What is the Air Mobility Command Museum?  
Located in Hangar 1301 on Dover Air Force Base, Kent County, Delaware, the AMC Museum is part of the National Museum of the United States Air Force’s field museum system.

Hangar 1301 was built in 1944 and used in World War II by the 4146th Base Unit as a secret rocket development site at what was known as the Dover Army Airfield. During the 1950s through 1970s, the area was home to various fighter squadrons serving the base. Following several years of inactivity, the facility was renovated to house the AMC Museum. The Museum consists of the former hangar, administrative offices, shop and heating plant, and now counts more than 30 planes as part of its inventory.

Hangar 1301 was placed on the National Register of Historic Places in 1994.

Although located on Dover AFB proper, entrance to the Museum may be made from Delaware Route 9, south of the base. Admission to and parking at the Museum is free and military identification is not required. The Air Mobility Command Museum is open from 9 a.m. to 4 p.m., Tuesday through Sunday. It is closed on Mondays, Thanksgiving and Christmas.

For more information, call 302-677-5939.

The Hangar Digest is printed and mailed by Associates International, Wilmington, Del.
From the Director

A Stratofortress? A Blackbird? A Falcon? No, thank you

Working at an aviation museum for the U.S. Air Force always is an exciting experience – sometimes for reasons that have nothing to do with history or artifacts.

At the same time our restoration teams are doing fine “old corps” aircraft woodworking that is not even taught to current-day maintainers, our paid staff is really struggling to comply with the latest “improvements” in our computer systems. Due to some of those improvements, and my own internal random access memory failure, this will be the third time I’ve written this column.

Recently a committed aircraft preservationist wanted to know why we did not have several aircraft in our collection that he felt were essential for any aviation museum, especially an Air Force museum! At the top of his list was the B-52; coincidentally he had worked on B-52s when he was in the Air Force. There were several other high visibility favorites on his list including an F-16. When I mentioned we previously had an F-16 but gave it back, he almost needed resuscitation. When I said we had been offered an SR-71 but had to turn it down because “they did not make a cargo version” I knew he never would forgive us.

But why not take any great aircraft and give everyone the opportunity to see an aviation icon? Because whatever we accept into the collection becomes our responsibility to preserve for perpetuity and we have limited funds and manpower. All three of those great aircraft are preserved in numerous museums across the land but we are the only museum whose first priority is airlift and air refueling. The National Museum of the USAF covers the whole gambit of airpower in an excellent manner. Our job is to cover a subject that most aviation museums pay little attention to, and we are happy to preserve this very important slice of our Air Force heritage.

It’s important to note that several museums recently have downsized their collections because they no longer could take care of their aircraft. We want to ensure that never happens here and one way of doing that has been to be very selective in what we accept. We still are looking for a C-46 to fill the last significant gap in our World War II airlift collection. There are very few around and the people who have them know they have a great value.

There has been a lot of talk in the press about retiring the KC-10 fleet. I don’t know if that actually will come to pass but rest assured we have one on our request list. Even if they put them in storage at Davis-Monthan Air Force Base, that does not mean we will get one. They could be put in long term reversible storage without offering any to the museum system. If that happens we would miss out because it costs too much to take one back out of storage. We would be number two on the list after the National Museum, so if any do get retired we would have a good shot if any are released.

Moving on, our World War II jeep restoration is moving along very well and Team Chief John Zistl is planning to have it completed this summer. We are expanding our coverage of the airborne mission at the suggestion and with the assistance of Bob Leicht, our resident Airborne veteran and jeep restoration volunteer. As part of that effort we just purchased a very rare parachute rack that fits under the center fuselage of the C-47. These racks allowed the plane to carry up to six parabundles or paracrates to resupply Airborne troops that were dropped during the same mission. Because we have the original jump manifest from D-Day for our plane we know it dropped four parabundles along with 19 paratroopers. At this time I don’t know of another C-47 that has the parabundle rack. It took us more than 20 years to find one. We will also be outfitting a mannequin as a paratrooper and putting him in the doorway of our C-47 to jump. Also we are on track to obtain the required parts so we can construct an airdrop pallet. Our intention is to rig it on our C-130 so visitors can see what is required to drop several tons of supplies safely and quickly.

If only my computer skills were nearly as efficient!

— Mike

Sign-up for AMC Museum’s summer camp

The Air Mobility Command Museum will hold its annual educational summer camp for children interested in aeronautics and the United States Air Force.

Participants will learn the history and science of flight, be able to fly a simulator, preflight an actual aircraft and have the option of a flight around the Dover Air Force Base flight pattern.

Classes are a half-day, from 8:30 to 11:30 a.m. for ages 9 to 11, and 12:30 to 3:30 a.m. for ages 12 to 15.

The flight with the Dover AFB Aero Club will take place on Thursday, with Friday set aside as a weather day.

Cost is $100 per week for the class, with an additional $25 for the optional flight.

Classes will be held the week of July 14, July 21 and August 11. Class sizes and seats on the Aero Club aircraft are limited and classes fill up quickly.

To register, visit amcmuseum.org/events/14summercamp.pdf.

About our centerfold ...

The magnificent photo on pages 7 and 8 of this issue was taken by Museum Director Mike Leister aboard an L-16 Grasshopper, flown by AMC Museum Foundation President Don Sloan. From left, the aircraft are:

First row: VC-9, C-131, C-54 C-133 UH-1, KC-135, C-5;
Second row: C-141A, F-106, F-101, C-7, C-124, KC-97;
Third row: C-141B, C-9, A-26, C-123; Fourth row: C-130, C-45, U-3, C-119, C-121.
John Taylor: AMC Museum’s true man for all seasons

For every successful leader, there’s someone else backing him up: Lewis and Clark, Holmes and Watson, even Kirk and Spock.

And, of course, Leister and Taylor.

OK, so AMC Museum Deputy Director Johnny Taylor may not be as much in the public eye as his boss, Director Mike Leister, but Leister readily admits it’s Taylor who keeps the Museum running smoothly, day in and day out.

“When I was told there was going to be a story about me, I asked Mike, ‘What do I do? What does a deputy director do?’” Taylor said.

“He told me, ‘Just tell them you do everything,’” Taylor said.

“I figured, well that’s going to be a very short interview,” he added.

But in reality, Taylor does do a little bit of everything, Leister said.

“John has a tremendous capability for making the various bureaucratic processes that are part of any large modern industry actually work for us,” he said.

“Whether it is figuring out a 10-page contract submission or ordering some obscure tool or widget, John makes it look easy.”

“Since we have downsized from five paid staff members to three John has more than stepped up to keep this place running smoothly,” Leister said.

A quick look at Taylor’s formal job description bears out the truth: he’s expected to be a manager, trainer, accountant, supervisor, computer guru, and public affairs specialist, the AMC Museum’s go-to guy for just about anything.

And Taylor wouldn’t have it any other way.

“I believe in letting people do their jobs,” Taylor said. “But I also believe in the hands-on part of it, too.

“If something needs to be done and there’s no one to do it, I’ll do it. If someone is working on something and they need help, I’ll help,” he said.

‘You need some direction’

Working at the AMC Museum was the last thing on Taylor’s mind when he graduated in 1974 as an electrician from vocational school in Baltimore.

He pounded the pavement, mostly unemployed, for almost a year before his father gave him a verbal kick in the backside.

“He actually said to me, ‘Young man, you need a job and you need some direction in your life,’” Taylor said. “Then he took me down to join the Air Force.”

“Like many sons and fathers, Taylor and his father didn’t see eye to eye on everything, and he wasn’t thrilled about his dad giving him a figurative shove toward the recruiting office.

Taylor grudgingly took the enlistment oath, but soon saw his father was right.

“I wasn’t happy about it at first, but it probably was the best thing I’ve done in my life,” he recalled.

“My dad was here for my Air Force retirement, here in the Museum, 23 years later,” Taylor said. “That day was the first time I ever saw him with tears in his eyes.”

Taylor was trained on B-52s as an aircraft mechanic, but after graduation from tech school never again touched a Stratofortress. Arriving at Dover Air Force Base in 1975, he was assigned to the former 436th Organizational Maintenance Squadron and later transferred to the Field Maintenance Squadron.

“Those were fun times,” Taylor recalled.

“I was a lot younger, a lot lighter and a lot more mobile. I used to climb up and down to the flight deck at least half a dozen times a shift while carrying a toolbox.”

“I wouldn’t even want to try that now,” he said.

Tied as he was to the C-5 airframe, he became a homesteader: by the time he retired in 1998, he’d been at Dover for more than two decades.

“You’d think that was rare, but it wasn’t,” Taylor said. “There were quite a few folks who were attached to the C-5, and other than some temporary duty here or there, stayed at Dover.”

Taylor had good reason to put down roots in Delaware. Although single when he
enlisted, he arrived at Dover a married man, having wed Patricia, his high school sweetheart right after tech school. The couple will celebrate their 39th anniversary this year.

Soon after settling in Dover, the couple bought a home and raised two daughters, Jennifer and Jessica. They now have a granddaughter, Juliana, who just turned three.

**New challenges**

After 23 years of working on airplanes, Taylor decided it was time to try something new. Retiring as a master sergeant in March 1998, he went to work as a civilian computer technician in Dover, then got an IT job on base.

But even when he was on active, duty, Taylor had a connection with the AMCM, volunteering to help out during the Museum’s earliest days.

“They used a lot of mechanics on some side jobs, and they had people out there doing a little bit of everything,” Taylor recalled.

Taylor’s best memories of that time come from his work on the Shoo Shoo Baby, a B-17G aircraft restored at Dover and eventually flown under its own power to the Museum of the Air Force at Wright-Patterson AFB, Ohio.

Still, while working on base, Taylor kept his eyes and ears open for other possibilities. Eventually he spotted a job listing for a computer administrator at the Museum.

“When I started out here, I told people I was going to a dream job,” Taylor said. “It turned into a very, very rewarding job. It has its stresses, like any other job, but the people I work with are great – and the airplanes don’t talk back!”

In the 13 years since Taylor joined the staff, he’s seen the Museum expand and with it, his own responsibilities.

“Oh, yeah, it’s evolved. Whew,” he said. “This job has evolved 10 times over, but I still take care of all the computers, both on the DoD side and on the civilian side.”

While the AMCM opens at 9 a.m., Taylor usually is at his desk by 6:30, checking email, and taking care of volumes of correspondence. He confers with Leister on what’s going on that particular day, and checks in with everyone from the store manager to the head of the Museum’s aircraft restoration team.

“John is a people person, he knows who to ask on base when we need assistance and he also knows which volunteers to ask when he needs something specific accomplished,” agreed Leister.

But Taylor has found his days never follow the schedule he planned in the morning.

“It changes every time someone knocks on my door, and I get two to three dozen knocks every day,” he said. “I’ll be in here doing something like working on the budget and the next thing I know I’m driving a forklift, unloading tires.”

But he relishes the work, Taylor said.

“The one thing you don’t do in this job is watch the clock,” he said.

“You start out in the morning and get working on all cylinders, and you look up and find it’s time to go home.

“I don’t think I’d have it any other way.”

Each day is different, and seems to draw not just on Taylor’s computer skills, but on those he picked up decades ago.

“When I was in vocational school, I primarily was an electrician,” he said. “But they trained us on things like carpentry and plumbing, and so a lot of what I learned back then comes in very, very handy right now.”

Many of Taylor’s electronics skills have come to the fore while at the AMCM. He’s worked up ongoing audiovisual displays on history of the Museum’s CG-4A Waco glider, the C-47 Skytrain, an air refueling video and an ongoing video about the C-5M, put together as part of the Museum’s airlift exhibit.

The videos each run off a single card reader and all require almost no maintenance. Taylor now is working on a project showing how explosive ordnance disposal personnel do their job.

“We like them because they give our customers a little more of a ‘Wow’ factor,” he said.

**No fame nor glory**

Of all the aspects of his job as deputy director, Taylor likes working with people, from those who visit the Museum daily to the volunteers whose efforts keep the doors open.

“I tell them every day that they’re the meat of our operation here. It’s that simple,” he said. “They’re the ship, and the rest of us just steer it.

“Our volunteers are what makes this Museum what it is.”

Taylor is reminded of an ongoing friendship with Ray Fir, a World War II pilot who first visited the Museum several years ago. It began when Fir, a feisty octogenarian, came up and asked if he could go inside Sleepy Time Gal, the Museum’s B-17F.

Museum visitors aren’t usually allowed inside the Gal, but Taylor felt from the get-go this was going to be an exception.

“I knew the answer before I asked if he’d flown a B-17,” he said.

Fir climbed into the Flying Fortress and nibbled his way to the cockpit. Taylor followed, and found the former aviator in the pilot’s seat, hand on the throttles, with tears in his eyes. Before he knew it, he was getting a bit misty as well.

“Those are the kinds of things you don’t expect and don’t plan for,” he said. “It’s a kind of feeling you can’t explain. You knew, without saying what he was feeling and it made me feel the same way.

“That’s one of the real perks of this job, one that I’ll take any day of the week,” Taylor said. “It’s incredible to be able to meet people who actually flew these aircraft then and who lived to come back and tell about it.”

As Taylor enters his 14th year with the AMC Museum, he finds he’s got much to look back on, but also much to look forward to. Despite funding cuts, including a temporary shutdown when Congress couldn’t pass a federal budget last year, Taylor feels there are good days ahead.

The AMCM has been rated as Kent County’s premier free tourist attraction and Taylor is happy to be one of those working behind the scenes to keep it that way.

“I don’t do this for the fame or the glory,” he said. “People who know me and who know this Museum know that’s not me. I want to keep this museum growing and have it so that everyone who comes here enjoys their visit.”
FOUNDATION NOTES

By
Don Sloan

Longtime Friend of the Museum and aviation artist Paul Rendel has donated one of his original oil paintings, “Off to the Rodeo” to the AMC Museum. His painting depicts a Dover C-17 departing runway 14 with the base (and the Museum) in the background, heading for the Airlift Rodeo. When Paul’s not painting, you’ll often see him at local airports in his “homebuilt” airplane. Look for this great piece of artwork on your next visit. Paul’s generosity is just one more reason that your Air Mobility Command Museum is one of the best!

Our final count for the 2013 Annual Fundraising Campaign is $12,087, from 117 of our closest friends! In addition to those already recognized, we’d like to thank Alan Harding, Lt. Col. Thomas R. Masino, Master Sgt. Linwood A. Miller, Mike Quarnaccio, Rick Roll, Jean D. Runge and Jack Shea. Our most successful fundraiser to date, we’re hoping to break this record with our 2014 campaign. Being bold enough to think it didn’t hurt last year’s fundraiser, we again will raffle off another Stearman flight to one of our $50-plus donors. Watch for more info soon.

Our AMC Museum Foundation Mixer has been a long-standing member benefit. It is free for members at the Squadron Commander level and above with other members being asked for a nominal donation to help cover the cost of snacks. Our goal has been to keep it simple, with a few extra planes open, a brief “how’s it going” from the director and on occasion, a short briefing from the active duty and/or Reserve wing commanders on the “State of the Base.” Over the last 10 years or so we have given away hundreds of door prizes, had some interesting raffles and released several prints in our Aviation Art Series.

But evidently we’re not doing enough. The last couple of years have seen more supporting volunteers than attendees. So much for “Build it and they will come.” If you are a Squadron Commander-level member or above, and have an interest in keeping the Mixer as a member benefit, please email me at amcmuseum.foundation@comcast.net. Likewise, if you have any thoughts as to what you’d like to see included in the event, let us know. If the 2014 attendance is similar to the last two, we will most likely change the member benefits to exclude the event.

Now, with all that being said, on September 12, we do intend to release another painting (giclée) in our Aviation Art Series at the 2014 Annual Mixer. Longtime AMC Museum friend, Lifer Member, and renowned aviation artist retired Maj. David Godek, has just finished an amazing painting depicting a ramp scene of C-46 Curtis Commandos at a China-Burma-India airfield. In this painting you’ll see one of our own World War II veterans, retired Maj. (then-Lt.) Bill Voigt, standing in front of his wife’s namesake, “Rosalie’s Rival.” David is very graciously donating the painting to the Museum and allowing us the rights to include it in our Aviation Art series. Watch for information on an upcoming dedication of the painting later this summer. Do we have some great friends or what!
We’re planning our third Veterans Day celebration for November 11. Ed Perkowski and his team have done an outstanding job of coordinating this patriotic event, so much so that it may be time to start calling it an “annual” event. Be sure to keep an eye on our website, amcemuseum.org, for more information on this year’s guest speaker.

Just want to steal some notes from the director to give you an idea of what happens here in any given month – we’ll pick February, which, in Delaware this year, was a near-record setting wintery month. Yet we still had 3,120 visitors, 16 scheduled tour groups and 12 retirement ceremonies. We hosted the Honorary Commanders’ Inductions, Kent County Tourism/AMCM Foundation Wine Appreciation Event, the State Tourism-sponsored “Familiarization Tour” for Eastern United States Bus Tour Operators and the Delaware Fire School Fire/Rescue Conference. Finally, we held another Hangar Flying event featuring our old friend, Bill Ayrey of ILC Dover, who again amazed 120 of us with the history/future of their space suits which are made right here in Delaware. Kudos for Mike, John, Les and all of our volunteers for being able to make this happen!

NOTE: Saturday, March 15, was our first Open Cockpit Day for the year. OCDs are the third Saturday of every month.

Phil White and his crew are hard at work on our 10th Annual Golf Tournament Fundraiser, scheduled for June 20. Registration will be from 10:30 a.m. to noon. The four-person scramble tournament will begin with a shotgun start at noon. Tournament prizes include hole-in-one cash and/or car, closest-to-the-hole cash, putting cash, and lots of door prizes that will be awarded at dinner. Join us for fun, food, and prizes! Your entry fee includes your greens fee, cart, dinner, beverages and snacks. You can organize/make-up your own team or team up at the course.

For those who want to sponsor a hole for $100, a 24-by-18-inch sign will be placed on the golf course tees or around the greens noting you as a sponsor. Further recognition is given to hole sponsors and door prize donors in our handout brochure at the dinner following the round and highlighted in our Museum e-newsletter (which goes out on the Internet to more than a thousand people) and on our Museum Facebook page. Recognition also will be in the Hangar Digest and on the Museum website following the tournament. Hope to see you there – Fore!

Finally, in this issue we’ve got a first – a centerfold that shows your Museum’s flight line from a bird’s eye view; you can see it on the next two pages. A fairly skilled photographer, Mike Leister shot this from the back seat of a 1947 L-16 Grasshopper. It’s good when work is play.

Fly safe! — Don
Flying in miniature: George Maiorana’s Cargomaster

What do you do when you mix an enthusiasm for flying and with a natural mechanical ability?
You make airplanes, of course.
George Maiorana makes airplanes, but not full-sized ones. From a workshop in the basement of his Michigan home, Maiorana creates incredibly detailed flying replicas of some of the world’s most famous aircraft.

It is from that workshop Maiorana, (pronounced my-oh-rana), has created the centerpiece of Dover’s upcoming C-133 reunion: a 1/16.5 scale model of the Cargomaster, complete with working engines, control surfaces and landing gear.

And yes, it is designed to fly.
The 71-year-old Air Force vet, who served most of his four-year enlistment as a cryptographic maintenance technician in Japan, says he’s just a born tinkerer.

“When I was three years old, I got hold of my grandfather’s watch and took it apart,” he said. “I didn’t get it put back together, though. I’ve found I love taking things apart and finding out what makes them tick.”

Maiorana channeled that curiosity into a 27-year career as a copy machine technician. Retiring almost 20 years ago, he now spends his time wandering around hardware stores and scouring for whatever he needs to create his flying masterpieces.

“I tell people I don’t know what I’m looking for until I find it,” he said.

Maiorana began building models in the 1950s. His early efforts were of the balsa and paper variety, which he’d load up with burning matches and launch from a second-floor window. He eventually graduated to plastic kits and even worked on them while in tech school.

It wasn’t until the 1990s, however, that he began to build the large, radio-controlled models for which he’s known today.

The first was a B-29, powered by four nitromethane engines. The plane was a roaring success, up until its seventh flight when it spun into the ground. Maiorana switched over to electric power plants and used the B-29 molds to build a Tu-4, the Soviet knock-off of the Superfortress.

Other radio-control enthusiasts didn’t think much of the battery powered Tu-4, at least not until it took to the skies at a scale model flying contest. Pilot Dave Pinegar – Maiorana leaves the actual flying of his aircraft to others – taxied the model out, and hit the throttle.

The laughs that had greeted the electric-engined Tu-4 quickly died away, and Maiorana and Pinegar walked away winners.

“We’ve been doing pretty well for the past 15 years,” he said.

Maiorana started work on the C-133 in 2008, working from photos of a Cargomaster on display at the National Museum of the Air Force at Wright-Patterson AFB, Ohio, but after running into problems temporarily put the project aside.

“I got back from a contest in Florida in 2008 and was just itching to build something. I started looking around and the only thing I had good documentation for was the C-133 because I had all those photos.

“I didn’t have anything else to do, so I took a three-view drawing, blew it up, and started making parts.”

Health problems, including diabetes and a cancer diagnosis, delayed the project.

“It slowed me down,” he said. “I’m now cancer free, but that’s why something that usually takes me three years to do has taken five years. I wasn’t really in a mood to do a lot.”

As with real aircraft, weight is a primary consideration when it comes to flying models. The final product has to be hollow to save weight and to contain the internal controls and batteries, but still light enough to get off the ground.

Maiorana sculpted the C-133’s major structural components from Styrofoam, from which he created molds for the fuselage and wings. The fuselage is basically fiberglass, and the wings are Styrofoam covered in 64-ply aircraft grade plywood.

“I look at myself as someone who is on the cheap side of modeling,” he said. “I don’t have a lot of money like a lot of people who build and who can buy anything they need.

“Just about all I buy is the radio equipment, the motors and the rubber tires. Everything else I make.”

Even the propellers on the model’s engines are made by hand, one blade at a time. Each must be properly shaped, balanced and tested before it can be mounted to the engine.

A five-ampere battery powers each of the four electric motors, which produce about 20 pounds of thrust, enough to get the 40-pound model into the air.

“My whole thing is about scale modeling,” Maiorana said. “I love to research and collect information and I love building it.”

Unfortunately, because pilot Pinegar can’t make the trip, Maiorana won’t put his Cargomaster into the air at Dover. But for him, the chance to see the real thing at the AMC Museum will more than make up for that.

“I’m looking forward to crawling all over that sucker,” he said. “I saw the one at the Air Force Museum in Dayton, but I’ve never been inside it. I’m looking forward to seeing everything down in Dover.”

And what’s next? Even Maiorana isn’t sure.

“This may be my last one,” he said. “I’ve not picked an airplane to work on next. But I might. I get kind of itchy after a while, and if I find something intriguing, something that’s not been done before, maybe I will.”

George Maiorana shows off his completed C-133 at the April 2014 Toledo R/C expo. The plane won Best in Show.

Maiorana’s completed C-133 Cargomaster, on display at the 2014 Toledo R/C Expo.
There’ve been a lot of “firsts” in C-133 history: the plane’s first flight in April 1956, the first aircraft delivered to Dover Air Force Base in August 1957, and sadly, the first Cargomaster lost in April 1958.

There also have been some significant “lasts,” such as the last time a 133 flew for the Air Force in 1971, and the final flight of the airframe, which has been kept in service on the pipeline in Alaska, in 2008.

And, of course, there was the 2007 “Last Hurrah” gathering of C-133 crewmen at the AMC Museum, which many thought would be the final time the aging former aviators would get together.

But, as events have proven, you can’t keep a Cargomaster crewman down: although their meeting then was pretty much considered their last, they’ve had two more since.

In what some may consider a case of déjà vu all over again, the group will come together once more on May 9 and May 10 – sort of a “Last, Last Hurrah” – to reminisce, look over old photos, and celebrate a plane many of them both loathed and loved at the same time.

Retired 1st Air Transport Squadron navigator Dick Hanson, 76, took on the job of organizing online communications to help the group stay in touch.

As of the Hangar Digest’s press time, Hanson reported 160 people planning to attend the event, at least 50 percent more than the reunion committee had originally thought.

“Just a month ago, we were worried we wouldn’t get the 100 people we needed to get the old bird off the ground,” he said.

It’s a very pleasant surprise, Hanson said.

“This is kind of the anniversary of the 133,” said Henry “Hank” Baker, 80, a retired C-133 flight engineer, who led the planning committee effort in the Dover area. “We’re all in our 70s and 80s, and we’re attritioning a bit.”

C-133 crewmen and maintainers are a special lot, Baker said.

“It was a very unique airplane with a lot of firsts for a lot of things,” he said. “There weren’t very many of them, and two-thirds of the fleet was here at Dover.

“So we all got to know each other pretty well,” Baker said. “We shared a lot of experiences. We were almost like brothers.”

Former Cargomaster aircrew and maintainers will be coming to Dover from as far away as Colorado, California, Florida, Texas and Oregon.

Although he now lives in Minnesota, Hanson took over for crewmate Edward “Sandy” Sandstrom, who passed away suddenly in April 2013. Sandstrom’s enthusiasm and energy in keeping the reunions going was infectious, Hanson said.

“You know, it’s ironic that when I attended my first one in 2007, that was billed as the last hurrah,” he said. “But Sandy was just a huge magnet for keeping things going.

“One thing we want to do is to celebrate his memory as a symbol of all those others who have passed on.”

The 2014 celebration will be the eighth such gathering.

At first, many of the reunions included just aircrew, but soon were expanded to include those who maintained the 133 and kept it flying.

“We’ve worked hard at including the ground crews for the C-133 because that was something in the past that hadn’t been done,” Hanson said. “‘They’re just as important as the aircrews, and we felt they had to be included.”

The 2014 gathering will be similar to that held in 2010, which was more extensive than the 2012 afternoon gathering at the AMC Museum.

“We’ll probably spend Friday in the Museum hangar, intermingling and telling tall tales,” Hanson said. “We’ll definitely go aboard the 133 on display and take a lot of pictures.”

The men will start gathering when the Museum opens at 9 a.m. May 9, and will sit down to a buffet that will include the Fallen Airman’s Table, an empty place setting that will symbolize the airmen lost during C-133 service and those who have passed on since.

Hanson also expects a bunch of crewmembers to get together for private dinners Friday, and then a return to the Museum on Saturday, followed by a get-together at the Dover Downs Hotel and Casino.

Their spouses, which many C-133 veterans credit for standing behind them during their Air Force years, also will be present, Hanson said.

“We’ve heard from a lot of our colleagues who would love to be here, but just can’t do it,” he said. “You hear stories from these old airmen who are fading away, and remember they’re part of the whole spirit of things.”

Hanson doesn’t know if this truly will be the last time Cargomaster crews get together. But if it is the last hurrah for this special group, he’s sure it will be a memorable experience for all.

Bob Miley, Russell Heath, Jimmy Ratliff and Bob Becht look over mementos while at the 2012 C-133 Cargomaster Reunion, also held at the AMC Museum.

Dick Hanson, at the navigator’s station of Dover’s C-133.
AROUND AND ABOUT YOUR AMC MUSEUM

With a little help from her husband, Claudia Leister, wife of Museum Director Mike Leister, samples some of the treats served during the Museum’s Wine Appreciation Class, held Saturday, Feb. 22.

Several members of Delaware’s Korean War Veterans Association attended memorial observances of “The Forgotten War” at the AMCM on March 15. They included, (in front), George T. Goss and Jim Schafer, and Dr. Daniel Coons and Charles S. Tjerland.

Ella Loeffler, 3, of Randolph, N.J., looks out the window of the Museum’s C-54 Skymaster, along with aunt Katie Monahan of Dover. Ella and her aunt were attending the Museum’s first Open Cockpit Day of 2014. Coal dust still can be found in recesses of the Skymaster, which was used during the 1948 Berlin Airlift. Open Cockpit Days are held the third Saturday of each month.

Ali Mirzakhalili tries a new vintage at the Museum’s Wine Appreciation Class. The event was held in cooperation with the Kent County, Del., Tourism office and the Harvest Ridge Winery of Marydel, Del.

Scouts from Pack 555, of Birdsboro, Pa., journeyed down to visit the AMC Museum on March 15.
Jeanne Yost of Dover, Del., tries on a suit glove. Suits worn aboard the International Space Station are made up of separate components that can be fitted together for almost any sized astronaut. However, the gloves are tailored to fit individual astronauts to make working with their hands less of a strain in the pressurized suit.

Bill Ayrey answers a question from one of the more than 100 audience members to attend the AMCM’s Feb. 23 Hangar Flying spacesuit presentation. Ayrey, who is in charge of ILC’s testing laboratory, has been with ILC since the beginning of the space shuttle program in the late 1970s.

Riley Papineau of Milford, Del., seems just a little shy as she takes the hand of a mannequin wearing an ILC space shuttle suit. The AMC Museum regularly presents lectures and demonstrations of interest to flight and space enthusiasts through its Hangar Flying program.

Kay Livingston of Marydel, Del., peers out from the helmet assembly of an ILC spacesuit.

Former World War II pilot and New York firefighter George Schofield visited the museum’s B-17F, “Sleepy Time Gal.”

Museum volunteers Bill Judd, and Cyndi and Kevin McDougall trade memories in the cockpit of the C-119 “Flying Boxcar.” Judd served as a flight mechanic aboard the C-119, while the McDougalls were crew chiefs aboard the Air Force C-130 aircraft.

Kay Livingston of Marydel, Del., peers out from the helmet assembly of an ILC spacesuit.
Pave a Path to History In Commemoration Park

With Only 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!

- Offer tribute to or memorialize a loved one.
- Give a holiday or birthday gift.
- Commemorate a special date.
- Recognize a special group.
- Show your personal or business support for the AMC Museum.

To acknowledge the purchase of your brick, you’ll receive a certificate of recognition suitable for framing or presenting to the person you’ve honored. Bricks may be purchased by individuals, businesses, groups, or organizations.

<table>
<thead>
<tr>
<th>INDIVIDUAL</th>
<th>BUSINESS/ORGANIZATION</th>
</tr>
</thead>
</table>
| 4-inches by 8-inches  
1 to 3 lines — 15 characters and spaces on each line  
$65 | 8-inches by 8-inches  
1 to 6 lines — 15 characters and spaces on each line  
$125 |
| 4-inches by 8-inches  
1 to 3 lines — 15 characters and spaces on each line  
$125 | 8-inches by 8-inches  
1 to 6 lines — 15 characters and spaces on each line  
$250 |

All letters are capitalized. Don’t forget to count spaces between letters, too.

BUSINESSES — Have your logo engraved on a brick! Designs must be pre-approved by the engraving company.

Call the AMC Museum Store at 302-677-5992 for more information.

Name (Mr. Mrs. Ms. Rank) ____________________________________________________________
Address ____________________________________________________________ E-mail __________________________
City __________________ State ____ Zip __________ Phone ________________

Payment Method □ Check □ VISA □ Mastercard □ American Express □ Discover
Name as it appears on card __________________________________________
Credit Card Number __________________________ Expiration Date ______________________

Signature (credit card only) __________________________________________ Amount Enclosed $________

Please order the size brick I’ve checked below:

□ Individual 3-line $65
□ Individual 6-line $125
□ Business 3-line $125
□ Business 6-line $250

Photocopy this form if you’d like to order more than one.

Questions? Email membership@amcm.org.
THANK YOU!
# Become a Member!
## Support the AMC Museum

<table>
<thead>
<tr>
<th>Membership Category</th>
<th>Annual Dues</th>
<th>Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crew Member</td>
<td>$30</td>
<td>Membership certificate, member card good for 10% off purchases in the Museum store, quarterly Hangar Digest newsletter and challenge coin*</td>
</tr>
<tr>
<td>Flight Crew Member</td>
<td>$50</td>
<td>Crew member benefits plus challenge coin* for each family member (maximum five)</td>
</tr>
<tr>
<td>Squadron Commander</td>
<td>$100</td>
<td>Flight crew member benefits plus recognition in the Hangar Digest newsletter, name engraved on plaque, free admission to annual Foundation mixer</td>
</tr>
<tr>
<td>Group Commander</td>
<td>$250</td>
<td>Squadron commander benefits plus two museum coffee mugs</td>
</tr>
<tr>
<td>Wing Commander</td>
<td>$500</td>
<td>Group commander benefits plus one crew member membership for friend, signed and numbered aviation print, museum golf shirt personalized with name and donor category</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Donor Category</th>
<th>Donation</th>
<th>Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lifer (Life Member)</td>
<td>$500</td>
<td>Wing Commander benefits</td>
</tr>
<tr>
<td>Eagle Donor</td>
<td>$1,000</td>
<td>Wing Commander benefits plus special engraved plaque for your home or organization. All Eagle Donors receive further benefits and recognition. Please contact the museum at 302-677-5938 for more information</td>
</tr>
<tr>
<td>Bronze Eagle Donor</td>
<td>$2,500</td>
<td></td>
</tr>
<tr>
<td>Silver Eagle Donor</td>
<td>$5,000</td>
<td></td>
</tr>
<tr>
<td>Gold Eagle Donor</td>
<td>$10,000</td>
<td></td>
</tr>
<tr>
<td>Platinum Eagle Donor</td>
<td>$25,000</td>
<td></td>
</tr>
</tbody>
</table>

*Initial and 5-year anniversaries

Sign me up as a Friend of the AMC Museum at the following level:
- [ ] Crew Member
- [ ] Flight Crew Member
- [ ] Squadron Commander
- [ ] Group Commander
- [ ] Wing Commander
- [ ] Lifer
- [ ] Eagle Donor
- [ ] Bronze Eagle Donor
- [ ] Silver Eagle Donor
- [ ] Gold Eagle Donor
- [ ] Platinum Eagle Donor

Name (Mr. Mrs. Ms. Rank) ___________________________________________________________
Address ___________________________ E-mail ___________________________ (Required for credit card)
City ____________ State ______ ZIP ______ Phone ___________________________
Payment Method [ ] Check [ ] VISA [ ] MasterCard [ ] American Express [ ] Discover
Name as it appears on card ____________________________
Credit Card Number ____________________________ Exp Date ____________
Signature (credit card only) ____________________________
[ ] This is a gift membership for:
Name ____________________________ E-mail ____________________________
Address _____________________________ Phone ____________________________
City ___________________________ State ______________ Zip ____________

**Extra benefit for flight crew members and above:**
Number of coins (maximum of five) ___
**Extra benefit for Wing Commander members and above:**
Shirt size (circle) Small Medium Large XL XXL
Name to be embroidered on shirt ____________________________

Questions?
Email us at: membership@comcast.net.

Mail application and payment to:

MEMBERSHIP MANAGER
AMC MUSEUM FOUNDATION INC
1301 HERITAGE ROAD
DOVER AFB, DE 19902-5301

Thank you for helping to preserve U.S. Air Force 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.
Thank you for your support!

FOR ADDITIONAL INFORMATION ON UPCOMING EVENTS, VISIT OUR WEBSITE AT WWW.AMCMUSEUM.ORG