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Hangar Digest



Cleared to cross Runway 01. After being removed from its base, Dover's 1955 tower cab makes its way across the field to the AMC Museum where it will be placed on permanent display. Photo: Jason Minto, 436th AW/PA. More photos on page 12.

During the Vietnam War, an unmistakable sound was the “whomp whomp whomp” of the UH-1 Huey helicopter. For those needing fire support, medical evacuation or routine transportation, the sound of the Huey’s rotors will be forever remembered. In this issue we join Museum Volunteer Jim Fazekas as he takes us on-board his Huey when he served with the Army’s 14th Combat Aviation Battalion, Vietnam.

Haven’t visited our website lately? Well if not, you’ve got to view our new “360° Panoramic Virtual Tour.” And, if that’s not enough, we now have Facebook and can you believe, you can now check out the tweets on “Twitter”. Also, be sure to sign up for our e-Newsletter for all the latest news and upcoming events. Thanks to Hal Sellars, our site continues to get better and better!

In the next issue we look at the legacy of the World War II gliders. With the objections of many powered aircraft enthusiasts it wasn’t an easy accomplishment for the designers, manufacturers or the aircrews to get the US Army Air Corps glider program off the ground and into the air.

And finally, Albert “Al” Shank, a volunteer whose name was synonymous with the Dover AFB Historical Center and the Dover AFB Museum, passed away in the Delaware Veterans Home in late December following his long battle with Alzheimer’s. Al was an active member of the crew that restored the World War II B-17 “Shoo Shoo Shoo Baby”, which is on display at the National Museum of the USAF.

Harry E. Helst, Editor

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LOOKING BACK

Forty-five years ago, Operation *Blue Light* was the first large-scale airlift of an Army unit during the war in Southeast Asia. The Military Air Transport Service transported the 3rd Brigade, 25th Infantry Division, from Hawaii to Pleiku, South Vietnam, to counter a Communist Build-up. C-141s, C-133s, C-130s and C-124s flew 243 sorties to move some 3,000 troops and 4,700 tons of equipment.

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



The Hangar Digest is published quarterly and is dedicated to the preservation of our airlift and tanker heritage. All articles, unless otherwise noted, are written by the editor. All photographs are the courtesy of the Air Mobility Command Museum unless otherwise designated.

Viewpoints expressed are those of the contributing authors and do not necessarily reflect the opinions of the AMC Museum Foundation or of the Museum's staff.

Subscriptions are free and are mailed via non-profit standard mail to paid-up members of the AMC Museum Foundation, Inc.

Contributions. Reader's comments, articles and ideas are solicited for future issues. Mail to: Harry E. Heist c/o The Hangar Digest, P.O. Box 02050, Dover AFB DE 19902-2050; FAX (302) 677-5940 and email: archivistamcm@comcast.net

Air Mobility Command Museum Mission Statement

The mission of the Air Mobility Command Museum is twofold:

- The primary mission is to present the history and development of military airlift and tanker operations.
- The second closely aligned mission is to portray the rich history of Dover Air Force Base and Dover Army Airfield, its predecessor.

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From the Museum Store:

The store has recently received a donation of boxed and prebuilt plastic model airplane kits. The are on sale for \$10.00 for the already made models and \$16.50 for the unopened boxed kits. They are very popular, so get them while they last. And, most kits are no longer available at hobby shops.

For these and other popular store items, contact store manager Jim Stewart by phone at (302) 677-5992 or by FAX at (302) 677-5949 and email: storemanageramcm@comcast.net. Members, be sure to ask for your 10% discount when ordering. Not yet a Friend of the Museum? Join now by filling out the Membership Application on page 15.

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From the Director

I was doing some research recently in order to give our Wing Commander and the AMC Historian some comparison numbers to show how we stack up against the other twelve Air Force Field Museums. I was shocked by some of the things that became evident. Turns out we have the largest volunteer program in the Field System even though we are far from the largest museum. This is definitely the result of having great volunteers, a great volunteer coordinator and a great overall program. I am a bit biased, but the numbers speak for themselves. Next time you come visit say thanks to a volunteer!

We still think of ourselves as a small newcomer to the Air Force Heritage Program. We were the last field museum to be granted museum status back in 1995 and that was during an ongoing moratorium. Before that we were a small Base Historical Center. And, in keeping with our core collections policy, our museum continues to grow. We have now become, by a number of factors, the third largest museum in the Field program. The two larger museums, located at Robbins AFB, Georgia and Hill AFB, Utah, have more aircraft, more paid staff and have received considerable financial backing from their individual States.

What allows us to weigh in at number three is our quality restoration program, our volunteer staff size and the amount of funding our Museum Foundation contributes to the direct operation of the museum. The story of Airlift and Air Refueling is not the most charismatic, but we portray it well. While attendance at many museums and attractions has fallen off, visitors still are coming to see us in increasing numbers.

We survived four marathon snowfalls and they can be a big problem for static aircraft. Jim Leech shoveled the snow off of the C-54's ailerons which had deflected down due to the weight, however they recovered nicely. Our little tractor with the bucket loader really earned its keep clearing the parking lots. However, after one of the snowfalls we had to wait for the huge base equipment to come in to clear our entrance road. It took two massive front end loaders over an hour just to make a path. And, speaking of snow problems, in the United Kingdom a Vulcan bomber (the big bat wing jet from the early 60s) had enough snow on its wings to sit back on its tail with the nose 20 feet in the air!

A long distance supporter of our museum, Harold Sheppard arrived in February with a delivery all of the way from Wyoming. He brought a huge radio rack complete with some radio equipment and the navigator's plotting table for the C-119. He has sold and donated parts to us for the C-119 restoration several times in the past and he wanted to see our museum first hand. He drove a tractor trailer all the way during the snow events just to see what Charlie Tanner and the C-119 restoration crew was doing! One unique part he brought along (a section of overhead rail) will help our crew recreate a little known feature of the C-119. On the C-119, there's a set of "Bomb Bay" doors in the forward portion of the cargo compartment floor. The overhead rail supports parabundles that can be dropped through the bomb bay or out of the back doors. He left here very impressed and vowed to keep looking for things we need for our projects. Among other things, he is looking in Alaska for a C-46 and C-82 that may become available.

Our Foundation does not do specific fund raisers to support the museum very often. Store sales, memberships and brick sales constitute most of our income, but we are about to try our first ever Silent Auction. Read all about it in the Foundation Notes by Don Sloan.

Till next time,

Mike

Cruisin' with the Curator

Anyone out there still have a set of “studded” snow tires in their garage? Mike mentioned the challenges we faced with all that Ma Nature threw at us in December, January and February in the way of snowfall, but I’m going to take a few minutes to plow a bit farther (pun intended).

We’re fortunate to have a Kubota tractor with a 6’ scoop and that piece of equipment has become near and dear to just a few of us in months past. I kept track of my time on the tractor just to give you some insight as to what it took in man-hours on the tractor alone. Starting with the December powdering and ending with the February dumping, Kubota and I spent 39 hours together moving snow. I moved the last of it on Sunday February 21st when I finished plowing walk lanes for our visitors to meander among our planes. Now folks, that’s just me. There was other equipment operating like the snow blower and a host of shovels manned by staff and volunteers that removed snow that drifted too close to the building for the tractor to effectively remove. They too put in many hours in this endeavor. I thank all who offered their assistance in getting the Museum back to “open” status as quickly as we did. So much for global warming!

Okay, back to the plane facts. Since the winter weather set in, work on the outside planes has been slow. Creature comfort doesn’t really exist out there so a group of our crack restoration volunteers has taken on the CG-4 glider restoration project. They’ve moved the fuselage and associated parts from storage to our restoration hangar and have begun the tedious task of changing a pile of debris into a quality display. If you’ve ever attacked a 1000 piece jigsaw puzzle the first thing you do is try to assemble all the pieces that “seem” to go together. That’s where the team is now. They’ve formulated a repair plan and have compiled an initial parts-needed list. I’ll keep you posted on their progress.

In the last issue I mentioned that the paint contractor was busy on the C-131 and that the plane should be done by the time you were reading that issue. My fall back was “barring any nasty weather”. Guess what, yep, we got the “nasty” and the contractor had to pull up equipment and leave the plane unfinished. They’ll return in warmer weather and get back to it.

A maintenance team from McGuire AFB finished the de-mil of our KC-135. That entailed the removal of components to be used in active aircraft, defueling the plane and rendering it safe for our visitors. They faced the coldest temps possible and with snow falling heavily, but in two days they completed their task and now the plane is ready for display once we get it over to our new ramp. The ramp expansion project is also on hold until better weather arrives.

Work continues on the History of Airlift exhibit and, ever so slowly, we’re progressing. Our hope is to have a significant portion of the exhibit completed by the end of the year. With a minimum crew doing the majority of the work, coupled with the barrage of other priorities that come our way, we’re doing the best we can to get to it.

So folks, we’ll park it for now and hope that we don’t get any more of the nasty. Hey, does anyone want to go ground-hog hunting with me next February?

See ya all in the next issue.

Jim

Meet Museum Volunteer Jack Carpenter

Jack is a native of Milford, Delaware.

As a young man in 1958, he joined the Delaware Army National Guard. After nine years of service, he went into business with his father. Jack then decided to venture into business for himself and started Lady Bug Lines, a trucking company and later, BayTrans, a car transportation service for the Delaware Bay and River Pilots Association. He was also Delaware’s representative to the Interstate Commerce Commission, the first regulatory commission in United States history.

Since retiring in 2004, Jack has spent his time volunteering. He was been appointed to the Delaware State Fish and Wildlife Board and he has been a volunteer docent with the Museum for almost five years.

When not volunteering, Jack enjoys boating, his passion. He’s had boats docked on the Chesapeake Bay for 12 years, one of which was named the Ali-Meg, after his two oldest grandchildren. Jack also enjoys fishing in Florida and spending time with his grandchildren and great-grandchildren. He currently serves on the Foundation’s Board of Directors.

Jack and his wife, Taube, have been married for 49 years. They have two daughters, four grandchildren, and three great-grandchildren.



A Huey Pilot in Vietnam by CWO4 James P. Fazekas, USA (Ret.)

In early November 1966, as a brand-new Warrant Officer fresh out of flight school, I was assigned to the 161st Aviation Company, 14th Combat Aviation Battalion of the 1st Aviation Brigade at Lane Army airfield, located about twelve miles northwest of Qui Nhon, Republic of South Vietnam.

Initially, I flew Bell UH-1D "Huey" helicopters with a range of about 2½ hours at a cruise speed of 90 knots which allowed, on a good day, a range of some 200 miles. We had a crew of four: the aircraft commander and co-pilot along with a crew chief and a door gunner. The aircraft was "rudimentarily" equipped with adequate voice communications, a direction finder (ADF) and, maybe, a VOR receiver.

The seats were armored (not much else was on the Huey) and we wore flak vests over our chest armor which was composed of compressed tile, which, believe it or not, worked quite well. Armament of the "Slick" (as opposed to "Guns" or B-model Hueys with various armament systems) was two M60D 7.62mm machine guns, one on each side, operated by the crew chief and door gunner.

The pilots had their assigned personal weapons, which were Colt M16 rifles slung over the back of the seats and either a Colt M1911 .45 caliber ACP pistol or the ubiquitous Smith and Wesson .38 caliber Police Special revolver. Obviously, most of us preferred the .45 since it was a larger weapon and provided more protection.

At Lane, we were in support of the South Korean (ROK) Tiger Division, primarily, and the 22nd ARVN (South Vietnamese) Division, secondarily. Our missions consisted of resupply, administrative ("ash-and-trash"), troop carrying, sling-loading (the D-model would carry 2000 lbs on the hook), and, as one would expect, combat assault, Medevac as necessary and USAID. USAID missions were mostly for civilian administrators to fly to where the aid was being provided without regard for enemy action and most locations were not good landing areas! Some locations caused consternation amongst these folks, but the aircraft commander had the final word! I'm not really sure how much good they actually did, but again, it was substantially above my pay grade.

Learning the operational area was, I suppose, the most important part of learning Army combat aviation in Vietnam, plus (more or less) "forgetting" what we learned in flight school and "re-acquiring" how to really fly the Huey.

Combat assaults (CAs): these were conducted with entire aviation companies and sometimes the entire battalion, in mass and in staggered trail formations, left or right, at altitudes of anywhere from low-level to 1,500 feet. All above the range of most small arms. CAs consisted of from four aircraft to as many as forty, the largest air assault in which I participated.

The briefings were extensive and detailed, with PZs (Pick-Up Zones), LZs (Landing Zones), turning and phase points (since we used various routes into and out of LZs), "spoof" assaults (approaching one LZ then proceeding to the real target), Air Force fast-mover preparation, artillery preparation (both of which had to be accurate, timely and closely correlated). And, lastly, our own gunship escort into the LZ, (protection while on approach and departure, and "cover" both in-bound and out-bound).

This, quite obviously, took a great deal of close coordination and split-second timing especially on the larger CAs. The largest CA I heard about was 120-150 aircraft conducted by the 1st Cavalry. Yes, a mass flight of UH-1s was a sight and sound to behold. In other words, they knew we were coming but there wasn't much they could do about it!

The process inbound for the Slick driver was to maintain formation, radio silence (mostly), land in formation simultaneously, count six seconds, and lift-off again, simultaneously. Both pilots were on the controls in case of enemy fire and once the troops disembarked, the aircraft commander (or pilot, depending on whose turn it was to fly) took over. Additionally, the aircraft on the outside of the formations were allowed to provide fire cover only from the left and/or right door gunners--depending on which side of the formation (inbound or outbound) enemy fire was prevalent.

(Continued on the following page)



Jim shown with his Huey while assigned to the 101st Airborne Division following his tours in Vietnam .

[A Huey Pilot in Vietnam \(Cont.\)](#)

Our crew chiefs and door gunners were also under orders, once the Vietnamese troops were off-loaded, to man their weapons outboard, since there were numerous incidents of ARVN troops who were NOT ARVN (being Viet Cong) turning back and firing at the Hueys. Our crews were adept at this; since on one of my CAs an ARVN turned around objecting to being pitched out by the crew chief only to face the chief's M60 locked and loaded. The troopie proceeded to, uh, "beat feet."

Combat assaults were conducted in all kinds of weather depending upon the threat, urgency or location. On several occasions we had to fly low-level along rivers, roads, etc; due to the bad weather during the monsoon season which became exciting and remembering to remain on the "right" side of the road since the returning flights were on the other!

Other missions were less exciting--obviously--and included sling-loading water blivets (rubberized bladders), barbed wire, pallets, lumber, etc, etc. One had to control the Huey gingerly with sling loads, as occasionally the load would begin swinging and, if allowed to wander uncontrollably, would require releasing the load--"punching it off." Several Hueys became bombers; and woe to whatever was below...

In January 1967 another pilot and I were selected as the ROK Tiger Division commanding general's personal pilots. Great job! We really appreciated the opportunity, since the General could speak English as fluently as any of us. We had a flight helmet with Y-cord fitted for him so he could communicate with us directly. He was quite the leader--tough, learned, calm--except when irate at perceived incompetence and very concerned about his "personal" crew. We saw how very professional and well-trained the Tiger Division was and were quite happy that they were assigned as protection for the 14th Combat Aviation Battalion.

Then, towards the end of January, my roomie had had enough of being shot at, and requested assignment to the Gun Platoon--armed UH-1B Hueys--but that's another story!

I finished my First Tour in November 1967, returned to Continental United States and the Land of the Big PX, and to my loved ones.

[About the author:](#)

Chief Warrant Officer-Four James P. Fazekas was decorated for his service in Vietnam receiving the Bronze Star and 34 Air Medals. Following his Army retirement in 1987, he began a corporate flying career that included the Beech King Air 300, Canadair CL-600, Sikorsky S76 and the Bell 430 helicopters. He has logged nearly 10,000 flying hours in both rotary and fixed wing aircraft. Finally retiring in June 2004, he and his wife, Judy, settled in Smyrna, Delaware. Jim has been an active Museum volunteer since October 2004.



UH-1D Huey

[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:

Thomas F. Bayard IV, Brig. Gen. Carl Butterworth and Carolyn Butterworth, Aaron Fisher, MSgt. Jaye V. Garrett, MSgt. William C. Hall, Lt. Col. William F. Hardie, Phillip E. Hope, Ronald McElhenie, John E. McKillop, Lt. Col. William J. Miller Jr., Mrs. William J. Miller, Jr., Christopher Moyer, Robert J. Penny, Larry Phillips and Celia Phillips, George W. Pierce, Col. Ronald G. Sarg, C. Joseph Styles and Maj. Douglas W. Thompson

[An Artifact Fact by Deborah Sellars](#)

This souvenir Sheaffer pen from Tan Son Nhut Air Base belonged to MSgt. Alben Simmons who was stationed at Dover Army Air Field from 1944-45 and was assigned to the 33rd Tactical Group at Tan Son Nhut AB, in Vietnam from 1963-64. The pen from the NCO Club at Tan Son Nhut is printed with an illustration of a Vietnamese woman wearing the traditional Ao Dai and conical hat. The other side of the pen reads NCO Club, Tan Son Nhut, Vietnam.



The Tactical Airlift at Cheo Reo: June, 1965 by The Editor

In February 1965, the allied war situation in South Vietnam was in serious disarray. Conditions grew worse in the central provinces where, according to MACV (*Military Assistance Command, Vietnam*) staff assessments, the Viet Cong had “virtual control” of large areas. Overland routes from the coast to Pleiku and Kontum remained blocked as well as the coastal road above Nha Trang. Although Viet Cong movements were largely screened from the allies, three North Vietnamese regiments began gradual shifts southward through the hill country north and east of Pleiku. As the crisis deepened, Air Force C-123 *Providers* were called upon repeatedly to lift supplies over routes normally served by road, to haul in reinforcements and to provide flareship support for posts under attack. To the American transport aircrews the urgency of their missions was obvious.



C-123B Provider of the 315th Air Commando Group, Vietnam 1965. Photo: Editor

Airlift became more crucial with the intensified communist attacks starting in May. In late spring, in three separate operations, C-123s moved relief forces to Phuoc Binh, Dong Xoai and Quang Ngai in response to enemy attacks. More dramatic was the three-day airlift into Cheo Reo southeast of Pleiku, which began with a tactical emergency operation on the evening of June 30th.

Following a normal day of in-country airlift (normal for Vietnam) a call came into our office at Tan Son Nhut at about 4:00 pm local time requesting an all out effort for assistance in supplying a South Vietnamese airborne unit which was heavily engaged with North Vietnamese forces in the vicinity of Cheo Reo. (Normally the day's C-123 airlift operations would be terminated before dark as operations were VFR (visual flight rules) due to the country's mountainous terrain and limited navigational aids aboard the C-123s).

The transports landed into the night using flareship illumination and makeshift runway lighting. In the initial four hours, a C-123 landed every eight minutes and the fleet delivered sixteen hundred troops with their equipment and ammunition. Radio communications for air traffic control were lacking until the arrival of combat control team personnel the second day. Another one thousand men were airlifted into Cheo Reo over the next two days along with 290 tons of cargo. Offshore C-130 *Hercules* were called in to assist in the operation and hauled in 105mm artillery and small arms ammunition from Pleiku. On July 4th and 5th, the airborne unit was extracted to Pleiku and Kontum principally by the C-123s.



C-123Bs assigned to the 309th and 310th Air Commando Squadrons on the ramp at Tan Son Nhut 1965. Photo: Editor

Immediately following the Cheo Reo operation, an air movement began to Dak To under similar conditions. These combined efforts, including resupply and extractions within a ten-day period, required over six hundred C-123 sorties and included the movement of over ten thousand troops.

Meanwhile, the closing of Highway 19 between the coast and Pleiku necessitated continued air resupply into Pleiku and entailed over two-hundred C-130 sorties from Qui Nhon during June. Road convoys in mid-July eventually punched through to Pleiku after a clearing operation by fourteen South Vietnamese battalions with the assistance of C-130 and C-123 transport of men and material. These and other airlifts provided the margin that permitted the Vietnamese to hold their own during this critical period.

From the Editor: In 1965, stationed at Tan Son Nhut Air Base in Saigon, I, along with a C-130 pilot, an operations officer and several enlisted personnel were responsible for the day-to-day scheduling, controlling and flight following all of the 315th Air Commando Group's tactical airlift throughout Vietnam and the Southeast Asian Theater. The critical airlifts into Cheo Reo and Pleiku would be but two of the many in which we would be involved.

References: Office of Air Force History, *USAF in Southeast Asia* "Tactical Airlift."

We Were There, Once: Wake Island “Where America’s Day Begins”

Wake Island, an unincorporated territory of the United States administered by the Department of the Interior, is a typical Pacific coral atoll consisting of three islands—Wake Island proper, Wilkes and Peale Islands. Wake and Wilkes are connected by a causeway. Wake is located to the west of the International Date Line and is one day ahead of the 50 states. Access to the island is restricted, and all current activities on the island are managed by the United States Air Force. Referring to the atoll as an island is the result of a pre-World War II desire by the United States Navy to distinguish Wake from other atolls, most of which were Japanese territory. The largest island (Wake Island) is the center of activity on the atoll and features a 9,800 foot runway.



The total land area of the atoll (approximately 2½ square miles) is formed of coral built-up on an underwater volcano. The central lagoon is the former crater and the islands are part of the rim. The average height of the land is only twelve feet above sea level.

Since Wake lies at the same latitude as Honolulu, it has a similarly agreeable climate with an average temperature of 80 degrees and prevailing trade winds from the northeast. The annual rainfall of 40 inches is most welcome since there is no other natural water source on the islands. A chronic lack of adequate natural fresh water discouraged early explorers.

WORLD WAR II: In 1935, Pan American World Airways (PAA) pioneered the first transpacific air route, constructing a base for seaplane operations and a 48-room hotel. A few years later, a US Naval Air Station (NAS), with a fighter strip, was established at Wake. The NAS and PAA buildings were located principally on Peale Island. The Naval Air Station, ready for commissioning, needed only to be put into formal use when the Japanese attacked on December 8, 1941 (December 7th Honolulu time). Isolated from the rest of the world, the small contingent of marines, sailors and civilian construction workers on the island held out in the face of repeated attacks from both air and sea until, in pre-dawn darkness of December 23rd, more than eleven hundred Japanese troops poured ashore and quickly overran the atoll. Finally, after five hours of bitter resistance, the out-numbered and out-gunned defense force surrendered--and then only because the vastly superior Forces of the enemy rendered further resistance hopeless. (American casualties were fifty-two military personnel killed, along with approximately seventy civilians. Japanese losses exceeded 700 killed, with some estimates ranging as high as 900; in addition, the Japanese lost four destroyers and twenty aircraft). Once in command, the Japanese occupied Wake for the duration of the war but not without constant harassment from the United States forces. When Japan surrendered at the end of the war, the United States retained control of the island.

POSTWAR: Following the war, Wake grew in importance and because of its strategic location in the middle of the vast Pacific Ocean, it was a major factor in support of transpacific aviation. It was not only an essential refueling stop for large numbers of aircraft transiting the Pacific but an important aviation communications and air traffic control center.

Keeping pace with the increased traffic, an up-to-date passenger terminal building was dedicated by the Federal Administration in September 1962, housing the islands post office and banking facilities.

MATS/MAC crews on their way to-and-from the Orient looked forward to their crew rests at Wake following the long overwater legs from Honolulu and Far East places. A refreshing respite at the Drifter’s Reef and an exploration around the island and coral reefs (don’t step on those nasty stone fish) made for an exciting adventure.

Since 1974, the island’s airstrip has been used by the U.S. military and some commercial cargo planes, as well as for emergency landings. From late April until the middle of August 1975, Wake Island was used as a refugee camp for more than 8,000 Vietnamese refugees who fled their homeland after the fall of Saigon that ended the Vietnam War.

On September 16, 1985, the World War II-related resources on Peale, Wilkes, and Wake Islands were designated a National Historic Landmark (and thereby also listed on the National Register of Historic Places).

Sources: Federal Aviation Administration; Wake Atoll history.



Drifters Reef



FOUNDATION NOTES by Don Sloan

I'm sure that by now, you've visited our website www.amcmuseum.org. You've seen changes there, and even *more* ways to keep in touch. While there, you can sign up for our monthly e-newsletter, become a fan of our page on Facebook, or follow us on Twitter. With any of these ways you won't miss the latest news, photos, or events information. There's a plane-load of information available that we just can't get into our Hangar Digest. Check it out!

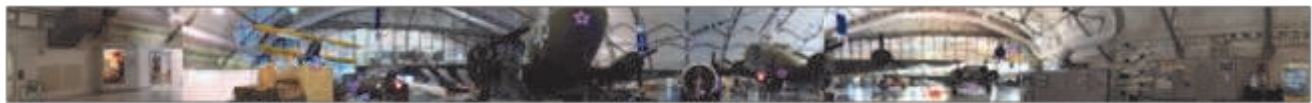
I'm excited about **another addition to our website** -- past issues of the *Hangar Digest*. Editor Harry Heist has laboriously scanned them and we'll be making them available as "pdf" files soon. Our plan is to "someday" get them indexed, since as you know, there's lots of valuable information in those issues.



The AMC Museum started the New Year off with an exciting afternoon of fun and *education* – don't let the kids hear that! Once again, ILC Dover's Bill Ayrey was able to "WOW" the crowd with a repeat of his presentation on the history of the modern-day space-suit. He had graciously agreed to a repeat performance of his presentation on Sunday afternoon, January 17th. This was the first time we'd held the program on a Sunday and it seemed to work. We had about 120 visitors, one of our largest audiences in Hangar Flying history –about twenty members of that crowd were teens and younger. Discover more about the subject at http://www.nasa.gov/mission_pages/constellation/main/index.html. We're considering making Bill's version of **Hangar Flying** an annual event. Bill's talk also allowed us to show off our recently purchased screen and projection system. This huge **15' x 20'** screen allows us to display presentations in a fashion that's fitting for the surroundings of our Museum. It's pretty impressive!

For your kids and grand kids!! This summer, The AMC Museum will hold an Aviation Summer camp for kids. There are two age groups, 7-10 and 11-15. They'll learn the fundamentals of flight, find out how wings make lift, get to fly a simulator and be challenged to perform a preflight on an actual aircraft. Cost will be \$60 for a week of half days, Mon through Friday. Look for sign-up information on www.amcmuseum.org.

Did you know that according to The Delaware Tourism Office (<http://visitdelaware.com/>) **The AMC Museum is the NUMBER ONE free tourist attraction in the State?** We also have the largest number of volunteers (120) of all the "field museums". You've often heard us say that **our Museum simply could not exist without the knowledge, labor and dedication of our volunteer force.** The Museum staff and Foundation board try hard to "take care of our troops". We recently developed a "**Volunteer Membership Program**" that will award a one-year "Crew Member" level membership to all current volunteers who have logged a minimum of fifty volunteer hours. For those volunteers who have not yet logged the fifty-hour minimum, they will be awarded their membership as soon as they have served the requisite fifty hours. Any current volunteers who are already *Friends of the Museum* will be awarded a "Crew Member" *certificate* that can be transferred to someone else of their choosing. Next time you're in the Museum, **thank a volunteer!**



You've gotta check out our 360 degree tour! Go to www.amcmuseum.org, click "**Plan Your Visit**", then click "**VIRTUAL TOUR**". There's also a tour from outside the Hangar's south door. THANKS to Steven LePage for his work. (*Foundation Notes continued on page 13*)



Class of 2009 (Summer Camp, that is). Megan Proctor, camp teacher; Tony Asti, camp counselor and Museum volunteer Jeff Spiegelman, camp coordinator and teacher stand with proud members of the class (l to r): Jhayden Pappas, Ayden Brown, Coleman Akers, Miles Ashe, Arthur Ashe, Logan Blankenship, Mauri Hainsworth, Hunter Harris, Ethan Gaines, Benjamin Kennedy, and Logan Young. (Photo: H Heist)

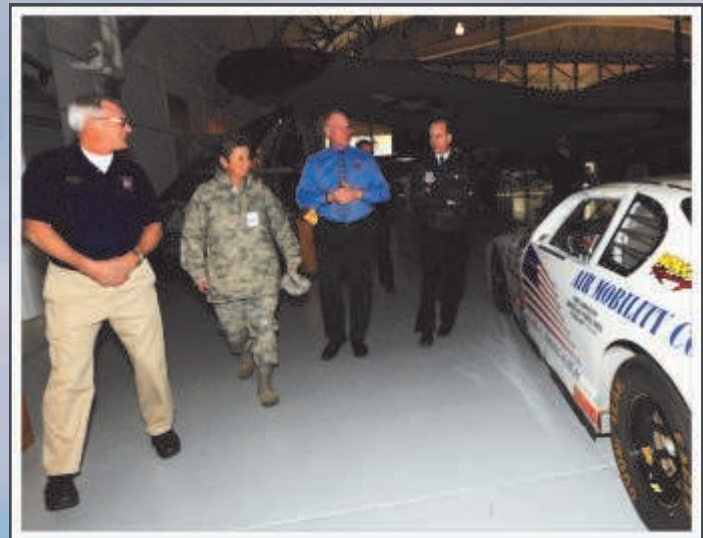


Scenes From: **Around & About the Museum**



LEFT: AMC Museum Volunteer of the Quarter, Gary Burris (3rd from left) is shown with (1 to r) Operations Manager, John Taylor; Foundation Board Member, John Groth and Volunteer Coordinator, Jan Caldwell. Gary has been an aircraft restoration volunteer since August 2007 having worked on the C-133, C-121 and the A-26. He is currently a member of the Waco CG-4A *Hadrian* restoration crew. Photo: Editor

RIGHT: Museum Curator Jim Leech looks on as Director Mike Leister provides the orientation to Maj. Gen. Anita Gallentine, Air Force Installation Excellence Board chief and to Col. Manson O. Morris, Commander 436th Airlift Wing. Dover is one of the two finalists vying for the 2010 Commander-in-Chief's Annual Award for Installation Excellence. The winning base will have been announced after this Hangar Digest's printing. Photo: Jason Minto, 436th AW/PA



LEFT: Pictured over the Museum's fence is strategic airlift at its best. Dover's new C-5M "Super Galaxy" (left) is next in line for takeoff following a Dover C-17 on the roll. Photo: Hal Sellars



LEFT: A recent visit from the Central Intelligence Agency, but not for the purposes that you may think.

On 29 November 1952, an unmarked C-47 swooped in over the snow-blanketed landscape of Manchuria, China. Suddenly, as the plane reached 50 feet, large white sheets were pulled aside on the ground to reveal two 50-caliber anti-aircraft guns. At point-blank range the guns began to fire and the plane plunged into a bank of trees, the wings torn from the fuselage. Both pilots were killed. Thrown from that wreckage, bruised but alive, were two young CIA operatives, Richard Fecteau and John Downey. They had been sent into China to pick up a fellow agent who had been dropped in earlier during the still-raging Korean War. That espionage mission had failed and the captured agent told the Red Chinese of the rendezvous plans. The Communists laid in wait for the rescue plane. Both Fecteau and Downey were captured and remained prisoners of the Chinese for more than twenty years.

As part of a learning tool/training film and historical documentary for the CIA, the film crew used the Museum's C-47 to simulate the unmarked C-47 that was used in that failed rescue mission. Photo: Editor

RIGHT: Pictured is Jim Leech behind the wheel on the Museum's Kubota. During the snowfalls of December through February, Dover measured a total of 50.1 inches. Needless to say, this was very unusual for Delaware. Photo: Hal Sellars



LEFT: From Route 1/113 and traveling east along Route 9, within view of the Museum's main entrance, visitors may be surprised to see a small cemetery within the base's perimeter fence. The cemetery with its small church, the John Wesley Methodist Episcopal Church - built in 1867 and demolished in 1950 (shown within a recent photo), represented the focal point of community life and the continuity of African-American burial practices and culture in the St. Jones Neck area. There are a minimum of 150 burials on the site. However, due to vandalism between the time the church was demolished and the time Dover AFB purchased the land, only 16 headstones/footstones remain. The Museum can be seen in the far background to the right. Photo: Editor

Across the field, Dover's new \$16.2 million tower is up and running following 21 months in the making. Replacing the oldest stateside Air Force tower, built in 1955, this new ultra modern facility handles the air traffic of one of the world's largest and busiest aerial port facilities. Prior to 1955, Dover's cargo handling, flight planning, base operations, passenger service and tower were located in the south end of the post WWII and Korean War era aerial port building (located near where the new tower, building #502, is now situated). The 1955 tower's cab is now at the Museum pending placement on its new permanent base. Photos: #1 & #2 USAF, #3 aerial by Don Sloan & Mike Leister, #4 Joan Cote (USO) and #5 U.S. Army Corps of Engineers.



1

LEFT: Dover's tower, base operations, passenger terminal, flight planning and aerial port prior to 1955.



2

RIGHT: Dover's tower under construction in May 1955.



3

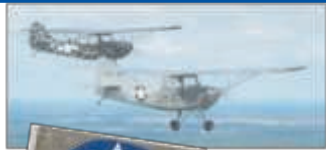


4

LEFT: Tower cab being removed from its base for transport to the Museum.
RIGHT: Dover's new modern high-tech tower.



5



On Friday, May 21st, come out and join us for our first *Silent Auction*. Our central theme will be aviation – plane parts, flying equipment, books, artwork, models and several airplane flights. We also have hotel packages, restaurant deals and other items donated from our community. Bidding will start at 6 pm with a close-out at 8:30, with check-outs immediately following. We'll have refreshments during the bidding. Terms will be cash,



check, or credit card. If you have items you'd like to donate, please call the Director, Mike Leister at 302-677-5939 or me, Don Sloan at 302-678-8111. **IMPORTANT NOTE: Absolutely none of the articles in the silent auction will be from the AMC Museum. All of the articles will be/have been donated to the Foundation specifically for fundraising and are not associated with the Museum.**



INVITATION: On Thursday, June 10th, 2010, please join the Friends of the Air Mobility Command Museum at Jonathan's Landing for the **6th Annual AMC Museum Foundation Golf Tournament**. Help support the restoration of the big "birds" that have provided the "sound of freedom" at Dover AFB and airlift support for our nation's foreign policy. Golf Fees are as follow: \$85 per Golfer; \$75 per *Military Officer; \$55 per *Enlisted (*Participating Active, Guard and Reserve). Registration and lunch will be from 11:00 to 12:00 noon. The 4-person scramble tournament will begin with a shotgun start at 12 noon. Tournament prizes will be awarded at dinner. Join us for fun and food! And now for the . . .



SOLICITATION: The proceeds from this tournament will help us to fulfill the mission of the AMC Museum as an aviation and aerospace, education, scientific, cultural, historical and inspirational facility for the general public and the Air Force community. We are seeking local merchants, groups and individuals to be Hole Sponsors for this event. The cost to sponsor a hole is \$100. A sign will be placed on the golf course tees noting you as a sponsor. All sponsors are recognized in our handout brochure and also at the buffet dinner following the round. Sponsors names will be highlighted in our Museum e-newsletter, which goes out on the internet to *over a thousand people*. Further recognition will follow in our quarterly *Hangar Digest* and on the Museum website under "Latest News" following the tournament. Call Phil White (302) 653-6825 with questions.

NEW RAFFLE! The Air Mobility Command Museum Foundation is pleased to offer you an opportunity to win an original aviation painting **OUTHOUSE MOUSE**, painted and donated by acclaimed aviation artist, David Godek. **David's been a great Friend of the Museum.** You may remember, back in 2007, we held a raffle for another of his paintings, **Man o' War**. The proceeds from that raffle were used to purchase the top turret on our B-17. We plan to use the money raised from this painting for our B-17 cheek window. You might have guessed that the B-17 is David's favorite plane



in our museum. For a \$5.00 donation, you can get your **Outhouse Mouse** raffle ticket from any AMC Museum Foundation board member, several of our Museum volunteers or at the Museum Store. The Drawing will be held at our Annual AMC Museum Foundation Mixer, Friday, September 17th, held at the Museum. You don't need to be present to win. Visit www.amcmuseum.org for more information, including some history of 42-31636 B-17G, the **OUTHOUSE MOUSE!** Did you know the famous nose art on **OUTHOUSE MOUSE** came from the popular "Tom and Jerry" cartoon shorts – and it had to be repainted at least once, due to battle damage. Questions about the raffle? Call (302) 677-5939.

OUTHOUSE MOUSE

AIR MOBILITY COMMAND MUSEUM FOUNDATION

PRESENTS

ORIGINAL B-17 FLYING FORPRESS OIL PAINTING

GENEROUSLY DONATED BY ACCLAIMED AVIATION ARTIST

David Godek (Colonel, USAF, retired)

See it at the AMC Museum

Drawing to be held at

The AMC Museum Foundation Mixer

Friday, September 17th, 2010 at the AMC Museum

Call 302-677-5939 for more information

Interested in becoming a member?

www.amcmuseum.org

Donation \$5.00

Get your tickets soon! For a \$5.00 donation, you can get your **Outhouse Mouse** raffle ticket from AMC Museum Foundation board members, our Museum volunteers or at the **Museum Store**.

 Fly safe! Don Sloan

For an updated membership form,
please visit:

<http://amcmuseum.org/support>



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Thank you for
your support!



This illustration shows the AMC Museum's Fairchild UC-123K Provider #54-0658, as it appeared in 1980 during service with the 355th Tactical Airlift Squadron, Air Force Reserve, at Rickenbacker AFB, Ohio. #0658 was painted in overall Aircraft Gray. The aircraft served with the 355th from January 1976 to July 1982 when it was flown to the Military Aircraft Storage Center at Davis-Monthan AFB, Arizona, closing out its 26 year Air Force career. This was not the end of its flying days as it later served the US State Department and Peru in supporting the War on Drugs in South America.

FOR UPCOMING EVENTS, CHECK OUT OUR WEBSITE AT WWW.AMCMUSEUM.ORG