

Hangar Digest

VOLUME 6, ISSUE 2

APRIL 2006

From the Editor

This issue is dedicated to the memory of WASP Ethel Meyer Finley who passed away in February. Ethel was one of the first lifetime members of the AMC Museum, a former member of the Museum Foundation's Board of Directors and a 2001 inductee into the Delaware Aviation Hall of Fame.



The WASP (Women Airforce Service Pilots) were the first female pilots to serve with the U.S. Army Air Force during World War II. They flew wartime missions within the Continental United States: ferrying aircraft, training male pilots, towing gliders, flying radio-controlled drones, performing test flights and conducted anti-submarine warfare along the territorial waters of the coastal United States. The many missions and functions performed by the WASP allowed more male pilots to be available for combat duty. In this issue we fly with the WASP.

How many of you remember the Strategic Air Command's 11th Air Refueling Squadron which was stationed here at Dover from 1960 to 1965? Well, after more than forty years, its "mole hole" came under the wrecking ball. Following SAC's departure, the site was used for aircrew and ground training, the 9th and 20th Military Airlift Squadron's C-141 Operations, Transient Alert and the latest occupant was the Dover AFB Aero Club.

We may have been premature in announcing Dover's 2006 Air Show in the last issue of the Hangar Digest. At that time, all things seem to have been a GO for May; however, plans were changed and now it is likely the Air Show will take place later this year. Look for more information to appear through the local media, on the Museum's website and in this newsletter.

Until the next issue when we spend a week with the Big One, thank you for supporting your AMC Museum.

Harry E. Heist, Editor

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LOOKING BACK

In February 1918, Major Nelson E. Driver, a medical officer, and Captain William C. Ocker, Commander of Flight Training at Gerstner Field, Louisiana, modified the rear cockpit seat of a JN-4 Jenny to accommodate a litter to transport patients. Based on this effort, the Director of the Army Air Service ordered on 23 July that every flying field in the United States have an air ambulance.

Source: Toward the Air Mobility Command: A Chronology of Tanker and Airlift Events

From the Director

Last month, we were privileged to host the first Air Mobility Command Historian's Conference chaired by Ms. Lillian Nolan, the AMC Historian. We were pleased that Lillian selected the AMC Museum as her venue. Since many of the attendees were new to their field, holding the conference here at the Museum allowed them to see first hand where the histories of airlift and air refueling are preserved.

Brigadier General. Mike Quarnaccio (AMC Museum Foundation President) and I traveled to Florida in February to attend the first-ever conference of the Air Force Field Museum Foundations. We both learned a lot and shared some of our successes with the other organizations. We are not the largest field museum; however, I can say with certainty that our Foundation and our Museum work very well together.

For the past few months, volunteer Bruce Kinner has served as our Docent Leader and has done a wonderful job of keeping our training up to date and implementing some new educational initiatives. Unfortunately for us, Bruce and his wife have decided to travel the United States in their new RV. He has promised to come back from time to time and serve as a tour guide; however, a replacement is needed in order to continue to maintain and develop new programs.

The T-33 has been moved into position on the raised concrete circle in Commemoration Park. As visitors approach the museum they will see the airplane and "Air Mobility Command Museum" on the marquee. If you are wondering what a T-33 has to do with airlift, from 1952 to 1969 MATS and MAC operated T-33s as trainers and were also used to ferry crew members. Within the next year the T-33 will be repainted in the markings of a MATS T-33 that was assigned to Dover AFB.

Our fourth annual Collector's Day was a success with twenty exhibitors showing off their collections of everything from railroad memorabilia and dinnerware to military uniforms. Some of the collectors returned for the fourth time and some were here for the first time. I look forward to the continued growth of this event.

Our 20th anniversary will occur later this year, We have had to postpone some of our previously scheduled events simply because all of our staff and volunteers have been so busy that we didn't want to take on any more projects. We currently have three aircraft in restoration, six aircraft scheduled to be repainted, four museum construction projects and several new educational initiatives. How's that for a small museum!

Don't forget that we are now offering a one day class for the award of the Boy Scout Aviation Merit Badge. If you would like to schedule a class, call (302) 677-5942.

Until next time, keep in touch by checking our website at www.amcmuseum.org for all the latest Museum information

Mike

Cruisin' with the Curator

Hello to all. I hope your winter was a safe one!

As I gather my thoughts for this edition of Cruisin', I recall our first significant snowfall of this past winter season which dumped anywhere from, depending on who you talked to, two inches to a foot of the white stuff. So, for the first time, our brand new Kubota tractor was put into full gear. Wow, how nice it was to sit in the comfort of a heated cab and scoop up the snow. John Taylor did his best DELDOT impersonation in clearing the area at the Route 9 gate. I took over and worked on the parking lots and along the fences where the snow had drifted to well over 2½ feet. In no time, we had the museum open for traffic and we didn't

(Continued on the following page)

Cruisin' with the Curator (Cont.)

even hit anything!

Our hangar floor underwent rehab during the month of January. The contractors did some minor grinding and then coated the floor with gray epoxy paint. The finish product really compliments the displays. Preparations for this work involved moving everything from the hangar's floor except the C-47 and the B-17. Once the floor was painted and we waited out the cure time, the first call to action was to wash the airplanes. We really didn't realize just how dirty they were until we turned the water on them. All the exhibits are now back in place and we're fully open for business. I'd like to take this opportunity to thank all who helped with this major undertaking!

The next course of action is the hangar's re-roofing. As some of you may know, the roof has leaked ever since we moved in ten years ago. Still leaking after gallons of sealant were applied to most of the seams, it was decided that a new roof was needed. AMC provided the funding and the work should soon be underway. After that, the only thing left to do to bring the hangar up to snuff is to paint the ceiling.

Volunteers Tom Davis and Charlie Tanner are still at it inside the C-119. At press time they're replacing the flooring and it is coming along quite well. Donny Williams is working on the C-131 as his task is to restore the cockpit. And, over at the restoration hangar the C-124 team is making significant progress. Can anyone else out there claim to have this much fun? Thanks, guys, for pitching in to keep our fleet looking its best!

As you recall, a contract was let to paint six of our aircraft. The contractor started to work on the Connie in January but environmental issues prompted a work stoppage and he then moved on to the C-141A. Hopefully we'll work out these issues and will be able to resume work on the Connie later this year. More to come in the next issue.

On the 4th of February, the museum was presented with the American flag that was flown over McMurdo Station, Antarctica to commemorate the final C-141 flight in support of Operation Deep Freeze. The C-141 made this historic flight one year ago to the day of the flag's presentation. Members of the New England chapter of the Old Antarctic Explorers Association presented a shadow box containing the flag and an association patch along with a certificate of authenticity.

That's it for this edition of Cruisin' with the Curator. We didn't take the car this time as gas prices are still too high. Walking is better for us anyway. Be safe, be sure and be happy. See you next time!

Jim

Meet Museum Volunteer George (Mac) McDuffie

Mac, a member of the C-133 Cargomaster restoration team and a clerk in the museum's gift shop, has been with the museum since 1998.

He entered the Air Force in 1956, after a hitch in the Navy, and was stationed at Bunker Hill AFB as an office machine repairman. From Bunker Hill, he served at Kimpo AB, Korea, Andrews AFB, Maryland, Clark AB, Philippines and then on to Dover AFB.

Upon his arrival at Dover, he cross trained into the loadmaster career field. After a short time on the C-124, he went over to the C-133. After serving in Viet Nam, he returned to Dover and finished his career on the C-5A Galaxy as the 9th MAS Squadron Standardization Loadmaster. He retired from active duty in 1980 as a Chief Master Sergeant .

When not volunteering at the museum, he enjoys golf, old movies and a good book. Occasionally, he may pass on a good joke! He and his wife Peg reside in Dover, Delaware.



WASP: Women Air Force Service Pilots

Although the Soviet Union and Germany had used women pilots almost from the beginning of World War II, the official view in the United States about employing women as military pilots proved to be somewhat different. For one, General “Hap” Arnold, Commander of the Army Air Forces, rejected proposals throughout 1941 to employ women for aircraft-ferrying operations. He argued that “the use of women pilots serves no military purpose in a country which has adequate manpower at this time.” However, when it became apparent in 1942 that there would be a pilot shortage, General Arnold put into effect almost simultaneously two plans: one proposed by Nancy Harkness Love and the other by Jacqueline Cochran, both experienced pilots.



For those women who could fly already, the Air Transport Command activated the Women’s Auxiliary Ferrying Squadron (WAFS) in September 1942 at New Castle, Delaware, under Love’s command. For women who had no prior flying experience, the Flying Training Command established the Women’s Flying Training Detachment under Cochran’s leadership at Ellington Field, Texas.

The original standards and conditions for the women who were already pilots were rigorous. The Air Transport Command, given responsibility for managing the program, set the minimum requirements for women who already held licenses and immediately became WAFS as: 21-35 years of age, American citizenship, high school diploma, commercial pilot license with 200 horsepower rating, not less than 500 hours of logged and certified flying time, and cross-country flying experience.

Candidates who first had to pass through the Training Detachment before receiving their pilot rating had to meet the same physical and mental standards and to endure the same strenuous training as the male cadets. While physical strength was seldom a factor, they underwent examinations for night vision, airsickness, respiratory ailments and anoxemia. Females surpassed males on most mental tests because the women cadets usually had more education.



The Air Transport Command soon grouped its women pilots into four squadrons—one remained at New Castle and the others went to Dallas, Texas; Romulus, Michigan and Long Beach, California. The Training Detachment moved to Sweetwater, Texas. Later, in August 1943, the Training Detachment and the WAFS merged into one organization known as the WASP—Women Airforce Service Pilots.

The female pilots assigned to ATC successfully demonstrated their proficiency in ferrying aircraft and the command increased their responsibilities to include towing targets, ferrying bombers, simulated strafing, radio control flying and basic and instrument instruction. One assignment in particular exemplified the progress of the WASP program. On 15 August 1943, Nancy Love and Betty Gillies became the first women pilots to fly the four-engine B-17 on ferrying operations within the United States, a mission far beyond the original scope of the program.

(Continued on the following page)

WASP (Cont.)

Despite the general lack of support from higher echelons, criticism from their male counterparts and often deplorable working conditions, the overall performance of the WASP personnel was remarkable. During the life of the program, the total cost for training a female candidate amounted to \$12,000, roughly equivalent to that of training a male. The overall rate of elimination from training for women cadets averaged 35.9 percent; for the men, 35.6 percent. The WASP total accident rate stood at .06 per one thousand hours or one fatal accident per 16,667 hours flown; fatalities for male pilots during the same period averaged .062 per one thousand hours.



In 1944, General Arnold decided to end the WASP program. Conditions of war had changed in the Allies' favor and more male pilots had become available for duty. At the farewell ceremony on 20 December 1944, Arnold expressed his gratitude: "Every WASP who has contributed to the training and operation of the Air Force has filled a vital and necessary place in the jigsaw pattern of victory."

After the war, General Arnold tried but never succeeded in obtaining Congressional approval for the militarization of the WASP. This lack of recognition meant that these women, who had served their country so faithfully, had no rights or veterans benefits, no reserve status and no insurance benefits for survivors. Finally, over thirty years later in 1977, Congress enacted legislation admitting WASP to retroactive military status, thereby bestowing belated recognition and official thanks upon the women who had served their nation so admirably.



Approximately 25,000 women who had applied for admission to the WASP training program, 1,830 gained admission and 1,074 completed the course and received an assignment. Female pilots flew 9,227,260 miles and delivered 12,652 aircraft during the course of the program.

Note: Nancy Harkness Love continued as an aviation leader and became a champion for recognizing the WASP as military veterans; a reality fulfilled following her death on 22 October 1976. She was the Airlift/Tanker Association's "Hall of Fame" inductee for 1996.

Source: MAC History Office, Anything, Anywhere, Anytime: An Illustrated History of the Military Airlift Command 1941-1991; Airlift/Tanker Association.

Additional Notes: The correct spelling of WASP~ is WASP! An extra "S" is not added because the acronym already stands for Women Airforce Service Pilots. An extra "s" is redundant "Pilotss!"

For more information on the WASP and the WASP Museum click on to www.wasp-wwii.org/museum.



The cartoon figure featured on the cover page is that of Fifinella. During World War II, squadron insignia were an important way to express spirit and unity. Walt Disney, who designed the insignia for the Flying Tigers, gave the WASP Fifinella, a spunky little female gremlin with long eyelashes, hip boots and gossamer wings who came zipping merrily out of a bank of clouds. Fifinella's job was to scare off male gremlins who were widely known to be the cause of most aircraft malfunctions.

From: "On Silver Wings", by Marianne Verges.

Airlift Legends: General Joe W. Kelly

A native of Waverly, Indiana, Joe W. Kelly was born on 19 January 1910. He graduated from the United States Military Academy in 1932. After completing flying school in 1933, he worked several months as an airmail pilot and then as a flying instructor until 1940 when he went to Chile as a member of the United States Military Mission. Transferred to Europe in January 1944, he commanded the 386th Bombardment Group. Under his leadership, this group compiled the most outstanding record of any B-26 group in the European Theater for the number of successful sorties flown, tonnage of bombs dropped and enemy aircraft destroyed. In December 1944, he was appointed to the United States Military Academy, where he became Director of Aviation. During the summer of 1946, he enrolled in the Air War College at Maxwell AFB, Alabama and upon graduation served as an instructor and the Chief of the Plans and Operations Division. He began a five and one-half year association with the Strategic Air Command in 1948 including commanding the Far East Air Forces Bomber Command stationed at Yokota Air Base, Japan. In 1953, he served as the Director of the Air Force Legislative Liaison in Washington, DC. He became the Commander of the Air Proving Ground Center, Eglin AFB, Florida, in July 1958 and assumed the leadership of the Military Air Transport Service (MATS), as a Lieutenant General, in June 1960.



During his tenure, as MATS commander, General Kelly guided the command through the massive mercy airlift to Chile in 1960, the long-term Congo Airlift of troops and supplies for the United Nations, problems associated with the Russian's building of the Berlin Wall and the complex airlift requirements of the 1962 Cuban missile crisis. He directed MATS into the "Jet Age" when he personally piloted the first jet aircraft assigned to the command, a C-135 *Stratolifter*, from the Boeing factory in Renton, Washington to MATS' Eastern Transport Air Force at McGuire AFB, New Jersey. MATS also acquired the C-130E *Hercules* during his tenure.

Promoted to the rank of full general on 6 June 1963, General Kelly became the first four-star general of the Military Air Transport Service. General Kelly retired from active duty on 18 July 1964 and died on 8 July 1979.

Source: MAC History Office, Anything, Anywhere, Anytime: An Illustrated History of the Military Airlift Command 1941-1991; www.af.mil/bios.

Name the Artifact by: Deborah Sellars

Do you recognize this rare pilot wing badge worn by an elite group of pilots during World War II?

See page 11 for the answer.



MUSEUM WANT LIST

- Golf Cart or Gator for aircraft and facility maintenance
 - Motorized scooter
 - WAF uniforms from the 1950s to the 70s
 - Photos of Dover AFB (any era)
- Please contact Mike Leister at (302) 677-5939 if you have and are willing to donate any of these items

Early Aeromedical Evacuation

The First World War had highlighted the worth of air ambulances. Foreseeing a continuing need, Colonel Albert E. Truby, the Army Air Service's Chief Surgeon, requested the various flying fields to report on their local arrangements in late 1919. He discovered that none of the planes modified into air ambulances were really suitable. Truby then asked the Air Service's Engineering Division to design a plane which would accommodate a pilot, medical officer and two patients. Several DeHavillands were subsequently modified and served as aeromedical rescue planes in the remote Southwest. Also at this time, the Medical Research Laboratory and School for Flight Surgeons at McCook Field requested that the Army Air Service convert one of its three Curtiss Eagles into an air ambulance. Completed in 1921, the modified Curtiss Eagle could transport four litter and two ambulatory patients in an enclosed cabin. Regarding the plane as suitable for scheduled route service, Colonel Truby secured the Surgeon General's approval to transport patients from Mitchel Field, New York, to Bolling Field, Washington, DC, for treatment at Walter Reed Hospital. War Department officials, however, disapproved the plan. The final setback occurred on 28 May 1921 when the Curtiss Eagle air ambulance crashed while attempting an emergency landing during a storm, killing former Congressman Maurice Connolly and six others. The highly publicized crash effectively delayed the military's development of a regular air evacuation service for the remainder of the interwar years.



Loading a patient aboard a Cox-Klemin XA-1.

The crash, however, did not deter Colonel Truby from developing the concept of aeromedical evacuation further. He envisioned the employment of air ambulances in peacetime at Air Service stations for crash rescue work and for transporting patients from isolated stations to larger hospitals. During wartime, air ambulances would transport the seriously injured from the front to base hospitals and would also fly in emergency medical supplies. Truby advocated procuring three different types of planes: a small plane capable of landing under austere conditions; a medium-sized plane that could navigate across the country and a large plane that could transport several patients.



A DeHavilland DH-4A modified for aeromedical evacuation, circa 1919.

Although Air Service officials generally concurred with Colonel Truby's proposal, limited funds forced them to conclude that the immediate need was to provide for the safety of flying personnel. Hence, Air Service leaders decided in June 1921 to develop a crash rescue plane; subsequently, two Cox-Klemin XA-1s were built and went into service in 1926. Reports that the British had adapted transport planes to serve as air ambulances also influenced the development of aeromedical evacuation. Thus, while the Air Service awaited the delivery of the Cox-Klemins, it experimented with modifying transport planes such as the Fokker YIC-14 (designated the YIC-15) and four American YIC-24s to aeromedical evacuation requirements. Although the Chiefs of the Air Corps recognized the need for special aeromedical evacuation planes, the small defense budgets and the urgent requirement for attack and bomber aircraft meant that transport aircraft would fly aeromedical missions for the remainder of the interwar years.

Source: R.F. Futrell, Development of Aeromedical Evacuation in the United States Air Force, 1909-1960 (Maxwell AFB, AL: Albert F. Simpson Historical Research Center 1961).

Recommended Reading: Lockheed C-141 Starlifter

The visionary fanjet-powered C-141 *Starlifter* set the modern standard for airlift. As the Cold War verged into the early 1960s, some American military planners realized the need for rapid deployment of military assets to troubled spots around the world, since not all threats could be countered with a nuclear deterrent. Airlift would be the key but old reliable transports like the piston-engine C-124 Globemaster II were too slow for the task.

Using generally proven components, Lockheed's swept-wing C-141 confirmed for the U.S. Air Force the promise of global airlift. With the *Starlifter*, cargo and troops could be airlifted intercontinentally at three-quarters the speed of sound. From the 1960s to the 21st century, C-141s have been a trusted transporter of everything from troops and helicopters to returned hostages and presidential limousines.

Author Fred Johnsen uses over 250 photos and drawings to provide a detailed history and technical description of the C-141 *Starlifter*. *Lockheed C-141 Starlifter* includes an account of the circumstances that led to the C-141, its design and structural details, flight characteristics and development from the C-141A to C-141B and finally to the C-141C.

This book is available from the museum's gift shop and can be purchased for \$22.00 including shipping and handling, payable by check, VISA, MasterCard, Discover or American Express.

Please call (302) 677-5992 or email: jay.schmukler@dover.af.mil to place your order.



Museum Aircraft of the Quarter: Lockheed C-141B "Starlifter"

The C-141B is a stretched C-141A with in-flight refueling capability. The stretching consisted of lengthening the planes more than 23 feet. The added length increased the C-141's cargo capacity by about one third.

The C-141A, built between 1963 and 1967, was MAC's first jet aircraft designed to meet military standards as a troop and cargo carrier. The development of the B model was the most cost-effective method of increasing MAC/AMC's airlift capability. A universal air refueling receptacle on the C-141B, with the ability to transfer 23,600 gallons in about 26 minutes, meant longer nonstop flights and fewer fuel stops at overseas bases during worldwide airlift missions.



During the Vietnam War, C-141s made flights almost daily to Southeast Asia, carrying troops, equipment and supplies and returning patients to U.S. hospitals. The C-141 was the first jet transport from which U.S. Army paratroopers jumped and the first to land in the Antarctic. The first C-141B was received by the Air Force in December 1979. Conversion from the A to B model was completed in 1982.

The museum's C-141B, SN 64-0626 was retired from active service and transferred to the museum in March 1996. Although the museum had been on the list to receive a C-141 for some time the timing of its acquisition resulted from a string of coincidences. The McGuire AFB aircraft was on its way through Dover and during a routine inspection a crack was discovered in a fitting on the left main landing gear. Although it could have been repaired, it was soon learned that the aircraft was soon to be retired to the Air Force Reclamation storage facility in Arizona. After determining that it was more cost-effective to retire the plane at Dover than to repair it, it was accepted by the museum. It was ironic that the aircraft was the last C-141, as an A model, stationed at Dover AFB.

“Name the Plane”

The airplane that I asked you to identify in January’s issue of the Hangar Digest is the Convair T-29A “Flying Classroom”.

One of the first post World War II passenger transports was the Convair Model 240. It entered airline service in June 1948 and was popular with airlines serving smaller cities where traffic did not support larger aircraft. At the same time, the Air Force had a need for a “flying classroom” for the training of navigators and radar navigator/bombardiers. After evaluation by the Air Force, Convair was given a contract for a version of the Model 240, designated as the T-29.



The T-29 (Model A) had fourteen fully-equipped stations for student navigators and one radio station. Each student had access to a map table, LORAN scope, altimeter and a radio compass panel. In the cabin’s roof were four astrodomes for taking celestial observations and the cabin was also equipped with four driftmeters. The aircraft was fixed with a large belly radome. The T-29A was not pressurized but was fitted with oxygen equipment. The first flight of the T-29A was on 22 September 1949.

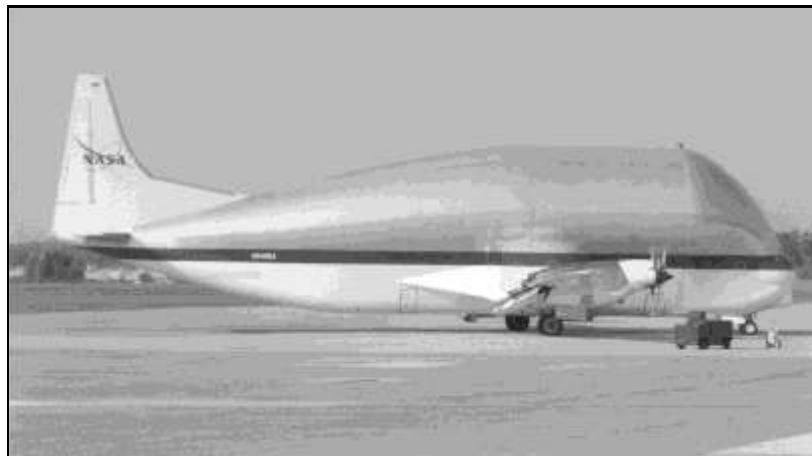
The T-29 (Model B) differed from the Model A by having a pressurized cabin, increased fuel capacity and a greater take-off weight. The number of astrodomes was reduced to three while one periscopic sextant port was added to the top of the fuselage. The first flight took place on 30 July 1952.

The T-29 (Model C) differed little from the Model B except for engine upgrades and its first flight was on 28 July 1953. The T-29 (Model D), however, deleted the astrodomes and had provisions for six bombardier/navigation students and an instructor. Training equipment included the “K” system bombsight and other radar and optical bombing and navigational equipment. Its first flight was on 11 August 1953.

Of the readers submitting an entry, not all identified the aircraft as the Convair T-29A. Our randomly selected winner of the “Name the Plane” contest is Mack Graham of Kennett Square, Pennsylvania and he will receive the book “Lockheed C-141 Starlifter” and an Air Force theme computer mouse pad. Congratulations!

This time I ask that you identify the airplane depicted below including the manufacturer, mission, design and series (if applicable); i.e., Boeing B-17G. Please send your entry by letter, email, FAX or post card to any of the addresses listed on the last page. **Please do not leave your entry by phone.** I will designate each correct answer with a number ID from which I will randomly select one winner. Please send your entry as soon as possible and please include a return address. The winner will receive a book selection from the museum’s gift shop. Good luck and thank you for your participation.

(Museum staff and volunteers are not eligible)



Around the Bases: Andersen AFB, Guam

Andersen Air Force Base, on the Island of Guam, is located 3,300 miles West of Hawaii, 1,500 miles East of the Philippines and 1,600 miles South of Japan and is home of the **734th Air Mobility Squadron (Air Mobility Command)**.

The Island of Guam is the Western most territory of the United States and one of the leading tourist destinations in the Western Pacific. It has an ancient history and rich cultural heritage with 118 sites listed on the National Register of Historical Places.

The island's first known contact with the West occurred with the visit of Ferdinand Magellan in 1521 and Guam was formally claimed by Spain in 1565. Jesuit missionaries arrived in 1668 to establish their brand of European civilization, Christianity and trade. During the Spanish period, the Catholic Church became the focal point for village activities and Guam became a regular port-of-call for the Spanish treasure galleons that crisscrossed the Pacific Ocean from Mexico to the Philippines. Evidence of Spanish influence can still be seen today across the island and sunken Spanish galleons still lie under Guam's waters.

Guam was ceded to the United States following the Spanish American War in 1898 and formally purchased from Spain in 1899. Placed under the administrative jurisdiction of the U.S. Navy, Guam experienced many improvements in the areas of agriculture, public health, sanitation, education, land management and public works. The U.S. Navy continued to use Guam as a refueling and communications station until 1941, when it fell to the invading Japanese forces shortly after the attack on Pearl Harbor. Guam remained under Japanese control until reclaimed by the American forces in July of 1944. In 1949, President Truman signed the Organic Act, making Guam an unincorporated territory of the United States with limited self-governing authority, which it remains today.

Following the reclamation of the island by the U.S. forces in 1944, four men of the 854th Airfield Construction Battalion "Spearheaders" stood at a drafting table drawing lines on a blueprint. Those lines defined the runways, taxiways and parking aprons. The area on which the lines were drawn was forested—an almost impenetrable stand of trees and brush that covered the northern end of Guam. By February 1945, a runway complex was operational at what was then known as North Field. By June, the finishing touches were almost complete and North Field aircraft began daily bombing missions over Japan.

The field was redesignated North Guam Air Force Base in 1947—the same year the Air Force became a separate service. Two years later, the base was renamed in honor of Brig. Gen. Roy Anderson. Anderson was chief of staff at Harmon Field, Guam, when his aircraft disappeared en route to Hawaii in February 1945.

When fighting erupted in Korea, Guam became a focal point for aircraft and material flying west. In 1951, Andersen began supporting rotational bomber deployments from stateside bases, first with B-29s and eventually hosting B-36, B-47 and, in 1964, B-52 units.

For the next six years, the Strategic Air Command (SAC) trained and practiced its wartime skills—which would be tested time and time again as the conflict in Southeast Asia escalated. Andersen would play a major part in the Vietnam conflict, when 27 B-52 bombers were launched from its runway June 18, 1965. The aircraft initiated Operation Arc Light, bombing missions over North and South Vietnam. Arc Light missions continued for eight years.

In 1972, Andersen was the site of the most massive build-up of airpower in history. More than 15,000 people and more than 150 B-52s lined all available flightline space. During Operation Linebacker II in December 1972, bombers stationed at Andersen flew 729 sorties in 11 days, resulting in renewed peace talks in Paris.

(Continued on the following page)



Around the Bases: Andersen AFB, Guam (Cont.)

The post-Vietnam period brought a return to routine operations at Andersen, with the base remaining a vital overseas platform for carrying out SAC's global-deterrence mission. In October 1988, the host 43rd Bombardment Wing traded its nuclear-deterrent role for a conventional mission. One year later, the bomb wing began redeploying to stateside bases and Andersen transitioned from SAC to Pacific Air Forces (PACAF) with the activation of the 633rd Air Base Wing. The 43rd Bomb Wing was officially inactivated on September 30, 1990. As part of an Air Force-wide initiative to preserve the heritage of the Air Force's most decorated units, the 633rd inactivated in September 1994 and was redesignated the 36th Air Base Wing (ABW). In 2004, the 36th ABW became the 36th Air Expeditionary Wing.

Since the airfield became operational as North Field in 1945, it has continually played a vital role in maintaining the U.S. presence in the Pacific. Aircraft flying in and out of Andersen participated in World War II, the war in Korea, the Vietnam War, Operation Desert Storm and Iraqi Freedom.

The Air Mobility Command maintains the **734th Air Mobility Squadron** at Andersen. Formerly, designated, the 605th Airlift Support Squadron and activated in December 1965, it has supported the Department of Defense (DOD) conflicts, contingencies and disaster relief operations in the Pacific and throughout the world. From the Vietnam War to Desert Storm to missions to Iraq, the squadron has provided logistical support for troop and supply movements. It regularly supports DOD exercises and disaster relief operations. The squadron played a key role in Operation New Life, the evacuation of thousands following the fall of Saigon in 1975. During New Life, the base received more than 40,000 refugees and processed another 110,000 for onward transportation to the Continental United States. Andersen played a key role in Operation Baby Lift in which the United States evacuated 1,500 orphans from Vietnam and Thailand in April 1975. And, more recently, the 734th played a vital role in Operation Fiery Vigil, the evacuation of the Philippines following the eruption of Mount Pinatubo in 1991 and Joint Task Force Pacific Haven, the evacuation of more than 6,000 Kurdish people from Northern Iraq in 1996. When Typhoon Omar struck Guam, the squadron was called upon to act as the reception point for the relief supplies. The 734th was also involved in the rescue of personnel from KAL Flight 801 that crashed on Guam in 1997. The squadron also sponsors the annual Operation Christmas Drop, the humanitarian aerial delivery of supplies to the remote islands in the Central Pacific.

Today, with its huge fuel and munitions storage facilities and dual two-mile-long runways, Andersen is an important forward-based logistic-support center for exercise and contingency forces deploying throughout the Southwest Pacific and Indian Ocean areas,

Source: www.andersen.af.mil; www.guam-online.com.

Name the Artifact

Before the first class of WASP graduated from pilot training, there was controversy over allowing the new pilots to wear Army Air Corps wings. The problem was solved when Jacqueline Cochran paid for special wings to be worn by classes 43W-1 to 43W-7. Official sterling silver WASP wings were then created by Josten (later Jostens) and worn by subsequent graduating classes. This new wing design, slightly smaller than standard Army Air Force wings, was a diamond-shaped shield in the center of a pair of wings. The diamond design represented the shield carried by Athena, Greek goddess of war.

Deborah Sellars

Membership Recognition

The AMC Museum Foundation expresses its gratitude for the generosity of the following who have contributed \$100.00 or more in support of the AMC Museum through new and/or renewed memberships:

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I solicit your comments, articles and ideas for future issues. You may contact me by mail: Harry E. Heist c/o The Hangar Digest, P.O. Box 02050, Dover AFB, DE 19902-2050; FAX (302)677-5940; PH (302)677-5997 and email:

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