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OCTOBER 2010

Hangar Digest



One of the Museum's more popular events is the "Wings-N-Wheels" car show sponsored by the Del Rods Car Club. Shown is the Museum's C-123 providing a backdrop to some of this year's more than 300 classic cars sporting many original and out-of-the-ordinary paint schemes. Photo: Hal Sellars

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LOOKING BACK

On 11 August 1962, the first C-130E Hercules for the Military Air Transport Service was delivered to the 1608th Air Transport Wing, Charleston AFB, South Carolina. Originally designed for the Tactical Air Command as a short range assault transport, it could serve as a medium transport aircraft. Its speed, short-field landing, rear-loading and other capabilities made it useful for theater operations.

Source: *Toward the Air Mobility Command 1994 Revised.*

In September, David Bever and Jim Douglass were reelected to the Museum Foundation's Board of Directors. Bill Ayrey, Melody Heavner and Ed Perkowski were elected as the Board's new members. To the new members and to those reelected, congratulations! The officers appointed for the forthcoming year are: President, Col. Don Sloan; Vice President, Lt Col Paul Gillis; Secretary, Lt Col. Phil White and Treasurer, Sidney Erickson. The Board thanks the outgoing members for their dedicated service.

If you are a subscriber to the Smithsonian's Air & Space magazine you found the article "Curse of the Cargomaster" in the September issue. What caused the Douglas C-133 to crash nine times in as many years? This article by aviation writer John Sotham, along with the personal accounts of some of the C-133 crews, tackles this issue. The article is also available at: <http://www.airspacemag.com/military-aviation/The-Curse-of-the-Cargomaster.html>.

In the summer of 2001, I was asked by the AMC Museum's Foundation if I would be interested in taking on the job as the Editor of the Hangar Digest. With very little arm twisting I agreed. Following a run of nine wonderful years, I have decided it was now time to pass that job on to someone else as the aches and pains have finally caught up with me. Reminds me of those extended crew-duty days! I'll still be here at the Museum as the Archivist to answer your inquiries and assist you as I've done in the past. Can't get rid of me that easily.

Hope to see you around our Great Museum!

Harry E. Heist, Editor

p.s. "So, remember any idiot can get an airplane off the ground, but an aviator earns his keep by bringing it back anytime, anywhere and under any circumstances that man and God can dream up." — *Walter Cunningham, 'The All-American Boys,' 1977.*



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: The Hangar Digest, P.O. Box 02050, Dover AFB DE 19902-2050; FAX (302) 677-5940 and email: amcmuseum@us.af.mil

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:

Your Holiday shopping is just a mouse click or a phone call away. Airplane models, pins, leather jackets, books, hats and T-shirts—all are in-stock now and ready to be shipped. Order now for best selection and delivery in time for the Holidays!

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

Harry Heist has decided to hang it up as Editor of the Hangar Digest. I really have to work hard to be able to put into words what that means to us. The Hangar Digest started out as a very modest newsletter with very little content, then Harry agreed to take it on as a project.

I first met Harry in the late 80s when he came to the old museum site to do some research on one of his favorite subjects, the C-124. Harry had asked to come see me and after making his introductions he proceeded to tell me our library was in need of serious work; that it was not very well organized and he had a hard time finding what he needed. After taking a second to absorb that information I asked him when he wanted to start making it better. He accepted the challenge and in a few months he had our little library in much better shape, given that we did not have enough good shelving then to organize it properly. He passed the library on to others to maintain.

So I asked him to start on the photo collection and to this day Harry is our Photo Archivist. We have literally thousands of photographs, negatives, slides and even some motion picture film. Harry organized it all and protects it like a mother hen whenever anyone wants to “just borrow” something out of his care. They can have a digital image but the originals stay put. Harry taught himself how to use a computer and then he taught himself how to work with more than one special software program that brought our collection up to the next level. Here is where I should insert an old Navigator joke since Harry is an old corps navigator that could read a sextant and then put his ear to the rails to tell when the train was coming into the station. Oops, guess I did do the navigator joke, but it’s only because he is fiercely proud of the contribution navigators made to aviation before every high school kid had a cell phone with a built-in global positioning system! Harry has taken the same meticulous approach to writing and editing our newsletter that he did when he was shepherding a lumbering transport across a very wide ocean, sometimes by dead reckoning.

When Harry started the newsletter it was a four page, single sheet, black & white flyer that was about right for a very small museum. But as the museum grew so did Harry’s newsletter, its now 16 pages on glossy paper with full color pictures. But it’s the content that makes it a quality publication. Jim Leech and I do our columns and Deborah Sellars provides an interesting artifact. For a while now Don Sloan has filled in a Foundation column but this is Harry’s baby. He meticulously put together the “Around the Bases” column that documents some long forgotten way stations in Air Force history. He crafts everything so it looks seamless and yes, he can sound like every big city news editor you saw in those old black and white movies beating on us to make his deadline.

The problem is that we are really going to have to work to find anyone who can even remotely hold to the standard Harry has set. A writer who knows aircraft and Air Force History is not an easy find. Harry is going to continue to be an asset to us, he’s just powering down to cruise for a while.

On another note I have been to a large number of museums in the past few months. The economy is hard on everyone now but especially so on cultural organizations. When people have less disposable income they often cut down on giving first. At the same time, since our admission is free, we receive lots of families looking for something fun and educational that won’t cost them much money. We are surviving much better than some of our counterparts in the private sector, but next time you are here, thank a volunteer.

Mike

Cruisin' with the Curator

Pass the sunscreen folks, it's been a hot one! We'll take the Cruiser for this issue and put the A/C on full blast. Click it or get out....here we go.

As stated in the last issue, our ramp expansion is complete for this go-around and the KC-135 is now positioned for our guests to view. The ground crew has been busy installing birdproofing and making the plane safe for the visitors. Hopefully in the near future, we'll be acquiring another set of airstairs so folks can access the inside of the plane. I'll keep you in the loop on the progress.

Most of the preliminary work on the elevators for the C-124 is complete and by the next issue I'll be happy to report the installation of the flight controls. That should be one of the last hurdles in the major reassembly of this aircraft. Much work continues on the interior of the plane but that keeps our volunteers off the street!

A quick ride over to the restoration hangar and checking in on the team working the CG-4 glider. Yepper, there they are busy as always. A lot of head scratching going on but it's paying off. Pieces are being fitted together as they are restored and it's starting to look like an airframe again. We can always use an extra pair of extra hands with our restoration and aircraft upkeep projects and we pride ourselves on being able to glean the best of skills out of anyone so don't be bashful. Let's see what you got!

Several of our restoration volunteers have come forward and offered to paint our UH-1 Huey helicopter. I have to say it folks, these guys really are a group I'd gladly put up against any other restoration team in the business. They just about finish one project on plane "A" and they're already looking at plane "B" to see what they can do for it. They are truly second to none!

A paint contractor just finished painting the C-54 and once again it looks like it should, parked proudly among the very best of airlifters. Just a few minor markings and it will be complete. We'll do that in-house courtesy of Hal Sellars and company.

Hey, while I'm on that subject, Hal is the museum webmaster and if you haven't checked out our website www.amcmuseum.org shame on you. It's really a top-notch project so get with it and log on! We're also on Facebook and Twitter so there's no reason not to stay up with the latest news.

Jim

In Memoriam

Harry R. Shirey
1922-2010



Harry, a dedicated Museum volunteer passed away on June 23, 2010 in the Delaware Veterans Home.

During World War II he was assigned duty as a tail gunner on a B-17. On May 8, 1944, over Bremen, Germany, his aircraft was crippled by enemy fighters; refusing to leave his aircraft, he remained at his guns keeping the enemy at bay while the rest of his crew safely bailed out. He continued to return fire until his aircraft exploded. Severely wounded in both legs, he finally bailed out barely escaping with his life. He was captured and spent the remainder of the war as a German POW. For his heroism he received the Purple Heart and was awarded the military's second highest honor, the Distinguished Service Cross.

Harry had been a 30 year volunteer dating back to Dover AFB's restoration of the Boeing B-17G "Shoo Shoo Shoo Baby".

He will be truly missed by his many friends here at the Museum.

Flying Down to Rio

The airplane was the C-121C Constellation assigned to the 1608th Air Transport Wing (Medium), Charleston AFB, South Carolina. The crew from the 76th Air Transport Squadron was made up of nine men—five lieutenants and four sergeants. The trip, shown in the Operations Bulletin, was the “Brazilian”.

These were prime ingredients of the *Anything, Anytime, Anywhere* concept and in order to maintain this capability, in constant readiness, required exercising. That’s why a C-121 flew to Rio de Janeiro each week, a WB-50 skirted the North Pole on a weather track, a C-124 airdropped vital supplies at Marie Byrd Land, Antarctica and C-118s and C-97s crossed the vast oceans. A nucleus, often a large nucleus, of MATS men were always route qualified to any part of the world. They, the aircrews and their support personnel, learned by doing. To illustrate, let’s go to Rio de Janeiro:

Two hours before scheduled departure we meet the crew at Charleston AFB’s Transport Control Center (TCC). This time Lt. Jones is in charge. In less than three years he has worked his way upward through a progression of transition training, syllabus work, route checks to the top job on the MATS line—aircraft commander. He has accumulated 2,500 hours and flown over a large part of the world on scheduled and special mission flights. He has encountered and coped with weather, language barriers, customs procedures and a hundred and one other problems that are the aircraft commander’s lot.

Now, in effect, he has been given multi-million dollar airplane, a crew, a mixed load of passengers and cargo and directed to fly south, across the equator, across hundreds of miles of dense jungle and deliver this charge the next day at an airfield ringed by mountains and limited approach aids. Implicit in this charge is that he does it safely and efficiently.

Support personnel have eased his job—in fact, made it possible in the two hours he is allotted prior to signaling a ground crewman to pull the chocks. Foreign clearances, fueling, loading, weather analyzing and much of the flight planning have been accomplished. The crew’s job is largely one of checking. This they do, meticulously. Nothing, that can possibly be checked, is left to chance. The two navigators go over the flight plan in detail and, with the pilots, absorb the latest information the weather man has on enroute weather and winds. The two flight engineers check out the airplane. The lower rotating beacon is sticking. Last minute repairs are made. They examine break lines, tires, exhaust stacks, prop blades and anywhere they might find a sign of trouble.

One of the copilots makes a similar check. Experience and study has taught him where to look and what to look for. A review of the forms is made in the cockpit as a further guide to any possible area of malfunction they might have missed on the walk-around. The plane looks good—both on the form and walk-around. Soon, to the passengers particularly, it will look better. Men with long brushes are scrubbing oil and exhaust deposits from the wings and flaps.

(Continued on the following page)



MATS C-121 Constellation



Last repairs are needed on the sticking rotating beacon

Flying Down to Rio (Cont.)

To have the highest possible mission capability requires continuing exercise. The airplane landed a few hours earlier, brought in by another crew. They are sleeping now. The airplane they brought in from Europe will be in Trinidad when they awaken.

Practice makes for smoothness. The myriad details that go into planning an intercontinental flight fall into place. There is time for a cup of coffee and the purchase of candy bars and gum. Thirty minutes before scheduled departure all the crew members are under the left wing for the lineup. Lt. Jones outlines a change, issues final instructions and answers any last questions.



The AMC Museum's C-121 restored cockpit

It's hard to realize, on the flight deck, that the multitude of chores required to operate a large, complicated aircraft can be handled from such a small space. An idea of the extent of these operations is obtained from the checklist, read in monotone and answered with crisp movements and replies. Finally all required checks are completed. No discrepancies. MATS Flight 281, the "Brazilian" is airborne.

Coffee orders are taken by the two loadmasters. (This flight consists of a mixed load of both passengers and cargo; which, is typical of the Rio run). These two men both demonstrate a knack that is so vital in their field. Every briefing, every comment, every concern conveys their genuine interest. Quickly they have won the confidence of everyone. Should an emergency develop they will have the passenger confidence and cooperation needed for utmost safety. Occasionally, particularly early in the flight, they check tie-downs and inspect the cargo. They know that decreased pressure at altitude and packaging mistakes can show up as leaks.

Azalea is the first check point and a routine position report is given. A wall of clouds looms ahead at the next check point, Smelt. "Alternate air," Lt Jones calls and the flight engineer acknowledges. One of the characteristics of the C-121 is its susceptibility to engine ice. The alternate air source brings air into the carburetor from behind the nacelle cowling; thus, it is heated and light engine icing is more likely to be avoided.

"It's always like this at Smelt", remarked the navigator as he looks up from adjusting the radar. The Connie wallows, working her way through the turbulent air.

The engine noise level increases as the engineer adds power. His eyes monitor the gauges and his fingers constantly play the levers to keep the power up. Fuel flow gauges give one indication of the price engine ice can extol. A glance out the side window discloses a thin film of white on the wing leading edge—not enough to bother cracking off with the deicing boots. Then gradually, the weather begins to break.

As soon as he can, the engineer begins the delicate task of reducing power. The engines can quickly ice up and repeated adjustments have to be made before all torques hold steady and fuel flows are finally leaned.

As Flight 281 heads south-south-east, position reports are made through MacDill AFB, Florida, then Ramey Airways, Puerto Rico. Six hours and thirty-three minutes after takeoff the Piarco Control boundary is crossed and contact is established with Piarco radio. A few minutes later, the co-pilot is talking to
(Continued on the following page)

Flying Down to Rio (Cont.)

the tower.

Piarco, Trinidad is a refueling stop both for crew and aircraft. (MATS men regard Piarco as the home of limbo dancers, steel bands and good weather). This evaluation is correct—at least regarding the weather. The field is rarely below 500 feet and 1½ miles, the MATS minima. Piarco is a key refueling stop in the supply route that stretches from Cape Canaveral, Florida to Ascension Island in support of the USAF missile program.

A MATS liaison officer meets the plane and insures that all requirements are satisfied. He is anxious that the flight get off on schedule. Food is excellent and reasonable. Steak is eaten here and will be eaten at Rio, also. (Anyone allergic to steak and eggs could never exist in MATS).

Commercial contract facilities are used for clearing and meteorological service. The weather's enroute cross section, as always, shows the Intertropical Convergence (ITC). Tonight it's lying just north of the equator. Stratus layers and cumulus build-ups are shown. Takeoff and climb to altitude are uneventful and the "Brazilian" is southbound on the ten-hour leg to Rio.

Radar helps and buildups are avoided through the ITC. Again, the engineers use "alternate air" and work to prevent icing of the engines. Outside air temperature continues to creep up as the equator is neared. Soon the broad mouth of the Amazon shows clearly on the scope. Course is altered over Belem, Brazil and the six-hour flight across the tropical jungle begins. HF (high frequency radio) reports are made through PANAIR.

The odd sensation of having the sun come up and slide behind the aircraft when the compass reads south is experienced. Out the window, a continuous dense green blanket unfolds below. Sometimes it is low and swampy—sometimes broken by rough hills and mountains. Check points are scarce and the navigator plots a sun line.

Approach into Galeão Aerodrome, Rio de Janeiro is made through an 800-foot broken ceiling. Three ADF (automatic detection finder) homers make up the radio aids complex for the approach. One ADF is inoperative and the copilot tunes the next station quickly following each station passage. Mountains jutting through the broken undercast offer vivid proof of the fact there is little margin for error.

MATS 281 is terminated at 0905 local—seventeen hours flying time south of Charleston.

Twenty-eight hours crew rest is the number one reward the crew receives. Gratefully they head for the hotel on Copacabana Beach, where rooms have been reserved. Some will go swimming, some shopping and sightseeing, but probably not before catching a few hours sleep. Following this well deserved rest, they will be back in the air headed for home with another trip already set up for them in the Operations Bulletin.

Additional Note: The 1608th Air Transport Wing (Medium), assigned to the Military Air Transport Service, was activated at Charleston in February 1954. As the 1608th increased in size, MATS negotiated

(Continued on the following page)



The flight engineer makes a careful check before the long flight home

[Flying Down to Rio \(Cont.\)](#)



Col Clinton Wasem, Commander 1608th Air Transport Wing, presenting the "City of Charleston" to William Morrison, Mayor of Charleston, during a ceremony on 16 September 1955.

ownership of the base. Eventually, on 1 March 1955, Charleston AFB came under the jurisdiction and control of MATS and the 1608th became the base's host unit. The 1608th received its first C-121C Constellation appropriately named the "City of Charleston" on 16 September 1955 (tail number 54-153). Shortly thereafter the base was designated as an aerial port of embarkation, giving Charleston AFB a more prominent role in MATS.

Source: Taken in part from the MATS Flyers, July 1959 and November 1959. The "City of Charleston" photo courtesy of Stanley D. Gohl, 437th Airlift Wing Historian

About Galeão Aerodrome: The history of the airport begins on 10 May 1923 when the School of Naval Aviation was established near the Galeão Beach. On 22 May 1941, with the creation of the Brazilian Air Force Ministry, the school became Galeão Air Force Base and a terminal and hangars were built and the runway extended. Those buildings still exist and the Galeão Air Force Base is

still active. When Brazil declared war against the Axis on 22 August 1942, the aerodrome began to be used by the Allies for military operations related to World War II.

At the end of the war, with the increase of tonnage and the number of passengers flying on international routes, Santos Dumont Airport (now Rio's second major airport) was unable to handle all the traffic and international flights gradually moved to the site of the Air Force Base. The services were however precarious and a decision was made to build a brand new passenger terminal, opposite the Air Force Base, across the runway.

On 1 February 1952, the new passenger terminal was opened and remained in passenger use until 1977. This terminal and its adjoining apron still exist. Presently it is the passenger terminal for flights operated by the Brazilian Air Force known as the *Terminal do CAN* (Correio Aéreo Nacional). The cargo terminal (TECA) is also located in the area and all-cargo aircraft usually park on its adjoining apron. The whole complex is now informally known as the "Old Galeão."

[An Artifact Fact by Deborah Sellars](#)

This small Super Constellation Pocket Handbook handbook contains reference information, diagrams, and foldouts to help familiarize ground personnel with the features and characteristics of the Super Connie. Although it wasn't an official maintenance or operating manual it was a handy book that could be easily carried.

Published by Lockheed Aircraft Corporation, this particular handbook was created for the civilian version of the aircraft, but an inscription inside the front cover tells us that a USAF senior master sergeant used the book when assigned to the 1298th Air Transport Squadron (Special Missions) at Washington National Airport in D.C.



[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: Bill Ayrey, Berlin Airlift Veterans Assoc., Col. Richard D. Besley, Gerald Brady, Col. John W. Burt, Richard W. Downes, SMSgt. Jack A. Egolf, Sidney Erickson, Col. Robert W. Ginn, Col. Hampton Green, Lt. Col. Stephanie Halcrow, Charles R. Hayes, Don Hollingsworth, Miles and Laura Lumbard, Col. William O. McCabe, Tom and Theresa McLaughlin, Brett Nicholson, Col. Ronald A. Rutland, Lt. Col. Raymond Warner, Col. Steve Welde, James R. White Sr., Brig. Gen. Kenneth R. Wiggins, Larry D. Williams, David and Dottie Wilson and Lt. Col. Donald G. Wolpert



Foundation Notes by Don Sloan

We've just started offering a new **Life Membership Program**, using an installment plan. You can send \$100 a month for five

months. Your membership certificate, membership card, quarterly newsletter, NEW AMC Museum challenge coins, coffee mugs, personalized golf shirt, free individual membership for a friend, AND your signed/numbered aviation giclee will be sent to you upon your final payment. We're giving this a try as another way to encourage our visitors to become Friends of the Museum. Remember, the AMC Museum Foundation is an IRS-approved non-profit 501(c)3 educational organization. Your membership and donations are a significant factor in achieving our goals.

The AMC Museum Foundation Board held **annual elections** at our September meeting. On behalf of the Board, I'd like to thank Dave Clapp, Jack Carpenter, Rick Roll and Ron Rutland for their past service to the Foundation, and thus, you, Friends of the Museum. Let me introduce our newest Foundation Board members. You can be sure they'll be working hard to keep our Museum a world-class arena for preserving aviation history.

Bill Ayrey is an old friend of the AMC Museum. Employed with ILC Dover, LP since 1978, he took some time to be activated for Desert Storm, serving as a 326th Airlift Squadron loadmaster (1988 to 1994). His jobs at ILC have included Manager of the Quality Test Laboratory, Calibration and the Receiving Inspection Groups and Company Historian. The Smithsonian Air & Space museum has reached out to Bill to help them in support of their space suit collection and their Docent training. He also provides significant support to their "Saving America's Treasures", a program to preserve the Apollo space suits in their collection that have been in space. He frequently provides support to various media requests relative to space suit documentation and history. We at the Museum have most recently seen Bill as the coordinator of ILC Dover's Outreach program. Working with about eight volunteers, they use the ILC Space Suit for educational and community programs. Bill personally performs 10 -15 Outreach programs per year – two of which he did right here at the Museum this past year. You might note that Bill's also in the restoration business -- his 1966 Plymouth Sports Fury. Oh – and we're looking forward to another **Hangar Flying Presentation on Space Suits** in February.



David Bever was re-elected to our Foundation Board this year. As a Dover attorney, we've been able to make some significant use of his talents as a counselor, especially with some insurance and tax issues. But he's also a student pilot at the Dover Aero Club. David's been interested in historical aviation since he was a kid (I know – you look at his picture and ask "how long can that be?") and developed a love of World War II aviation history. David and his wife live in the Dover area and are actively involved in local events.



Jim Douglass is also on his second "tour:" with the Foundation Board. Jim had a thirty-two year career at Moore Products Company (now a Siemen's company) as a sales engineer and a human resources executive. He and three of his friends now own and operate Massey Air Museum and Massey Aerodrome, where Jim serves as President. The Museum is dedicated to "preserving the sights, sounds and smells of rural small-town airports in America". An experienced pilot, Jim's first restoration project was a 1957 Piper Pacer. One of a very limited number of people qualified in restoration of older tube-and-fabric-type aircraft, Jim's the "resident expert" at restorations at the airport. His current "project" is the restoration of a 1939 Stinson Reliant, a plane he and his father co-owned about fifty years ago. Jim and his wife, Anne, have made several trips from their home in Kennedyville, Maryland, in order to help us work several of our evening events.

Melody Heavner was born and raised in Connecticut. She, husband, Leonard, (who retired in 2007 from Scott AFB), and son, Jack, live in Dover. She brings her vast experience as an executive for the Boy Scouts of America from 1985 – 1999, raising money, starting new packs/troops, and training volunteers. She scaled back from the full-time scouting position in 1999, to work part-time as a merchandiser for American Greetings, the card company, in order to raise Jack. Since 2006, she's has been a scout leader for Jack's Cub Scout den (Pack 100, which meets on base). She serves as the treasurer for her neighborhood association and volunteers in her son's school. We're looking forward to Melody's leadership experience to help us make more contacts in the local school system so we can learn how to better reach the community's youth.



(Continued on the following page)



Ed Perkowski Chief Master Sergeant (ret) has accumulated 6500 plus hours flying in C-124's, C-141A's, C-130's A & E, and C-5's as a loadmaster during his first 19 years of service to his country. His numerous personal accomplishments during his service as a loadmaster include the Distinguished Flying Cross and three Air Medals. Ed's an expert on all matters pertaining to the on-load, transport, off-load and delivery of cargo and/or passengers. After leaving his first career as a loadmaster, he cross-trained to an Air Transportation Specialist within the aerial port community. There he gained expertise in all aspects of logistics and transportation, including warehouse, distribution, shipping, receiving, and inventory management, computer tracking system, hazardous material handling and documentation. He managed mobile terminal operations in support of airlift forces that included terminal services, ground handling and storage of cargo, maintenance of traffic records, documentation of cargo, aerial delivery, mobility plans, training of employees and administrative functions. Ed retired with a total of 38 years, eight months of continuous dedicated service. The Chief has a Bachelor of Business Administration/Aviation Management from Wilmington College and is a graduate of the United States Air Force Senior Academy/In residence. We're excited to get to use the Chief's talents as a Board member.



Larry D. Tasker served in the Air Force and the AF Reserve from 1958 through 1964 at bases in Texas, Mississippi, Kansas, Virginia and Alaska. After retiring as an Operations Manager of HVAC services at the Trane Company in 1999, he formed Clayton Enterprises, a Mechanical Systems/HVAC Consulting and Training Company. His customers include the Air Force, Army, Department of Prisons, DuPont, Trane and the University of Delaware. Larry was kept on by the mechanical contractor and the US Army Corps of Engineers as the Mechanical Systems Inspector for the port mortuary here at Dover AFB. He's presently working with Christiana Care Health Services (Christiana Hospitals) on various construction and renovation projects. A long-time member of the Delaware Civil Air Patrol, he was their Wing Commander from 1984-1986. Larry is still involved with the Boy Scouts and the Delaware Trades Advisory Council, and he serves as a Del Castle Technical High School Apprenticeship Instructor and a Ferris State University HVAC Instructor. He and his wife, Ruth, enjoy RVing when he's not flying or volunteering at the Massey Air Museum. Larry's already been working hard on our Museum Store renovation.

ware Trades Advisory Council, and he serves as a Del Castle Technical High School Apprenticeship Instructor and a Ferris State University HVAC Instructor. He and his wife, Ruth, enjoy RVing when he's not flying or volunteering at the Massey Air Museum. Larry's already been working hard on our Museum Store renovation.



In today's economical environment, as you might guess, we frequently talk about how to keep getting the best bang for our very-limited bucks. One cost-savings measure suggested was the possibility of changing the format of the Hangar Digest into an "on-line" periodical. Most Board members have some pretty strong opinions about that, but it's important to hear what YOU think about such a proposal. You can send your opinion to amcmuseum.foundation@comcast.net. We'd like to hear from you.

But, something that DOES work well on-line is our e-Digest. Did you know that we send our **AMC Museum Newsletters** every three-five weeks via the web? Most of the recipients are those who have visited the Museum in the last year or so and added their email addresses to our guest sign-in log. Many of YOU, however, who have been long-standing



Friends of the Museum, may NOT have given us your email address; hence you're missing out on another important FREE information link. PLEASE don't let that continue – go to www.amcmuseum.org and send us your email address so we can get you the latest information!

This is the last issue of Hangar Digest being edited by **long-time editor Harry Heist**. Harry has nurtured the Hangar Digest from a simple little black and white newsletter to an incredibly smart-looking, colorful, informative journal filled with lots of terrific information on aviation history. You can expect a little more information on our own, crusty, old navigator in our next issue. Meanwhile, simply put, "Harry, thank you!"



Fly Safe!

Photo credits: KC135, Ev Sahrbeck; David Bever, Ed Perkowski, submitted; all others, Don Sloan

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



ABOVE: Shown with Museum Director Mike Leister is the new Deputy Director of the National Museum of the U.S. Air Force, Lt. Gen. (Ret.) John L. Hudson. Gen. Hudson made a courtesy visit to the AMC Museum in July.

General Hudson is a Command Pilot having served as an A-10 pilot and as a test pilot at Edwards AFB, California. As Deputy Director, Gen. Hudson assists with the planning, organization and directing not only the operation of the NMU-SAF, but the entire Air Force museum system.

Gen. Hudson quizzed Mike about the operation of a field museum, noting that we are much smaller than the National Museum but the standards are the same. Like all of our visitors he was impressed with the quality of our volunteer's restoration work. He is shown taking photos of the KC-97 interior. Photo: Hal Sellars



LEFT: AMC Museum Volunteer of the Quarter, Bob Wikso (center) is shown with (l to r) John Taylor, Operation Manager and Foundation Board Member, Rich Harper. Bob is the Museum's Librarian and has been a volunteer since 1999. He was recognized as the "Meet the Museum Volunteer" in the January 2005 issue of the Hangar Digest. Photo: Hal Sellars



ABOVE: Finally, after months of sitting on the south side of the base, the KC-135 (I) was towed into its permanent place on the Museum's new ramp extension. The Museum's C-124 is pictured to the right. Photo: Hal Sellars



ABOVE: The Museum offers the perfect venue for military retirements, change-of-command ceremonies and other official base functions. Shown is Col. Todd Emmert, 436th Mission Support Group Commander, relinquishing his command to Col. Joan H. Garbutt during a change-of-command ceremony on July 16th. Officiating was Col. Manson O. Morris, 436th Airlift Wing Commander. On stage (l to r) singing the National Anthem MSgt. Ronald F. Popio, Jr., Col Morris, Col. Emmert and Col. Garbutt. Photo: Ev Sahrbeck

RIGHT: Museum supporter and nationally known artist Paul Rendel pauses for inspiration as he creates a work based on our C-47 Diorama. Paul was part of the "Broadening the Arts" Day recently held at the Museum. Over 40 artisans participated doing everything from making jewelry, turning pottery to song & dance. Photo; Mike Leister



LEFT: A1C Zemanek and A1C Goodman from Bio-environmental Engineering are using an ADM-300 radiation meter to accomplish our biennial scan of a few of the artifacts in our collection. Shown is A1C Goodman scanning our WWII Gibson Girl radio. Photo: Hal Sellars

RIGHT: Just like new after its most recent paint job, our C-54 is shown in its original colors. Painting was done by Steve Wagner and his crew from Energy Engineering. The ATC insignia was added by Hal Sellars and Jim Leech. Photo: Hal Sellars



PAVE A PATH TO HISTORY IN COMMEMORATION PARK

WITH ONE BRICK...

You can accomplish two things—become a permanent part of history in Commemoration Park and join the AMC Museum Foundation in supporting the museum.

And what a great idea! There are so many reasons to order your brick today!

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- Give a holiday or birthday gift
- Commemorate a special date
- Recognize a special group
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To acknowledge the purchase of your brick, you'll receive a Certificate of Recognition that's suitable for framing or presenting to the person you've honored. Bricks can be purchased by individuals, businesses, groups, or organizations.

<i>INDIVIDUAL</i>		<i>BUSINESS/ORGANIZATION</i>	
4" X 8"	8" X 8"	4" X 8"	8" X 8"
1-3 lines—15 characters and spaces on each line	1-6 lines—15 characters and spaces on each line	1-3 lines—15 characters and spaces on each line	1-6 lines—15 characters and spaces on each line
\$65	\$125	\$125	\$250

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Line 3

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Line 4 For 8" x 8" bricks only

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MEMBERSHIP CATEGORY	ANNUAL DUES	BENEFITS
Crew Member	\$30	Membership certificate, member card good for 10% off purchases in museum store, quarterly newsletter, *museum pin and challenge coin
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Squadron Commander	\$100	Flight crew member benefits plus recognition in newsletter, name engraved on plaque, invitation to annual museum mixer
Group Commander	\$250	Squadron commander benefits plus two museum coffee mugs
Wing Commander	\$500	Group commander benefits plus one crew member membership for friend, *signed and numbered aviation print, *museum golf shirt personalized with name and donor category
DONOR CATEGORY	DONATION	BENEFITS
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- Bronze Eagle Donor
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THANK YOU for helping to preserve USAF airlift and air refueling history. The AMC Museum Foundation is a non-profit, educational organization that raises money and generates support for the AMC Museum. Dues and donations are tax-deductible in accordance with IRS regulations.

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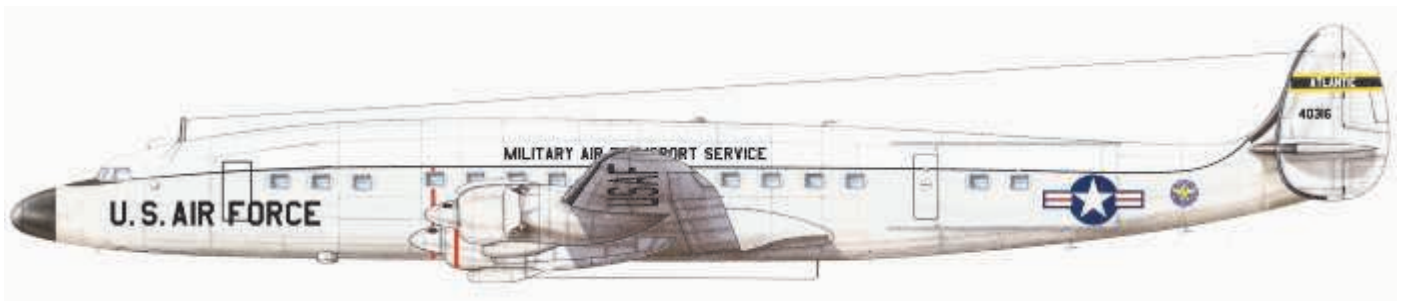
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The Museum's L-1049E *Constellation* N1005C similar to its current appearance following restoration as a C-121C *Super Constellation*. The *Super Connie* proved to be popular with passengers, but the Douglas DC-6 and DC-7 series airliners outsold the *Connie* three-to-one. By the early 1960s, many propeller airliners were being used on lesser routes or being sold off to charter operations as the new jet airliners entered service. By the early 1980s, the *Constellation* had largely disappeared from the world scene.

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