

Hangar Digest



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Shown is the arrival of the Museum's KC-135E S/N 57-1507 on 7 August 2009. Passing the aircraft's commemorative key to Museum Curator Jim Leech is the 108th Air Refueling Wing Commander (NJANG) Brigadier General Michael L. Cunniff. Looking on are Museum supporters: Delaware United States Senator, Tom Carper and the 436th Airlift Wing Vice Commander, Colonel Dwight C. Sones. Photo: Editor

You will notice a change to mailing page of this Hangar Digest. New postal standards for commercial flat-size mail dictate that we now place the address lines on the top half of the mailing page vs the bottom of the page. In addition, your name and address will now be imprinted by our new mailing service. These changes will streamline the mailing process and expedite the delivery of your Hangar Digest. And the best part, saving me six hours or more affixing the mailing labels, sorting, bagging and standing on the post office's loading dock awaiting service.

In September, Lt Col Paul Gillis, Everett "Sonny" Kruhm, Lt Col Phil White and Chaplain Lt Col John Groth, were reelected to the Museum Foundation's Board of Directors. David Clapp was elected as a new member. Dick Caldwell, eligible for reelection, chose not to run. Dick will become the Ex-Officio Education Member to the Board. The officers will remain the same with two exceptions: Sidney Erickson will replace MSgt Harry Van Den Heuvel as Treasurer and Lt Col Paul Gillis will replace Col Rich Harper as Vice President. Thank you, Rich, for your service as VP and a special thanks to Harry for his eleven years of service as Treasurer. Both Rich and Harry will remain on the Board. Congratulations to all.

Finally, on behalf of the Museum's Board of Directors, the Museum's staff and volunteers, I extend our best wishes for a safe and Happy Holiday season.

Harry E. Heist, Editor

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LOOKING BACK

On 20 January 1982, Boeing Aircraft Corporation delivered the first KC-135E, a Stratotanker refitted with Pratt and Whitney JT-3D engines, to the Air Force. The engines were acquired from commercial airlines and had previously been used on Boeing 707s and 720s. The "E" model's refueling capability increased by 25 percent while the engine significantly decreased noise and pollution.

Source: Toward the Air Mobility Command 1994 Revised.



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 .

Staff:

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Jim Leech
Operations Manager
John Taylor
Chief of Restoration
MSgt Rick Veller, USAF
Collections Manager
Deborah Sellars
Archivist/Editor Hangar Digest
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From the Museum Store:

Headed for Hawaii or to the last barbeque of the year? Dress for the occasion by wearing our newly arrived Hawaiian "Aloha" Shirts imprinted with graphics of B-29s, Corsairs and various other airplanes. And, they are very brightly colored! Also, check out our holiday specials.

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.

The store needs volunteers to work on Sundays. Can work a split shift. Cash register experience is helpful but not necessary. If you or someone you know that may be interested, please contact Jim Stewart.

From the Director

I could say “Big Doins” at the Museum but it seems there is always something brewing here and the past few months are no exception.

Jim mentions our KC-135E arrival in early August. What a plane! Fifty years in service and it still looks great. It is a most significant addition to our collection.

You may not know it, but when a new plane arrives at the Museum, it is just the beginning of the story. On many retiring planes, there are still parts that the Air Force needs to keep later generation aircraft flying. They send us a list of specific parts that are on the aircraft and we have to remove those parts and send them back to the supply system. Over the years, the system has evolved so that the overall “display worthiness” of the plane is not damaged. However, sometimes, when they want us to swap out whole flight surfaces to put un-airworthy ones in place, it can be quite a job.

There are also a few classified items that need to come off as well as fire extinguisher squibs* and other items that may need to be recycled by the professionals. It takes many man hours to prepare a plane for exhibit. Jim has enlisted the support of the 108th Refueling Wing at McGuire to assist him in making the KC-135 a great addition for the Museum.

Our new ramp expansion is completed; however, we will not be able to use it until a road is built around the ramp to permit access to other parts of the base. That should happen by the end of this year. One excellent bonus that comes with the new expansion is an area which will allow groups to have lunch outside in a tree-shaded area and a softball field that may work into our aviation summer camps next year. If our plans go well, we will build a small pavilion there that will shelter about a dozen picnic tables. I have got to thank our base Civil Engineering team for working to maximize the impact of our expansion. They planned, improvised and adapted so that we now have a great usable ramp and room for future expansion without having to move fences or infrastructure again.

I read that the economy is slowly recovering, but, for whatever reason, we have had the busiest July and August in our history. Many visitors are family groups heading to and from the beach. We have also seen visitors from Europe, traveling a circuit around the east coast, visiting other aircraft sites. Once the new Route 9 interchange is completed, we will also benefit from larger directional signage. Whatever your reasons are, come out and look at what our great staff of paid and volunteer craftsmen are doing. We always need volunteers; heck, we have even taught pilots to work on airplanes!

Mike

* Squibs are used in fire extinguishers, to pierce the seals of the canisters that contain the fire retardant. Ed.

Cruisin’ with the Curator

Howdy all. Here we go.

The big news of the quarter is the arrival of our KC-135E Stratotanker from the 108th Air Refueling Wing, McGuire AFB, New Jersey. Aircraft #57-1507 touched down at Dover on Friday August 7th to the delight of numerous guests of the Museum. After a short ceremony, the plane was towed to the Christmas Tree area where it will remain until preparations for its display are completed. Now we have two tankers in our collection and look forward to the day when we can acquire the KB-50 from MacDill AFB, Florida. The arrival of the KC-135 was timed really well as the first portion of the ramp expansion has been completed allowing room for the plane to be placed on display.

(Continued on the following page)

Cruisin' with the Curator (Cont.)

Now for a quick update on the U-3. We have the propellers installed on the aircraft and our graphics go-to-guy Hal Sellars has created and installed the markings. Now it is complete. And speaking of Hal, let me take a minute to let you in on a few secrets around here. If you have been wondering where all the great signage comes from in our Museum you need look no further than our graphics department. Not only does Hal produce excellent work on the signs, his talents are sought by the restoration volunteers as well. If you get a chance, look at the planes and you'll see his work everywhere. Most of the instrument panel markings were recreated by Hal and posters advertising events are also his "stuff". And, hold the phone Martha, Hal is the Museum's Webmaster! That's right folks; he is why our web site is as good as it is. Don't believe me???? Log on at www.amcmuseum.org and take a look. Our site is visited by folks everywhere, and I mean everywhere, the world over! Thanks Hal, keep up the good work.

Finally, let's visit the C-131 for a moment. A crew of our talented restoration volunteers has been working hard in the plane restoring mostly the cockpit but not overlooking any other area inside that needs their attention. You'll be amazed how good the interior looks and that's a testament to the hard work involved.

Okay gang, stop by and see for yourself what I've just spoken of. If you happen to run into any of our folks while you're here, pat them on their backs and shake their hands. Let them know they're appreciated for the time they give to preserving our airlift and aerial refueling history.

Jim

Meet Museum Volunteer Bill Maroon

Bill volunteers as a tour guide and has been with the Museum since 2004.

Following his commissioning as a second lieutenant in 1963, through ROTC, Bill was assigned to the Navigator Training Program at James Connally AFB, Texas earning his navigator wings in June 1965. His first operational assignment would take him to Lockbourne AFB, Ohio flying the C-130A *Hercules*.

In October 1967, Bill was assigned to Korat Royal Thai Air Base, Thailand flying EC-121R *Super Constellation* reconnaissance (recon) missions over Laos and South Vietnam. From Korat, his assignments took him to Tachikawa and Yokota AFBs in Japan still supporting the United States' involvement in Southeast Asia with assignments in both airlift and recon units.

In January 1972, Bill was then assigned to Mather AFB, California as an instructor navigator teaching celestial navigation and at the same time earning his Master's Degree in Public Administration.

Between June and November 1975, he trained as a weapons systems officer and then was assigned to the 10th Tactical Reconnaissance Wing at RAF Alconbury, England flying the RF-4C *Phantom IIs* and duty as the Chief of both Base Operations and Training and the Wing Command Post.

In August 1982, Bill was back in the Far East as Chief of Intelligence with the 8th Tactical Fighter Wing at Kunsan Air Base, Korea. He retired from active duty in November 1984 with the rank of Major.

Following his retirement, he taught Economics and Government for grades K-12 at Caesar Rodney High School in Camden, Delaware for 13 years and was selected Teacher of the Year in 1999.

In addition to volunteering at the Museum, Bill also is an active volunteer with the Dover AFB USO.

When not volunteering, Bill enjoys reading about military history.

Bill resides in Dover with his wife of 40 years, retired Lieutenant Colonel Hana Jane Maroon, a former USAF Family Nurse Practitioner.



The Airmail Disaster

The pressing need for military aircraft specifically designed to carry cargo came to the public's attention in February 1934 in a most unusual way. Presented with evidence that airmail contracts had been improperly awarded during Herbert Hoover's Administration, President Franklin D. Roosevelt cancelled all airmail contracts and ordered the Army Air Corps to fly the mail. Lacking both transport planes and a trained pilot force, Major General Benjamin D. Foulois, Chief of the Air Corps, made the best of a bad situation. He instructed his pilots to carry the mail in pursuit, observation and bombing airplanes. Encountering terrible winter weather, a number of the Army's airmail fliers died in crashes. The ensuing public outcry and political pressures forced the Roosevelt Administration to issue new civilian contracts and take the Army Air Corps out of the airmail business.



Lt. George Boyle gets ready to fly a modified Curtiss JN4-H Jenny during the inauguration of the U.S. airmail service in Washington, D.C. on 15 May 1918. Unfortunately, Lt. Boyle got lost and didn't arrive at his destination.



Douglas C-33

The airmail fiasco highlighted problems within the Army Air Corps and prompted the Army to reorganize the Corps for more effective operations. The reorganization consolidated offensive aviation forces into a single striking force, General Headquarters (GHQ) Air Force, which was placed under the command of Major General Frank M. Andrews. Separate from that was the Air Corps, which handled training and supply functions. Recognizing the need for more modern transport airplanes, the Air Corps obtained a new Douglas DC-2 for testing purposes in 1935. The following year, it purchased twenty Douglas transports, designated C-33 and C-34. The original Douglas DC-2 became

Andrews' command plane and the other twenty were distributed between the GHQ Air Force stations and the Air Corps depots.

Small fiscal budgets prevented the Air Corps from keeping a complete inventory of parts and equipment at every Army airfield; however, the transport squadrons provided a solution. The Material Division planners believed that maintaining a small inventory at each airfield and then relying upon airplanes to move needed supplies would be less expensive than stocking a full inventory at every station. The transport squadrons proved the validity of this idea and in June 1935 the five provisional transport squadrons became Regular Army units. Not until May 1937, however, did the Army formally organize the 10th Transport Group under the command of Major Hugh A. Bivins. Activated on 8 June 1937 and headquartered at Patterson Field, Ohio, each of the 10th Transport Group's five squadrons consisted of one or two officers and about 50 enlisted pilots.

Brigadier General Augustine W. Robins, Chief of the Material Division from January 1935 to January 1939 and Brigadier General Hap Arnold, now the Assistant Chief of the Air Corps, wanted to purchase modern transports for these units because they needed to move the "personnel of tactical units at the same rate of speed as the planes with which the tactical units were equipped." Furthermore, when not engaged in tactical movements, the transport planes were of "inestimable value" in distributing supplies. A staff study completed by the Plans Division in the Office of the Chief of the Air Corps in 1936 substantiated these conclusions. The study recommended the continued employment of an air transport service during peacetime because the airlift organization would still provide "training and development which can be rapidly expanded in an emergency, as well as augment the movement of personnel and supplies of tactical units in peace maneuvers."

(Continued on the following page)

The Airmail Disaster (Cont.)

Air Corps planners intended to expand the 10th Transport Group and create another five-squadron group under GHQ Air Force. One of the squadrons would be stationed in Panama and another in Hawaii. The remaining three squadrons would be broken into flights and dispersed among the GHQ Air Force stations in the United States. Essentially, the Air Corps' planners wanted to create two air transport organizations: the 10th Transport Group for logistical support and the GHQ Air Force squadrons for tactical support. Brigadier General Robins, however, voiced objections to spreading the few transport planes between that many airfields. He suggested to Major General Oscar Westover, who had replaced Foulois as Chief of the Air Corps in 1935, that all Army transport planes should be consolidated under the 10th Transport Group.

Foreshadowing later arguments for centralizing airlift activities, Robins maintained that the airplanes could be dispatched to fulfill any request from the Army Air Corps or General Headquarters Air Force; the rest of the time they could be used to good advantage to haul supplies. If consolidated under one command, he argued, these aircraft would be used most efficiently. General Westover, however, rejected Robins' suggestion and GHQ Air Force not only kept its own transport aircraft but continued to have access to the 10th Transport Group's aircraft. Whenever General Headquarters Air Force's transportation requirements exceeded the capacity of its own airplanes, the 10th Transport Group provided support. Consolidation of the air transport aircraft under one command would not take place until many years later.



Douglas C-39

Obtaining a sufficient number of transportation aircraft presented an even more pressing problem for staff officers in the Army Air Corps. The Office of the Chief of the Air Corps determined that the Army needed a total of 149 transport planes: 63 for GHQ Air Force; 50 for the Material Division; and 36 for the air bases. In December 1936, Brigadier General Arnold tried to convince the Army General Staff and the War Department to purchase more transport aircraft. However, Secretary of War Harry Woodring disapproved Arnold's request in August 1937, saying

that he saw no reason "for buying any transports due to their high price." Secretary Woodring allowed the Army Air Corps to purchase only 36 transports in 1938 and none in 1939. Thirty-two of the new planes, which were Douglas C-39s (DC-2s with DC-3 tails) went to the 10th Transport Group. Three other C-39s were assigned to General Headquarters Air Force. As an economy measure, Woodring directed the Army Air Corps to meet its pressing air transport requirements by converting old bombers. With the money saved, Woodring purchased new twin-engine B-18 bombers—not the four-engine B-17s the Army fliers wanted.

Through maneuvers conducted in the northeastern United States during May 1938, the Army Air Corps demonstrated its ability to deploy rapidly to a threatened area. In what was a particularly impressive display for the time, Brigadier General Delos C. Emmons, who commanded GHQ Air Force's First Wing, quickly moved 42 planes and 945 men from their stations in California to unfamiliar airfields in New England. This transcontinental deployment succeeded because General Emmons had 16 converted bombers available for shuttling men and equipment. Even though the planes required eight trips to complete the move, the potential for rapid deployment had been proven. The lesson was not lost on senior Air Corps leaders as tensions increased overseas in Europe.

Source: *Anything, Anywhere, Anytime: An Illustrated History of the Military Airlift Command 1941-1991*.

Not to have an adequate air force in the present state of the world is to compromise the foundations of national freedom and independence.— Winston Churchill, House of Commons, 14 March 1933

We Were There, Once: Kindley AFB, Bermuda

In October 1940, an American Naval mission arrived in Bermuda. Its purpose was to survey possible sites for U.S. military bases and report to the President's Base Lease Commission. On November the 10th, the second contingent of U.S. War Department personnel arrived to scout for a location for the proposed Bermuda Air Base.

The Americans announced their initial idea was to create the base between Gibbs Hill Lighthouse and the Inverurie Hotel - the whole of Riddell's Bay. They wanted to level the whole area and push the rubble into the Great Sound and Hamilton Harbor in order to create the runway. Bermudians were aghast at the prospect.

A raging furor ensued. A Bermuda delegation was dispatched to Washington, DC with counter-proposals. A concession was finally made to avoid wholesale slaughter of the prospected area. No base would be built with an American enclave in the middle of rural Bermuda.

Then in late November came the official announcement that much of St. David's Island was to be given up for the construction of American military bases on Bermuda. St. David's Islanders, most affected, would lose their homes, land and farms. So deep was the feeling that Bermuda's governor arranged a meeting on St. David's to personally meet and listen to them.

It was the most significant meeting ever held and none of St. David's Islanders dissented. They played their part as loyal subjects of King George VI and shouldered their share of Britain's burden. True, they did get compensated for what they lost. All they had left was the hope that the war would not last long enough to see the fruition of the master-plan that would turn their homes and farms into a military base.

Their hope withered as the war got worse. Molotov-Hitler discussions in Berlin indicated further doom and gloom; Hungary and Romania joined the Berlin-Rome-Tokyo Pact and the Germans reinforced the Italians in Greece. By December 3, 1940, President Roosevelt had allocated \$75 million in emergency defense funds for construction work at Bermuda and the seven other newly-acquired American bases in various British possessions.

On January 6, 1941 the Naval Board, which visited Bermuda a few months earlier, made its report to the President's Base Lease Commission. Under the terms of the 99 year Anglo-American Lend-Lease Agreement, two U.S. defense bases on Bermuda were established on paper. The first site for an Army base had already been decided to use most of St. David's Island. It was announced that a second site, the Navy base in Southampton Parish, would also be necessary. In fact, that decision had been made over two years earlier but it had not been made public.

Construction on the bases began in 1941 and took several years to complete. Bermuda grew by 6,300 acres. The environmental damage was immense. The bases were built to help defend a forward Atlantic position for the United States and the British Territories. The Army facility on St. David's Island was completed in 1943 and was known as Fort Bell. This facility would eventually become known as Kindley Air Force Base named after Field Eugene Kindley, an American pilot of World War I who had served with the Royal Flying Corps.

The construction inspired new roads and a local civilian building boom. After World War II, the U.S. bases provided steady employment for many Bermudians. In 1946, two U.S. Navy Construction Battalions (Seabees) replaced, repaired or resurfaced 18.5 miles of main roads from Southampton Parish to St. David's. It was mostly to link the two U.S. bases and ease the civilian traffic.

In 1949, Kindley AFB welcomed the USAF's Flight D, 2152nd Rescue Unit, which flew converted SB-17 bombers that carried lifeboats slung under their bellies that were dropped via parachute to the ocean below.

(Continued on the following page)



We Were There, Once: Kindley AFB, Bermuda (Cont.)



1604th Air Base Emblem

In the early 1950s, MATS' (Military Air Transport Service) 1604th Air Base Group took over control of Kindley AFB. Initially, Kindley was a refueling stop for aircraft flying the "Southern Route" via the Azores to/from Europe, the Middle East and Africa.

In January 1955, the 303rd Air Refueling Squadron (Strategic Air Command) went to full operational status with KC-97 Stratofreighters and crews on alert status at all times. In the 50's and 60's along with MATS, SAC and Air Sea Rescue there was a WB-50 "Hurricane Hunter" squadron and a KB-29 Tactical Air Command air refueling squadron, plus a few other temporary groups. They all used propeller driven aircraft and as they were

phased out and replaced by jet aircraft the need for a refueling stop in Bermuda was no longer necessary. Royal Air Force Vulcan and Comet jet aircraft would come in quite frequently and the standard joke was, "They just stopped in to buy at the PX and commissary." For the USAF, Kindley became more of an

emergency base in case an aircraft needed to make an unscheduled landing or Air Sea Rescue was needed. When the Cold War submarine threat became more of an issue it made more sense for the Navy to take over Kindley's operations, which they did in 1970, operating until 1995.



Kindley AFB tower c1960

Before leaving in 1995, the United States military had occupied more than ten percent of Bermuda. At that time and in previous years, the Bermuda Government got more than \$60 million a year from the bases, even though their real estate had been rent free. With the Soviet Union gone and NATO restructured, Bermuda's importance as a military base ended. So did the income from it. Now Bermuda's taxpayers and visitors pay the shortfall.

The base is now owned by the Bermuda Land Development Corporation (BLDC), a Bermuda Government-owned entity under the portfolio of the Bermuda Government's Minister of Works and Engineering. Now renamed Morgan's Point, when re-developed, it will be Bermuda's largest development. But there have been major delays because of the Bermuda Government's claims of massive pollution above and below ground by the U.S. Navy. However, it is hoped that eventually Morgan's Point will include a PGA championship golf course, a community village and a marina.

Sources: American Military Bases in Bermuda 1941 to 1995; The MATS Flyer, dtd. June 1964

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: Berlin Airlift Veterans Association, Col Richard D. Besley, USAF (ret); Richard W. Downes, SMSgt Jack A. Egolf, USAF (ret); Charles R. Hayes, Raymond Hayes, Don Hollingsworth, Barrett E. Kidner, Theresa McLaughlin, Tom McLaughlin and Larry D. Williams.

An Artifact Fact by Deborah Sellars

High-temperature reusable surface insulation (HRSI) is a big name for a small space shuttle tile. These ultra-pure silica tiles protect the space shuttle during re-entry when temperatures may reach as high as 2300°F.

The tiles are bonded to pads which are then bonded to the shuttle. The pads isolate the brittle tiles from movement and deflection of the shuttle skin. As a result, temperatures on the shuttle's aluminum skin never exceed the design limit of 350°F.

These lightweight, reusable tiles transfer heat so slowly that a tile can be held by the edges with a bare hand only seconds after being removed from a very hot oven.

The tile pictured can be seen at the Museum in the exhibit, "What Are Aircraft Made Of."



59th Weather Recon Squadron WB-50



SHUTTLE TILE



FOUNDATION NOTES by Don Sloan

And now A WORD FROM OUR SPONSOR . . . In 2007 the Foundation began a Spring-time campaign to go to our *Lifers* and, well, ask for money. This year, twenty-four of those Lifetime Friends of the Museum contributed **over \$2600**. This annual campaign raises money to help enhance **your** AMC Museum’s mission—*preserving and portraying airlift and air refueling history through aircraft, exhibits, and educational programs*. These *tax-deductible* gifts are used for restoring and maintaining the museum’s aircraft, caring for our artifact collection, designing and constructing new exhibits and developing educational programs.

On behalf of The AMC Museum Foundation, let me give a special THANK YOU to those donors who made such generous donations in our Lifetime Member Campaign. Those donations will go a long way to help us continue to achieve our goals of preserving airlift and tanker history.

2009 LIFETIME MEMBER CAMPAIGN STATISTICS	
CMSgt Donald A Adams	
Mr Paul L Cathell	
Maj Gen/Mrs Arthur V Episcopo	
Mrs Marquis Fjelsted	
Mr Andrew S Fleming	
Lt Col Gerald P Foss	
Mrs Mary E Frey-Foss	
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Mrs Priscilla J Rittershofer	
Lt Col James W Sanders	
Col/Mrs Howard G Shal	
Lt Col Kenneth H Smith	
Mr James T Thompson	
Mr Larry R Warfel	
TOTAL = \$2621.00	



The June airshow may have had lots of rain, but that didn’t seem to dampen the mood of the attendees -- spirits were high, even if the planes weren’t. Dozens of



our volunteers worked hard to make sure their planes were ready, and they were frequently able to take advantage of the weather to educate visitors who were seeking a dry spot on the Flightline. Volunteers (above) Jimmy Nolan, Gary Burris, Hank Baker, Paul Mijal and “Sandy” Sandstrom showed off an engine on their C-123 Fairchild *Provider*. Store sales were brisk, both inside and out, and there was a constant flow of visitors in the Museum. Volunteers (right) Jim and Barb Rafte, Jim Stewart (his wife, Ann, was inside working when this was taken), Dottie and Rich Harper, Phil White and Harry van den Heuvel managed to take a break long enough for a picture. Outdoor store sales couldn’t have happened without the help of lots of “behind the scenes” folks.

Out-

On Friday, July 17th, local car buffs got a treat as the Mason Dixon Chapter of the **Ford Falcon Club of America** hosted their 30th Annual Convention in Dover. The very next day, an



impressive site from the ground (and from above), the Del Rods Car Club of Dover (<http://www.delrods.com/>) held their annual **Wings-N-Wheels Car Show**. One of the fastest growing car shows in Delaware, they presented the Museum with a check for \$1800! *We can’t wait for those guys and gals to come back!* (Foundation Notes continued on page 13)



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



LEFT: Pictured are graduates and instructors of our Air Adventure Summer Camp, Class #1, held in coordination with Del Tech. Shown with the class are: Megan Proctor, camp teacher; Tony Asti, camp counselor and Museum volunteer Jeff Spiegelman, camp coordinator and teacher. Members of the class (l to r) were: Jhayden Pappas, Ayden Brown, Coleman Akers, Miles Ashe, Arthur Ashe, Logan Blankenship, Mauri Hainsworth, Hunter Harris, Ethan Gaines, Benjamin Kennedy, and Logan Young. Curriculum included: the history of flight, aircraft performance, building and testing paper airplanes, simulator flying and a chance to meet a World War II B-17 gunner. Photo: Editor

RIGHT: Museum Volunteer of the Quarter, Bill Maroon (center) is shown with Volunteer Coordinator, Jan Caldwell and Operations Manager, John Taylor. You can find out more about Bill on page four, "Meet the Museum Volunteer." Photo: Hal Sellars



ABOVE: The City of Dover played host to the 30th Annual National Convention of the Falcon Car Club of America. One of the highlights of the convention was a visit to the AMC Museum. Driving from Choctaw, Oklahoma, shown with their 1963 Falcon, are Douglas Browning and his friend Darla Magness. Conventioneers traveled from as far north as Ontario, from the west, Colorado and from Florida to the south. **RIGHT:** Parked among the Museum's aircraft are classic cars of the Del Rods Car Club. The "Wings-N-Wheels" Car Show, the fastest growing automobile show in Delaware, featured well over 300 classic cars sporting many original and out of the ordinary paint schemes. Shown with their 1929 Ford Huckster Wagon "Harv & Harvette's Produce" are Mr. & Mrs. James E. Goodwin of Millsboro, Delaware. Photos: Editor



RIGHT: The Museum’s very popular “Hangar Flying” series recently welcomed former NASA Astronaut Col. Terence T. “Tom” Henricks, USAF (Ret). Tom commanded two Space Shuttle missions and piloted two others. He was the first person to log more than 1,000 hours as a Shuttle commander and pilot. He is now president of *McGraw-Hill’s AVIATION WEEK*, the largest multimedia information and services provider to global aviation, aerospace and defense industries and includes the publication *Aviation Week & Space Technology*. Tom is shown signing his autograph for young admirer Sean Connor. Photo: Editor



LEFT: Lt. Col. Jon Fullerton, 436th Airlift Wing Director of Staff (c), is shown presenting the Air Force Federal Service Award pins to Curator Jim Leech (r) and to Operations Manager John Taylor (l). Combining Jim’s military and civil service, he was presented the 40 year award. John was presented the 30 year award combining both his military and civil service. Congratulations to both! Photo: Editor

RIGHT: History was documented on the Museum’s ramp by the Military Channel. On the August 28th episode of *Great Planes*, our UH-1 Huey helicopter was featured along with two of the Museum’s volunteers, both Huey pilots of the Vietnam War, Rick Roll (l) and Jim Fazekas (r). Photo: Editor





LEFT: Due to inclement weather, this year's 4th annual POW/MIA remembrance was held in the Museum's hangar; again, hosted by the VFW and American Legion "Riders". The event recognized MIA TSgt. Bobby Ray Davis, a former Dover C-133 flight engineer. Sgt. Davis was lost over the Sea of Japan on 10 September 1956 while assigned as a crew member on an RB-50G reconnaissance aircraft. Pictured accepting Sgt Davis' shadow box from VFW member Tom Redden, on behalf of Sgt. Davis' family, was guest speaker Phil Fling (l). Photo: Editor

RIGHT: Shown putting the final decaling on the U-3A "Blue Canoe" are Curator Jim Leech (l) and Graphics Designer Hal Sellars (r). Hal is responsible for the majority of the graphics that are seen at the Museum and on our webpage. Photo: Editor



LEFT: Two members of our restoration team, Mike Phillips (l) and Ed Grunwell (r), are shown reinstalling the C-131 Convair's cockpit overhead instrument panel following a complete cleaning and repainting. It's just one of the ongoing tasks of maintaining the Museum's 28 aircraft. Photo: Editor

The Hangar Digest is mailed to the Friends of the Museum living in: Alabama, Arkansas, Arizona, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Iowa, Illinois, Kansas, Kentucky, Louisiana, Massachusetts, Maryland, Maine, Michigan, Minnesota, Missouri, Montana, North Carolina, North Dakota, Nebraska, New Hampshire, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, West Virginia, Guam, Ireland, Scotland and Switzerland.


FOUNDATION NOTES (Cont.)


On August 21st, about a hundred guests were wowed while listening to **Hangar Flying** speaker, NASA Astronaut Col. Tom Henricks (USAF, Ret). A really “down to Earth” guy, Tom certainly surpassed our expectations with an out-of-this-world show. His slides and video gave a super perspective of what it’s like to live and work on the shuttle for a week or two. A special treat included his wife, Rebecca (a country music writer/singer), giving us a debut of her unreleased song, *Sandbox*, dedicated to our service men and women. She also opened the night with a beautiful rendition of our National Anthem. Find out more about her music on www.rebeccahenricks.com. Tom signed dozens of autographs before and after his talk (right) and helped distribute our door prizes, including a Berlin Airlift book to visitor, Lee Ferguson (left), who was brought by granddad, Major (ret) Dewey Barich of Little Creek, DE.



Bill Ayery (pictured below), from ILC Dover, brought down an ILC Shuttle Spacesuit for display for the month leading up to Col Henricks’ talk. The suit proved so impressive to our visitors that we asked Mr. Ayery to give us a presentation on ILC Dover, and



provide a glimpse of some of the interesting products they manufacture with the focus on space suits. This backyard neighbor to Dover Air Force Base has been making all of NASA’s spacesuits since the first manned Apollo mission back in 1967. ILC Spacesuits now have a total of over 1,600 hours protecting astronauts from the hazards of the space environment. This includes 250 hours of problem-free Lunar spacewalks during the Apollo missions. Bill will provide information on the designs of space suits, including the past (Apollo), present (Shuttle/Space Station) and the future (Constellation). Discussions will include why it is that you need to wear a space suit as well as what materials are necessary to make the suit work in space. And our suit will remain in the museum through the November 13th presentation. Doors will open at 5:30, presentation at 7:00 pm.



Check out the latest info on www.amcmuseum.org under events. Bill’s presentation will target audiences from students to seniors, so get the kids and grandkids and c’mon out and learn about what the best dressed astronauts are wearing!



One of the most exciting additions to our Foundation arsenal is our website, thanks to Hal Sellars. If you haven’t yet visited it, you’re missing out on one of the best museum sites on the web, even though it’s only a few months old. In the future, look for more airplane pictures and information, new exhibit info and the latest updates on everything that’s going on. We’re also planning to increase the Museum Store section of the site. And directly

related to our website and e-Marketing efforts, some of you may have noticed you’re receiving our new e-Newsletter, usually titled *News from the Air Mobility Command Museum*. That’s another initiative, spearheaded by Debbie Sellars, that we’re using to *get the word out*. If you’re NOT getting it, that means we don’t have your email address. To get on board, go to our website www.amcmuseum.org, click the e-newsletter link and then type in your email address. A second page will come up, where you enter your first name, and zip code. PLEASE NOTE: In each email there will be a link to unsubscribe or change areas of interest. Your privacy is important to us. While you’re online, please read our email Privacy Policy. You can also put your email address in the sign-in book at the entrance of the Museum or when you sign-in to special events, and we’ll add you to the list.

As usual, I can never thank people enough. Mike Leister and his staff make lots of amazing things happen – it’s the typical “do more with less”. Those of you who’ve been to other museums know what a treasure we have here – and it’s due to the personal attention and dedication by that Staff, and our volunteers – and, of course, you – our Friends of the Museum. We’re always looking for volunteers, members and ideas. Visit our website, tell your friends – come and see us.



(Photo credits) Airshow volunteers, Harry Heist; DelRods ground shot, Ev Sahrbeck, overhead shot, Erick Panger; Tom Henricks, Ev Sahrbeck; Shuttle suit/Bill Ayery, Don Sloan

For an updated Pave a Path to History
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Thank you for
your support!



Ceremoniously washed down but definitely not washed up!

Thanks to the wonderful weather and to the 108th Air Refueling Wing, New Jersey Air National Guard, the final (fini) flight and arrival welcome of the Museum's KC-135E was one for the record books. As our saying goes, "Where do old airplanes go? The *lucky* ones go to the Air Mobility Command Museum!" Thanks to the loving care of the aircrews and support personnel of the Strategic Air Command and the Air National Guard, tail #57-1507 will be enjoyed by many generations to come at the AMC Museum. Photo: Ev Sahrbeck



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