With this issue, I begin my eighth year as the Editor of your Hangar Digest. We’ve come along way since January 2002: from an eight page black & white print through the blue & black glossies to the full color sixteen page publication that we have today. There are many individuals that have made this possible: Director, Mike Leister; Curator, Jim Leech; Collection Manager, Deborah Sellars; Operations Manager, John Taylor; Dover Litho; the Museum’s Foundation and its Friends. Without the expertise, encouragement and cooperation of these folks and your financial support, this Hangar Digest would not be in your mailbox today. Thanks to all!

Below, a reminder that these limited edition signed and numbered giclee prints are available through the Museum’s store for $125 each or free to any new Life Member. Pictured (l to r) The Berlin Airlift, Operation Nickel Grass and Starlifter Liberty Salute. Purchasing one or more of these prints and/or becoming a Life Member is one great way of supporting your Museum.

Harry E. Heist, Editor

On the 8th of October 2008, Dover Air Force Base welcomed the “Spirit of Delaware”, Dover’s thirteenth and final Boeing C-17 Globemaster III. General Arthur J. Lichte, Commander Air Mobility Command, and crew from the 436th and 512th Airlift Wings delivered the plane from Long Beach, California. The thirteen C-17s, complemented by Dover’s eighteen C-5s, now provide Dover with an increase in its global airlift capability. Photo: Editor (More photos on page 11)

Looking Back

Sixty years ago (26 February-2 March 1949), the world’s first nonstop around-the-world flight was made by Lucky Lady II, a B-50A commanded by Capt. James Gallagher. The mission covered 23,452 miles in 94 hours and 1 minute and was refueled in flight four times by KB-29Ms. For the record-setting flight, the National Aeronautics Association awarded its MacKay Trophy, signifying the outstanding Air Force flight of the year, to the crew of the Lucky Lady II.

Source: Toward the Air mobility Command: A Chronology of Tanker and Airlift Events.
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.heit@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:**
 Didn’t find that special something in your stocking? Check out the store for those gifts that you really wanted and could use: mahogany and plastic airplane models, T-shirts, leather jackets, mouse pads and numerous other aviation related items. To order, 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

As I write my entry for this newsletter, I’m sitting in my office and it sounds like someone is building a house right outside my door. Well it’s not quite a house; it’s our newest and largest educational exhibit: a relevant and interesting exhibit on the history of airlift. After trying for two years to find a commercial museum exhibit builder, one that would create what we wanted and within a budget we were able to afford, we decided to take a different track. We contracted the basic “studs and drywall” portion of the exhibit to a local home improvement contractor.

The hardest part of any exhibit is selecting the right artifacts and the right text to tell the story. Since we would need to do the research and provide all of the historical data, in usable format to an exhibit contractor, we decided instead to accept the challenge of creating the exhibit ourselves. The concept, design, text, graphics and virtually everything else is being done in-house by our staff. This effort has absorbed a significant amount of time and energy but in the end we will have a great exhibit at about 25% of the usual commercial price. I think you will be pleased to see the end result.

Jim mentions in his column that the B-17 top turret replica is now being installed. I just thought I’d give you a little background as to why our B-17 does not have its original turret. As soon as hostilities ended after WW II, government agencies began to use some of the surplus aircraft for a variety of missions. Often times, these were missions far removed from those originally designed for the aircraft. In the case of bombers, the first two things removed were the armor plate and the gun turrets. Our B-17 served in a number of test programs including crew training and as a drone director. As such it controlled other B-17s, being flown by remote control, used as targets for the new air-to-ground missiles. We don’t know when the original turret was removed from our B-17 but we do know that the turret and the guns were reinstalled when it went on display at the Air Force Museum in the late 1950s. During Dover’s restoration of the B-17G Shoo Shoo Baby, a documented WW II combat veteran, it was decided that the turret would be removed from the plane on display at the Air Force Museum (not a combat veteran) to reinstall on Shoo Shoo Baby. So, for a second time the plane we now have at the AMC Museum lost its top turret. Some folks have asked why we didn’t go to the boneyard to get another one. The fact is that almost all the armament from salvaged planes was scrapped many years ago. The turrets now in private hands are worth a king’s ransom!

We have submitted a request to the Air Force Heritage System to acquire a U-3A “Blue Canoe” aircraft. What’s a U-3A and why do we want it at the AMC Museum? Well, the U-3A is a light, twin engine liaison and utility transport. Between 1958 and 1971 MATS and MAC maintained a small fleet of U-3As to move priority cargo and passengers within North America. The U-3A we hope to acquire is already at Dover AFB. It was used for some time by the base Aero Club but increased inspection requirements on an older airframe have made it economically unfeasible to keep it in operation. The AMC Museum Foundation has already approved funding to repaint the plane in its correct blue and white paint scheme. The only possible roadblock is if some other museum, that has put a U-3A on its want list, is willing to pay to ship a non-flyable plane to its location. We feel fairly confident we will have an interesting new addition to our collection within the next few months. Dick Caldwell, our Museum Educator, is already looking forward to using it as an up-close preflight inspection aircraft for our summer aviation campers.

Have a great 2009,

Mike
Cruisin’ with the Curator

Welcome and thanks for riding along.

Fasten up, here we go. First stop is at our restoration hangar better known as 789. BRAKES……. a tidbit of historic information. Did you know that our restoration hangar served as the Museum from 1994 until the move to our current location in 1996? The Museum’s other two hangars 790 and 791 were demolished to make way for the new AMXS complex. Bet ya didn’t know that! You should try packing three hangars into one! Well, maybe not.

Okay, here we are and before us lies the A-26. The wings are still unattached but that’s due to the ailerons being skinned with sheet metal. You see, it’s a lot easier for the restoration crew to do the work while the wings are closer to the hangar floor. It sure saves a lot of climbing up and down on the maintenance stands. Some of you folks will appreciate that. The cockpit is getting a makeover as well as the aft compartments. Ed Barnes is heading up the crew and his team is doing a great job!

Over on the other side of the hangar, Gene Williams and company are busy skinning the elevator of the C-119. It’s been slow in coming but that’s due to having to wait for this fiscal year’s money to trickle down to our level.

If you haven’t visited the Museum lately, as Mike said, the contractor has begun work on our new History of Airlift exhibit. The initial construction should be completed soon and then we face the time consuming task of making the exhibit come to life. I won’t give away too much at this time. Keep ya guessing!

In my last episode, I mentioned that I’d touch on what makes a person want to volunteer at our facility. Having talked with a few folks in this category, here’s what I’ve come up with. Some say they volunteer because they have free time on their hands. Others are interested in military history. There are those that just like to talk (with people), and still some that just like to hear themselves talk. NAW! Strike that last one. I just put it in there to see if you were paying attention. For whatever their personal reasons, 100+ people make up our volunteer staff and aren’t we glad that they do! Keep up the good work all. We need you!

Last minute newsflash…… Kevin Wysopal and friends are in the process of installing the top turret on the B-17. After 19 years of not having one, it’s going to take some time to get used to it. Good work Kevin. That’s the skinny for this reporting period. Have a safe New Year!

Jim

P.S. we rolled 115,000 miles on the odometer. Way to go gang!

Meet Museum Volunteer Jim Campbell

Jim has been with the Museum since 2003 and has been a member of the C-121 Constellation and C-123 Provider restoration teams. He is currently with the C-124 Globemaster team. When any of the teams need a hydraulics go-to-guy they call on Jim!

He entered the Air Force in 1953 training as an Aircraft and Aircraft Engine (A&E) mechanic. He would serve his first operational duty assignment at Westover AFB, Massachusetts as a flight line mechanic working on the C-54 Skymaster with the 20th Air Transport Squadron. With the phase out of the C-54, Jim was reassigned along with the 20th ATS to Dover AFB in 1955. At Dover, he shifted from a flight line mechanic to maintenance control working on the C-124. He completed his military career at Dover in 1957.

In entering civilian life he worked in mortgage banking and retired as the president of a multi-state mortgage banking company in 1996.

When not volunteering, Jim enjoys trolling for the big ones.
The Beetle Project

World War II in the Pacific showed the need for a LORAN (Long Range Navigation)¹ system that could operate over much greater distances in daylight than the current system, LORAN-A, could provide. There were few islands on which transmitters could be located and those were great distances apart. The only solution was to try LORAN techniques at lower frequencies than previously used. So, in early 1945, an experimental set of three LORAN transmitters was set up on the Eastern US Coast using balloon supported aerials. The main result of these tests was to show that the system as used in LORAN-A was too inaccurate and a system with newer techniques was required. The experiments were not followed up and the system, termed LF LORAN at that time, was dismantled following the end of the war. The MIT Radiation Laboratory, which had sponsored the work, was also abolished and responsibility for further work was given to the new US Air Force. The transmitters that had been used for the LF LORAN were reinstalled in Canada for trials in the Arctic areas and the experimentation yielded much useful data. Three station sites were established: one at Kittigazuit, in northwest Canada; the second near Sawmill Bay on the McKenzie River and the third at Cambridge Bay on Victoria Island. It was named the “Beetle Project”. The station at Kittigazuit was called “Yellow Beetle”.

From January through May of 1948, Sergeant Max Setser an aircraft maintainer assigned to the Air Transport Command’s² 517th Air Transport Wing at Great Falls AFB, Montana³ was deployed to Edmonton, Alberta, Canada to support the “Beetle Project”. He found that his living conditions called for fortitude and skill far beyond the ordinary, working in horrid conditions and temperatures ranging from ten to sixty degrees below zero. At the time, the support of the Project was recorded as one of the most hazardous peacetime activities undertaken by the Air Transport Command.

After the LORAN project was shut down in 1950, a lot of debris remained at the Kittigazuit site, including decaying buildings and equipment. It was then used as a waste metal depot by Canada’s Department of Indian Affairs. The buildings and the contaminated soils have been removed and remediation was completed in 2005. Future plans call for the land to be transferred to the Inuvialuit.

Sources: Relations Avec Les États-Unis, Ottawa, le 9 août 1949; ltr dated 31 may 1948 Headquarters Pacific Division, Air Transport Service, Air Transport Command.

From Great Falls, Montana, Max Setser would go on to serve at Griffis AFB, New York; Kelly AFB, Texas and fly with the 39th ATS as a C-133 flight engineer at Dover AFB. He retired from active duty as a Master Sergeant in 1966, a C-141 flight engineer at Tinker AFB, Oklahoma. He now resides in Tennessee.

¹LORAN is a terrestrial navigation system using low frequency radio transmitters that use the time interval between radio signals received from two, three or more stations to determine the position of a ship or aircraft.

²The Military Air Transport Service which began operations on 1 June 1948 took over the assets of the Air Transport Command.

³Now Malmstrom AFB

As LORAN systems are government maintained and operated, their continued existence is subject to public policy. With the evolution of other electronic navigation systems, such as Global Navigation Satellite Systems (GNSS), funding for existing systems is not always assured.
We Were There, Once: Prestwick Scotland

Glasgow Prestwick International Airport is situated north of the town of Prestwick in South Ayrshire, Scotland. Although officially called Glasgow Prestwick Airport, because the city of Glasgow is 29 miles northeast of the airport, it is often referred to under its original name of Prestwick Airport.

In physical terms, Prestwick is Scotland’s largest commercial airfield, although in passenger traffic terms it sits in fourth place after Glasgow International, Edinburgh Airport and Aberdeen Airport.

The airport began life around 1934 — primarily as a training airfield — with a hangar, offices and control tower being in place by the end of 1935. In 1938 passenger facilities were added. The airport’s original owner was David Fowler MacIntyre, who was also the owner of Scottish Aviation with backing from the then Duke of Hamilton. MacIntyre and the duke had previously been the first aviators to fly over the top of Mount Everest in 1933. With the onset of World War II, the airport developed rapidly in order to handle the large volume of American aircraft ferry traffic.

The United States Air Force had opened their base in 1952 on the site of the original airport using former Royal Air Force (RAF) facilities. In that same year, two Air Rescue Service Sikorsky H-19s, named “Whirl-O-Way” and “Hop-A-Long” painted on their noses completed the first trans-Atlantic crossing touching down five times en route between Westover AFB, Massachusetts and Prestwick. The flight was to demonstrate the possibility of ferrying helicopters over long distances. Today, it is unknown if these helicopters would be assigned to the 67th Air Rescue Squadron at Prestwick that flew the H-19s. Along with the 67th ARS, the Military Air Transport Service’s 1631st Air Base Group would use the Monkton side of the airport. The Air Force’s use of Monkton would terminate in 1966. Part of that site is now occupied by Royal Naval Air Station (RNAS) Prestwick, where a detachment of RNAS Sea Kings provide a search and rescue service.

There had been pre-war plans drawn up for the post World War II years for Prestwick which would have been classed as extremely ambitious, especially in the austere years following the war. Among the various proposals were a four mile long main runway, an integral freight yard and railway station, and a semi enclosed mooring for flying boats and other amphibious aircraft. However, the runway was never lengthened to that degree, and the decline in seaplane and flying boat operations also meant that the latter proposal was never enacted. However, in the many years since those proposals were made, Prestwick Airport does have its own railway station, something that even Glasgow Airport does not have.

(Continued on the following page)
We Were There, Once: Prestwick Scotland (Cont.)

In the beginning, Prestwick was the only Scottish airport allowed to operate a transatlantic link, largely due to the very benign weather conditions on the Ayrshire coast. With a much lower incidence of fog than any other airport in Great Britain, Prestwick has the reputation of being "Britain's only fog-free airport".

Although British Airways had ceased regular passenger operations in the late 1970s which some people saw as the beginning of the end for the airport, British Airways continued to intermittently use Prestwick as a site for pilot training, including Concorde pilots. Concorde became a semi-regular visitor to the airport. Along with British Airways, a number of other major airlines still use Prestwick for pilot training.

Prestwick Airport is also famous because it is the only piece of United Kingdom territory on which Elvis Presley set foot, when his USAF transport plane stopped to refuel in 1960 en route to the US from Germany.

Today, Prestwick has continued its traditional strategic role as a refueling point for military aircraft – the USAF, RAF and the Canadian Forces Air Command are frequent visitors. Cargo traffic has also become another stronghold of Prestwick with the vast majority of Scotland's Boeing 747 freighter traffic entering via the airport.

The airport is privately owned by a New Zealand investment company. In April 2005, a major refurbishment of the terminal building was completed. Some of the renovations have been controversial, in particular the redecoration of the airport bar. The bar’s logo depicted a man in a kilt, unconscious with an empty bottle of whisky. Despite objections that it promoted the wrong image of Scotland to foreign visitors and embarrassed local travelers, the airport management insisted the logo was "fun and visually stimulating". However, the logo was removed several weeks after its introduction.

Future plans call for doubling the size of the departure lounge and Prestwick has pledged to be ready and willing to handle the Airbus A380.


Operation Varsity—The Rhine Crossing

In early February 1945, the tide of the battle in Europe was such as to enable an accurate estimate as to when and where the 2nd British Army would be ready to force a crossing of the Rhine River. It was determined that the crossing would be in conjunction with an airborne operation by the XVIII Airborne Corps. The aim of the operation was to secure and deepen the bridgehead of the Rhine and then to advance cross country to the Baltic coast, a journey of 350 miles.

The sector selected for the assault was in the vicinity of Wesel which was east of the Rhine River. Varsity would be the last full scale airborne operation of World War II and the assignment went to the British 6th and the United States 17th Airborne Divisions with the 507th Parachute Infantry Regiment spearheading the assault dropping at the southern edge of the Diersfordter Forest, three miles northwest of Wesel.

(Continued on the following page)
Operation Varsity—The Rhine Crossing (Cont.)

On 24 March 1945, taking off from marshalling areas in France and in nearly perfect weather, American C-47 aircraft, some with CG-4A gliders in tow, dropped and airlanded the fighting men behind enemy lines into Westphalia in the vicinity of Wesel. Their mission was to capture key points and to assist with the advancement of the ground troops. Having learned the lessons from the Arnhem operation (Market Garden), the gliders and paratroops landed close to their targets and achieved total success.

Operation Varsity was the first airborne invasion over the Rhine into Germany itself. On the 25th, the Divisions had secured bridges over the Issel River and had entrenched themselves firmly along the Issel Canal. Moving eastward, they captured Haltern on 29 March and Munster on 2 April. The 17th entered the battle of the Ruhr Pocket, relieving the 79th Infantry Division. It crossed the Rhine-Herne Canal on 6 April and set up a secure bridgehead for the attack on Essen. Essen fell on 10 April and the industrial cities of Mulheim and Duisburg were cleared in the continuing attack. Military government duties began on 12 April and active contact with the enemy ceased on 18 April.

The 17th continued its occupational duties until 15 June 1945 when it returned to France for redeployment. In September 1945, the 17th Airborne Division returned home and was disbanded.

Sources: 17th Airborne history, Google Maps.

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: Lt. Col. John A. Burke, Richard W. Downes, Mr. & Mrs. Harold W. Elliott, Douglas Halcrow, Lt. Col. Ed Levine, USAF (Ret), Maj. Charles S. Lyon, USAF (Ret), Mr. & Mrs. William Maroon, Brett Nicholson, Lt. Col. Steve Welde, USAF (Ret) and James R. White Sr.

An Artifact fact by: Deborah Sellars

Shown is the CG-4A glider load adjuster. Aircraft load adjusters are used to calculate weight and balance so the cargo and crew can be loaded correctly—a crucial component of safe flying.

This CG-4A glider load adjuster (similar to a slide rule) calculated the correct configuration for several cargo and crew combinations, such as a jeep and crew, a howitzer and crew, ammunition, or all crew. The load adjuster was housed in a leather case and mounted between the pilot’s and copilot’s seat. Load adjusters were used by the glider crews in Operation Varsity.
“Name the Plane”

The airplane that I asked you to identify in October’s issue of the Hangar Digest is the Hiller X-18 Vertical/Short Takeoff and Landing (V/STOL) aircraft.

The Hiller X-18 was conceived to access the feasibility and practicality of a large tilt-wing V/STOL aircraft. The primary objectives were to investigate major problems associated with the tilt-wing concept while establishing criteria for the possible future development of similar aircraft. Although its flight test program was short and inconclusive, the X-18 was nevertheless the first large aircraft to investigate the tilt-wing concept. An engine failure on the 20th flight prematurely terminated the test program. Data from the program was used during the design and development of the Ling-Tomco-Vought XC-142 experimental transport aircraft in the early 1960s. Only a single X-18 was completed and interestingly it used the fuselage from the Chase YC-122C Avitruc and two turboprop engines that were surpluses from the Navy’s cancelled VTOL fighter program (Lockheed XFV-1 and Convair XFY-1 Pogo). No definitive information has been uncovered concerning the aircraft’s ultimate fate but it is generally assumed to have been scrapped at Edwards AFB.

Our randomly selected winner of “Name the Plane” contest is Clifton A. Reik of Mifflintown, Pennsylvania 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 your 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.

Recognition hint: check out the placement and size of the engines—gives you a good idea of the capability and the intended purpose of the aircraft.

(Museum staff and volunteers are not eligible)
The Museum’s Commemoration Park was the venue for the 3rd annual POW/MIA remembrance hosted by Milford VFW Post 6483 “Riders”. This year’s event recognized former prisoner of war Pvt. John Elwood West, a World War II veteran, was captured during the Battle of the Bulge. Accepting a plaque, provided by the Veterans of the Battle of the Bulge, was Pvt. West’s son, Eddie. Pictured (l to r) are Delaware’s Adjutant General, Maj. Gen. Francis D. Vavala, guest speaker; Chris Lucas, Milford VFW and Eddie West.

BELOW LEFT: Dover AFB’s Honor Guard posted the colors. BELOW RIGHT: Chaplain, Lt. Col., Ed Brandt provided the “Good Words”. Chaplain Brandt and members of Delaware National Guard’s 261st Signal Brigade have been deployed to Iraq. Photos: Editor

RIGHT: Museum Volunteer of the Quarter, CMSgt. (Ret) Donald “Doc” Adams (3rd from left) is shown with (l to r) John Taylor, Operations Manager; Rich Harper, Vice President of the Museum’s Foundation and Jan Caldwell, Volunteer Coordinator. Doc has been a volunteer with the Museum since 1998 and is currently a member of the C-124 restoration team. He also serves on the Foundation’s Board of Directors. He was recognized as the “Meet the Museum Volunteer” in the October 2007 issue of the Hangar Digest. Photo: Editor
**LEFT:** The honorary key to the “Spirit of Delaware” is being passed on to Dover’s TSgt. Glenn Bull (far right), the dedicated crew chief, by Gen. Lichte (l) and CMSgt. Joseph Barron, AMC Command Chief. Photo: Roland Balik, 436 AW/PA. **BELOW LEFT:** An estimated 250 guests and dignitaries honor our flag during the C-17 ceremony. Photo: Ev Sahrbeck. **BELOW RIGHT:** Globemaster III “Spirit of Delaware” lines up with the Museum’s C-124 Globemaster II “Old Shaky” giving the visitors a look at the old and the new. The C-124 was Dover’s first “heavy airlifter”, arriving in 1954. Photo: Editor

**LEFT:** Pictured (l to r) are Gen. Lichte; Ms. Jean A. Chamberlin, Boeing VP/GM and Lt. Col. Craig LaFave, 326th Airlift Squadron, one of the pilots of the “Spirit of Delaware”, at the reception in the Museum following the welcoming ceremony. The other C-17 crewmembers (not pictured) were: Lt. Col. Charlie Ohliger, 436th OSS; Lt. Col. David Arthur, 326th AS; SSgt. Nathan Griesinger, 3 AS and SSgt. James Grove, 326th AS. Photo: Editor **BELOW:** Shown at left, was Dover’s first C-17, “Spirit of the Constitution”, arriving on 4 June 2007. Between its arrival and that of the “Spirit of Delaware”, sixteen months later, Dover’s 3rd and 326th Airlift Squadron C-17 aircrews logged more than 7,500 flying hours, hauling more than 18,000 tons of cargo in combating the War on Terrorism and in support of humanitarian efforts worldwide. Photos: Editor
ABOVE: A view looking over the Museum’s fence shows the construction of Dover’s new air traffic control tower (r). This modern facility, part of the base’s $522 million in building projects, replaces the oldest tower (l) now in service with the Air Force, built in 1955. The old tower’s cab will eventually be relocated at the Museum where visitors will have a bird’s eye view of the runways and flying activities. The new tower is scheduled for occupancy in April 2009. Photo: Editor

LEFT: “This AMC Museum is an outstanding example of what people can do working together making all of this possible. Without this Museum, the reviving of my memories would not have been possible. Everyone here is doing a fantastic job.” So said Lt. Col. Larry Margulis, USAFR (Ret). Col. Margulis, a former C-124 navigator with Dover’s 15th Air Transport Squadron, sits at the Museum’s C-124 navigator’s station. Larry and his wife Roz were visiting from St. Louis, Missouri. Photo: Editor

RIGHT: Needing something to frame our air refueling mural, we were fortunate to receive (approximately 1/20th scale) simulator models of both the KC-135 and the KC-10. Volunteer master modeler and B-17 restoration chief Kevin Wysopal repaired some damage and, from scratch, built the refueling booms for both models. Re-decaling was also necessary because the original decals were reversed as the simulator students viewed the models in a mirror. Photo: Editor

LEFT: We haven’t seen the Hellenic (Greek) Air Force in some time but recently this C-130H, assigned to the 356th Transport Squadron, stopped by to onload cargo probably destined for its home station at Elefsis Air Base, Greece. Rather than nose art, this aircraft displays tail art with Hercules slaying the Nemean lion. The Museum, adjoining Dover’s south ramp, is a perfect spot to view many transient foreign aircraft. Photo: Editor
LEFT: Members of the C-124 volunteer restoration team are: “scratchers & scrapers” (l to r) Ed Pratt and Don Rynes. They’re shown removing the remnants of the C-124’s old wing decals. Much exterior work remains on “Old Shaky” prior to its repainting. BELOW LEFT: Restoration volunteers Charlie Tanner (l) and Bill Van Ness (r) finish up the paint job on the newly covered rudders of the C-119. BELOW RIGHT: Insert Tabs “A&B” into Slots “C&D”. A-26 volunteers Ed Barnes (l) and Gary Burris (r) at the wing route of the A-26 while Les Potter (in the cockpit) checks its alignment. Photos: Editor

RIGHT: Although not exposed to the elements, every now and then a good cleaning is required to keep our indoor aircraft sparkling. Shown is Museum Curator Jim Leech dusting the cowling of the hanging BT-13B Valiant. Photo: Editor

LEFT: Pictured (l to r) are Foundation Board Members “Doc” Adams and Paul Gillis placing the memorial brick in Commemoration Park for Gen. Howell M. Estes, Jr., Commander of MATS/MAC from 1964 to 1969. Bricks can offer a tribute to or to memorialize a loved one, commemorate a special occasion or date and in turn support your AMC Museum. Photo: Editor
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 C-47A Skytrain #42-92841 “Turf and Sport Special” as it appeared on 24 March 1945 when it participated in Operation Varsity, the first glider/airborne drop across the Rhine River near Wesel, Germany. Within a month, it would be flying the American wounded from its base in southern England to Prestwick, Scotland for their transport home.

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

March 2009 is Women’s History Month.