In 1948, the Military Air Transport Service began operations with three divisions: the Atlantic, the Pacific and the Continental. The headquarters of the Atlantic Division was located at Westover AFB, Massachusetts; the headquarters of the Pacific Division at Hickam AFB, Hawaii and the headquarters of the Continental Division at Kelly AFB, Texas. Having covered both the Atlantic and Pacific Divisions in previous issues, in this issue I offer an insight into the history of the Continental Division.

A few years ago I did a piece about Building 1301, the home of your AMC Museum. As the Museum’s membership and the distribution of the Hangar Digest was but a few hundred back then, I thought I would dust it off and run it again for you our newest recipients. On page nine, you’ll find "Building 1301, Dover Air Force Base (Part One)". Look for the conclusion in July’s issue.

As I am always striving to improve your Hangar Digest, this issue and those to follow will consist of sixteen pages; some of which will include the photographic talents of volunteer Everett Sahrbeck. So, on page ten, please find Ev’s “Scenes From Around the Museum”.

Enjoy your AMC Museum!

Harry E. Heist, Editor
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: harry.heist@dover.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.

---

### Staff:

- **Director**
  - Mike Leister
- **Curator**
  - Jim Leech
- **Operations Manager**
  - John Taylor
- **Chief of Restoration**
  - MSgt Rick Veller, USAF
- **Collections Manager**
  - Deborah Sellars
- **Archivist/Editor Hangar Digest**
  - Lt Col Harry E. Heist, USAF (Ret)
- **Museum Store Manager**
  - Jon Rehm
- **Educator**
  - Dick Caldwell
- **Volunteer Coordinator**
  - Janice Caldwell
- **Librarian**
  - MSgt Bob Wikso, USAF (Ret)
- **Membership Manager**
  - Deborah Sellars
- **Website** (www.amcmuseum.org)
  - Hal Sellars

### AMC Museum Foundation Board of Directors:

- **President**
  - Brig Gen Michael Quarnaccio, USAFR (Ret)
- **Vice President**
  - Col Donald Sloan, USAFR (Ret)
- **Secretary**
  - Lt Col Phil White, USAF (Ret)
- **Treasurer**
  - MSgt Harry Van Den Heuvel, USAF (Ret)
- **Members**
  - Brig Gen Richard Bundy, USAF (Ret);
  - Col Arthur Ericson, USAF (Ret); Ms. Michele Robinette; CMSgt Donald “Doc” Adams, USAF (Ret); Mr. Robert Berglund; Mr. Jim Douglass; Col Richard Harper, USAF (Ret); Mr. John Friedman;
  - Mr. Dick Caldwell; Lt Col Paul Gillis, USAFR (Ret); Mr. Everett “Sonny” Kruhm.

---

### From the Museum Store:

Summer’s just around the corner and it’s time to prepare by checking out the store’s Air Force theme T-shirts, hats, can cozies, coasters, kites, BBQ attire, a variety of books for your leisure reading and a new addition to our jacket stock—the MA-1 style in black.

Contact store manager Jon Rehm by phone at (302) 677-5992 or by FAX at (302) 677-5949 and email: jon.rehm@dover.af.mil. 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.
From the Director

On any given day we don’t know who might come to visit the Museum or what kind of questions we may be expected to answer. One day in February, I walked past a gentleman who looked like he had a question on his mind. To make a long and interesting story short, his family had their grandfather’s WW I Army uniform and he wanted to know what we would recommend to store it and what they might do with it. We learned that when the US entered the war, their grandfather received his US Army commission while he was already in France serving as a civilian Red Cross Ambulance Driver. (Ernest Hemingway and Walt Disney were two well known ambulance drivers as well.) After receiving his commission, he was sent to Italy to learn to fly the Caproni bomber. The US did not have a usable bomber aircraft at the time so our pilots were sent to Italy and trained there on the three-engine Caproni. His uniform actually has the rare metal Italian pilots badge as well as his US pilots wings. Included in his papers are the orders authorizing him to wear both sets of wings. There were only about 500 American bomber pilots in WW I and only one WW I bomber exists in the US today; it is a Caproni at the National Museum of the USAF. We notified the National Museum and they are working with the family in the proper disposition of their grandfather’s uniform and papers. History rocks!

Two weeks later a gentleman came to my office to offer us a plastic model of a P-47 aircraft. We don’t accept plastic models as we actually have quite a number of them built by a professional modeler. But, this was slightly different. While talking to him I discovered he had five aircraft shot out from under him during WW II - one P-40 and four P-47s. He related some very interesting historical tidbits. As a result of his visit, we are going to record his oral history as that is much more significant than a plastic model!

In January a very special inspection team came to visit Dover AFB. The base is one of two finalists in an annual competition to select the best base in the Air Force. To my knowledge this is the first time Dover has made the top two although the base has a string of other awards and is, in fact, a jewel. We were privileged to host the dinner for the Installation Excellence Inspection Team along with base and local dignitaries. We also provided a presentation and a tour of the Museum for one of the inspectors as part of the inspection process. The support that the Museum receives from the base and that the base receives from the City of Dover already makes this a winning situation. Wish us all luck!

I have submitted the C-47 diorama that our staff built in 2007 to AMC headquarters to compete for the Air Force Heritage Award. This is the first time we have created a diorama, in-house, that reaches the level of excellence that is required to compete on a national level. What make this special is that our own home grown team will be competing against much larger museums that have specialized exhibit departments. Here at the AMC Museum our tiny paid staff does it all. I’d like to recognize Jim Leech, the team leader; MSgt Rick Veller, who handled many of the technical maintenance details and Deborah Sellars who created the graphics from an original photo (a photo of the exhibit and the original photo appeared in the January 2008 edition of the Hangar Digest). When you come to the Museum take a closer look and you will find “oil leaks” under the engine, 1940s vintage tools in the tool box and even the proper Technical Order being examined by one of the engine change crew. One thing we work to convey to our visitors is that not everyone in the Air Force is a pilot. It takes a team to launch every aircraft and this exhibit recognizes the maintenance folks that work to get the planes repaired and ready to fly—every day.

Mike

Cruisin’ with the Curator

Spring is here and there’s plenty of news both good and not so good; so, I’ll just mix the two together to keep you on your toes.

The results are in on the number of last year’s visitors. This is a test question and the reader who comes closest wins a prize chosen especially for him. We’ve been collecting comments and stats via survey sheets and that allows us to track certain criteria. This information assists us in improving how we do things in order to make your visit more enjoyable. Last year, thousands visited the AMC museum and we do take their criticism, both good and bad, seriously.

(Continued on the following page)
Cruisin’ with the Curator (Cont.)

As reported in previous editions, the C-131 Samaritan is in our restoration hangar undergoing rehab. We’re going to give her a paint job and clean and restore the interior. This time next year, we should have the plane back on the museum ramp and on display once again. Work continues on the interiors of the C-124, C-121 and C-119. I know I’ve reported this in past episodes but good things take time and our restoration volunteers are doing a remarkable job with these planes. Just stop by some time and ask them. They’ll tell you how good they are! If that doesn’t work……seeing is believing.

The arrival of our A-26 has been delayed pending better weather among other things. When we figure out what to do about those other things, we’ll have a better handle on its arrival.

The planning for our new exhibit, “The History of Airlift” is going well. The planning stage is a time consuming part of any exhibit; just about the time we think we got it down pat, another “what if” pops into our thought process and out comes the eraser for changes. We’re getting there, it’s just taking time.

While we’re talking exhibits, the construction stage is about to begin on the new Dover AFB timeline. The current timeline up on the mezzanine will go away and the new exhibit will be located down in the corner behind the B-17 where the old gate shack exhibit now rests. That will be moved up on to the mezzanine above the library expansion. Hal Sellars from our graphics division has reworked the entire exhibit and has done a phenomenal job. Make it a point to stop by and see his work.

The golf cart we acquired some time ago went south. We’ll consider that the bad news. In the process of getting replacement parts, our volunteers somehow managed to get us a complete EZ-go vehicle. That’s right folks, a glorified golf cart with an enclosed cab and a tilt bed! Talk about the ultimate scroungers. Way to go guys. Ahhhhhhh, Christmas in February!

That’s it for now. If you want to stop by and give me your best guess for how many lucky visitors we had last year, come on down. Museum staff, volunteers, citizens of the state of Delaware and presidential candidates can’t play. It’s a legal thing I think…..see ya later.

Jim

Meet Museum Volunteer Paul Mijal

Paul, a member of the C-133 Cargomaster and C-121 Constellation restoration teams, has been a volunteer with the Museum since 1999.

He enlisted in the Army Air Corps in 1942 as B-24 aerial engineer gunner serving as an instructor at Charleston Army Air Base, South Carolina training B-24 crews destined for the European Theater. Following the war he was then assigned to the Air Transport Command as a C-54 flight mechanic, receiving his discharge in 1946.

Attending the Academy of Aeronautics at La Guardia Field, New York, earning his Aircraft and Aircraft Engine (A&E) license, he was then employed with Grumman Aircraft on Long Island. Soon thereafter he was recalled to active duty in 1951 and was assigned to MacDill AFB, Florida as a KC-97 aerial boom operator. Three years later he attended flight engineers school and returned to MacDill. In 1959, when his unit was assigned to McGuire AFB, New Jersey, he was then reassigned to the Air Training Command as a KC-97 instructor flight engineer for the Air National Guard. From there he went on to Hickam AFB, Hawaii as a C-124 flight engineer.

Paul completed his active duty Air Force career at Dover AFB as a C-133 and C-141 flight engineer retiring in 1973.

Paul, his wife Vivian and son Carl reside in Dover. Paul was the recipient of the Volunteer of the Quarter Award in June 2005.
MATS’ Continental Division

TOUCHDOWN-TAXI-PARK: The first turbo-prop transport had just joined the most “diversified division” in the Military Air Transport Service—the Continental Division (CNTLD).

The Continental Division was headquartered at Kelly Air Force Base, Texas. The Division was originally established to provide air transport; medical air evacuation within the Continental United States and transport training units for all organizations of the Military Air Transport Service.

Organized in July 1948, the Continental Division’s primary training mission was to furnish C-54 pilots for the Berlin Airlift (Operation Vittles). This unit, the 517th Air Transport Wing, was located at Great Falls Air Force Base, Montana (now Malmstrom AFB). Using radio beacons, Great Falls was transformed to resemble Tempelhof Airport in Berlin. Hundreds of pilots and flight engineers were qualified on the C-54 on in-flight procedures to and from Berlin by practicing with ground mock-ups and flying simulated airlift missions.

A few years later, the Continental Division was given the mission of providing worldwide ferrying service for the United States Air Force. The ferrying of aircraft was provided by the 1708th Ferrying Group with headquarters at Kelly AFB, Texas. Squadrons were located at Long Beach, California; Dover AFB, Delaware (1737th Ferrying Squadron); Amarillo AFB and Kelly AFB, Texas. For the sake of safety and performance, the ferrying pilots were assigned to those squadrons specializing in certain types of aircraft (single or multi-engine). Thus the possibility was minimized of a pilot becoming confused over control manipulations during normal or emergency procedures.

In September 1954, CNTLD was given the additional mission of conducting operational tests of turbine engines and propellers and the 1700th Test Squadron (turbo-prop) was organized at Kelly AFB. It was the only unit of its type in the USAF. Its six aircraft were used to field test the new turbo-prop engines. The aircraft included: two Convair YC-131C transports, plus two four-engine Boeing YC-97Js and two four-engine Lockheed YC-121Fs. These aircraft were used on special CNTLD cargo runs during the testing period which would prove if the turbo-prop’s were feasible for transport operations. The squadron maintained an accident free record while logging 10,000 flying hours prior to its deactivation in March 1957.

In 1955, the operation of all cargo and passenger movement was shared by four other units of Continental: Squadron Three (VR-3), Moffett Field, California (a Naval unit assigned to CNTLD); 1700th ATG (Medium), Kelly AFB; 1703rd ATG (Heavy), Brookley AFB, Alabama and the 1705th ATG (Heavy), McChord AFB, Washington. The mission of these units took them to many points of the globe as they carried tons of cargo and hundreds of passengers. Their aircraft touched down in Japan, Saudi Arabia, Egypt, Libya, French Morocco, Germany, England, Alaska and South America.

In July 1957 another mission was assigned to the Division, that of supervising heavy transport troop carrier operations. This new mission was accomplished by the 62nd Troop Carrier Wing at Larson AFB, Washington and the 63rd Troop Carrier Wing at Donaldson AFB, South Carolina. This mission required aircraft to fly to all parts of the world over routes and into airfields not normally transited by MATS aircraft. The mission of the troop carrier units included the support of the Dew Line sites with “sub-marginal” airfields and the support of Operation Deep Freeze on the Antarctic Continent.

(Continued on the following page)
MATS’ Continental Division (Cont.)

Air and ground crews for the Air Force and MATS were trained at CNTLD’s 1707th Air Transport Wing (ATW) located at Palm Beach AFB, Florida. Formalized training was conducted in heavy and medium air transports and amphibious aircraft. Those included the Douglas C-124, C-54 and C-118; Boeing C-97s and B-50s, and the Grumman SA-16 Albatross. The goal of the training unit was to make potential aircraft commanders from pilots who had little or no flying time in the aircraft.

Military patient airlift was under the control of CNTLD’s 1st Aeromedical Transport Group (previously the 1706th Air Transport Group “Air Evac”) with headquarters at Brooks AFB, Texas. This unit was responsible for the air evacuation of all military personnel within the continental limits of the United States. Flying the Convair C-131A “Samaritans”, Air Evac flight and medical crews took their “flying hospital wards” into nearly 300 different airports covering each of the 48 states; occasionally, operating into many strange civilian airports. Many of the fields bordered on the sub-marginal; however, in numerous cases the urgency of the mission dictated the transiting of those airfields.

The Continental Division, established as one of the three Divisions of MATS (Atlantic, Pacific and Continental), would prove invaluable to the “total” Air Force mission. No other Military Air Transport Service organization was as diversified as the Continental Division.

In a 1958 reorganization, MATS’ Continental Division was transferred from Kelly AFB, Texas where it would join the Pacific Division at Travis AFB, California to become Headquarters, Western Transport Air Force, or WESTAF. The Eastern Transport Air Force (EASTAF) was located at McGuire AFB, New Jersey.

Sources: the MATS Flyers, dated June 1955 & June 1958 and Malmstrom AFB History.

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: Col James Brewer, Brig Gen Carl Butterworth, William Freeman, LtCol Harry E. Heist, Mr & Mrs William Maroon, Mary McGinnes, Dennis McIntosh, John E. McKillop, Larry & Celia Phillips, LtCol Robert Thomas and Col Ronald Sarg.

An Artifact fact by:

Deborah Sellars

This 4.5” warhead was recovered by the 436th Explosive Ordnance Disposal unit from the Bombay Hook National Wildlife Refuge. Long before it was a wildlife refuge, Bombay Hook was the testing range for the base during World War II. Thousands of rounds were fired at targets in the swamps. Even though a massive clean-up effort was undertaken after the war, from time to time remnants surface.

The AMC Museum is open from 9am to 4pm, Tuesday through Sunday. We are closed Mondays and Federal Holidays. Parking and admission are free. For further information and to arrange a tour call (302) 677-5938.
"Name the Plane"

The aircraft that I asked you to identify in January’s issue of the Hangar Digest is the Bell Model 61, HSL-1 helicopter.

At the end of the 1940s, it became apparent that the helicopters in the Navy's inventory were not of the size to accomplish anti-submarine warfare (ASW) missions. Thus in 1950, the US Navy launched an industry-wide competition for a new helicopter to be designed specifically for the ASW role. In the following June, Bell won this competition and was awarded a contract calling for the building of three prototypes of its Model 61, to be designated XHSL-1.

The first XHSL-1 flew on 4 March, 1953, but development of the HSL-1 was to be long and difficult. The helicopter suffered many teething troubles, the worst being vibration. After these had been fixed, carrier tests were made aboard the escort carrier USS Kula Gulf (CVE-108) in March 1955.

Although the HSL-1 performed well in the air, its large size, even with rotor blades folded, was not compatible with the carrier's elevator. Even worse, was its very high level of noise while in stationary flight thus limiting the sonar operator's capability of identifying contacts. Due to these shortcomings, the first production contract, calling for seventy-eight HSL-1s (including eighteen machines destined for Britain's Fleet Air Arm), was cut back to fifty in July 1955. A follow-on contract for sixteen more was cancelled. The Navy ordered the Sikorsky HSS-1 "Sea Bat" instead.

Nevertheless the HSL-1 program was not a complete failure because the Bell helicopter demonstrated interesting capabilities in the mine-sweeping role. Six HSL-1s were modified to do this and were operated by the Navy Mine Defense Laboratory in Panama City (Florida), until the end of 1960. The remaining aircraft were used for training or as spares.

Our randomly selected winner of "Name the Plane" contest is Mr. John E. McKillop of Edison, New Jersey and he will received an aviation related selection from the Museum’s store. Congratulations!

This time I ask that you identify the airplane depicted below including the manufacturer, mission, design and series (if applicable): i.e., Boeing B-17G. Please send your entry either by letter, e-mail, FAX or post card to any of my addresses listed on page 2. I will designate each correct answer with a number ID from which one winner will be selected. Please send you entry as soon as possible and please include a return address. The winner will receive an aviation related selection from the Museum’s gift shop. Good luck and thank you for your participation.

(Museum staff and volunteers are not eligible)
Royal Air Force Station Burtonwood, “The Gateway to Europe”... was located between Manchester and Liverpool and two miles northwest of Warrington, Cheshire. When it was in active service it was the largest American military base in Western Europe, possibly one of the largest military bases in use during World War II.

The base opened in 1939. During World War II, it acted as a servicing centre for the American Eighth Air Force, the Ninth Air Force, the Twelfth Air Force and the Fifteenth Air Force. The roar of the engines in the test beds could be heard from miles around. By the end of the war there were 18,000 servicemen stationed there.

According to some sources, Burtonwood was placed strategically so that it was out of the range of Luftwaffe bombers; however, this fact is quite untrue as there were several raids on the facility.

Following the war, the base returned to RAF control for two years as a maintenance depot and then reverted back to USAF control in 1948 having undertaken all the major servicing for the C-54 Skymaster involved in the Berlin Airlift. Major redevelopment took place with the construction of the Header House (the largest warehouse in Europe at three million square feet), extending the main runway to over 9,000 feet and the construction of a new control tower and passenger terminal.

After eleven years of maximum use the base started its decline in 1959 and was closed by the USAF in 1965 reverting back to the Royal Air Force. However, the U.S. Army moved back there in 1967 with the exit of France from NATO. Burtonwood was then developed into a storage and forward supply depot. The idea was that in the event of an emergency, US troops in the USA that were earmarked for NATO service in Europe would fly over and pick up their kit from Burtonwood before going on to the battle front. It was never tested for this eventuality, although the base provided service functions for the 1991 Gulf War. It finally closed in August 1993 with the U.S. Army occupying only a fraction of the original site.

The runway now forms part of the M62 Motorway, the major thoroughfare between Manchester and Liverpool. From recent satellite images, it appears little remains of Burtonwood except for the remnants of the Header House, lesser discernable base roads and five hangars north of the M62 Motorway. The passenger terminal was demolished in 1987 followed by the tower in 1988. Preservationists are attempting to save the hangars as memorials to the American serviceman who served there. At present, the site is being demolished to make way for a new commercial development and the building of a new village called Chapelford. Once complete, there will be 2,000 homes, plus shops, a primary school, park, and room for a train station.

It was suggested that Burtonwood would have provided a better site for a regional airport than either of the current sites occupied by Liverpool’s John Lennon Airport or Manchester’s International Airport. However, subsidence caused by coal mining, plus civic pride, prevented taking action on the proposal.

References: RAF Burtonwood History; Control Towers.co.uk

Burtonwood, was a popular stop for the MATS crews during the mid 1950s and early 60s; and, Warrington with its Red Lion Pub served as a respite following the long over water legs from Newfoundland and the Azores.
Building 1301, Dover Air Force Base (Part One)

Building 1301 is the home of the Air Mobility Command Museum. From 1944 to 1946 it housed the headquarters and engineering facility for the 4146th Army Air Force Base Unit. It was that unit that developed the first successful combat proven air-launched rocket systems used by the United States Armed Forces.

History does not record the individual who first conceived of the idea of using an aircraft as a rocket launcher; however, experiments were being conducted in the United States during the early part of World War II with that concept in mind. Initial American efforts at developing air-launched rockets and missiles were located at a number of civilian and military installations across the country. The principal testing facility was the Aberdeen Proving Ground in Maryland with some of the coordination for the development being done at Wright Field in Ohio.

The first efforts to place rockets on aircraft were tried by the Army Ordnance Department. They used an experimental 4.5‖ rocket that was attached onto the wing of a P-40 aircraft at Wright Field. This aircraft was flown to Aberdeen for test firing. The blast encountered, upon the launch of the rocket, was greater than anticipated and modifications to the rocket and the launcher were required. The first successful ground firing of these rockets, from an airplane mount, was on July 6, 1942 and aerial firing test were conducted in the fall of 1942.

Testing of these rockets and launchers continued at Aberdeen during 1943. The original steel tube launchers were replaced with plastic tubes in the spring of that year. Other improvements were made before quantity production was begun in May. Early production models were not always reliable. One of the main problems was the premature separation of the rocket’s warhead from its body. These problems remained with the rockets for some time after they were issued to combat units.

The preliminary results of the testing and development program demonstrated that the air-launched rocket could be an effective weapon against ground targets, especially those that were difficult for conventional bombers to reach. The ability of the rocket equipped fighter to move low over a target and release a rocket more directly at the target meant that a fighter aircraft could be a more versatile weapon during the earlier period of the war.

A series of meetings were held during the late fall of 1943 on the necessity to advance the Air Force’s involvement in rocket development. By early 1944, the Army Air Force was ready to create a special unit for the continued development of air-launched rockets. The Ordnance Department asked the Army Air Force’s Commanding General to create the unit at Dover Army Air Field. On April 1, 1944, the Army Air Force ordered the establishment of an accelerated rocket development program with the creation of a base unit and experimental rocket station at Dover. The unit was formerly activated on April 24, 1944 as the 732nd Army Air Force Base Unit under the jurisdiction of the Army Material Command. The unit designation was changed to the 4146th on August 31, 1944. The unit was to develop, fabricate, install and test all likely means of launching rocket propelled projectiles from aircraft.

Among the items that the 4146th was to study was the 4.5‖ launcher already in production. In addition, they were to study the possibility of manufacturing launchers for rockets up to 16‖ in diameter. The unit was also directed to develop launchers for bombers, multiple launching tubes and tubes having a flexible installation for firing both forward and rearward. The unit would also examine and test foreign rocket devices including those developed by the British, Russian, German and Japanese Air Forces. Additional missions included testing vertical bombs and German rocket propelled bombs.

(To be continued in the next issue.)
Scenes From: Around the Museum

Photos by: Ev Sahrbeck

LEFT: Museum Curator, Jim Leech (l) looks on as Director Mike Leister (r) provides the orientation to Col. Mike Bartley of the Installation Excellence Inspection team and Col. Dennis Daley, Dover AFB’s Maintenance Group Commander. BELOW: Mike Leister and Jim Leech with Foundation Board members (l to r) Don Sloan, Paul Gillis, Rich Harper, Phil White and Bob Berglund, all sporting their Sunday best for the Installation Excellence Inspection team.
ABOVE: First term airmen meeting with Volunteer Coordinator Jan Caldwell to learn about becoming volunteers at the Museum.

LEFT: First term airmen get a bit of aviation history from volunteer Al Yerger.
ABOVE: The C-121 restoration team takes time out for a photo-op in the shadow of the airplane they have come to love and treasure. Pictured (l to r) are Ed Barnes, Gary Burris, Marty Mantel, Jimmy Nolan, Sandy Sandstrom, Les Stiller and Larry Phillips. LEFT: C-121 restoration crew member Hank Baker (on stairs) prepares to take his place among the rest of the crew for a good days work. BELOW: The accession of the “air stairs” sure has made it much easier entering and exiting the C-124.
ABOVE LEFT: The C-130 sports a new tail flash compliments of (l to r) Andrew Haupt, Scotty Atkins and Mike Wright all from Pope AFB, North Carolina. Thanks guys for staying the course through a cold and windy winter. RIGHT: Looking aft from the cockpit ladder, the new C-124 flooring sports its luster. The upper deck can be seen in its stored position. BELOW: Worldwide Aircraft Recovery crew members (l to r) Marty Batura and Bill Lemieux paid a visit inspecting the progress made on several of the aircraft they were instrumental in disassembling and delivering to the Museum.
For an updated Pave a Path to History brick form, please visit:

http://amcmuseum.org/support
Become a Member—Support the AMC Museum

For an updated membership form, please visit:

http://amcmuseum.org/support
This illustration shows the AMC Museum’s McDonnell-Douglas C-9A Nightingale, 67-22584, as it appeared when it flew the first operational C-9 medevac mission on 2 October 1968 while assigned to the 375th Aeromedical Airlift Wing at Scott AFB, Illinois. #22584 was the second C-9A built, but the first to enter service. It had a standard 1960s transport color scheme of Insignia White over Aircraft Gray, separated by an Insignia Blue cheat line above cabin window level. A large red cross on the vertical tail denoted its medevac status in accordance with international standards.