

COMBAT

AIR MUSEUM

February 2022 | March 2022
Vol. 38, No. 1

Bad to the Bone - Flying the B-1B Lancer

By Dennis Smirl

Our guest presenter for February's meeting was Brigadier General Bradley S. Link, Kansas Air National Guard, retired. In 1988, then-Captain Link arrived at McConnell Air Force Base to fly B-1s with the 384th Bombardment Wing. When the aircraft of the 384th transferred to the 184th Bomb Wing, Kansas Air National Guard in 1995, Major Link also transitioned to the 184th. General Link capped his 34 year career as Assistant Adjutant General-Air, Kansas National Guard and Commander of the Kansas Air National Guard.

Four years ago, General Link presented a fascinating program based on his flying experience with the Boeing B-52G/H. In his appearance this time, he spent more than an hour with our membership, recalling his time with the Rockwell B-1B Lancer through his comments and some excellent graphics.

General Link began with some interesting background on the B-1B. Initially a Mach 2+ design, it was designated B-1A and had some very significant design differences from its younger sibling. It had a capsule escape system - similar to the one used by the General Dynamics F-111 series. The B-1A also had movable inlet ramps that kept the air flowing into the engines at a subsonic velocity. General Link explained that if the air at the front of the engine exceeds Mach 1, the engine will experience compressor stall and flame out. The redesign of the

B-1A as the B-1B eliminated moving inlet ramps and the escape capsule, relying, instead, on ACES-II ejection seats for the four crew members. This made for a less expensive aircraft, a constant consideration with military budgets.

The B-1B entered service in 1984, still as a supersonic aircraft, but limited to Mach 1.25, primarily because the redesigned inlets could not handle inlet air at higher speeds. General Electric F101 afterburning turbofans powered the bomber, and each engine produced at maximum of 30,000 pounds thrust at optimum altitude, speed, and



Photo provided by KSANG

Rockwell B-1
surrounding air temperature.

In what General Link described as a very tight cockpit, four officers operated this complex weapons

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PLANE TALK

COMBAT
AIR MUSEUM

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THE OFFICIAL NEWSLETTER OF THE
COMBAT
AIR MUSEUM

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MUSEUM HOURS

January 2 - February 28/29
Mon.-Sun. Noon - 4:30
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

PLANE TALK
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Plane Talk, the official newsletter
of the Combat Air Museum
of Topeka, Kansas, is
published bi-monthly.
**We welcome
your comments.**

Your membership is
important to us.
Join the
COMBAT AIR MUSEUM

From the Chairman's Desk

By Gene Howerter, Chairman, Board of Directors



To say we are living within unusual circumstances would surely be an understatement. During the past few years we have been dealing with one of the most uncharacteristic situations life has to offer, COVID-19. Now we are dealing with the highest gas prices in history and I am sure things will not be getting any better in the near future. And as if that is not enough, now inflation is also raising its ugly head. The Combat Air Museum managed to conquer potential COVID financial difficulties thanks to Treasurer Les Carlson and Dave Murray, our financial leader and Vice-Chairman. Our current and future concern is how higher gas prices and inflation will affect Museum visitors. Will there be fewer people traveling this summer and in the near future which could affect our bottom line? And as prices are rising, how much can gift shop costs increase before it affects the items we sell? I am confident we will manage to overcome these obstacles if we are willing to accept change so please be patient with us as we go forward. One thing you as members can do would be to send all of your family, friends, and neighbors out to visit the Museum. We have seen an increase in visitors to our Museum as Kansas and the surrounding states are enjoying spring break. We hope this trend will continue as we celebrate Easter, Memorial Day, and summer vacations.

Our Celebrity Pancake Feed will be Saturday, April 30 from 7 a.m. to noon. We invite you to join us for Perkins pancakes and a serving of sausage, orange juice & coffee. One of the highlights of this fundraiser is our Fly-In Market Sale. Since this is a good time for spring cleaning, you might want to consider donating good new or used items for the sale. Other fundraising events this year include our annual 5K/10K run and 3K walk on Saturday, September 24, and our second annual Car Show on October 8. Other events which will be open to the public include the third annual Taps across America program on Memorial Day, Monday May 30 and Girls in Aviation Day on October 1. This is a great program and all members who are able should visit the Museum and enjoy the planes and activities. Finally, if you know anyone interested in attending this summer's Young Aviators Classes, please call our office, 785.862.3303 for more details and registration. You can always find complete information concerning most happenings on our website at www.combatairmuseum.org or on our Facebook page at www.facebook.com/CombatAirMuseum. We'll see you at the Museum! ♦

Museum Notes

By Joe Wulfsuhle

Sheep Dog Impact Assistance honors CAM... Aryn McCoy of Sheep Dog Impact Assistance (SDIA), Kansas Chapter, presented a commemorative paddle to Combat Air Museum Deputy Chairman Dave Murray to recognize the Museum's support of their Turkey Trot for Heroes 5K Run over the last four years. Funds raised at the 5K benefit children of those who use SDIA's services. SDIA works to improve the lives of our nation's veterans and first responders through outdoor activities and community service. Learn more at <https://sheepdogia.org/>



Aryn McCoy and Dave Murray

Photo by Kevin Drewelow

3D printing engines for our Morane L and Nieuport 11... Deb Lamere continues to make progress in creating a pair of 3D printed 75% scale Le Rhone rotary engines. Aided by Huw Thomas and Danny San Romani, among others, Deb has gained valuable experience and made some changes to improve the printing process. She identified the need to better control the temperature near the printer, so Blue Dot HVAC added a duct from the workshop furnace to the bench where the printer sits. Deb then added insulation around and beneath the printer and this has helped to stabilize the temperature of the printing environment. She also switched to a

different filament that provides a much smoother finish. Upon completion, volunteers will install the Le Rhones in the Morane L and Nieuport 11 replicas.



3D printed engine parts

Photo by Kevin Drewelow

More Morane news... Gene Howerter, Mike Madden, Dave Murray, Ted Nolde and Ron Shirrell spent an afternoon working on the Morane display. They added lights and trimmed the grass carpet beneath the aircraft. Danny San Romani removed the cowling to measure and plan for mounting the Le Rhone when it's ready. Chuck Watson completed the nearby mural depicting the downing of a German airship by Royal Naval Air Service Flight Sub-Lieutenant Reggie Warneford in a Morane on June 17, 1915.

Volunteers overhaul tail jacks... Don Dawson and Danny San Romani have spent the last few weeks cleaning and overhauling two World War II vintage aircraft tail jacks. With no technical data available so far, Jason at Northeast Kansas Hydraulics, 1531 Northwest Eugene Street in Topeka, has been providing parts and technical assistance to get the jacks back in service. Both jacks have data plates that read "U.S. Army Air Corps."



Photo by Kevin Drewelow

Don Dawson repairs a tail jack

T-33 transformed... Museum member Rance Sackrider is transforming the appearance of our Lockheed T-33 Shooting Star. He has been polishing the bare metal and the previously weathered and

Continued on pg 11

2022 Calendar of Events

New & Renewing Members

April

- 11-Membership Luncheon
- 17-Easter, Museum closed
- 30-Celebrity Pancake Feed

May

- 30-Taps Across America

June

- 13-Membership Luncheon
- 20-24 Young Aviators Class

July

- 11-15 Young Aviators Class

August

- 8-Membership Luncheon

September

- 24-Combat Air Museum Topgun 5K/10K Run & 4K Walk

October

- 1-Girls in Aviation Day
- 8-CAM Car Show
- 10-Membership Luncheon

November

- 6-Daylight Savings time ends
- 24-Thanksgiving, Museum closed, Turkey Trot for Heroes

December

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

New Lifetime Members:

Brig Gen (Ret.) Brad & Joan Link

New:

Bill Ankenbauer & family | John M. Davis |
William Ritter & family | Kritika Shetty

Renewing:

David Bainum | Chuck & Connie Bradshaw |
Michele Borgarelli | Michael & Candace Bush |
Debra Butz | Juan Chavarria & family | Don
Dawson | Norman Dysart | Phil & Darlene Elwood
| Shaun & Inga Finn | William & Donna Gilliland |
Jane Holley | Connie Houser | Mike Kozubek &
family | Louise "Cookie" Langberg | Jim & Ruby
Leighton | Roland Mayhew & family | Dr. Robert
McElroy | Ronald Morrison | Stephen Morrison |
Dave & Judy Murray | Rance & Laraine Sackrider
| David Salguero | RJ & Samantha Soldani | Jay &
Marty Stevenson | Steve & Rosie Williams



Visitors

462 people from 21 states, Canada, the Czech Republic, Germany and India visited the Combat Air Museum in January.

In February, 444 visitors from 18 states and Brazil, the Czech Republic, Great Britain, Spain and Sweden toured your Museum.

CAM Seeking Items for *Celebrity Pancake Feed* *Fly-In Market*

By Marlene Urban



We will soon begin collecting smaller, new or gently used items and estate sale type items for the 2022 Fly-In Market which will be held in conjunction with the Celebrity Pancake Feed on Saturday, April 30. We welcome cash donations; however, we will not accept clothing. All proceeds will be used to support the Museum's day-by-day operations. You may bring items to the Museum after March 31st and place them on a table in the gift shop office. We can offer some of the items through the gift shop before the event, so please bring them in any time after March 31st. We also welcome lawn, garden, shop, exercise and camping equipment and will begin accepting these larger items after April 1st. ♦



Young Aviator classes in June & July

By Kevin Dretelova

The Combat Air Museum will once again offer our popular Young Aviators classes for youth ages 9–13 this summer. Classes run Monday through Friday from 9 a.m. to 12:30 p.m. and costs \$60 per student. The youngsters will split their time over many interesting activities, classroom time and field trips around the airport. They'll learn about the history of early aviation, the forces of flight, aircraft structures, aviation weather, aerial navigation and the phonetic alphabet. In addition to touring the Combat Air Museum and flying our flight simulator, students will visit the 1-108th Aviation Regiment to learn about their Sikorsky UH-60M Blackhawk helicopters; the 190th Air Refueling Wing to tour a Boeing KC-135R Stratotanker inflight refueling aircraft; the air traffic control tower at Topeka Regional Airport; and the Metropolitan Topeka Airport Authority Fire, Rescue and Security station. The week will conclude with an optional aircraft model-building session, offered separately.

Classes are scheduled for June 20–24 and July 11–15 and are limited to 20 students per session on a first come-first served basis. For more information and to register your Young Aviator, please call the Combat Air Museum at 785.862.3303 between 9:30 a.m. and 12:30 p.m. on weekdays. ♦



Ways You Can Support the Combat Air Museum



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 Stores donates millions to non-profit organizations. Our Museum benefits 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.

Dillon's Community Rewards Program *

Enrolling in the Community Rewards program is a one-time event and no longer requires annual registration. If you've already signed up, no further action is required. Go to www.dillons.com/account/enrollCommunityRewardsNow to create a Dillon's account before enrolling in the Community Rewards program. You can also call 800.576.4377 and the Dillon's customer service representative will register you. You'll need to provide them with the Combat Air Museum's five-character Non-Profit Organization (NPO) account number, GA302. 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 \$851 to CAM; that amount is less than the previous year because we have fewer donors than before. If you haven't joined, why not take a few moments now to do so: Dillon's and CAM will do the rest!

Amazon Smile *

AmazonSmile is a website operated by Amazon with the same products, prices, and shopping features as Amazon.com. The difference is that when you shop on AmazonSmile, the AmazonSmile Foundation will donate 0.5% of the purchase price of eligible products to the charitable organization of your choice.

Every item available for purchase on www.amazon.com is also available on AmazonSmile (smile.amazon.com) at the same price. You will see eligible products marked "Eligible for AmazonSmile donation" on their product detail pages. You use the same account on Amazon.com and AmazonSmile. Your shopping cart, Wish List, wedding or baby registry, and other account settings are also the same.

To shop at AmazonSmile simply go to smile.amazon.com from the web browser on your computer or mobile device. You may also want to add a bookmark to smile.amazon.com to make it even easier to return and start your shopping at AmazonSmile. On your first visit to AmazonSmile smile.amazon.com, select "Combat Air Museum" to receive donations from eligible purchases before you begin shopping. Amazon will remember your selection, and then every eligible purchase you make at smile.amazon.com will result in a donation. To get started, visit <https://smile.amazon.com>

Combined Federal Campaign (CFC) *

If you are eligible to donate through the Combined Federal Campaign, please consider contributing to the Combat Air Museum. Your donation will be put to good use in one of our education, restoration or maintenance projects. Be sure to add our Museum's CFC code number, 59834, when making your donation.

Volunteer *

The Combat Air Museum exists solely upon the money we raise from admissions, donations and gift shop sales. We rely on volunteers to run our gift shop, and the need for these volunteers has become even more urgent under current conditions. We'll train you for this crucial and enjoyable task. If you could spare one day a month please call the Museum at 785.862.3303 and ask for Nelson, our office manager and volunteer coordinator.

PLANE TALK

Into the Blue: Cadet for a Day

By C1C Chase Brown

[Editor's note: CAM member Remington Stiles is in his first year at the United States Air Force Academy (USAFA) in Colorado Springs. He writes brief articles about his experiences for our newsletter. He invited Cadet Brown to write about his involvement with a special program at the USAFA]

The Cadet for a Day program works with the Make-A-Wish foundation to give kids and their families an amazing experience. They spend a day at the Academy by taking on the role we play every day. For these kids, a day in our shoes can be the experience of a lifetime! They get to see all the cool things that USAFA has to offer like our glider planes, skydiving team, robots, drones, noon meal formation, and chemistry magic shows, as well as our beautiful campus. The best part of the day comes from the interactions with the family and the cadets. For each Cadet for a Day, the energy of the entire Cadet Wing is through the roof! This is especially true for the Cadet Squadron selected to host the Cadet for a Day and their family.

Squadrons are selected through an interview process where they are given the opportunity to show off everything that's great about them and why the Cadet for a Day would have the best day with them. Our squadron, CS-39 "Jedi Knights", was selected to host Kaden McPherson and his family on Friday, November 12th, 2021. We spent the next few weeks planning the perfect day for Kaden based on everything we knew he loved from his favorite foods, to activities, and even his favorite planes. Also, using everything we knew about him, we painted a mural in our squadron that now will remain and be a memory of Kaden and his day with us.

When the day came for the event, the whole squadron was ready to go and ready to bring the energy. Kaden's day started at the airfield where he was able to eat breakfast and watch a live skydiving demonstration, see the glider planes (even having the opportunity to put his name on one of them), fly simulators, and take a tour of the fire station! After this, it was time for the Cadet Wing's noon meal formation. Kaden was able to take command and march the entire squadron on our boat with the Commandant of Cadets! As we drove across the terrazzo, Kaden was saluted and returned salutes to

all the cadet squadrons. At the end, our whole squadron took a picture and Kaden had the chance to talk one-on-one with Brigadier General Moga, the Commandant of Cadets, who even gave Kaden his personal coin!

Following the noon meal, Kaden was brought up to the Staff Tower, the part of our dining hall that overlooks the whole cadet wing. Cadets from all squadrons and clubs brought him gifts and patches that Kaden couldn't wait to try to find a spot for on his flight suit. After this, I put him up on my shoulders in front of all the cadets who were cheering and making tons of noise until Kaden was able to say the words that all cadets love to hear: "Wing, take seats!"

When lunch was done, Kaden spent the afternoon interacting in the computer science department with their robots and cool new technology, playing tennis on the terrazzo with the USAFA Tennis Team, and watching a chemistry magic show full of explosions and color. After all this, Kaden came back to the squadron where we revealed the mural. He put his signature and handprint on it and then we had a



Kaden (l) and C1C Brown

Photo provided by USAF

In The Hangar: The Grumman US-2A Tracker

By Dennis Smirl



Photo provided by CAM

Combat Air Museum's US-A2

One of the more distinctive airplanes in the Combat Air Museum's extensive collection is the Grumman S2F Tracker, the first purpose-built single Anti-Submarine Warfare (ASW) airframe. Starting with a fresh sheet of paper in 1950, Grumman engineers sketched out a design that would defend this nation and its maritime endeavors against submarine attacks.

World War II and the Nazi wolf packs taught the U. S. Navy and our merchant fleet some very ugly lessons about the destructive capabilities of a well-equipped and aggressive submarine fleet. Onrushing events of the late 1940s and early 1950s added the possibility of nuclear attack from submarines. Seeing a real need, the U. S. Navy issued a request for proposals, and Grumman got the nod for its G-89 design and a contract for two prototypes and fifteen production models.

The G-89 proposal was a high-wing monoplane powered by a pair of Wright Cyclone R-1820 nine-cylinder radial engines, powerplants used on the Boeing B-17 during WWII which dated back to the mid-1930s. The new Grumman featured a four-man crew, tricycle landing gear, and a yoke-type arresting hook. This rather large aircraft (for carrier use) began regular squadron service in February of 1954.

The S2F had other interesting features including a very long wing which folds for storage aboard ship, a

torpedo bay—not a bomb bay and six underwing hard points for rocket pods and conventional depth charges for up to four additional torpedoes. In its torpedo bay, the S2F could carry two lightweight torpedoes or one nuclear depth charge. Early Trackers also carried 60 explosive charges, dropped from the rear of the fuselage which created sound pulses for semi-active sonar (JULIE) with the AN/AQA-3 and later AQA-4 detection sets.

Also included was a ventrally mounted retractable radome for an AN/APS-38 radar along with a Magnetic Anomaly Detector (MAD) AN/ASQ-8 mounted on an extendable rear mounted boom. Unlike most other aircraft radars, the AN/APS-38 looked down rather than forward.

Other interesting equipment on the S2F included a diesel exhaust sniffer for detecting smoke particles when Soviet subs were running their diesel engines underwater while using snorkels for intake and exhaust. A 70-million candlepower searchlight mounted on the starboard wing facilitated spotting Soviet submarines on the surface at night.

Grumman built 1,185 Trackers, while de Havilland Canada produced another 99 aircraft during the production run. Ten foreign countries used Trackers and some of those were used until the late 1990s and early 2000s. Except for a few airframes still in use as fire bombers or museum exhibits, all Trackers have

From Farmland to Flying Field: Forbes at 80 *Part 2*

By Kevin Drewelow

Two months after the attack on Pearl Harbor, the War Department approved the construction of an Army air base south of Topeka to use for training bomber crews. The government purchased 1,920 acres near the small town of Pauline and things happened quickly.

Mr. Gene Hoover told the Topeka Capital-Journal in 1992, "It hardly seems possible that a half century has elapsed since I first walked into that pasture across from the grain elevator in Pauline, Kansas. As a special representative of the United States Civil Service Commission I had been delegated...to meet with an Army major and his staff at Pauline: the purpose to build an air base in the Topeka area. So on that fine spring day promptly at 10 o'clock we met, cut the pasture wire, drove across the ditch and the air base was underway."

The government expected to spend \$11 million building the new base. The architectural and engineering responsibilities fell to the Kansas City, Missouri office of Gentry, Boskamp and Radotinsky; the Patti-McDonald Construction Company would construct all housing and aircraft hangars. Koss Construction of Des Moines, Iowa, began work almost immediately on the runways and taxiways. Construction soon began on the massive supply depot west of the new airfield. The Topeka State Journal article stated, "Runways will have a minimum length of 7,000 feet with approximately 640 acres for barracks, hangars, ammo dumps, service and repair shops, mess halls, administration buildings and the like."

The quiet, rural airstrip was about to grow up! ♦

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Offer good while supplies last. Fly Safe!

In the Hangar... continued from page 8

been sent to the boneyard with most already recycled for their metal.

The Combat Air Museum's US-2A was built as an S2F-1 at Grumman's Bethpage, Long Island, New York factory, the famous "Bethpage Iron Works." Assigned US Navy Bureau Number (BuNo) 136486, it was accepted by the Navy May 31, 1956. The plane flew over 24 years with the US Navy and Navy Reserves and served its final three years of naval service as a non-flying instructional airframe. The aircraft was modified to an S2F-1S in 1959 with the installation of AQA-3 Jezebel long-range acoustic search equipment and an improved Julie explosive echo-ranging system. In September 1962, the S2F-1S designation became S-2B. In 1963, the plane's designation became S-2F with further updating of the Jezebel/Julie installation. 136486's last conversion came in 1968. All ASW gear was removed and it became a target towing utility transport, designated US-2A. In February 1972, the plane made an unintentional wheels-ups landing, causing extensive structural damage to its lower fuselage. It was repaired and returned to flying duties several months later.

136486's naval flying career ended in 1980 when assigned to the Naval Air Reserve Training Center, Olathe, Kansas, now known as New Century AirCenter. The Navy used the Tracker as a "training device" at Olathe until declaring it surplus in October 1982. On January 23, 1983, the Naval Air Systems Command placed the US-2A on loan to Combat Air Museum. Two Museum members flew the aircraft to Forbes Field on September 24, 1983. In January 1989, Naval Air Systems Command transferred the aircraft to the General Services Administration and the Kansas State Agency for Federal Surplus Property, who, in turn, placed the Tracker on Conditional Transfer to Combat Air Museum. The Museum became sole owner of BuNo 136486 in July 1986 and continued to fly 486 at air shows for several years. ♦

Next CAM Member's Luncheon

By Kevin Drewelow



The next Combat Air Museum Members' Brown Bag Luncheon will take place on Monday, April 11 at 11:30 a.m. in the Bob Dole Education Center. Students of Seaman High School history teacher Susan Sittenauer will speak about their individual history projects. Bring a lunch and enjoy their presentation! ♦

★ ★

Bad to the Bone... continued from front page

system. The pilot and copilot sat up front behind a windscreen that offered excellent forward visibility. Behind that section of the aircraft were two weapons areas, one for the offensive systems operator and one for the defensive systems operator.

Rockwell built 100 B-1Bs. This fleet was intended to replace the B-52s. It carried a maximum load of 80,000 pounds of munitions, and with a full load of fuel, munitions, crew, and airframe, topped out at 477,000 pounds. At that full load, takeoff rolls were in the 9,000 foot range, and runways long enough to operate the aircraft were located at Dyess AFB, Ellsworth AFB, Grand Rapids AFB, and McConnell AFB. General Link told us that the swing-wing B-1B took off like a heavy Northrop T-38, with rotation occurring at 195 knots and takeoff at 220 knots, all in full afterburner. Pilots de-selected afterburner at 350 knots indicated air speed with wing slats, flaps, and landing gear back in normal positions.

The B-1B incorporated rotary devices in the bomb bay and could dispense a maximum load of 84 500-pound bombs in a few seconds. The aircraft could also carry cruise missiles—again in a rotary device – as well as naval mines and cluster bombs. Its accuracy and load carrying capability made its use in recent conflicts essential, and during one offensive, the B-1Bs accounted for 2% of the aircraft in use, while delivering 40% of the bombs. The accuracy with certain bomb loads was phenomenal, with any bomb (of the right type) able to be programmed to enter a building through a door or window selected by mission commanders before exploding. Along with this kind of accuracy and control, the bomb would have been dispensed from several miles away.

The B-1B was a very difficult aircraft to defend against. Its speed at low altitude made it difficult for



Photo by Kilo Hobbs

Gene Howarter, Brad Link and Kevin Drewelow (l-r)

pilots on the other side to find it and almost impossible to catch it, if found. An early stealth design, its small radar cross-section made it difficult to see on radar.

One of the really interesting features of the B-1B is the Terrain Avoidance Radar with which the pilot could set a distance above the terrain – i.e., 200 feet and the B-1B would maintain that altitude as much as possible. The TAR 'looked' ahead a distance of ten miles and calculated a flight path that would avoid terrain features, even in a mountainous area.

General Link then shared some anecdotal information that reminded the group that low-altitude, high-speed flight has its challenges. He told of an encounter with a large bird (15-pound range) that was in the way of a B-1B flying low and fast. The bird crashed straight into the engine and caused such extensive damage that one could stand in front of the damaged engine and look straight through it, all the way to the afterburner section. He said that the encounter made a rather huge noise. In another anecdote, he told the group about flying through the Alaskan mountains right behind an F-15. It was a war game exercise and the F-15, being on the other team, was looking for him. He followed the F-15 for several miles, about one hundred feet behind and 15 feet below, a point at which he was virtually impossible to spot. Then another F-15 arrived, telling the lead F-15 pilot that a B-1B was right behind him. The lead F-15 selected afterburner and scrambled.

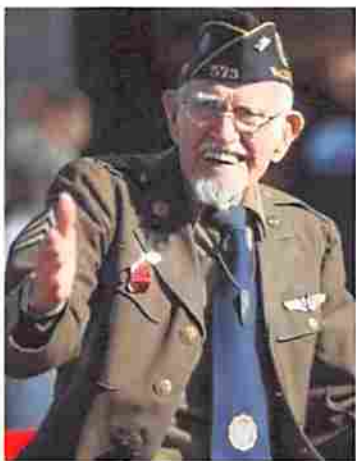
Finally, General Link opened the meeting to questions and answers, and a spirited discussion followed. ♦

In Remembrance



Paul W. Long
U.S. Air Force veteran
CAM #77
August 1, 1939–March 4, 2022

Paul joined the Museum when we began in 1976. His specialty was doing aircraft fabric work and he was very skilled. Paul recovered all of the control surfaces on our Consolidated B-24J Liberator bomber "Delectable Doris," the first plane Museum volunteers restored to flying condition. Paul continued stopping by the Museum, even recently just to see what was taking place.



Chuck Benedict
U.S. Army Air Force veteran, B-24 top turret
gunner
CAM #6052
March 17, 1926–November 10, 2021

Museum Notes... continued from page 3

vandalized skin now gleams like new! He is also seeking contributions to replace the markings and placards on the jet. Rance still has work ahead of him but you must see the T-33 to appreciate his work!



Rance and the T-33

Photo by Kevin Drewelow

Smucker's donates pet treats to CAM... As a pet-friendly venue, visitors and volunteers bring their furry friends to the Combat Air Museum. J.M. Smucker's Pet Food and Snacks Company in North Topeka recently donated pet treats to several area venues. Vietnam veteran, Museum member and longtime Smucker's employee Roland Mayhew recently delivered several boxes of dog and cat treats to CAM to share with pets that stop by CAM! ♦

★.....★

Into the Blue... continued from page 7

squadron party to celebrate Kaden and his special day. Sadly, this was the conclusion of the day and our squadron had to say goodbye.

The Cadet for a Day program is an amazing experience not only for the families and children involved, but also the squadrons who are lucky enough to host them. For us, it was awesome to make Kaden's day great and see the smile on his face during everything he did. Even though Kaden did have to go home that afternoon on the 12th, Kaden and his family will always be a part of CS-39 because once a Jedi, always a Jedi! ♦



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PLANE TALK

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Visit the Combat Air Museum for fun, information and an educational experience.

COMBAT 12
AIR MUSEUM

Greatcoats

By Pilot Officer A.J. Burton

Hurriedly, carelessly, flung onto pegs
In the hall where the noise from the Mess filters
through
Of the jokes of the crews over bacon and eggs
With no hint of the dangerous task they must do.

There is no lack of laughs yet a tiredness must creep
Into the eyes that have gazed on a city enflamed
So they eat, and are off to their billets to sleep,
But two or three coats hang there mutely-unclaimed.

Like faithful old hounds with an eye on the door
The coats hang there quietly awaiting their men,
And twice must the airfield resound to the roar
Of engines before they are wanted again.

*Pilot Officer A.J. Burton, 103 Squadron, RAF
Missing on operations. 1943*

The sound of the last plane has died from the air
And the Mess is alive again to the din
Of cold hungry youngsters, yet warmly aware
Of another job done that is helping to win.



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