

COMBAT AIR MUSEUM

→ → → Plane Talk → → →

The Official Newsletter of the Combat Air Museum

Topeka Regional Airport Topeka, Kansas

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Airco DH.2 replica comes to the CAM collection

On October 15 members of the Dawn Patrol, who fly their homebuilt aircraft out of Liberty Landing Airport along old State Highway 210 southeast of Missouri City, Missouri, trailered over the latest donation to Combat Air Museum. They brought over an 80% scale Airco DH.2 Royal Flying Corps World War I fighter. Various references also call the World War I aircraft a de Havilland DH.2 as its designer was Captain Sir Geoffrey de Havilland.

Sharon Starks of Parkville, Missouri, built this replica in 2009 in Robert Blaslee's Airdrome Aeroplanes factory in Holden, Missouri. In 2010 Sharon and husband Dick trailered the replica to Oshkosh, Wisconsin, to a gathering of the Replica Fighters Association. It won first place in the Association's display, World War I division.

The pieces of the DH.2 were unloaded and placed in a cleared space in front of the C-47's right wing. As members assembled the plane, we visited with Sharon when she was not involved with the assembly. One question was how many flight hours the DH.2 had. Sharon's answer surprised us – five minutes. She went on to explain that when the plane was finished and ready for its first flight, Mr. Harvey Cleveland flew it on a circuit around the Liberty Landing Airport. After landing and getting out of the plane, he said the plane should not be flown. A combination of lack of wing lift and an underpowered engine made the margin between flying speed and staling speed too small. Sharon said the difference was only 5 miles per hour. She added the wings needed about two more feet on each end and the plane a larger engine. While the test flight results were undoubtedly disappointing, Sharon's DH.2 served as a prototype for other builds that added the necessary wing lift and a larger engine.

"Airco" con't. on page 3



Top : This is as much fuselage as there is. The engine mounted on the rear.

Middle: A detail of Sharon Starks' work on the DH2.

Bottom: Two of the four outer wing panels.

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Gene Howerter - *Chairman*

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Stu Entz

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Dick Trupp

Museum Hours

January 2 - February 28/29

Mon. - Sun. Noon - 4:30 P.M.

Last Entry Every Day is 3:30 P.M.

March 1 - December 31

Mon. - Sat. 9 A.M. - 4:30 P.M.

Last Entry Every Day is 3:30 P.M.

Closed New Year's Day, Easter,

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Your comments are welcomed.

From the Chairman's Desk

Gene Howerter, Chairman, BOD

It hardly seems possible we are writing the last Plane Talk for 2015. Sometimes I get concerned when there is not enough time to carry out all the demanding tasks which are at hand and need attention at the Museum. This leads me to mention my pleasure with the response to my request in the last issue asking for new volunteers. Right in our midst was a Gift Shop volunteer with a lot of knowledge about computers? Now he is helping us with IT development work.

There was also a person who has been visiting the Museum for years who said, "I would like to make a commitment to help run the Gift Shop several times a month. I will even help dust and clean the rest rooms." As this person's work experience is in the retail sales trade, it did not take much training to get him on the job. What a blessing these two new volunteers are, even though one of them has been volunteering a long time in the Gift Shop. Let me encourage you to volunteer. There is a task for you at the Combat Air Museum: Gift Shop workers, tour guides, custodial work, mowing and gardening, computer set up and repair are just the tip of the iceberg.

We are restoring our EC-121 and if you are interested Stu or Wes can find something you can help with. They have shirts and caps for those who sign up for fifty hours of work over the life of the project. I hope you will volunteer in 2016.

In November we celebrated Veterans Day. I am told this special day was birthed in Emporia, KS just sixty miles south of our museum. Veterans Day is a special celebration in the Topeka area as it is celebrated over several days with events, parades, and ceremonies. The Combat Air Museum took our display to the Topeka's Capitol

Plaza Hotel (Sunflower Room) for the Salute to America's Heros social and banquet. This event honored numerous Kansas residents, both men and women, who have died while serving in the military in the past few years. As I viewed the photos of those KIA, which were hanging from their combat boots, I was both overwhelmed and moved by their sacrifices. I always try to remember that freedom is not free and every generation must earn it again. I wish all could stand in front of those boots as I did and ponder the social situation.

This year's Veterans Day activities included many televised remembrances, a long parade through downtown Topeka; ceremonies at The Great Overland Station, Washburn University, the Capitol Plaza, Washburn Rural High School, and a special WWI remembrance at the Old Topeka Cemetery.

Another special ceremony took place at the Topeka Public Library. Tad Pritchett, a member of our Board, directed a special program honoring those who served in Vietnam. Various veterans told their war story and experiences. Then Roger Aeschliman gave a presentation to about a hundred people with details of why the US did not lose the military conflict in Vietnam. Roger is a graduate of the U.S. Staff and Command College at Fort Leavenworth Kansas. Copies of this speech are available for the asking. The Combat Air Museum remembers those who gave the ultimate sacrifice as well as all of our men and women who have served our nation in the military services. We thank you for your service.

I hope to see you at the Museum in 2016 and your donations are always most helpful in keeping the Museum a vibrant operating entity, especially through winter.

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"Airco," con't. from page 1

Within an hour's time, the Dawn Patrol crew had the aircraft assembled and were taking pictures of the plane and themselves in and beside it.

Dick Starks sent us information about DH.2s of World War I. Geoffrey de Havilland designed the original DH.2 in 1915 in response to Germany's Fokker Eindecker. The Eindecker fighter was known as the "Fokker Scourge" and gave Germany a decided edge in air superiority over Allied aircraft. The DH.2 was a pusher design, meaning the engine was behind the pilot. It had a forward firing .30 caliber Lewis machine gun in the cockpit. One reason for the pusher design was the Royal Flying Corps (RFC) had not yet developed a successful synchronization gear to allow firing a machine gun or guns through the propeller arc.

The DH.2, together with the French Nieuport 11, was decisive in the Allies regaining air superiority in the early months of 1916. Later that year the next generation of German fighters joined the battle, and the DH.2 was gradually withdrawn from the frontline air war, replaced largely by Nieuport 17 fighters. The DH.2 was considered the best pusher scout-fighter of World War I and was a top fighter in its time. Airco built 453 DH.2s.

Dick wrote that on Nov. 23, 1916, squadron leader Major Lanoe George Hawker with two other squadron members saw three German Albatross D.II fighters below them. The D.II was one of the newest generation fighters and outclassed the DH.2. Using their altitude to advantage, Major Hawker and his flight still dove on the enemy planes. Hawker, an ace with seven victories flying other fighter types, engaged in a dogfight with Manfred von Richthofen, the Red Baron. The duel lasted over thirty minutes, starting at 9,000 feet and dropping to tree top level. The fight carried them over German lines and almost to ground level. Major Hawker was faced with either landing in German-held territory or breaking off the fight and risk being shot down. He chose the latter, and Richthofen shot him down, killing him.

The Engine. Of the five World War I replicas hanging in Hangar 602, three have photos of engines and one has a



Left: Dawn Patrol and Museum members start attaching the outer wings.

Top to bottom: The DH2 has a maze of wires. Sharon in the plane a final time. The completed replica sans engine and propeller.



partial engine made from wood, rope and line, and copper tubing by Gene Howerter. The Taube has a radiator that hid the engine, so it did not need a dummy installed. The DH.2 engine presents a challenge. The World War I fighter used a Gnome Monosoupape 9 cylinder, 100 horsepower rotary engine. The engine was completely exposed, no cowlings. We initially figured we would have Gene build an 80% scale wood engine. Then we captured the interest of Mr. Huw Thomas.

Huw is an Associate Professor in the University of Kansas School of Architecture and Design. He has for several years also worked with the Spheron camera system. In oversimplification, the Spheron System is a full spherical camera system that incorporates hardware and software

"Airco" con't. on page 10

Members hear experiences of a mid-air collision and a B-25 bomber pilot

By Dennis Smirl

The October Membership meeting began with a covered-dish luncheon. Then Gene Howerter called the meeting to order and led the group in the Pledge of Allegiance.

Several items were on the agenda. Gene started with an announcement that some new and exciting items would be available in the Gift Shop, including new polo shirts and new designs in the t-shirt collection. He then mentioned the Fokker Eindecker Replica being hung, and told everyone that other items were expected to be donated by members of The Dawn Patrol.

Dick Trupp gave a report on the new Ryan Firebee outside display near the main entrance. The finish on the Firebee was accomplished by Washburn Tech, and the orange and black paint is outstanding. The lettering and insignia completed the job perfectly, and the Firebee is an eye-catching addition to the outdoor portion of the collection.

Other items covered by Gene included the reminder that purchases by the membership at Dillons results in a 5% refund to the Museum. In addition, he mentioned the Honoring our Veterans program at the public library, held November 9, and its emphasis on veterans of the war in Vietnam.

The EC-121 project is continuing, and the good weather is making it easier to keep on or ahead of schedule. New lights are going to be installed on the interior, the entrance door will be repaired to keep the weather out, and deicer boot removal is coming along. The nose radome has been taken down to base fiberglass, and will be ready for paint as time permits. Current plans are that the painting program for the entire aircraft will begin and continue through the spring.

Once the business portion of the meeting was finished, Eric Walther was introduced as the first speaker of the day. A 1958 graduate of flight school, Eric told us about several of his assignments, and a few assignments that didn't come through. Once he had filled in some very interesting background, he talked about his mid-air collision in Phnom Penh. Flying an aircraft with 24 passengers, mostly aircrew returning from R&R (Rest and Recreation) leave at various places in Asia and Hawaii, his aircraft was struck by a T-33A flown by a Royal Thai pilot. He told the group that he'd been informed by tower personnel at Don Muang Royal Thai Air Force Base that there was plenty of separation between the aircraft, and was not aware of the proximity of the T-33A aircraft until one of them sheared off a large section of his left wing. Still flying, Walters and his co-pilot managed to land the



Gene Howerter presents Eric Walthers, left, and Howard Smith with Certificates of Appreciation.

-photo by Dave Murray

aircraft safely, even though they had lost the use of the landing flaps, and had to make a "hot" final approach. No one aboard knew how badly the aircraft was damaged until they exited and took a look at the mess. Eric has several photographs of the damaged wing, and the fact that he landed the airplane with no injuries to his passengers and crew is a tribute to his flying skill. One of the photos he shared with the group showed the surprisingly light damage to the T-33A. Either that bird was really tough, or its pilot was a very lucky flier. After Eric finished, he turned the presentation over to Howard Smith. Howard's uncle flew the North American B-25 Mitchell bomber during World War II and was with the group that flew the first B-25s to Australia. Howard had conducted a very informative video interview with his uncle, and the first CD provided the group with some real insight into the war years. Time constraints prevented the group from seeing a second CD, which included gun camera footage from B-25 raids in the Pacific. Perhaps another time will be available for the group to see this highly interesting historical footage.

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*Wishing you the
best of holidays
and a
happy 2016.*

Award-winning students get a surprise from the subject of their history project

Last April, Seaman High School students Hailey Reed and Andrea Sodergren were a pair of our guest speakers at the April Membership Luncheon. The two presented a ten minute DVD program they prepared for the National History Day contest. Their topic was a South Vietnamese soldier, Tran Ngoc "Harry" Hue. Hue fought alongside US forces during the Vietnam War. He was a South Vietnam patriot and hero. His Black Panther forces fought during the Battle of Hue during the 1968 Tet Offensive and recaptured a key headquarters during that fight. Lieutenant Colonel Hue was five times wounded during the war and was captured during the fighting near Tchepone, Laos, in February-March 1971. He spent 13 years in prison in Hanoi, and another 8 years under government watch before coming to the United States in 1991. His decorations for valor include one Silver Star, the highest award the US can present a foreign fighter, and two Bronze Stars.

Hailey and Andrea qualified for the National finals but did not win, there. However, their program did win the \$10,000 Grand Prize in the Lowell Milken Center for Unsung Heroes' 2015 Discovery Award competition. This competition includes awards for international projects.

Seaman High School held an awards assembly for Hailey and Andrea on the morning of November 4. Unknown to the two recipients was their history teacher, Susan Sittenauer, had arranged for Lieutenant Colonel (retired) Hue to take part in the presentation of the oversize check for \$10,000. Hailey and Andrea had never met "Harry," as he is commonly known. Local television crews filmed the ceremony, and the surprise on Hailey's and Andrea's faces as Harry came out holding one end of the check was complete and genuine.

After a lunch together, Susan brought Hailey, Andrea, and Harry to the Museum for a short visit. She asked if we could point out aircraft and artifacts in our collection that dealt with the Vietnam War. We have five aircraft that were in South Vietnam or Thailand during the war, four of which were in combat. They include the F-4 Phantom, UH-1H Huey, UH-1D/M Huey, RU-8D, and EC-121T. We also have a few examples of other types that flew in the War.

Lieutenant Colonel Hue was very knowledgeable about most of our Vietnam Era aircraft. As we introduced a particular aircraft and its role in the War, Harry would turn to Hailey and Andrea and give his own explanations of the aircraft. It soon became clear he was using the museum visit as a teaching opportunity to the students. He was quite happy to get inside the EC-121.

"Students" con't on page 9



From the top: all photos by Klio Hobbs except where noted

Left to right: Hailey Reed, Andrea Sodergren, and Susan Sittenauer at Seaman High School assembly for their award presentation.

Hailey and Andrea register their surprise as Tran Ngoc "Harry" Hue helps carry out their ceremonial check for \$10,000.

Susan, Harry, Hailey, and Andrea on stage at Seaman High School.

LTCOL Hue was knowledgeable of the Vietnam era aircraft in our collection, and shared this with Andrea and Hailey. - photo by Dave Murray

Harry proudly wore his miniature jump wings and the Silver Star and Bronze Star presented to him by US forces in Vietnam.

The three toured the EC-121T. Harry knew what AWACS was, and had seen EC-121s, but had never been inside one. - photo by Dave Murray

Project updates

Stone Path to Flagpole

During October Mike Welch, Dave Murray and Mike Jones tore out the existing and deteriorating wooden path and steps to the flagpole and rebuilt them using red patio and paving stones. They prepared the base using gravel and sand, tamping it down to level, and compacted the surface. One layer of paving stones, about 2-1/2 inches thick with a second layer about 3-1/2 inches thick, support the ends of the two steps. A single layer of paving stones, about 3-1/2 inches thick, support the end of the walkway around the flagpole. The patio stones are 16 inches by 16 inches by 2 inches. Edging sections and white rock were placed along the side and ends of the steps and walkway.

EC-121T Project

The EC-121 was closed to the public for eight days in October while Jerry Milbradt and Stu Entz worked on the electrical power to and inside the aircraft. All evidence of the above ground electrical run from Hangar 602 to the plane is gone. A standpipe alongside the ride side of the radar dome shows where the power now enters the plane from its underground run from the hangar. Wiring arrangement inside the plane was also changed and improved. Jerry installed a light switch inside the plane by the entrance. Visitors are asked to turn on the switch when they enter the plane and turn it off when they leave if no one else is inside the aircraft.

Future lighting work inside the plane may include LED lights. The new cable run from the hangar to the plane ends inside the bay for the hangar doors.

Wes Barricklow removed the remainder of rubber de-icer material from the main wings and removed some sections from the left horizontal stabilizer and left vertical fin.

Hiller Helicopter

Taking advantage of above-normal temperatures, Bob Crapser sprayed a topcoat of paint on the upper surfaces of the Hiller's crew cab during the second week of November. If we get any more 60 degree days, he may continue spraying. He is using an olive drab green on the helicopter.

Office Hallway Carpet

Jim Braun painted and installed new baseboard around the hallway carpet that Dave Murray laid down earlier. This work completed the project.

F-105D Ejection Seat

Don Dawson completed cleaning and preservation work on the ejection seat and mounted it to the base of an empty exhibit case we had in Hangar 604. He first mounted casters to the bottom of the base so we can roll the exhibit when necessary. Don then mounted the seat to the platform, and he and Danny San Romani re-installed the clear plastic cover over the base. The complete exhibit was rolled over by the left side of the F-105D Thunderchief.

This ejection seat has been in the Museum's collection for so long, that our longtime members do not recall when



Top to bottom: The flagpole steps and walkway cleared of the old wood.

Left to right: Mike Welch, Dave Murray, and Mike Jones prepping the foundation for the new stones.

Mike Jones tamping down the foundation. The completed project.

it arrived or from where exactly. Danny San Romani did some research on the seat, and it does hold an interesting history. For instance, it is a "used" ejection seat. There is a number stenciled on the inside seat back. This stencil includes digits from the F-105D Thunderchief's serial number in which the seat was installed. Other data plates mounted to the seat confirm it is from a Republic F-105D and manufactured by A.M.I. (Aircraft Mechanics, Incorporated) in August 1961.

Danny researched the serial number on the Internet, finding that a Republic F-105D, serial number 61-0070 crashed September 10, 1973 about two miles southeast of McConnell Air Force Base (AFB), Wichita, Kansas.



The pilot, First Lieutenant (1st LT) William D. Marsh, successfully ejected from the aircraft. Danny then visited the newspaper stacks at the Kansas State Historical Society and found more information from microfiche copies of The Wichita Beacon and The Wichita Eagle.



The F-105 was assigned to the 184th Tactical Fighter Training Group (TFTG), Kansas Air National Guard, based at McConnell AFB. 1st LT Walsh was assigned to the 121st Tactical Fighter Squadron, Andrews AFB, Maryland. He was on temporary assignment to the 184th TFTG. Officials reported 1st LT Walsh was flying a routine training mission.



Mr. Will Bryant of Wichita was a witness to the crash. He first saw the plane after the pilot ejected. He said fire seemed to be coming down both sides of the airplane from the nose. After the pilot ejected, the plane turned south-southeast before crashing in an open pasture. For those readers who are familiar with Wichita and the area near McConnell AFB, the F-105 came down south of East 47th Street South and about one-half mile east of Rock Road. Wreckage was strewn about three-quarters of a mile, including across Rock Road. The area was cordoned off as the fighter was carrying live 20mm ammunition, and it was scattered around the crash site. Mr. Bryant said the pilot, "seemed jarred up," but told him, "he was all right." 1st LT Walsh was taken to the base hospital and treated for minor injuries.

The ejection seat shows impact damage. A small compartment on the bottom of the seat, labeled container-chute, and not visible in the exhibit, was bent and battered. The left and right edges of the seat pan both show the same curved deformation toward the left of the seat. Two areas of metal in the seat back are cracked and broken. Don and Danny also found man made damage to the seat where cutting torches were used in a few areas, the purpose of which is not clear. A number of items are missing from the seat, removed when, we do not know. Don did make a couple of small repairs, but otherwise the seat will be left as it is.

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Top row left to right: Jerry Milbradt installing the new power inlet to the EC-121. Wes Barriclow removed deicer booting from the left horizontal stabilizer and vertical fin. Bob Crapser sprayed the first topcoat layer to the Hiller's crew cab.
Middle row left to right: The results of Dave Murray's and Jim Braun's carpet work at the south end of the offices' hallway.
Two views of the F-105D ejection seat Don Dawson prepared for exhibit.
Bottom: The curved deformity in the sides of the ejection seat are across the center of the photo.
- photos by Curator Danny San Romani

Hanger 602 gets a new look

From October 15 through October 29, workers from JB Turner and Sons Roofing and Sheet Metal replaced the existing metal sheathing on the north and south hangar door bays and east face of Hangar 602 with new metal sheathing. The \$32K project, to which many of you contributed money, gave the hangar a much needed makeover. As best we know, the removed, badly rusted sheathing was original from 1943. The Turner workers removed the sheathing to bare wood in sections rather than all at once, and installed the new sheathing as they went along.

One day of work was lost due to wind. The panels both removed and installed were wind catchers, particularly the new panels, some of which were installed in 33 feet long by 39 inches wide sections, all with sharp edges and corners.

An old roller door at top center on the east face of 602 was boxed in and covered with the new metal. This door was used to allow tall-tailed aircraft to get inside the hangar. Old doorways in each hangar door bay were also boxed in and covered.

The difference between old and new was particularly noticeable on the west and north faces of the north hangar door bays. The old, rusted metal was always visible when walking to the Museum from the parking lot. Then, over a couple of days, it was all new metal sheathing, no more eyesore.

These images give some idea of the result of the makeover, but for those of you who can come to the December Membership Luncheon, please take some time to walk out to the apron and look back on the face of 602. We think you will like the view.

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Top left: This narrow image shows the deterioration of the existing metal siding on the north hangar doors bay.

Top right: Raising a 33 feet section into place.

Middle left: The upper face and its trim were the last surfaces replaced.

Middle right: Two sides of the north hangar doors bay complete.

Lower left: Morning sunlight on the completed work.

- photos by Curator Danny San Romani

"Students," con't. from page 5

He knew what the AWACS was and what it did and wanted to see the internal workings of the plane. As we walked out to the plane, Harry was talking about his grandsons and granddaughters. Hailey and Andrea laughed, adding they were his two granddaughters.

Due to their schedule, the visit was short, and as the group was leaving Hangar 604, Harry stopped by the door and turned to Hailey and Andrea. He had something to say about war. The gist was, use efforts of diplomacy and negotiation to resolve conflict; do not just go to war. But, if war is going to happen, go into it with an intent to win. Do not seek some middle ground.

Those of us from CAM who went around with Harry, Hailey, Andrea, and Susan, were most impressed with this man and former warrior, as well as Hailey, Andrea, and Susan. Now living in Falls Church, Virginia, Tran Ngoc "Harry" Hue is often sought out as a speaker about his life, military experiences, and survival.

*Susan Sittenauer
takes a photo of Harry,
Dave Murray, Hailey,
Andrea, and Danny
San Romani.*



Congratulations to Hailey and Andrea for their Grand Prize award. When their project was placed into the competition, Susan Sittenauer jokingly told her students she wanted 10% of any prize money they may win. At the awards ceremony, Hailey and Andrea said they were giving \$1,000 to their teacher.

Congratulations also go to Susan. In October she was named high school division winner of the Judy Cromwell Excellence in Teaching Award as determined by the Kansas Council for the Social Studies (KCSS.) Susan received a \$500 cash award and the KCSS nominated her for the National Social Studies Teacher of the Year Award. →

In Memoriam**Colonel John R. McKone,****USAF (RET)**

#3528

1932-2013

October 31, 2013

Kilmarnock, Virginia

15 year member

Colonel McKone passed away two years ago, but no one in the family passed on this information to us. We recently had a newsletter addressed in his name re-

turned with no forwarding address. An Internet search brought up his obituary from 2013.

Colonel John R. McKone was one of six crewmen of a Boeing RB-47H Stratojet assigned to the 38th Strategic Reconnaissance Squadron, 55th Strategic Reconnaissance Wing, Forbes Air Force Base (AFB), Topeka. The crew and aircraft were on detached duty to England and were flying a reconnaissance mission over the Barents Sea north of the Soviet Union's Kola Peninsula on July 1, 1960. They were intercepted by a Soviet MiG-19 fighter jet that initially flew alongside the RB-47, then maneuvered and attacked the jet, shooting it down.

Then Captain McKone, navigator, and pilot Captain Freeman Bruce Olmstead ejected and survived. The Soviets recovered the body of Aircraft Commander Major Willard Palm from the sea. Three reconnaissance officers, called "Ravens," were Major Eugene Posa, Captain Dean Phillips, and Captain Oscar Goforth. Their remains were not recovered. The three were in an electronics compartment installed in the bomb bay of the RB-47. They may not have gotten out of this compartment. A Forbes AFB Directory from 1960 shows that most had quarters in the Capehart Housing on the west side of then US Highway 75 (Topeka

Boulevard). Today, this housing is known as Montara.

The RB-47 shutdown occurred two months after the shutdown of Francis Gary Powers in his U-2 spy plane over the Soviet Union. His story is currently in theaters as *Bridge of Spies*.

Although Soviet ships took part in the search of the missing RB-47 and its crew, it was not until 10 days after the shutdown that Soviet Premier Nikita Krushchev announced that they had shot down the aircraft, had two crewmen in prison, and they would be tried as spies.

McKone and Olmstead were placed in solitary confinement in Lubyanka Prison in Moscow and remained there for seven months. They only saw each other twice during that time, and the first meeting was when each learned someone else had survived the shutdown. They were turned over to the US Embassy in Moscow, in Russian clothes, on January 21, 1961, four days after President John F. Kennedy's inauguration. Neither ever confessed to espionage, nor did they ever go to trial.

John R. McKone was born in Kansas City, Missouri, and grew up in Tonganoxie, Kansas. He attended and graduated from Kansas State University in 1954. He was a member of the Air Force ROTC program at KSU and was commissioned through that program.

A book, *The Little Toy Dog*, was published in 1962, written by William Allen White, editor of the *Emporia (Kansas) Gazette*. This book tells the story of Captains McKone and Olmstead and the shutdown of their RB-47. Combat Air Museum extended lifetime memberships to retired Colonels McKone and Olmstead in September 1998. In October 1998, Patricia Phillips, widow of Captain Dean Phillips, donated his burial flag and Purple Heart to the Museum, where they are currently exhibited.

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"Airco," con't. from page 3

in taking full panoramic images/videos. Mounted on a tripod, the camera automatically rotates 360 degrees about its vertical axis, and its lens captures a 180 degrees vertical, floor-to-ceiling image. There is no stitching of images to create a panoramic view. The system does so much more, though. After a visit to the Museum, Huw contacted us about taking scene center photography not only in the hangar bays, but inside some of the aircraft. Dave Murray talked with Huw, and told him he was welcome to try out his system.

As his schedule allowed, Huw has recorded different views inside Hangar 602 with the Spheron System.

Shortly after the DH.2's arrival Huw was visiting with Dave and others about the plane. Earlier, during a discussion on how to build a replica engine, someone had mentioned 3D printing, and wondered if and how we could do that. This discussion came up again during Huw's visit, and he felt it was a viable idea and offered that the School of Architecture and Design had 3d printing capability. Danny San Romani had found and downloaded from the Internet images of World War I drawings of the Gnome Monosoupape engine. Huw selected a few of these to copy. He used these and other drawings he found on the Internet to create a 3D drawing of the engine. Shortly after, we received an email that the 3D printing of the engine was now an "official project" within the School of Architecture and Design. Huw's emails included a video of how the process would work, and we watched the virtual creation of half a cylinder head.

On October 26, Huw emailed an image from the first test run printing by one of his students. It was a partial outline of half a cylinder head. Huw said that three attempts resulted in the same print, and he was not sure why the process was ending at the same point. He thought perhaps a software problem, or perhaps the filament feed on the printer was breaking. He found the real reason was simpler. Other students who were trying to complete class projects were coming in, shutting the printer down, and removing the cylinder project so they could use the printer. By coincidence, they stopped the printing at nearly the same place each time.

Since then, one complete cylinder half has been printed, and Huw brought it over with a couple of partials. The results are quite impressive. Huw said it takes about 12-14 hours to print the half cylinder head. Based on the weight of the one cylinder half, with 17 more to print, initial weight estimate of the completed engine is about nine pounds. After the cylinder heads are complete, rocker arms and push rods will be printed – a more complex task than the cylinder heads.

Don Dawson has fabricated and installed four suspension brackets to the DH.2. He also assembled a four-point suspension cable rig for the plane, attached to a single suspension cable. At some point, we will do a test lift with the forklift to ensure the suspension rig works as planned and to get the proper "flying" attitude of the plane for when it is suspended in the hangar.

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*Left: One half, 3D printed, cylinder head.
Right: One complete and two partial cylinder halves give an idea of how things will go together.*

- photos by Curator Danny San Romani

Calendar of Events

December

- 14 – Membership Luncheon
- 25 – Christmas Day; Museum closed

2016

January

- 1 – New Year's Day; Museum closed
- 2 – Begin winter visiting hours

February

- 8 – Membership Luncheon

March

- 1 – Begin spring, summer, fall visiting hours
- 13 – Daylight Savings time begins
- 14-17 - Young Aviators Class
- 27 – Easter; Museum closed

April

- 11 - Membership Luncheon
- 30 – Celebrity Pancake Feed

June

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

July

- 11-14 – Young Aviators Class

August

- 1-4 – Young Aviators Class
- 8 – Membership Luncheon

September

- 24 – Winged Foot Run/Walk

October

- 10 – Membership Luncheon

November

- 24 – Thanksgiving; Museum is closed

December

- 12 – Membership Luncheon
- 25 – Christmas day; Museum is closed.

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Is your address up to date?

We need your help with change of address information. *Plane Talk* is not forwarded to you like regular mail. Due to recent changes in U. S. Postal Service regulations, it has become cost prohibitive to forward the newsletters. Undeliverable copies are returned to us and we pay for returned issues. To make sure you continue to receive your *Plane Talk*, please send in your change of address as soon as convenient. →

Visitors

During **October**
the Museum had
610 visitors
from **32 states**, and
Brazil
Canada
Czech Republic
Great Britain
Netherlands
Slovakia
→ → →

Supporters

New Supporters

Edwin Ewing
Jack Whitwam
Kenneth Wright

Renewing Supporters

David Baker
Jon & Peggy Boursaw
Duane, Alberta, Darin, Don &
Tamera Coash
Donald & Rebecca Duncan
Michael, Cheryl, Ashlyn, Nicholas
& Alec Fewell
Reverend David Hichcock
Mary Ann & Dennis Hill
Doug Jacobs
Cookie Langberg
Robert & Carolyn Malm
Jerry & Karen Milbradt
William Mogan
Todd Morgenstern
Ed Navone
John & Holly Pickett
Sharon Rosenow
Bud Spencer
Don Thun
Chuck & Marlene Urban
Jack & Carlene Vaughn
→ → →

Your membership is important to us.
Join the Combat Air Museum

Upcoming Events

December 2015

Monday, December 14 Membership Luncheon

Bob Dole Education Center
11:30 am

CAM member Sue Ann Seelwill speak about US service member MIAs (Missing In Action) and the status and new developments in the search process.

Friday, December 25 Christmas Day

The Museum is closed

January 2016

Friday, January 1 New Year's Day

The Museum is closed

Saturday, January 2

The Museum begins its winter visiting hours

There is no Membership Luncheon in January. The next luncheon will be Monday, February 8, 2016.

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Learn more about the
Combat Air Museum at
www.combatairmuseum.org

Guest speaker for next Membership Luncheon

Our guest speaker for the December Membership Luncheon is CAM member Sue Ann Seel. Her topic is No Man Left Behind. Sue Ann is a minister, author, and educationalist. She will speak about the more than 70,000 World War II American Service Members who are still listed as MIA (Missing In Action) in overseas countries. This is considerably more than any other conflict since that time. Come join us and learn the status of and new developments in the search process for these missing individuals and their still-waiting families. →

Renew your Dillon's Community Rewards support for CAM in 2016

On November 19, 2015, we received an email from dillonstores.com that included the following:

“Dear Community Rewards Member,

We would like to thank your organization and supporters for participating in Community rewards this year. We hope that the Program was beneficial to your fundraising effort and helping your progress toward goals and objectives for 2015.

We are happy to announce that once again we have allocated \$2.0 million in 2016 to assist local schools and other non-profits in the communities we serve. Community rewards is the perfect partner for your organization because customers can easily donate to the charity of their choice; just by doing their normal grocery shopping each week!

As a reminder, your supporters must visit our website below to re-enroll in the program after January 1, 2016, in order for purchases throughout 2016 to credit your organization. The customer will need to sign in, and make their contribution selection using your 5-digit NPO number or search by organization name.

- dillons.com/communityrewards.”

Our 5-digit NPO number is 43200. We ask that you please continue in the Community Rewards Program because it has made a difference in fundraising this year for the Museum. Your participation brought in some \$1060 for CAM so far this year. Once registered, the use of your Dillons Plus Shopper's Card helps contribute to a quarterly donation from the Program to the Museum.

If you do not have email, call 1-800-576-4377, select option #3, and you will talk with a person. You will need a Dillons Plus Shoppers Card. Give them the code numbers which are printed on the back under the bar code. When asked with which organization you want to register, tell them the Combat Air Museum. Once again, our NPO number is 43200. If you do not have a Dillons Plus Card you can get one at all Dillon's check-out or customer service counters. Thank you so much to all our members, friends and households participating in the Program this year. You do make a difference!

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