert Baslee, the owner and chief designer of Airdrome. Dick worked evenings and weekends over 18 months building the Volkswagen-powered replica; it made its first flight in 2009. The little Fokker was a delight to fly and Dick enjoyed every minute in it, but he has other airplanes and not enough room for them all. When he offered to donate the triplane to CAM, we immediately said yes as we wondered where we could put it! A tape measure quickly confirmed the Fokker would fit – barely – between the Jenny and Meyers; the location places the tripe at floor level where visitors can easily see and photograph it.

The Fokker Dr.I is probably the best known aircraft of World War One. In 2014, Flying magazine ranked the Fokker triplane #15 on its list of the 20 most famous airplanes ever, the only Great War aircraft to be so recognized. Two people are largely responsible for the Fokker's fame: the "Red Baron" Manfred von Richtofen and Charles Schulz, creator of the "Charlie Brown" comic strip which featured Charlie's dog Snoopy fantasizing about flying a Sopwith Camel in dogfights against the Red Baron.

Since Dick removed the Volkswagen powerplant, the engine nacelle is now empty, but hopefully not for long. We envision closing the front of the engine cowl to resemble the original installation and add a propeller and 3D printed cylinders to complete the transformation.



Top: Kansas City Dawn Patrol members unload the Fokker
Above: Dawn Patrol and CAM volunteers finish assembling the triplane
Right: Dick Starks (L) and Dick Lemons (R)
photos by Kilo Hobbs



As excited as we were to receive the Fokker, there was more.

Dick and Sharon Starks have a wide range of interests beyond aviation, and one of those interests is painting. They were taking a painting class at a church and became acquainted with another student named L. D. Herman. Before long, they learned Mr. Herman shared their interest in aviation. L.D. mentioned his fascination with the family of Northrop flying wing aircraft and his desire to paint them.

The conversation evolved into how one would organize a formation flight and the next thing L.D. knew, Dick put

"Flying Wings," con't on page 10

Girls in Aviation Day 2017: bigger and better!

By Kevin Drewelow

Girls in Aviation Day at Forbes is certainly not a secret: many more Girls Scouts and their adult advisers attended the 2017 event than did the previous year. Approximately 240 Girls Scouts and 66 adult advisers attended the events, along with a large number of the general public. As we did last year, the Museum of the Kansas National Guard and the Combat Air Museum combined efforts to put on the second annual Girls in Aviation Day at Forbes.

The girls began their day with juice and cookies at the Museum of the Kansas National Guard. They broke into four groups and moved around the museum for the next two hours through four different activities. At one stop, they toured the aircraft outside and spoke with women military and civilian pilots about their experiences. Three women pilots and mechanics from the 1/108th Aviation Regiment of the Kansas Army National Guard showed the girls around the museum's collection of helicopters while talking about flying and maintaining rotary winged aircraft. Inside the museum, the girls learned about sky-diving, working as a flight nurse, and the Civil Air Patrol from women in those disciplines and got to try out the virtual parachute simulator. Finally, Melissa Peat and Michele Moore from Kansas STARBASE provided a hands-on robotics lesson.

The girls then moved to the Combat Air Museum where they enjoyed lunch among the aircraft in hangar 602 before beginning the second half of the day. While the weather was bright and beautiful, the wind speed and direction prevented some aircraft based at Topeka's Billard Airport from participating.

Tammy Willits of the Northeast Kansas Chapter of the Ninety-Nines helped plan the day's events. She got women from other Ninety-Nines chapters to join her in bringing their aircraft to Forbes so the girls could sit in the aircraft and learn about flying. The 190th Air Refueling Wing provided one of its Boeing KC-135R Stratotankers. Three women maintainers gave tours and answered questions. Million Air provided an airstair truck for the KC-135. The 1/108th Aviation Regiment of the Kansas Army National Guard displayed one of their Sikorsky UH-60M Blackhawk helicopters and the three women who spoke to the girls in the morning were there to answer questions. Aviation Explorer Squadron 8 members were there to tell the girls about their program which leads to a pilot's license. The Metropolitan Topeka Airport Authority displayed a fire truck which quickly attracted a crowd when the operator began demonstrating the water cannon!

After visiting the aircraft outside the hangar, the girls came inside for more activities. Four women spoke

"Flying Wings," con't on page 5



Top: Lunch time at CAM
Above: Katie Sherrow,
a real life "Rosie the Riveter"
Below: Airman Amber Madden, KC-135
maintainer
Opposite page: A future pilot
photos by Klio Hobbs



to the girls about their very different aviation experiences. Katie Sherrow, at 96 years young, began with a brief account of her time spent as a real-life Rosie the Riveter building P-38 Lightning fighters and C-69 Constellation trans-



ports at Lockheed during World War Two. She received a standing ovation but later told Plane Talk she was amazed at the number of girls who met her afterwards and wanted their pictures taken with Katie. Karen Waller spoke about working for the Federal Aviation Administration as an air traffic controller and control tower security expert. Jacque Pregont represented the Atchison Amelia Earhart Foundation. She told the girls about Amelia Earhart and how the Foundation acquired the last existing example of the aircraft Earhart flew on her around-the-world attempt in 1937. Airman First Class Amber Madden took time from giving KC-135 tours to tell the girls why she joined the 190th, what she had accomplished in her career and what she hoped to do yet. The girls had many very good questions for all four women.

There was still plenty for the girls to do after the speakers concluded. Despite being well outnumbered, Dennis Smirl patiently provided lessons on the flight simulator. Chuck Watson let girls try on a flight suit, helmet and oxygen mask and then took their pictures in front of the F-4D Phantom. Many girls visited information tables to learn more about the FAA and the Atchison Amelia Earhart Foundation, as well as Air Explorer Squadron 8 at Billard Airport and the Topeka Eagle Composite Squadron of the Civil Air Patrol. Many girls took time to tour the Museum's collection of aircraft and artifacts. Participating Girl Scouts received a custom Girls in Aviation Day fun patch courtesy of the Museum of the Kansas National Guard and the Combat Air Museum.

Once again, thanks to a generous grant from the Kansas Commission on Aerospace Education, CAM was able to offer free admission for the day; this allowed the participation of Department of Defense aircraft.

We are grateful for the involvement of all the people and organizations that made Girls in Aviation Day 2017 possible and we've already begun planning for next year's event! →

Upcoming Events

DECEMBER

Monday, December 11 Membership Luncheon

Bob Dole Education Center, 11:30 a.m.
Between 1981 and 1987,
Brigadier General Brad Link (KSANG, Ret.)
navigated Boeing B-52Gs
and then piloted B-52Hs.
He went on to fly
the B-1B Lancer bomber
and Boeing KC-135R Stratotanker
refueling aircraft.
General Link will discuss
his B-52 experiences
and take your questions.

Monday, December 25

Christmas Day: the Museum will be closed

JANUARY

Monday, 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.

FEBRUARY

Winter hours continue at the Museum
through the end of the month.

The Museum will open
at noon and remain open until 4:30 p.m.,
taking last entries at 3:30 p.m.

Monday, February 12 Membership Luncheon

Bob Dole Education Center, 11:30 a.m.

Speaker to be announced

→ → →



Left: 1st Lt. Heneveld in 1969

photo courtesy of George Heneveld

Above: Richard McCarthy returns to his RU-8D "office"

photo by Kevin Drewelow

Vietnam veterans visit their warbirds at CAM

By Kevin Drewelow

October brought two distinguished Vietnam veterans to the Combat Air Museum where they got reacquainted with the very aircraft they served in during their combat tours.

The US Army drafted George Heneveld right after he graduated from Kansas State in 1966. After flight training, he found himself in South Vietnam assigned to the 25th Aviation Battalion "Diamondheads", 25th Infantry Division, flying both Bell AH-1 Huey Cobra gunships and Bell UH-1C Hueys modified into gunships. Heneveld was part of a fire team of two or three attack helicopters, directly supporting troops in contact or escorting helicopters carrying troops. During his tour, Heneveld earned a Silver Star, Distinguished Flying Cross and Bronze Star, among others. One of the Huey gunships he flew was our own UH-1M (then a UH-1C) 66-683, displayed in hangar 604. Colonel Heneveld retired from the Army in 1986. His service dress uniform jacket and some other artifacts can be seen in the display case adjacent to the gunship. Our Huey gunship is comprised of parts from several Hueys; the crew cabin is from 66-683; the tail boom from 15091, as marked. Col. Heneveld climbed into 683 and looked very much at home again!

Most veterans experienced a one-year tour in Vietnam. Kansas native Richard McCarthy spent three years in Southeast Asia. McCarthy began his tour with an Army Security Agency Special Operations Unit in Thailand.

Due to the classified nature of their business, the unit's unclassified designation was the 5th Radio Research Unit (RRU). Seeking more adventure than the 5th offered, McCarthy transferred to the 3rd RRU base at Ton Son Nhut Air Base near Saigon. He spent the next two years riding in the back seat of our Beech RU-8D and others like it, detecting and pinpointing the location of enemy radio transmitters. He then passed the coordinates to units that directed fire onto the transmitter and its attending soldiers and guerillas.

McCarthy wrote "Vignettes: Memories from Three Years in SE Asia with the Army Security Agency" in which he provides an unvarnished and slightly redacted account of his extensive tour. See Bill Stumpff's review in the Feb/March 2017 issue of Plane Talk at <http://www.combatairmuseum.org/newsletter/images/PlaneTalk%20FebMar17.pdf>

We were happy to open our RU-8D "Lonely Ringer" so Mr. McCarthy could get reacquainted. He shared some intriguing recollections of his time spent in that very seat. There's nothing like hearing about history from someone who was there! It was our pleasure to reacquaint these two warriors with their old friends during their visits to CAM.

→ → →

No Red Carpet at Hangar 602 South Door Canopy

By Mike Welch

There is no red carpet at the latest project built by the Combat Air Museum Capital Projects Committee, but visitors, volunteers and staff will benefit from hangar 602's new south door canopy anyway. The canopy will keep rain and snow from blowing into the hangar and prevent snow and ice from sliding off the hangar roof onto unsuspecting people.

The Capital Projects Committee chose this project as a priority, set a budget, and received the green light from the Board of Directors to proceed. The committee is a diverse group of individuals with many talents, ideas and supervisory disciplines. The committee members are Wes Barricklow, Kevin Drewelow, Gene Howerter, Ted Nolde and Mike Welch. We received outstanding and much needed assistance from Stu Entz, Klio Hobbs, Al Holloway, Nelson Hinman, Jr., Dave Murray, Danny San Romani and Bill Stumpff.

Ted Nolde designed the structure, made a list of materials, checked the construction for compliance with standards and helped with construction. Regrettably, Ted slid off the roof and fell to the ground, fracturing his left shoulder and upper left arm. Ted is fine and is recovering at home after surgery. His accident underscored the importance



Far left: The team prepares to pour concrete
Left: Nelson Hinman, Jr. and Mike Welch measure twice
photos by Klio Hobbs

of following all safety measures.

The next work day saw the team securing ladders and using fall protection equipment. Gene Howerter broke ground and positioned the main support poles and foundations exactly where they belonged. New Museum member and volunteer Charles Reichenberger directed the framing and performed an incredible job of assisting the team with the structure. His framing of about 600 homes and other structures provided the experience, knowledge, speed, and hands-on work ethic to efficiently lead the team.

Thanks to him and all of the staff and volunteers, we completed the project on time and on budget. It takes the whole group to provide help and money to complete such a project. The accompanying pictures show the progress of the construction and the final outcome.

→ → →

[The Museum's Capital Projects Committee wishes to thank Mike Welch for his inspired leadership and guidance in support of this project. Good things happen when people take pride in their work and share their valuable time, experience and knowledge with others.]

Your membership is important to us.

Join the Combat Air Museum.

Learn more at

www.combatairmuseum.org

In Memorium

Marvin “Jack” Vaughn

May 6, 1932-September 27, 2017
CAM #3218

Kenneth “Jake” Elliott

January 8, 1947 – October 20, 2017
CAM #5297

Jake Elliott was a crew chief in the 190th Air Refueling Wing, Kansas Air National Guard. He began his career as an assistant crew chief on Martin RB-57A Canberras and maintained several other Canberra variants over the years until 1977 when the 190th mission changed to air refueling with the arrival of Boeing KC-135A Stratotankers.

Jake was the primary crew chief on KC-135E 56-3658 “Iron Eagle” when they both accompanied the 190th to Saudi Arabia during Operations DESERT SHIELD and DESERT STORM in 1990 and 1991. He retired from the 190th at the end of 1991 but continued working on Stratotankers with Raytheon Aerospace at Forbes until 1996. “Iron Eagle” is on display with the Kansas Aviation Museum at McConnell AFB, Wichita, Kansas.



Jack Vaughn

By Kevin Drewelow

Jack Vaughn, a US Navy aviation veteran and longtime active volunteer at the Combat Air Museum, passed away unexpectedly on September 27.

Jack was born in 1932, graduated high school in 1951 and joined the Navy a year later. He served during the Korean War as a radar operator on Grumman Guardians, hunting submarines. Jack described some interesting experiences he had during this time in an article in the February/March 2017 issue of Plane Talk; you can read the article on the Museum website at <http://www.combatairmuseum.org/newsletter/images/PlaneTalk%20FebMar17.pdf>

The flying bug bit Jack while he was in the Navy. Later in his life, Jack owned and flew an ultralight aircraft. He shared his love of flying with Museum visitors. While he enjoyed giving tours, he was especially keen on providing Museum visitors with a lesson on our flight simulator. Deputy Chairman Dave Murray said, “Jack was there every day and most weekend days, one of the most dependable volunteers that we could hope for. He was our main teacher and chief instructor for the Museum’s flight simulator attached to the Young Aviators education program. He was incredibly patient with all his young charges and all the students came back from the simulator with a renewed interest, demanding to be allowed to return to the simulator experience even though others had not yet visited with Jack.”

Museum volunteer Chuck Watson said, “I have been in awe of his skill on the flight simulator and endless fun he had giving others a thrill of their first flight experience. Never impatient with anyone of any age and he always had as big a smile as they did when finished. I will try to continue his work on giving sim rides to strangers and friends alike, but it won’t be as much fun without Jack.”

Museum Chairman Gene Howerter said, “Jack was a dear friend who I enjoyed visiting with every day he was at the Museum.”

Jack was a fixture at CAM. Fortunately, Chuck and other Museum members have stepped up to serve as instructors in the flight simulator as their time permits. Jack spoiled us by being so generous with the time he spent at CAM – we miss him every day! →



The Walrus

Author Unknown

The time has come, the Walrus said,
to talk of many things,
of pusher props, and shagbats,
and strutted swept back wings.
I'm an aeronautical wonder,
but if that's not enough,
Then I've wheels that I can land on,
when the sea's a bit too rough.

Museum Notes

By Kevin Drewelow

Museum outreach: Members of the Topeka Active 20-30 Club held their monthly meeting and luncheon at the Combat Air Museum on October 18. The members toured the Museum after their meeting and remarks by Museum Director Kevin Drewelow. The Topeka Active 20-30 Club is a business/professional organization which raises funds for children's charitable organizations.

The North Topeka YMCA hosted a gathering of area veterans and community members to celebrate their partnership with the Colmery-O'Neill Veterans Administration Medical Center on Saturday, October 4. Kevin Drewelow staffed an information booth at the well-attended gathering.

Dave Murray, CAM's Deputy Chairman, spoke at a Veterans Day presentation on November 6 at the Topeka Shawnee County Public Library. Dave's presentation on Shawnee County casualties during the First World War preceded a timely and gripping one man play entitled "The Ghost Soldier" written and performed by local actor David Tangeman. Mr. Tangeman is a retired Washburn University English professor and a Vietnam veteran. "The play tells the story of a young man who went to Europe in 1917 to fight in the War to End All Wars. Using primary sources, the production recounts the horrors and difficulties of a war that killed more than 18 million people."

The Kansas Chapter of Sheep Dog Impact Assistance held their first Turkey Trot for Heroes 5K/1 mile fun run/walk and virtual 5K at CAM on Thanksgiving morning. Deputy Chairman Dave Murray and Director Kevin Drewelow opened the Museum before sunrise to greet the organizers and participants. Sheep Dog Impact Assistance (SDIA) is a national non-profit organization that exists to engage, assist and empower the men and women who make up our nation's military, law enforcement, fire and rescue, and EMS professions – society's protectors, our "Sheep Dogs." They provide continued service opportunities and outdoor adventures which offer physical challenges and the camaraderie that is often missing after a shift or tour of duty ends. Over 200 people and one dog turned out to run and walk in this first annual event. The weather was sunny and brisk and everyone enjoyed the course. Dave and Kevin spoke with many people who had never been to CAM before and were looking forward to returning with their families.

Flight simulator news: Our flight simulator remains wildly popular with both visitors and members, but like real aircraft, the flight simulator is subject to wear and tear. After some minor difficulties became more serious, office manager Nelson Hinman, Jr. and gift shop volunteer Kenneth Wright corrected some of the problems but required



additional assistance. Randy Hemm was a member of the team which set up our flight simulator and he graciously agreed to help sort out the difficulties. The simulator is now behaving and will get even better when the new Logitech G Pro Flight rudder pedals assembly arrives.

The Combat Air Museum is fortunate that some members have volunteered to instruct visitors in the flight simulator, helping to fill the void left by Jack Vaughn's passing. Chuck Watson has been out to staff the simulator during some recent tours. John Plumb is undergoing "upgrade training" in the simulator. As a retired KC-97, KC-135 and airline pilot, John's personal expectations of his proficiency are a bit higher than the rest of us; when he passes his self-administered check ride, he will be a welcome and wise addition to our group of instructor pilots!

What is THAT? Danny San Romani has been busy cleaning up and organizing the aircraft parts, artifacts and other assorted items on top of the workshop and in the back rooms in hangar 604. His efforts have freed enough space on the roof of the workshop to permit the installation of our paint booth; very important as we have so little free space in 604.

The Museum has acquired a lot of "stuff" in its 40 years. Along with aircraft parts and hardware, Danny found some periscopes for an M1A1 Abrams tank and a certain amount of non aviation related junk. Danny, Don Dawson

*Above: What is THAT?
Below: Our unidentified object
from the rear*
Photos by Kevin Drewelow



"Museum Notes," con't on page 10

"Majors," con't. from page 1

Next up was Major Chris "Egon" Caster, who was born in Utah and grew up in Texas. Also a graduate of the Air Force Academy at Colorado Springs, he is a C-130 pilot with ten years and 2,400 total hours in the airframe. He shared with us the fact he had 497 hours in combat, and more than 30 cargo drops in combat zones. His anecdote was particularly amusing, while at the same time being a bit scary. In Afghanistan, he had to make a drop in a narrow mountain valley with very steep sides. The lowest spot in the valley was 7,000 feet above sea level, and the mountains on each side towered to 20,000 feet above sea level. He told us that he was flying at about 125 nautical miles per hour, 10 to 15 knots above stall speed, encountering heavy buffeting from the mountain winds, and had to make the drop in exactly the right place or the enemy would get the supplies, rather than our forces. He added that releasing the load from the cargo hold involved a

rope and a knife, and that his load master had managed a very difficult and frightening task perfectly.

Major Nick Ferry was the final speaker, a Texas native who told us he was an Air Force brat and grew up in a variety of places. An ROTC graduate, he holds a bachelor of science degree in physics from the University of South Alabama and a master of science in engineering management from Eastern Michigan University. Major Ferry has spent 13 years in acquisition for the USAF, and has served at Robins AFB in Georgia, Wright-Patterson AFB in Ohio, and Hill AFB in Utah. His supervisory responsibilities include Tech Maturation, Design Engineering Developmental Test, Operations Test, Upgrades, Disposal and Fielding. His overseas experience includes Baghdad, Iraq with the Defense Contract Management Agency.

The program finished with a lively and informative question and answer session. →



"Evolution of the Spirit"
by L. D. Herman
photo
by Kevin
Drewelow

"Flying Wings," con't. from page 3

him on the phone with the commander of the 509th Bomb Wing at Whiteman Air Force Base, a B-2 pilot himself! The commander provided the necessary information on how he would arrange the fantasy formation flight and L.D.'s next painting was born.

He created a 5 foot by 6 foot painting of a Northrop B-2 Spirit leading a formation with a Northrop B-35 to its left and a Northrop YB-49 above and to the right, at contrail altitude above scattered clouds. "Evolution of the Spirit" is impressive and must be seen to be appreciated! That the YB-49 was the type of aircraft in which Daniel

Forbes lost his life during a flight test makes displaying the painting at Forbes Field all the more appropriate. L.D. donated the painting to CAM and we hung it in the hallway between the gift shop and conference center.

The Combat Air Museum is indeed fortunate to have friends like Dick Lemons, L.D. Herman, Dick and Sharon Starks, and the rest of the Kansas City Dawn Patrol. Dick's Fokker and L.D.'s artwork will make quite an impression upon our visitors and provide a memorable lesson on aviation history.

→ → →

"Museum Notes," con't. from page 9

and Jim Braun made two trips to Langley Recycling which realized over \$200 for the Museum. Danny also discovered a large orange object which resembles a small World War II barrage balloon. We are trying to learn more about its origin and purpose and that's where we'd like your help. If you can identify the object in the photos, please contact Kevin Drewelow at 785.862.3303 or director@combatairmuseum.com.

→ → →

Introduce a friend to the Combat Air Museum

2018 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 end of month
- 12-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.
- 11-Daylight Savings Time begins
- 19-22 Young Aviators Class

April

- 1-Easter, Museum closed
- 9-Membership Luncheon
- 29-Celebrity Pancake Feed

June

- 4-7 Young Aviators Class
- 11-Membership Luncheon

July

- 9-12 Young Aviators Class

August

- 6-9 Young Aviators Class
- 13-Membership Luncheon

September

- 29-Kansas Chocolate Festival
- Winged Foot Run

October

- 8-Membership Luncheon
- TBA-Girls in Aviation Day (Tentative date Oct 13)

November

- 4-Daylight Savings time ends
- 22-Thanksgiving, Museum closed

December

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

→ → →

Supporters

New

- Bob Carmichael
- Pat Casey
- Ron Cates & Marna Walker
- Leslie Johnson
- Bill & Becky Shaffer & family
- Robert & Barbara Scofield

Renewing

- Wes & Jenny Barricklow & family
- Bruce Bevitt & Tyler
- George Catt
- Christy Cheray
- Chad & Jessica Colgan & family
- Virginia Foster
- Paul & Betty Frantz & family
- Richard Gates
- Randy & Linda Hemm
- Raymond & Cheryl Kulp
- Becky Mathers
- Larry Morgan
- Clint & Amy Patty & family
- Carl & Betty Quarnstrom
- Capt. Hershel & Jacque Stroud
- George Upton
- Dr. Rees & Kathy Webber & family

→ → →

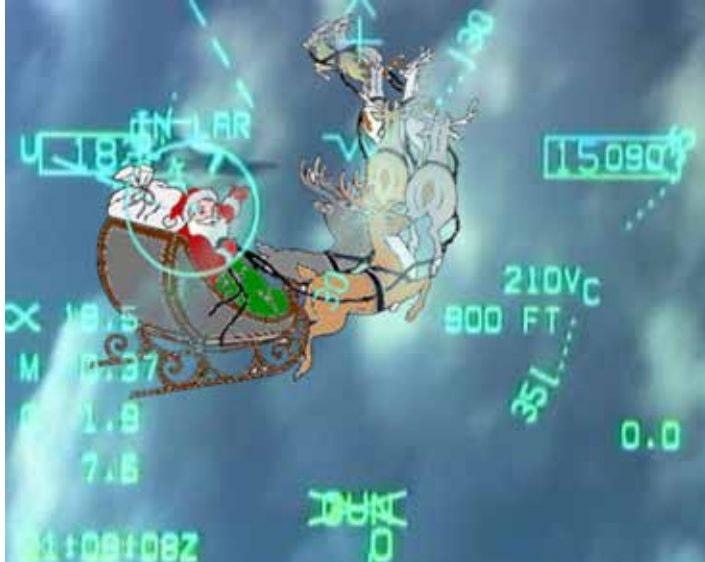
Shop the
Combat Air Museum
Gift Shop for unique
holiday gifts.

Visitors

1805 people from 24 states, Great Britain and Mexico visited the Combat Air Museum in September. In October, 1165 visitors from 37 states and Australia, Brazil, Canada and Uganda toured your Museum.

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What if Santa strays into a no-fly zone this Christmas?



What if Santa strays into a no-fly zone this Christmas? What will you tell the kids?

Don't leave this important holiday to chance. Do 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.

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