The AMC Museum’s T-33A welcomes visitors as they approach Hangar 1301. The T-33 was stationed at Dover with the 46th, 148th and the 95th Fighter Interceptor Squadrons and Base Flight from 1951-1966. The T-33 is one of the world’s best known aircraft, having served with air forces of more than twenty different countries for more than forty years. Photo: Editor

Due to the drop off in participation, I’ve decided to roll ”Name the Plane” into the hangar. On occasion, I will feature a U.S. military aircraft that is in some way connected with airlift/aerial refueling or toss in an odd one now and then. To my regular entrants, thanks for your support and I hope your ”thrill of the hunt” will continue in increasing your knowledge of those “unusual airplanes”. You can still be a part of the Hangar Digest as I am always on the lookout for first person articles that reflect the history of airlift and aerial refueling.

Plan on attending Dover’s Open House and Air Show “Low, Loud and Fast” on June 20th and 21st featuring the USAF Thunderbirds. Entry will be through the Museum’s Route 9 gate. For updates and more information, check Dover AFB’s website at http://public.dover.af.mil or www.amcmuseum.org.

On behalf of the Foundation, I would like to welcome Jim Stewart, our new store manager. Jim replaces Jon Rehm. A special thanks to Jon for his dedicated service and a job well done!

And finally, Chester “Smitty” Smith, a valued member of our Museum family since 2000, lost his battle with cancer. Smitty, recognized as our first Volunteer of the Quarter, was truly an inspiration to all of us. He will be missed.

Until next time,

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.

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**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:**
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 and a variety of books for your leisure reading.
Contact store manager Jim Stewart by phone at (302) 677-5992 or by FAX at (302) 677-5949 and email: jim.stewart@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

It is still surprising to me how far the internet casts its shadow around the world. We recently received a request for some very arcane information from a very well respected aviation researcher from the Netherlands. He hit our web site while looking for some specialized info concerning B-17 designations. I think we were able to help him and in turn he helped us by pointing out an addition we could make to our B-17 page.

We get queries about when aircraft were stationed at Dover and sometimes we get photographs that are both special and informative. Hal Sellars our resident “Graphics Guru” was making a sign for the new A-26 exhibit last week and he wanted to know if the A-26s stationed at Dover had the top and bottom turret installed. I told him I did not know but I suspected they would have been removed since the A-26s were used here in the rocket testing program. I started digging through Harry Heist’s photo archives (Harry was on leave at the time). Harry and John Taylor have moved a good percentage of our photo collection onto a shared drive so all the museum staff can access them from their desks. That prevents misfiling the original photographs and allows us to quickly answer a photo request or to do research. I did not find what I needed in the expected file but in the general World War II Dover Army Air Force file I found an excellent photograph of a sad looking A-26 at Dover that had landed with the gear up in the grass. We don’t know what caused the gear malfunction but now we do have proof that at least one of the Dover A-26s had turrets on it and if you look closely you can also see the rockets under the left wing. While we were at it, we noted that there appears to be some sort of basic sighting device on the nose of the aircraft. I don’t remember seeing that on any line aircraft so that could have been a test item as well. Heaven help us, as soon as our A-26 restoration crew sees this, I know what they will be clamoring to do!!!

We had a staff brainstorming session in early January and one idea popped up so quickly and seemed so right that within a day Jim Leech, Debbie Sellars, Rick Veller, Paul George and a few other “Regular Suspects” were knee deep in converting the old timeline on the mezzanine into a new exhibit area. If you missed it, we built a new timeline on the main floor that brings us up to date and also gives us room to add another 10+ years onto our history. The old timeline was maxed out. Now we have the basic layout available for three new exhibits. The challenge is to find the time to do the research, select the artifacts and create the graphics that are required even for a medium size exhibit. Some of the ideas awaiting their day are: Women in the Air Force, Navigators, Loadmasters, and Bird Hazard Programs (we were working this one before recent events caught the world’s attention).

While Kevin Wysopal was diligently working on the major project of fabricating parts to complete our new B-17 replica top turret, I concentrated on a much smaller task. Each B-17G had an unusual radio component called a trailing wire antenna. It is pretty much what it sounds like, a copper plated wire several hundred feet long that reeled out of the bottom of the aircraft with an eggplant shaped weight attached to the end of it. We did not have any of the original external parts so I fabricated them using photographs of the original installation. It took several tries to get all the parts to the right scale but it is finished and installed. As I’m leaving for a few weeks vacation Kevin has the last turret parts ready to install. By the time I get back "Sleepy Time Gal " will be mission ready. >>>>NEWS FLASH--we just acquired a gunsight and mount for the B-17 tail gunner’s position, so Kevin will not be unemployed.

Mike
Cruisin’ with the Curator

For some time now we’ve been awaiting the final word from AMC on the approval for our acquisition of the U-3A “Blue Canoe”. It was last used by the Dover AFB Aero Club. That word finally came in February that the plane now belongs to the Museum. After a paint job and some minor restoration, the plane will be on permanent display with the rest of our fleet.

We’ll just drive slowly past restoration and look in on our volunteers busy at work. Flight control sheet metal work is still on-going on the A-26. As long as its restoration progress continues, we’re planning for a late April or early May rollout.

Kevin Wysopal and friends finished the installation of the top turret on the B-17. Good things take time folks; so, stop by and take time to see his efforts. Well done Kev!

The construction of our “History of Airlift” exhibit has moved along slowly. We hit a few bumps here and there but everything is working out okay and the basic construction is finished. Now we begin the task of “dressing” the exhibit and making it come to life. And while we’re talking exhibits, Rick Veller, our resident “he can do it” guy, has reworked the old timeline exhibit that was up on the mezzanine. As previously reported, the timeline was re-done in an updated version and moved down on the floor behind the B-17. Several heads got together and after some manipulating, presented Rick with yet another fine mess to make into functioning exhibit space. Good work Rick!

That’s all I’m going to say this time. Saved some gas along the way but still got the job done. Come on out and visit some time. Heck, we may even put you to work!

Keep it between the lines.

Until next time America,

Jim

Meet Museum Volunteer Paul George

Paul joined the Museum as a tour guide in October 2006. In addition to giving tours, he also enjoys the comradery with the staff as well as all of the volunteers. Usually the first volunteer on the scene each morning, you’ll find Paul opening the aircraft, cleaning the exhibit display cases, emptying the trash and anything else that requires his attention.

Following college, he fulfilled his military obligation serving three years in the Army. His tour was spent in the infantry at Fort Dix, New Jersey and at Fort Drum, New York in charge of communications in a 105mm self-propelled unit.

Following his military service, he was employed with RCA’s Semiconductor Division as a purchasing agent. That was followed by 25 years as a sales engineer selling microscopes to industrial, pharmaceutical and medical accounts. He then opened his own microscope service company, servicing most of the microscopes he sold.

Paul is a licensed amateur radio operator with the FCC station call letters of W3LC. When not volunteering he enjoys flying his radio controlled airplane models and fishing the local ponds for that “Big One”.

Paul has been married for 46 years to his wife Ginger. They have three children and six grandchildren. He was the recipient of the Volunteer of the Quarter Award in March 2008.
The Boeing KC-97, Hero of the Cold War by: Ivan L. McKinney

At the onset of the Cold War the United States had “The Bomb”; however, the means of delivering it onto our adversaries required many forward operating bases through which our bombers could transit. Otherwise, the bombers would have to be stationed at those forward operating bases along with the bombs. There was only one exception, the huge Convair B-36 had the range to deliver the bomb but the aircraft was not yet combat ready.

Around 1953, when the Boeing B-47 began to be hurriedly produced, it had the capability of striking targets that the National War Plan required. But, in order to accomplish this task, it required an air refueling capability in the forward areas. The only alternative was to station the B-47s much closer to our adversary’s targets, but there weren’t enough friendly bases available in order to handle all the B-47s that our war planners believed were necessary. Thus, air refueling became the major requirement for our Mutual Assured Destruction (MAD) war plan.

In 1952, I was a Staff Sergeant Ground Controlled Approach (GCA) Operator stationed at Ernest Harmon AFB, Newfoundland. I had given radar approach directions to many Military Air Transport Service (MATS) aircraft, such as the Boeing C-97 as well as to many bombers and other airlifters using Ernest Harmon as a transit base between the United States and Europe.

The C-97 was a big airplane and in order to make a safe radar approach to the runway, in turbulent snowy Newfoundland, it had to descend at about 950 feet per minute on final (Harmon’s glide path was 4 ½ degrees due to the surrounding terrain instead of the standard 3 degrees almost everywhere else). GCA operators and pilots of the larger airplanes, such as the C-97, had an ongoing “love affair” at Harmon because, without GCA, many approaches and landings would have been impossible at this northern base. At the time, I had no idea that in just a few years I would become an officer via Officer Candidate School (OCS) and then later, a major part of my Air Force career would be spent flying the KC-97 Stratotanker aerial tanker as a navigator and supporting them as a staff officer in various functions.

At one time, with an inventory of 1,300 B-47s and 1,200 KC-97s, the Strategic Air Command (SAC) had B-47 wings virtually all over the United States. Each wing usually consisted of three B-47 squadrons and one KC-97 squadron. Around 1957, both tankers and bombers began around-the-clock alerts. Bombers usually ‘pulled’ alert at home base, but SAC also kept a number of B-47s in the United Kingdom, Spain and North Africa. Tankers also pulled some alert at home base but since the B-47 was a relatively short-range aircraft, SAC positioned the KC-97s on alert at northern operating bases: Ernest Harmon AFB, Sondrestrom and Thule Air Bases in Greenland, Cold Lake, Frobisher, Churchill, Namao and Goose Bay in Canada. All were used as KC-97 Task Force bases. It sure was fun to answer a practice alert klaxon at these northern bases, climb into a frigidly cold airplane, start the engines and do everything possible to get the oil temperature and cylinder head temperatures up and taxi down the runway on a simulated Emergency War Order (EWO) takeoff. This all had to be accomplished within 15 minutes or less, 24 hours a day, 365 days a year. During the cold winters, the crew chiefs and maintenance technicians kept heat on the engines by installing a big red sock around each engine nacelle with a gasoline-powered heater providing warm air to the engine through a large flexible tube. Of course, almost constant monitoring was required concerning this hazardous heating system; a heating system that was absolutely necessary to get the engines started quickly for the EWO missions.

Thankfully, we never had to make an EWO launch. If we had, many of our tanker crews would have had to bail out over the endless nothingness of northern Canada as many of the B-47 receivers needed all the fuel they could get. All the receiver had to do to get the maximum fuel from the tanker, was to say, “I have to go.” With that statement, the tanker crew was obligated to offload all the fuel it had except just enough to clear the refueling track and then bail out. While on alert, quite a few of us carried extra survival items in our flight-suit pockets, such as fish hooks, lines, sinkers, fire-starting items, etc. This was especially common during SAC’s 100%
The Boeing KC-97, Hero of the Cold War (Cont.)

generation during the Cuban Missile Crisis, a time of extreme tension.

A KC-97 crewmember’s life in those days (1954-1966) was spent in practice missions, accomplishing ground training and pulling alert. We spent a great deal of our time on temporary duty (TDY) at our northern alert bases, where we’d pull alert for seven days at a time. SAC didn’t want its B-47s stopping anywhere for refueling as they flew to and from Europe and North Africa for their forward alert. KC-97s were always stationed TDY at Lajes Field in the Azores, their mission was to bounce up and refuel the B-47s as they passed by. In many ways, that was good duty for the tanker crews as a lot of the refueling missions were flown in the early mornings. You’d get up early, do your refueling sortie and be through before 9 AM. Then you’d lie around the officer’s club pool, your workday finished. These refueling sorties from Lajes had high risk as we flew all of them at 175,000 lbs stub weight (maximum weight IAW SAC regulations, ready to fly a refueling mission), about 10 tons more weight than Boeing designed the airplane to carry. Most of the airplanes weighed 90-93,000 lbs. (dry), so you were really flying a “gas tank.” If you lost an engine on takeoff, there was approximately a minute and a half where you were probably not going to make it. The KC-97G had under-wing tanks which could be jettisoned in such an emergency, but the earlier models had no drop-tanks and the only salvation you had was in lowering the boom and pumping gas off of the airplane as rapidly as you could, saying a prayer all the while.

Refueling altitudes for the KC-97 were usually 12,000--14,000 feet when the tanker was heavy and 12,000--18,000 feet when somewhat lighter. The B-47 flew at 30,000--40,000 feet, so it had to descend some 20-30,000 feet, slow down to just above stall speed, onload its fuel, then climb back up to complete its mission. As you can see, a lot of the B-47’s fuel was used up in just receiving its air refueling from the KC-97. There was no alternative until the KC-135 jet tanker arrived. It flew at the same altitudes and airspeeds that the bombers (B-47, B-52 and B-58s) used; so, their mission was a lot easier on both the bomber and the tanker crews.

I navigated KC-97s around the skies of the Northern Hemisphere for some seven to eight years and some 2,000 hours until SAC replaced them with KC-135s. Then, for the rest of my 27-year Air Force career, I flew KC-135s. I had the pleasure of flying the last C-97 in the Air Force inventory at Goose Bay, Labrador. We used the airplane, a converted KC-97, as a base support aircraft. As Goose Bay itself was winding down as an active Air Force installation, we delivered the C-97 to the “boneyard” at Davis-Monthan AFB, Arizona. We figured it’d be chopped up and melted down. But no, when we taxied up at D.M., there were some senior Israeli Air Force officers waiting. They bounded up the forward stairs with their USAF escorts and asked two questions: “Do you have a complete set of maintenance and operations tech orders on board?” And, “do you have two sextants aboard?” We answered in the affirmative and they signed for the airplane, to fly it back east to Israel! One of their escort USAF Officers said that ours was a “low time” C-97 and that Israel was very interested in obtaining it. Sometimes, I wonder if it is still flying over there somewhere in the Middle East.

Today, aerial refueling is a primary consideration and an absolute requirement for the success of any Air Force mission. And without it, during those early terse days of conflict during the Cold War, I dare say that there would have been a much higher probability that the USSR might have made a too aggressive mistake. I like to think that the Boeing KC-97 kept the Cold War cold!

About the author:

Lt Col Ivan L. McKinney, USAF (Ret) earned his navigator wings at Ellington AFB, Texas in 1958. Following his Air Force retirement in 1976, he was employed as a stock broker. He was the treasurer and president of the 8th Air Force Historical Society; a former National Board Member of the Air Force Association (AFA) and its educational subsidiary, the Aerospace Education Foundation. He was honored as AFA’s “Member of the Year” for 1998. He resides with his wife of 54 years in Bossier City, Louisiana.

We Were There, Once: Orly Air Base, France

Orly Air Base was located at Aeroport de Paris-Orly, nine miles south of Paris. The primary use of Orly Air Base was to meet the needs of NATO political and military leaders going to-and-from the Paris area, with secondary functions as a personnel processing center for inbound and outbound personnel assigned to France and as a limited operational transport base.

Origins
Orly Airport was opened in 1932 as a secondary civil airport to Le Bourget. During World War II, Orly was used by the occupying German Luftwaffe and was repeatedly bombed by the Royal Air Force and the United States Army Air Force (USAAF).

After the Battle of Normandy, Orly was repaired by the USAAF’s Ninth Air Force and used as a tactical airfield. The 50th Fighter Group flew P-47 Thunderbolts for a short time, then liaison squadrons used the airfield until October 1945. The USAAF’s 1408th Army Air Force Base Unit was the primary operator at Orly until March 1947, when control was returned to the French Government.

USAF/NATO Use
Orly was reactivated as a commercial airport on 1 January 1948 and the United States Air Force’s 1630th Air Base Squadron (ABS) leased a small portion on the east side of the airport.

Post World War II international diplomatic and military travel was changing from ship and rail to aircraft transportation requiring a special air terminal in the Paris area for NATO meetings. The first NATO tenant at Aeroport de Paris-Orly was the USAF’s Military Air Transport Service, arriving in June 1950. Agreement was reached on 10 November 1950 on a new lease that also allowed aircraft parking.

On 1 April 1951, the 1630th ABS was expanded to support the air transport needs of Supreme Headquarters Allied Powers Europe (SHAPE). Another important mission developing at Orly Air Base was providing aircraft and facilities to maintain the flying proficiency of USAF pilots assigned to the Paris region. On 10 October 1951, the 1630th ABS was upgraded to the 1606th Air Base Group (ABG).

On 1 July 1952, Headquarters United States Air Forces in Europe (USAFE) assumed command of Orly Air Base as the majority of its work was in support of USAFE missions. A small detachment of MATS remained as a tenant unit to manage passenger traffic and the 1606th ABG was redesignated the 7415th Air Base Group. The 1950 lease was expanded to provide additional property for a headquarters building, officers club, NCO club, airmen’s service club, personnel office, a new passenger terminal, billeting for 450 troops, a 500-man mess hall, motor vehicle shop, aircraft parking apron for fifteen assigned aircraft and an expanded dispensary with twenty-five hospital beds. Additional construction during 1954/55 completed the largest USAF air terminal in France with a new Air Force Exchange Service (AFEX) snack bar, a large service club, group headquarters building, fire station, Air Police center, officers open mess, BOQ, VIP billets, and a vehicle repair shop. Most buildings were single story of concrete masonry construction, however a few portable prefab buildings were erected to save construction time and funds.

Clearances for diplomatic flights were processed through Chateauroux-Deols prior to 1 July 1957. After that date, Orly AB was designated as a foreign clearance base, thereby reducing the request time for diplomatic clearances into the Middle East and Africa.

The primary mission of the 7415th ABG was meeting and greeting VIPs visiting the Paris region. VIPs were later defined as distinguished visitors (DV). DVs included President Eisenhower, the Secretaries of State and Defense, and an army of curious visitors attending international and NATO meetings in Paris. From 1955 through 1959 approximately 800 DVs per month passed through Orly AB. Some summer months over 200 Congressmen would visit Paris. The (Continued on the following page)
We Were There, Once: Orly Air Base, France (Cont.)

7415th protocol officers would have to provide aircraft parking, transportation and drivers, luncheons, photographers, press rooms, secure telephone communications, and security police. There were never any reports of any Congressman requesting a driver and staff car to visit a main USAF air base in France. At four summit meetings, arrangements were made with Orly Airport management to close an active runway and use it for DV aircraft parking. A summit meeting in Europe could draw 1,000 to 1,500 DV guests. Space at Orly was becoming critical in the late 1950s.

Air Terminal

The air terminal at Orly replaced the troopship as the common carrier for USAF personnel heading to France. The 7113th Personnel Processing Squadron operated the Paris Air Passenger Center (PAPC) in Paris. PAPC processed 15,300 inbound and 21,100 outbound personnel during the last six months of 1957. Outbound Air Force troops were given a three hour time block to report to PAPC, then moved by bus to Orly AB for their flight back to the U.S. The average processing time for inbound troops assigned to France was three hours. This time was measured from aircraft off-loading at Orly to bus off-loading at a Paris train station for their trip to their new assignments.

By 1955 there were forty units attached to the 7415th ABG for administrative and logistical support around France. The 7415th operated fifteen C-47A Skytrains, one C-54G Skymaster, one C-121A Constellation and one C-131B Samaritan. The aircraft were used for VIP transportation within Europe (Special Air Support), and for proficiency flying. The 7415th Food Service section was always busy, preparing 4,600 in-flight meals per month for passengers on outbound military flights as well as operating the base mess hall for unit and transient personnel.

Several special airlift operations were conducted from Orly Air Base. In 1954, USAF C-124 Globemaster II transports assisted the French by airlifting 500 paratroop/commandos and their equipment to Indochina (Vietnam), landing at Da Nang’s Tourane Airfield. At that time, it was the longest troop airlift in history. The C-124s continued across the Pacific to their home base, making the airlift an around-the-world flight.

Another airlift, "Operation Wounded Warrior," made the longest medical evacuation flight when the first C-118 Liftmaster from Westover AFB, Massachusetts landed at Orly on 3 July 1954. The aircraft was returning forty-seven wounded French soldiers from Saigon. These veterans had fought in the Battle of Dien Bien Phu. After boarding the wounded in Saigon, the C-118 flew eastward to Japan, Hawaii, California, Massachusetts, across the Atlantic to the Azores, and on to Paris. A total of 500 seriously wounded men were returned by MATS aircraft. The French Army and government officials were deeply appreciative of the airlift effort supplied by the United States.

From 1953 through 1958, USAFE operated "Kinderlift" flights during the months of July and August. This program flew about 2,000 underprivileged German children each year from Berlin to West Germany for a month's vacation in German and American homes. In 1957, the 7415th ABG supplied aircraft and crews for 100 of these missions.

Phasedown/Closure

In November 1955, the 7415th ABG was informed by Aeroport d’ Orly officials that most of the USAF facilities would have to be abandoned by the end of 1957 to allow for a planned airport expansion. USAFE and the French Government could make no agreement for a replacement airfield near Paris. Évreux Air Base was considered as a replacement for the Orly operations but no decision occurred. Orly International Airport was reworked several times during the late 1950s and 1960s and the Orly Air Base operation continued until March 1967 when it was closed as part of the general American withdrawal from France as part of operation FRELOC (Movement of American Forces from France).

Today a few of the former USAF buildings are still in use for industrial purposes, however most of what was Orly Air Base has been absorbed into Orly Airport and is used as a cargo handling and civil aircraft maintenance facility.

Sources: Aeroport d’ Paris-Orly History, Jerome J. McAuliffe, National Archives.

French Troops boarding a 62nd Troop Carrier Wing, C-124 Globemaster II at Orly bound for Indochina, 3 May 1954.

The Air Mobility Command’s new mission statement: Provide global air mobility … right effects, right place, right time.
Have you visited the AMC Museum ONLINE yet? Our favorite graphics guy, Hal Sellars of Dunrovin Data Services, has been doing an amazing job at making www.amcmuseum.org into a world-class website. Besides being able to look at and learn about our airplanes and exhibits, you can see driving directions (including detour info for the Rt9/Rt113 construction), membership information and updates on upcoming events. And we’re just learning to walk – look for great things.

And speaking of great things, come and see the new top turret on the B-17. Our thanks to Dave Godek, military aviation artist (and retired AF) for making this happen. It was Dave’s donated painting, Man o’ War, that we raffled last year, raising the entire amount needed to purchase the turret. Kudos also to Kevin Wysopal for his usual excellent work installing it.

Get ready for an exciting year at the AMC Museum! For starters, Paul Gillis has been busy setting up some Texas Hold’em Tournaments, after a long absence, spaced throughout the summer and fall. Look for ads in local papers, and of course, the website!

One of our biggest events is the AMC Museum Annual Golf Tournament. The committee’s been hard at work preparing for the June 5th event. Mike Quarnaccio has graciously volunteered to chair, with help from Phil White, Sonny Kruhm, Rich Harper, Jack Carpenter, and some old heads -- Dick Bundy, Art Erickson and George Chabbott. For several years this Jonathan’s Landing Golf Course fund-raiser (Magnolia, DE) has helped us support the restoration and maintenance of the many aircraft and exhibits on display, and just as important, it has provided educational opportunities to visiting students to learn about aviation. Registration/lunch is 11:00 to noon. The format for this outing is 4-person scramble beginning with a shotgun start at noon. The entry fee is $85 per golfer; military rates are $75 for Active, Guard, and Reserve Officers, $50 for Enlisted. The fee includes your golf, cart, lunch, beverages, dinner AND prizes for holes-in-one (car) and lots of other prizes to be awarded at the dinner. We’re also looking for Sponsorships for Tees and Greens – cost is $100, and we’ll put up a sign citing your participation. If you’d like to donate anything for prizes or for the silent auction, or know any one or a business that might like to, please contact Mike Quarnaccio, at 302-399-4159. Our hope is that everyone participating will leave with a prize in hand. No item is too big or too small, and all donors will be recognized at the tournament. And as usual, The AMC Museum Foundation is recognized by the IRS as a 501 (c) (3) organization, so your gift will be tax deductible. You can find a registration form at www.amcmuseum.org.

The Dover AFB Airshow is 20-21 June. Watch www.amcmuseum.org -- we’ll keep you up-to-date as we get the info.

Finally, we’re planning to hold our annual Member Mixer in September, date yet to be determined. Over the years, attendance has progressively increased, and of course, it’s a freebie if you are a member at the Squadron Commander level or above -- $10 for the rest. We’ll have HEAVY hors devours, special tours, sim flights and LOTS of door prizes. We purposely do NOT have much “program” – emphasis is on the “mixing”. Again, look for more details on www.amcmuseum.org.

We have several committees that are tackling different issues, like Museum advertising, our Aviation Art Series program, Grant writing, membership issues and our mixer. Typically, they’re made up of board members, but – and this is my point – they DON’T HAVE TO BE board members. If you’d like to volunteer your services, we’ll be happy to let you help. We’re trying to tap the immense diversity of our membership. Staying with that theme, we’d also like to hear your suggestions, critiques, recommendations, and ideas. Contact us at amcmuseum.foundation@comcast.net.

The AMC Museum is a class act because of the skills and dedication of our staff, our employees, our volunteers and you – our members. How can we keep it that way? Glad you asked -- more members! Our membership has remained steady for the last few years. There’s a certain strength in numbers, and it’s not just the obvious money thing. Personally, if I believe in the mission and scope of an organization, I want to belong to it. And I also want to share it with my friends, with the expectation that they will help me to make it an even better organization. While this museum is certainly a standout in the world of aviation museums, we still have lots of room to grow – lots of ambition. And we need your help with that. Although we’re limited in the number of staff, we are NOT limited in the number of volunteers or members we can have. Let me make a personal invitation to you – if you’re reading this Hangar Digest, and you are NOT a member, please consider joining. And if you ARE a member, you know that every issue has a Friends of the Museum application – consider making a copy of it for one of your friends. Together we can take The AMC Museum to even greater heights!
Scenes From: Around & About the Museum

RIGHT: Pictured in the Museum’s Learning Center is volunteer instructor Dave Doyle with a group of boy scouts. Dave offers a three to four hour session on the fundamentals of flight that assists the scouts in completing their requirements for the Aviation Merit Badge. For more information on the Aviation Merit Badge program, call (302) 677-5942. Photo: Editor

LEFT: 30 years is a long time in anyone’s book. How about 30 years as a museum volunteer! Volunteer docent Harry Shirey has been with the AMC Museum since its infancy and 10 years before that as a volunteer during the restoration of “Shoo Shoo Shoo Baby” (an 8th Air Force Boeing B-17G) by the 512th Reserve Wing here at Dover. When “Baby” left Dover in 1988, flown to the Air Force Museum at Wright-Patterson AFB, Ohio, Harry segued to the newly established Dover AFB Museum (now the AMC Museum). Harry (2nd from left) is shown holding his 30 year award and is pictured with (l to r) John Taylor, Operations Manager; Jan Caldwell, Volunteer Coordinator and Mike Leister, Director. Stop by the Museum on any Saturday and Harry will tell you of his experiences as a WWII B-17 tail gunner and German POW. Jim Reed, not shown, was also recognized as a 30 year volunteer. Photo: Editor

LEFT: Museum Volunteer of the Quarter, Lt. Col. (Ret) Don Rynes (2nd from left) is shown with (l to r) John Taylor, Operations Manager; Everett “Sonny” Kruhm, Museum Foundation Board Member and Jim Leech, Curator. Don has been a volunteer with the Museum since 2005 and is the C-124 Restoration Chief. For thirteen years, prior to joining the Museum, Don was a volunteer with Habit for Humanity. Photo: Editor
A bit of a mess now; however, a great improvement is on the way. DELDOT is replacing the crossover from South Route 1/113 with an overpass that will join Route 9. During the construction, the Museum is easily accessible, just be on the lookout for signs that will direct you to our main entrance. As you may not want to meet one of Delaware’s finest, please observe the posted speed limits in the construction zone.

Aerial Photo: Don Sloan

A scene from a previous Dover AFB air show. This year’s event will again be centered around the Museum. Scheduled to appear are the USAF Thunderbirds, Air Combat Command Demonstration Team, Aero Shell, USAF Academy “Wings of Blue” and other exciting aerial performers. Look for signs directing you to the parking area and to the pedestrian entry point.

Photo: Editor

February the 21st marked the 10th Annual Ruck March sponsored by Dover’s 436th Security Forces Squadron. Starting and finishing at the Museum, four-person teams competed in the 10-kilometer march with each team member carrying a 30-pound rucksack. The March is held annually to honor the veterans of the Korean War who fought in the Battle of the Chosin Reservoir. The soldiers fought with little or no food carrying heavy rucksacks on their backs while being outnumbered six to one. The battle resulted in 15,000 American casualties. This year’s winning team was from Pope AFB, North Carolina finishing in 55 minutes and 29 seconds.

Photo: Roland Balik, 436 AW/PA
**LEFT:** Kevin Wysopal, B-17 “Sleepy Time Gal” Restoration Chief, is shown putting the finishing touches on the installation of the long awaited top turret. Thanks to the generosity of aviation artist Dave Godek we were able to raise the necessary funds for the turret by raffling off his donated B-17 painting “Man O’ War”. Photo: Mike Leister

**RIGHT:** All is not fun and games when it comes to accomplishing certain restoration jobs—mounting the wheel on the axle of the A-26’s right main gear is just one of them. Shown are restoration volunteers (l to r) Gary Burris, Larry Phillips, Les Potter, Mike Phillips, Marty Martel (back to camera) and Rich Dorre. Photo: Editor

**LEFT:** No less important than hanging engines or placing wheels on their axles is the sheet metal work needed on the aircraft surfaces. Pictured are restoration volunteers Jim Campbell (l) and Gene Williams (r) re-skinning the C-119’s elevator. Photo: Editor
“Name the Plane”

The airplane that I asked you to identify in the January issue of the Hangar Digest is the Helio H-500 Twin Courier.

The Helio didn’t begin in the prairies of Kansas like so many general aviation airplanes. The Helio was the vision of Dr. Otto Koppen, Professor of Aeronautical Engineering at the Massachusetts Institute of Technology and Dr. Lynn Bollinger, Professor of Business Administration of the Harvard Business School. Drs. Koppen and Bollinger set out to design an aircraft that could land and takeoff on a short landing strip, provide safety features not found in other general aviation aircraft and be quiet enough to operate on airstrips adjacent to residential areas.

The company developed many aircraft over the years including eight variants of the Helio Courier and the Helio Stallion. Some of the company’s aircraft were FAA certified and some were not. One that was certified in 1960, was the Helio H-500 Twin Courier, a twin engine version of the Helio Courier. Only seven of these aircraft were built. In July 1966, six of the seven Twin Couriers were still on the FAA’s Civil Aircraft Register; all registered to companies that probably had some connection with the Central Intelligence Agency (the aircraft pictured N92860 was registered to Continental Air of Miami). By the end of 1967, all of them had appeared on the Civil Aircraft Register of India and were registered to the Government of India, probably operated by the Aviation Research Center at Charbatia Air Base in India. All had been removed from that register by 1979. One Twin Courier is known to have crashed in India in 1967 and probably most of the others were also destroyed.

Our randomly selected winner of “Name the Plane” contest is Gerry Wright of Dover, Delaware and he will received an aviation related selection from the Museum’s store. Congratulations!

Again, to all of the past participants of “Name the Plane”, thank you for your support!

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: Kenneth C. Eith, Aaron Fisher, William C. Hall, Lt Col. William F. Hardie, Robert Jenkins, Bill Judd, Ronald McElhenie, Mary McGinnis, Ben Nattrass, Larry Phillips and C. Joseph Styles.

An Artifact Fact by:
Deborah Sellars
Pictured is the KC-97 navigator’s stool. Located in the cockpit, it was used as a seat or as a stool to stand upon to reach the overhead periscope sextant for celestial observations. This stool is not unlike the one that KC-97 navigator Ivan McKinney would have used navigating the skies of the Northern Hemisphere.

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.
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 Boeing KC-97L *Stratofreighter* #53-230 as it appeared as a “G” model in 1958, while assigned to the 384th Air Refueling Squadron (SAC) at Westover AFB, Massachusetts. It would go on to serve with the 499th Air Refueling Wing (SAC) and finally with the Tennessee Air National Guard’s 134th Air Refueling Group located at McGhee Tyson Airport in Knoxville. It was acquired by the AMC Museum in October, 1999.

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

Dover’s Open House-June 20 & 21, 2009