

THE AIR CAPITAL

# FLYER

WINTER 1984

## KSANG and WAHA Secure B-52D for Wichita

by MSgt. Donald L. Livengood

On August 1, 1984 the Jayhawk Historical Aircraft Committee (JHAC), Kansas Air National Guard (KSANG) accepted a B-52D from the USAF Museum for WAHA.

Originally designed as a Strategic Air Command high altitude nuclear bomber, the Air Force accepted the first "D" model in June, 1956. The bomber took on a different role, however, when it was used to deliver conventional bombs in the Vietnam conflict.

The B-52D, S/N 55-094, was manufactured by Boeing Seattle and delivered to the USAF on March 4, 1957. It was first assigned to the 42nd Bomb Wing (SAC), Loring AFB, Maine. During its lifetime, it was reassigned 31 times to 15 different units, including 11 times to the Southeast Asia arena. During its illustrious military career, it accumulated 12,341 hours in its log books.

The last unit of assignment was the 7th Bomb Wing (SAC), Carswell AFB, Texas in June, 1975. In September, 1978 it was designated excess and sent to Boeing Military Aircraft Company (BMAC).

For nearly six years, the Big Black "Buffy" served as an engineering mock-up at BMAC for proposed improvements to the Air Force's B-52 fleet.

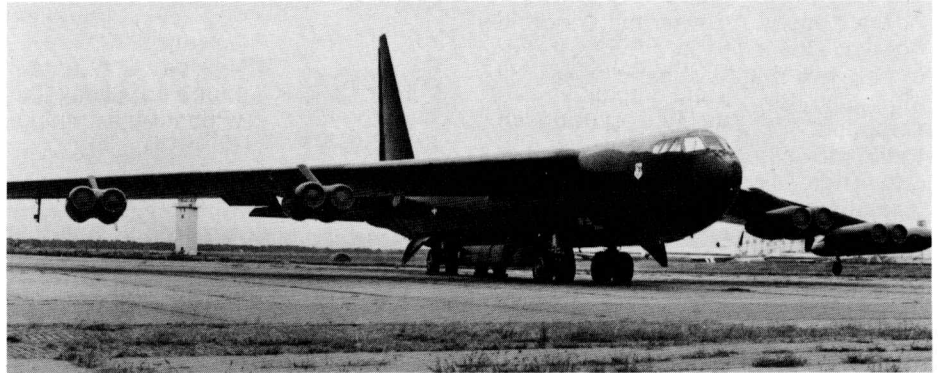
In October, 1983 the Air Force retired all B-52Ds after more than 27 years of service. Of the original 170 "Tall Tails", 16 were lost to combat, accidents or salvage; one was assigned to BMAC and the rest are either stored or on display.

In March, 1984 it was learned by the JHAC that BMAC no longer had a need for the "Stratofortress" and was returning it to the USAF for salvage. Richard Durden was contacted and indicated that WAHA would appreciate having it for the future aviation museum. Since WAHA is not registered with the USAF Museum and JHAC is, JHAC requested S/N 55-094 on March 18, 1984 for WAHA.

On May 16, 1984 the B-52D was towed from the south of BMAC to KSANG property on McConnell AFB, Kansas. It

is now parked near the former Wichita Municipal Airport Terminal where it will be stored until the aviation museum

becomes a reality. At that time, the Big Black "Buffy" will make its final mission.



KSANG photo by SSgt. Genelle E. Clifton

## NASA Astronaut, Hawley Is Speaker At Wright Brothers' Annual Dinner

by Marilyn Copeland & Mary Dicks

Dr. Steven Hawley, NASA astronaut and native Kansan, will be the featured speaker at the annual Wright Brothers Dinner sponsored by the Wichita Aeronautical Historical Association on December 17.

Hawley, who is married to fellow astronaut Sally Ride (America's first woman in space), will highlight an evening which commences with a reception at 6:00 p.m. and dinner at 7:30 as well as aircraft and memorabilia displays in the Walter Beech Hall, Beech Activity Center.

Kansas Attorney General Robert Stephan will act as Master of Ceremonies and among his duties will be the presentation of the Aviation Education Teacher of the Year award and the hot air balloon club's annual racing trophy.

The education award will go to the teacher who best provides information to students about the rich heritage of aviation and the industry to Wichita students in grades K-12.

This year the displays at the annual

affair will include a potpourri of historical and futuristic aeronautical photos. And for those fly bugs among us, Elton Rowley, an OX-5 member, will be displaying his Curtiss Jenny and Jerry Shumacher, an avid and expert model aircraft builder, will be displaying his flyable Stagger Wing and Travel Air models. But, the granddaddy of them all will be NASA's \$12,000 model of the Boeing 747 which transports the space shuttle on local earth flights.

Photographic displays will offer Dwight Kriebel's vintage work, dating back to the 1940's when he was chief photographer for Boeing—now Boeing Military Aircraft Corporation.

Earl and Francis Sayer, OX-5 members and professional photographers will be displaying their historic photos as well.

Additionally there will be an update on the progress of the Kansas Aviation and Space Center.

Tickets for the entire evening, which includes the reception, displays and dinner are \$16. Please direct inquiries to Marilyn Copeland, 682-7444 or 686-0201.

## Acquisitions Mark 1984 Year

by Rick Durden

As we approach another Wright Brothers Dinner one cannot help but reflect over the developments of the past year. The Association has been on "hold" for nearly two years now, waiting for the City/County Air Museum Task Force to finish its work. In the process of marking time, we have done a great deal of behind the scenes work and have acquired a few significant artifacts.

The biggest news came this summer. Working closely with Donald Livengood of the Kansas Air National Guard, we now have loaned to us, a B-52D. It is one of only two that have been released to museums. Unfortunately, most will be scrapped. The airplane is on loan due to the provisions of the Strategic Arms Limitation Treaty in that it is a nuclear weapons carrier and must remain the property of the Air Force. If all goes well, we will put together some up close viewing for our members this spring. Ideas for its use in fundraising are being tossed around.

We have continued to receive papers, pictures and technical data. Our problem is with storage space. If you know of any place we can store various material for the right price (free), or of anyone who can donate storage space to us, please call me at 688-4201 during the day.

John Calvert and Bob Pickett were responsible for setting up the display at the McConnell Open House in October. It went quite well. In working with the Air Force, we arranged for a number of antique and classic airplanes to be flown in and displayed. We are most grateful to the owners of these fine machines and to our Resources com-

mittee for the time and effort which went in to making the display a success.

There is more progress on the museum, although it has been behind the scenes. The Airport Authority has expressed interest in working out an arrangement for a museum site on Mid Continent Airport with very convenient access to drive ins or fly ins. In working with the Task Force we donated \$5,000 to assist in hiring a professional fund raiser to conduct an evaluation study of the community to see what interest there is in an air museum and whether

the money necessary can be raised. Interviews with a number of business and financial leaders as well as aircraft historians have been completed and the report is due soon. We are optimistic that the necessary money can be raised, even though the aviation industry is not doing well at this time.

The Board of Trustees meets the first and third Monday of each month, 6:00 p.m. at the Aviation Education Center, 2021 S. Eisenhower. You who have asked how you may help might attend, we'll definitely put you to work.

## Ross Donates Wind Tunnel

by Barbara L. Delhotal

Richard Ross, Ross Aviation Association, has a wind tunnel in his barn and is donating it to WAHA.

"There's not another like it in the state," Ross said. "It is unique in the way it's built. It is an indraft-type wind tunnel with a circular cross-section in the throat and an open return. It also features straightening veins and turbulence screens to eliminate turbulence."

The tunnel was originally built in the 1930's, and rumor has it that it was designed and worked on by Dwane L. Wallace, formerly President and Chairman of the Board of Cessna Aircraft, while he was a student at then Wichita University. The tunnel was first located in the attic of McKinley Hall, the science building, but was later moved to a Quonset hut on the east side of the campus, near the Engineering Building.

Ross, who was a Visiting Professor in Engineering at the University after it

became part of the State system, remembered the tunnel well; he worked with it as a student.

"It was called 'The Four-Foot Tunnel' to distinguish it from the other wind tunnel on campus. It used to be the only student tunnel at WSU because the bigger one (the Walter Beech Memorial Tunnel) was used for contractor and research work."

The Beech tunnel is still operated on WSU's campus to test aircraft design and aerodynamic design for the automobile industry, as well as testing the wind resistance of shingles. It was built in 1947 under the supervision of Ken Razak, once Dean of the School of Engineering, and is an important part of the engineering school. The four-foot tunnel was used until 1976 when the new Wallace Hall engineering complex was built. Ross found out then that the school was going to either give the tunnel away or tear it down. That was when he moved it to his barn.

"Cessna and Learjet turned it down, and there were lots of reasons to preserve the tunnel. The original stagger-wing Beech model was tested in this tunnel, but the Stagger-Wing Museum in Tennessee found it would be too expensive to move it. I put it in my barn to keep it from being razed, so I guess you could call me 'The savior of the wind tunnel'" he added with a laugh.

The tunnel is a cylinder 50' long, 12' high, and 10' wide that tapers to the test section and then expands to the propeller section. It took Ross three trips to move the sections of the tunnel by trailers to his barn.

"I got the tunnel by agreeing with the University to donate it to any legitimate historical association. I would like to see it in a good display area," he concluded.

## Calendars Feature Rare Photographs

by Bob Pickett

What is gold, black, and has more dates than a Christmas fruitcake?? Time's up. . . it's the 1985 edition of the Wichita Aeronautical Historical Association (WAHA) calendar, now available for sale.

Eye-catching with the now-familiar WAHA logo in black and gold, the 1985 calendar is only \$6, Kansas State sales tax included. Despite these inflationary times, WAHA was able to avoid price increases and improve reproduction quality, through the aid of our printer, Rand Publishing Company.

As in previous years, the 1985 Calen-

dar is a limited edition, individually numbered 1 thru 1,000, and features 13 large, rare photos of airplanes built in the Wichita area during 1921-1947.

The Collector's Edition Calendar is an important fund-raising activity for WAHA.

These calendars make unique Christmas gifts, especially for those difficult-to-buy-for folks on your Shopping List.

To get your calendars, contact any WAHA member, or order by mail. Write: WAHA, P.O. Box 12466, Wichita, KS 67277, or call 685-9550 (evenings/weekends). There is a \$1.25 mailing charge per order.

# On Becoming "The Air Capital of the World"

by Bill Ellington, Jr.

With great fanfare, the notice appeared in the Sunday edition of the *Wichita Eagle*, April 30, 1911:

"Wichita's First Aviation Meet May 4-6". The event, promoted by O.A. Boyle, then President of the Wichita Chamber of Commerce, planted the seeds of interest in aviation in the community, putting the city well on its way to becoming "The Air Capital of the World."

The participants of this first meet were more than barnstormers. They were men who had achieved a reputation as contributors to the advancement of the "aeroplane" in their respective efforts. The article quoted Boyle as saying, "Each man particularly didn't come from the shades of oblivion, nor from the land of the unknown, but from the front pages of the world's greatest dailies."

Without question, one of the four featured flyers, Eugene Ely, was the headliner of the event. Ely's real purpose in participating in the meet was to promote the worth of the famous Curtiss biplane, both over land and sea, to the public. He previously received several honors as the result of his accomplishments in the flying machine, and he arrived in Wichita from San Antonio, Texas, where he was teaching U.S. Naval officers the practical use of the Curtiss biplanes for military purposes. He had the distinction of being the first man to fly off the deck of a warship to provide the effectiveness of the airplane as a war bird.

The second member of the meet's team of participants was C.C. Witmer from San Diego. He, like Ely, had experience flying over land and water and was in charge of the Curtiss School of Aviation.

The third member was R.C. St. Henry, a famous aviator from Canada who thrilled crowds with his aerial feats.

The last of the performers was a relative newcomer, James J. Ward, a young man from Nashville, Tennessee who had previously established a name for himself in automobile racing. "Jimmy" brought his bride of one month to Wichita to watch his sky maneuvers and took her up during the meet for her first flight.

The meet took place at a picnic park, Walnut Grove, approximately 5 miles North of Main and Douglas and west of Arkansas Avenue. Boyle was serious about placing Wichita on the map with an air meet of high quality and wanted national coverage. A grandstand was built at the Grove to accommodate 14,000 spectators. The Kansas National Guard was used to guard the planes, protect the public, and keep things in

order. The Elks band played during the three-day event. Admission was \$1.25 for adults and 50 cents for children eight through eleven. Boyle sold tickets for his new electrified railway, the Arkansas Valley Interurban, and the Interurban ran special cars every ten minutes to the grounds from the depot at First Street and Water. Tickets were also sold at Dockums, a well-known local drug store.

The participants began flights at 3:00 p.m. each day. In his opening performance, aviator Ward reached an altitude of 4,000 feet, a demonstration of great skill for its time that left the viewers in awe. Aviator Witmer circled the field five times in four minutes at approximately 70 miles per hour, and aviator Ely demonstrated the landing capabilities of the Curtiss by cutting

one engine at 700 feet and landing smoothly. But the last day was the most spectacular. Several of the participants were grounded due to high winds and a broken guy wire, but Ely chose to fly, not wishing to disappoint the crowd. This flight nearly ended in tragedy when a cross wind nearly tipped his craft over during a landing approach. With a swing of his body in the opposite direction to right the plane, Ely succeeded, only to notice that he was rolling towards a fence and nearby trees. He pushed the engine throttle and pulled his plane's elevator as far as possible, and the craft shot upward, missing the obstacles. The 10,000 spectators at the closing of the meet were satisfied they had witnessed a thrilling demonstration by an experienced aviator.

## News Briefs

The original airplane of Air Midwest is still in storage at Stearman Aircraft in Valley Center. The airplane will have to be restored before it will be suitable for display. Air Midwest Personnel have indicated a desire to either have the airplane for a "hands on" type exhibit, primarily directed towards school children; or as a theme centerpiece for an exhibit on commuter airlines that have served Kansas since the early 1930's.

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BMAC's first woman employee, Lillian Whipple, visited the Wichita facility in October—her first visit in 41 years. She joined Stearman Aircraft Company (BMAC's predecessor) in 1927 and worked there for 16 years as a secretary. Her husband, Bill, also worked at Stearman. He hired on in 1928. For the next 30 years he was active in the industry and for many years was Purchasing Agent at Cessna.

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Marilyn Copeland, Wichita, and Janet Green of Ocean Springs, Mississippi were guests recently in Bombay and

New Delhi, India. Both women are past presidents of the International Women Pilots (99's) organization. During their 10-day tour, highlighted by a private audience with Indira Ghandi, they visited with 21 aviation and government officials regarding the World Aviation Education Safety Congress which is slated for March 19-23, 1986.

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Many thousands of visitors stopped by WAHA's display at McConnell AFB's Open House on Sunday, September 30, 1984.

Located in one of the former F-105 hangars near Base Operations, the WAHA display centered on a recent architect's rendering of the proposed Kansas Aviation and Space Center. Rounding out its display were models and large photographs of Wichita-built aircraft.

The WAHA display was flanked by Elton Rowley's sparkling Curtiss JN-4D and Dave Blanton's colorful Curtiss Robin. A beautifully restored WACO Model INF provided an outstanding backdrop.

## Milestones in Wichita Aviation

### NOVEMBER

- 13 — Al Mooney makes first flight of Mooney M-5 (1929)
- 15 — Beech Model 50 Twin Bonanza test flown by Vern Carstens (1949)

### DECEMBER

- 8 — First Wichita-built Stearman delivered to Varney Airlines (1927)
- 14 — A standard, production Learjet 23 sets business aircraft time-to-climb record, to 40,000 ft., in 7 min. 21 seconds (1965)
- 17 — Boeing XB-47 makes first flight, at Seattle (1947)
- 18 — First Beech jet, Model 73A, makes first flight (1955) with T. G. Gillespie as pilot.
- 27 — Army Captain Bowman sets helicopter world altitude record of 30,355 ft., in Cessna YH-41 (1957)

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# FYI . . . Dr. Steven A. Hawley's Biography

**NAME:** Steven A. Hawley (Ph.D.).

**BIRTHPLACE AND DATE:** Born December 12, 1951, in Ottawa, Kansas but considers Salina, Kansas, to be his hometown.

**EDUCATION:** Graduated from Salina (Central) High School, Salina, Kansas, in 1969; received bachelor of arts degrees in Physics and Astronomy (graduating with highest distinction) from the University of Kansas in 1973 and a doctor of philosophy in Astronomy and Astrophysics from the University of California 1977.

**MARITAL STATUS:** Married to Dr. Sally K. Ride of Los Angeles, California.

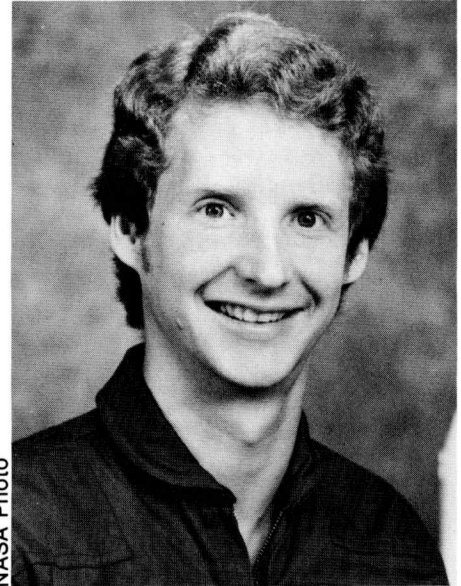
**ORGANIZATIONS:** Member of the American Astronomical Society, the Astronomical Society of the Pacific, Sigma Pi Sigma, Phi Beta Kappa, and the University of Kansas Alumni Association.

**SPECIAL HONORS:** Evans Foundation Scholarship, 1970; University of Kansas Honor Scholarship, 1970; Summerfield Scholarship, 1970-1973; Veta B. Lear Award, 1970; Stranathan Award, 1972; Outstanding Physics Major Award, 1973; University of California Regents Fellowship, 1974; Group Achievement Award for software testing at the Shuttle Avionics Integration Laboratory, 1981; NASA Outstanding Performance Award, 1981; NASA Superior Performance Award, 1981; Group Achievement Award for Second Orbiter Test and Checkout at Kennedy Space Center, 1982; Quality Increase, 1982; NASA Space Flight Medal, 1984.

**EXPERIENCE:** Hawley attended the University of Kansas, majoring in physics and astronomy. He spent three summers employed as a research assistant: 1972 at the U.S. Naval Observatory in Washington, D.C., and 1973 and 1974 at the National Radio Astronomy Observatory in Green Bank, West Virginia. He attended graduate school at Lick Observatory, University of California, Santa Cruz. His research involved spec-

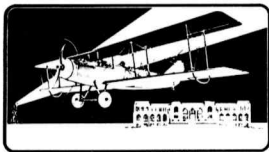
trophotometry of gaseous nebulae and emission-line galaxies with particular emphasis on chemical abundance determinations for these objects.

Prior to his selection by NASA in 1978, Dr. Hawley was a post-doctoral research associate at Cerro Tololo Inter-American Observatory in LaSerena, Chile.



**NASA EXPERIENCE:** Dr. Hawley was selected as an astronaut candidate by NASA in January 1978.

Dr. Hawley was a mission specialist on STS 41-D which launched from Kennedy Space Center, Florida, on August 30, 1984. He was accompanied by spacecraft commander Hank Hartsfield, pilot Mike Coats, fellow mission specialists, Judy Resnik and Mike Mullane, and payload specialist Charlie Walker. This was the maiden flight of the orbiter Discovery.



**Wichita Aeronautical Historical Association**

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