

Hangar Digest

VOLUME 2, ISSUE 3

JULY 2002

From The Editor:

I would like to welcome all the new "Friends" of the Air Mobility Command Museum and thank all others for their continued support.

As most of you are aware, each September, the AMC Museum's Foundation is required to elect five members to its Board of Directors .

The five can either be those that are currently serving on the board and whose term will expire, other nominations appearing on the ballot, write-in nominations of those that are not listed on the ballot and persons nominated from the floor at the time of the election.

This year the election will be held at 10:00 AM Eastern Daylight Savings Time at the AMC Museum prior to the Foundation's Monthly Business Meeting on September 11, 2002. All members are cordially invited to attend and remain for the monthly business meeting immediately following the election.

You will find on page ten an absentee ballot that has been prepared for your vote. You will note that seven names are already included as prospective directors and an additional space is provided for a write-in. There are four ways that you may cast your vote: By Postal Service — mailing the enclosed ballot; By E-Mail — (harry.heist@dover.af.mil); By FAX — (302) 677-5940 or by your presence at the meeting. Absentee votes must be received prior to August 23, 2002. Your vote is important and the Board thanks you for your participation. Remember, only members "Friends" of the museum are eligible to vote and attend the annual election and the business meeting.

Also in this issue I have very good news for you "Old Shaky" enthusiasts out there. See page three for the details.

Harry E. Heist, Editor



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LOOKING BACK

A C-133 Cargomaster crew from Travis AFB, California recently set a missile weight-lifting record when a 75,000 pound Minuteman was airlifted from Hill AFB, Utah to Vandenberg AFB, California. The missile was in a metal container for protection of its sensitive instruments. With its container, the total weight exceeded 89,000 pounds.

Source: MAC Aircrew Newsletter, December 1969

From The Director.....

Thousands witnessed Dover AFB's Air Show 2002 on Memorial Day weekend and I am proud to note that the museum's aircraft were swarmed with appreciative visitors. About half of the aircraft on exhibit were part of the museum's collection. The restoration of the KC-97 and the C-133 were accelerated so they could be part of the show. Our KC-97 stood side by side with AMC's first line tanker, the KC-135R.

The weekend's activities also included the C-133 dedication ceremony which brought deserved attention to the hard work that all of our volunteers put forth to bring the aircraft back into shape. Many small details still need attention but she looks great sitting between the two C-141s. Colonel Scott Wuesthoff, 436th Airlift Wing Commander, praised the restoration crew and the museum in general. Tom Cossaboom, AMC Command Historian, spoke briefly about the need to preserve our material history and Hank Baker, C-133 Restoration Project Officer, introduced the restoration crew and presented U.S. Senator Joe Biden with a "key" to the aircraft in appreciation for his help in acquiring it. Senator Biden dedicated the airplane to the men and women of our military.

In a late breaking development, we received the recently retired special travel module that was installed on C-141s to accommodate dignitaries. It fills the entire inside of the "A" model. It is constructed of oak and features a conference room, communications center, lounge with TV and VCR, complete kitchen with stove, oven, microwave, refrigerator and trash compactor as well as sleeping quarters for VIPs and their support crew. It will be some time before we can prepare it for public viewing but it will make an excellent addition to our Starlifter exhibit.

Some of you may have heard that we are expecting a visit by the Air Force Museum inspection team in August. This will be their first visit to our museum and we welcome the opportunity to show them how we do business. I am very proud of what our folks have done on all fronts but our collection management is especially noteworthy. If you see Deborah Sellars be sure to say thanks for all of the hard work that she does in managing a very complex and demanding collection management system.

I'd like to extend my personal thanks to museum volunteer Chester Smith for all of his hard work in the Commemoration Park. A top notch landscape artist! Speaking of the park, members of the 512th Airlift Reserve Wing recently spent several days cleaning and staining the gazebo. So please, take time to sit and spend a quiet moment in our park.

Curator's Corner by: Jim Leech

I was cleaning out my files recently and came across some old volunteer hour rosters from years gone by. As I paged through each roster I tried to place the names of the volunteers to a time frame where their time was spent and the tasks they were asked to do. Some of you may call it a senior moment but it wasn't easy mating a name with an accomplishment. But does it really matter?

The overall status of the museum in 2002 is because those volunteers, long gone and those still hanging in there, have made this facility the pride of the Air Mobility Command. At our recent volunteer recognition luncheon, buttons were handed out that said, "Volunteers make a difference". I'd like to modify that to say, "Volunteers are the difference".

The tens of thousands of hours since December of 1986, that our special folks have "donated" to the museum, are evident everywhere one looks (and even places you don't). Our sights are set quite high for the upcoming few years and I personally will be relying on all the volunteers to roll up their sleeves just a bit higher. A guy just can't ask for a better working group.

Thanks to all!

Yes Virginia, there is a Santa Claus

And, Santa being the Strategic Air Command (SAC) Museum in Omaha, Nebraska.

Our expectations for a Douglas C-124 Globemaster II “Old Shaky” have finally been realized. The airplane, one of eight C-124s left in the world and probably the most historic, C-124A, tail #49-0258 has been declared surplus by the SAC Museum and the steps necessary to bring the airplane to Dover are already in the works.

The airplane’s assignment history is one of diversity, being first delivered to the Air Force on 31 January 1951 and assigned to SAC at Hunter AFB, Georgia. Its tour in MATS began in July 1962 when it was assigned to the 1502nd ATW at Hickam AFB, Hawaii. In March 1963 it was then assigned to the 1503rd ATW at Tachikawa AB, Japan and in July 1964 it was reassigned back to the 1502nd. It was retired from active service in July 1969 at Offutt AFB, Nebraska and transferred to the SAC Museum.

Ben Natrass and his Worldwide Aircraft Recovery crew are expected to commence disassembly of the airplane sometime within the next twelve months for transport to Dover via C-5 Galaxy.



And now we need your help!

As with the accession of the C-133, none of our aircraft come wrapped in currency. As most of you contributors to the C-133 project are aware, over \$33,000 was raised to supplement the museum’s funds necessary to disassemble and restore the aircraft once it arrived at Dover. Thus, we are again asking you, our friends, for the same financial support for the C-124.

The C-124 was the Military Air Transport Service’s and Dover AFB’s first heavy airlifter. Since the museum’s opening in 1986, the C-124 “Old Shaky” has been number one priority on the museum’s accession list. In the past we have seen C-124s removed from our own Mid Atlantic Region and taken to other museums around the country due to our inability to compete with those larger and more established institutions. Now, being the Air Mobility Command Museum and recognized worldwide as “The Airlift & Tanker Museum”, we are now prepared to accept this most historic airplane.

Most of you have expressed your interest in seeing that the museum has a C-124 and now is your chance to see that it happens. All of your contributions for the C-124 will be used specifically for this project. If sufficient funds are not raised or for some reason the aircraft’s accession is not finalized, all donations will be returned if you the donors so desire. So, please contribute generously.

Please send your tax deductible contribution to: The AMC Museum Foundation, C-124 Project, P. O. Box 02050, Dover AFB, DE 19902-2050. **Please include the form on the following page with your donation.**

Again, thank you for your continued support!

Outdated fundraiser

Air Show 2002



Meet Museum Volunteer Bob Jones



Bob is the museum store's assistant manager.

He entered the United States Army in 1947 at the age of seventeen. After completing basic training, he was shipped overseas with the assignment as a prison guard at Sugamo Prison, Tokyo, Japan. Sugamo housed many high-ranking Japanese prisoners of war while they awaited trial and sentencing. Hideki Tojo and his cabinet in addition to Iva Toguri, better known as "Tokyo Rose", were a few of Bob's wards.

Following his Army tour, Bob enlisted in the United States Air Force as an air policeman and served in that capacity until he cross-trained into the aircraft loadmaster career field. He has flown the C-124, C-119, C-130 and the C-133. He retired from active duty in 1969.

In addition to his duty as assistant store manager, he has been an active C-133 restoration volunteer. Bob has been with the museum since 1994.

Artifact Facts "A Jump Manifest" : by Deborah Sellars



"Turf and Sport Special," the museum's C-47 has a distinguished World War II history. Assigned to the 314th Troop Carrier Group, 61st Troop Carrier Squadron, based in Saltby, England, the plane and its crew participated in Operation Overlord, the invasion of Normandy on 5 June 1944.

Bing Wood, the aerial engineer assigned to "Turf and Sport" donated to the museum the jump manifest from that mission. On the front is listed the names and ranks of the Army paratroopers and their ammunition containers that were dropped from the plane at St. Mere Eglise, a small town on the Cherbourg Peninsula in France; the back of the manifest lists the names of the plane's crew.

An excerpt, from Bing's diary of that day, reads, . . . *"the pilot yelled for me to get the troopers out. The lieutenant's face looked ghastly in the green light as he felt my hand tap him on the shoulder. He gave a yell and sprung out the door followed by screaming, yelling troopers. As soon as the last yelling trooper had gone out the door, I thumbed the mike and yelled "All clear" and yanked in the static cords. All hell was breaking loose outside. With one wing pointing almost directly at the ground and the throttles pushed solidly against the stops, we went barreling out as fast as the plane would go."* The plane and crew made it home safely.

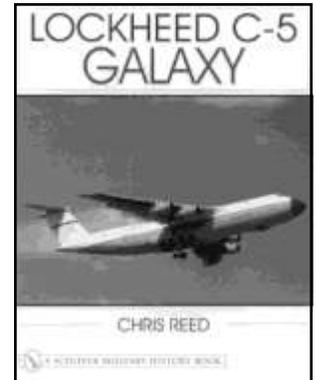
The Battle Honors citation received from Headquarters, Ninth Air Force, recognizing the contribution of the 314th reads in part, "All aircraft participating were unarmed and unarmored, flew at minimum altitudes and airspeeds, over water, and into the face of vigorous enemy opposition to unload their paratroopers with utmost accuracy, making a notable contribution to the success of the initial phases of the European invasion."



Turf & Sport in D-Day Markings

Recommended Reading: Lockheed C-5 Galaxy

Still the largest U.S. military aircraft more than three decades after its first flight, the Lockheed C-5 Galaxy remains an integral part of the Air Mobility Command into the 21st century. The book chronicles the development and service career of this behemoth of the airways, starting with the early 1960s requirement for a larger airlifter to supplement the C-141A, through Galaxy's troubled early history to its service during Operation Nickel Grass, Desert Storm and other operations. Several Galaxy counterparts, such as the Antonov AN-124, are also depicted. Over 140 photographs show the C-5 and other airlifters in a variety of paint schemes, while detail shots will be of use to the scale modeler. Chapter One shows many never before published photographs of the museum's C-141A, tail # 61-2775.



This book is available from the museum's gift shop and can be purchased for \$23.00 including shipping and handling, payable by personal check, VISA or MasterCard.

The Big Band Dance Is Back!

The AMC Museum Foundation will be presenting its annual Big Band Dance on Saturday, October 5, 2002 at the AMC Museum.

The Swing City Band will play for your dancing pleasure and the evening's festivities will commence at 7:00 pm.

Your \$25 ticket will include gourmet desserts, specialty coffees and drawings for door prizes. The cash bar will be available between 7:00 and 10:45 pm. All festivities will conclude at 11:00 pm.

Tickets may be purchased at the museum store, the Kent County Tourism Office or by calling (302) 677-5992 for credit card purchases.

Please enter through the Route 9 gate which will open at 6:00 pm. All tickets must be purchased prior to this event as your ticket will be your base entry pass.



Museum Recognizes Its Volunteers

On April 21st, in recognition of Volunteer Appreciation Week, many of the 72 museum volunteers gathered for an informal luncheon at the museum. Welcoming the volunteers were Brig. Gen (Ret) Mike Quarnaccio, foundation board president; Mike Leister, museum director and Janice Caldwell, volunteer coordinator. In his remarks to the museum volunteers, Mike Leister stated that during the past year 12,700 hours were contributed by the volunteers equating to the hire of six full time paid employees. Emphasizing the importance of the volunteers, Mike noted that the museum could not function without them.

Certificates and other awards were presented representing certain milestones such as inscribed Commemoration Park bricks to those who have logged 1,000 volunteer hours.

Kudos to Jan for a very successful get-together!



Volunteers enjoying the luncheon

Around the Bases: Little Rock AFB, Arkansas

Little Rock Air Force Base, Arkansas is the home of the 463rd Airlift Group (Air Mobility Command); a base tenant unit which is hosted by the 314th Airlift Wing, Air Education and Training Command (AETC).

Little Rock AFB opened in October 1955 as a medium jet bomber base assigned to the Strategic Air Command (SAC). The base consists of more than 6,000 acres and one runway. The base population of more than 5,000 active-duty military and civilian members and about 5,500 family members live and work around the base. The base is within the city limits of Jacksonville, Arkansas, a city with a population of approximately 30,000. Jacksonville provides many services to the base such as civilian police and ambulance support.



The city of Little Rock is 14 miles to the south and is the largest city in Arkansas with a population of more than 174,000. North Little Rock, the third largest city in Arkansas, is three miles closer to the base with a population of 61,000. All three cities, Jacksonville, Little Rock and North Little Rock are in Pulaski County, which is located in the center of the state.

The responsibility of the 463rd Airlift Group is to provide in-theater commanders with delivery of combat personnel and supplies. Employing 1,100 personnel and 28 Lockheed C-130E and C-130H3* model aircraft, the group executes an annual flying hour program of 21,000 hours and an operating budget of more than \$43 million. The group is composed of a command staff element and five reporting squadrons—50th Airlift Squadron, 61st Airlift Squadron, 463rd Airlift Control Squadron, 463rd Logistic Support Squadron and the 463rd Operations Support Squadron.

The group traces its origin back to December 1, 1952, when it was established as the 463rd Troop Carrier Wing. On January 16, 1953, the Air Force activated the wing at Memphis Municipal Airport, Tennessee. Over the years the wing has airlifted and airdropped troops and cargo in support operations and exercises worldwide. The wing was deployed during many crises, including Lebanon (July 1958), Taiwan (August 1958), Berlin (September 1961), Cuba (October-November 1962), the Gulf of Tonkin (August-December 1964), Southeast Asia (February and April-November 1965) and the Dominican Republic (April-September 1965).

In November 1965, the wing moved to the Far East and participated in the Vietnam Conflict until the wing's deactivation on December 31, 1971. The wing reactivated on June 1, 1972 at Dyess AFB, Texas and again participated in numerous operations and exercises worldwide until it was again deactivated on December 31, 1993. On March 31, 1997, the 463rd was re-designated as the 463rd Airlift Group and reactivated at Little Rock on April 1, 1997.

During its many years, the 463rd has received numerous decorations including four Air Force Outstanding Unit Awards, three Air Force Outstanding Unit Awards with the Combat "V" Device and the Republic of Vietnam Gallantry Cross with Palm. The group also received two Air Force Expeditionary Streamers. The first for Grenada in 1983 and the second for Panama in 1989-1990.

The 463rd has been stationed in many places over the years. Its unit's patch has appeared on aircraft stationed in Tennessee, Oklahoma, Virginia, Texas and the Philippines. In December 1956, the 463rd became the first unit to receive the new Lockheed C-130A Hercules aircraft. Currently, the 50th Airlift Squadron operates the C-130H3 and the 61st Airlift Squadron operates the C-130E model.

The 463rd Airlift Group is key to the Air Mobility Command's global reach mission with its motto: Airlift: Anywhere—Anytime—Every time!

Source: <http://www.littlerock.af.mil>

*The Lockheed C-130H3 boasts state-of-the-art avionics and more powerful engines, increasing its allowable cargo load, range and altitude capability. It was designed to better protect its aircrews by using sensor equipment that warns of oncoming aircraft or incoming missiles. It is also equipped with dispensers that release chaff and flares that decoy enemy missiles away from the aircraft. Other enhancements include Global Positioning System (GPS), Low Power Color Radar and night-vision interior lighting that allows aircrews the use of night-vision goggles for operations in very low light conditions.

Source: <http://www.afrc.af.mil>

“Name the Plane”

The airplane that I asked you to identify in the last issue of the Hangar Digest is the Douglas C-118 “Liftmaster”. The C-118 was a simple modification of the Douglas DC-6A civilian transport. The model performed well both as a military transport and as a commercial airliner. The C-118 was used extensively by both the USAF and the Navy, the latter with the R6D designation. The aircraft depicted, tail #53-3245, was assigned to the 1611th ATW, McGuire AFB, NJ.



The C-118 was a direct follow-on of the earlier DC-4 model, but with a larger fuselage and more powerful engines. The C-118 was the first Military Air Transport Service’s (MATS) aircraft to fly the Atlantic Ocean non-stop. The airplane was used in many theaters throughout its long career. In 1964, C-118s were added to MATS aeromedical evacuation units in the United States. They remained in service until being replaced by the more modern jet powered Douglas C-9A Nightingale.

Probably the best-known C-118 (the twenty-ninth built) was “The Independence”; the aircraft used by President Harry S. Truman. The plane, VC-118, was outfitted for twenty-four passengers or night accommodations for twelve with an executive stateroom. The Independence can be seen at the United States Air Force Museum at Wright-Patterson AFB, Ohio.

Of the readers submitting an entry, most all correctly identified the aircraft as the C-118. Our randomly selected winner of the “*Name the Plane*” contest is Mr. Bruce Creamer of Champaign, Illinois and he will receive the book “Lockheed C-5 Galaxy”. Congratulations!

This time I ask you to 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 the addresses listed on the last page. **Please do not leave your entry by phone.** I will designate each correct response with a number ID from which I will randomly select one winner. Please send your entry as soon as possible and please include a return address. The winner will receive a book selection from the museum’s gift shop. Good luck and thank you for your participation!! Ed.....

(Museum staff and volunteers are not eligible)



THE AIR MOBILITY COMMAND MUSEUM FOUNDATION

P.O. Box 02050

Dover Air Force Base, DE 19902-2050

**NOTICE OF THE MEETING OF:
THE AMC MUSEUM'S BOARD OF DIRECTORS**

To The Members of The Air Mobility Command Museum:

You are cordially invited to attend the Air Mobility Command Museum's Foundation Meeting for the purpose of electing five (5) members to the Board of Directors. The meeting will be held at the AMC Museum, 1301 Heritage Road, Dover Air Force Base, Delaware on Wednesday, September 11, 2002 at 10:00 a.m. (Eastern Daylight Savings Time).

The following persons have been nominated:

1. Brig Gen Michael J. Quarnaccio, USAFR (Ret)*
2. Mrs. Mary E. Frey*
3. CMSgt Brian W. Wasko, USAFR*
4. SMSgt Byron "Hank" Baker, USAF (Ret)*
5. LtCol Gerald P. Foss, USAF (Ret)¹
6. Maj William C. Voigt, USAF (Ret)²
7. Col Thomas Keitel USAFR (Ret)³
- 8.

*Denotes Incumbent.

¹ LtCol Gerald Foss retired from active duty with 26 years of service having flown both transport aircraft and rescue helicopters. He was employed by the State of Delaware as Senior Programmer, Information Systems, and acted as a consultant contractor with the DuPont Company. He is an active volunteer with both the base volunteer retiree office and the museum.

² Maj William Voigt retired from active duty in 1961. His varied military career included assignments flying both fighter and transport aircraft. In 1948, he was assigned to Frankfurt, Germany where he flew 116 missions in support of the Berlin Airlift. He was qualified to fly 19 types of aircraft accumulating more than 11,000 flying hours. He has been an active volunteer since 1978, having worked on the restoration of the B-17 "Shoo Shoo Baby".

³ Col Thomas Keitel recently retired from the 512th Airlift Wing, Dover AFB with more than 30 years of service. During his Air Force career he was a C-141 pilot flight examiner and Chief of Safety with the 514th AW at McGuire AFB, NJ. His last assignment was the Operations Group Commander (ART) of the 512th AW. He accumulated over 10,000 flying hours in the T-37, T-38, C-141 and the C-5.

Note: If you desire to write-in your nomination you may do so; however, nominees must be members "Friends" of the AMC Museum. Board members must be available to attend the monthly business meeting and serve on such committees as designated by the Board's President.

Those elected will serve a term of three years. **(Select no more than five nominees)**

YOUR VOTE IS IMPORTANT. Whether you plan to attend the meeting or not, I urge you to vote. Again, thank you for your participation.

By order of the Board of Directors
(signed)

Lt Col Phil White, USAF (Ret.)

Secretary

June 5, 2002

Building 1301, Dover Air Force Base (Conclusion)

The first rockets to be used in combat were shipped to the China Theater of Operation in October 1943. This shipment was made at the same time the Army Air Force was preparing to establish the testing station at Dover Army Air Field. The first shipment consisted of 2,900 rounds of rockets and launchers for a squadron of P-40s.

After several months of pilot and ground crew training, the first rocket combat mission was against an airfield on Hainan Island on March 4, 1944. The attack was carried out by the 74th Fighter Squadron, 23rd Fighter Group of the 14th Air Force. The flight consisted of eight planes. Only four of the planes were able to effectively fire their rockets. The other planes either suffered mechanical failure or experienced pilot error during the raid. The four successful planes fired six rockets each and caused considerable damage to the airfield and to the vehicles and aircraft on the ground.

The facilities constructed for the 4146th Base Unit at Dover consisted of an experimental station with a hangar, power plant, shop area, an administrative building, barracks, a mess hall, hardstand, an ammunition storage area and a firing range. The firing range¹ was located near the Delaware River about ten miles from the base. Building 1301 was the hangar, power plant and shop area combination as it was designed as one large building.

The rocket development program at Dover progressed rapidly. In July 1944, a civilian engineer from Dover was sent to Burma to supervise the installation of the rocket launchers on the fighter planes. He also provided training in the use of the rockets to the pilots and ground crews. While there, he assisted in the field modification of the mounts on the P-51 so that aircraft could carry both bombs and rocket launchers.

The second part of the engineer's mission to Burma was to supervise the installation and use of a rapid-fire rocket launcher on a B-25. This launcher was designed to be mounted within the fuselage or wing structure of the airplane. The launcher was designed by the staff of the 4146th and manufactured by the United Shoe Machinery Corporation. The design proved unstable due to the number of moving parts that came in contact with the exhaust blast of the rockets and the poor quality plastic launching tubes. The staff of the 4146th reworked the initial design based on the combat tests in Burma. These were later incorporated into a successful design.

As the rocket program progressed at Dover, it became obvious that additional testing facilities were needed and that closer communication was required with the manufacturers. Accordingly, in September 1944, an experimental rocket range was established at the Material Command Fighter Test Base at Muroc, California². This range and its personnel were under the command of the 4146th Army Air Force Base Unit.

Soon, scientists at the California Institute of Technology produced a successful 5.0" rocket. This rocket had a speed and a weight range that was able to meet the Air Force's needs for the remainder of World War II. It was thought that this rocket could also be used against the launch points of the V-class rockets that Germany was using against Great Britain. These launch points were called CROSSBOW sites.

On June 28, 1944, the 4146th installed the 5.0" rockets on the aircraft that were sent to Great Britain. However, intelligence reports showed that the German rockets were being launched from mobile ramps instead of the original concrete bunkers. These ramps were difficult to locate and when found could be destroyed by conventional bombs.

The mission of the Dover team was then changed. They would equip a squadron of P-47 Thunderbolts with the new rocket, train its flight crews in its use and help to use the rocket against battlefield targets. These targets would tend to be tanks and gun emplacements that were difficult for the bombers to destroy.

The 513th Squadron, 408th Group, 9th Air Force was the unit chosen for this task. During July 1944, this squadron flew three missions with rockets. The first mission destroyed a large concentration of locomotives.

(Continued on the following page)

Building 1301 Dover Air Force Base (Cont.)

The second was against an airdrome south of Paris. This raid resulted in the destruction of five airplanes and numerous hangars as well as German staff cars. The third raid was against a freight train, destroying three locomotives. In addition, several tanks were destroyed on the train's flatcars.

The pilots involved in these actions were very impressed with the ability of the rockets to destroy large targets. They did, however, make a number of recommendations for modifying the launchers and to the tactics that were needed to effectively use the new weapons. These suggestions were taken back to Dover and to the field testing facilities at Muroc.

The suggested modifications were made to the rockets and these improved versions saw extensive combat during the final months of the war in Europe.



The work on air-launched rockets conducted by the 4146th Base Unit was the beginning of a new type of air combat experience for the American pilots around the world. The rocket, while it did not end World War II, was part of a technological shift in combat that would be felt during the combat actions of the Cold War era. Inexpensive and efficient rockets made it easier for smaller combat aircraft, such as the jets of the Korean War, to move against ground targets that would not have been accessible to traditional bombers. Also, the use of air-launched rockets in aerial combat meant that aircraft could stand off from each other during engagement and fire at each other using electronic means to lock onto the target instead of up close visual sightings.

¹ *The range was located in what is now the Bombay Hook National Wildlife Area, approximately ten miles northeast of Dover Air Force Base.*

² *Muroc Field was renamed Edwards Air Force Base after Glen W. Edwards who was killed there flight testing a YB-49 "Flying Wing."*

Building 1301 was placed on the National Register of Historic Places on December 7, 1994.

Source: U.S. Department of Interior, National Park Service. National Register of Historic Places NPS Form 10-900a (8-86), dtd. 5 July 1994.

From Hangar Digests "Past"

The following item appeared in the April-June 1991 Edition of The Hangar Digest :

Chances of us obtaining a C-124 Globemaster are not good at this time. Of the two remaining C-124s not in a museum, one is owned by a Las Vegas entrepreneur who wants one million dollars for it, including the dance floors he installed on the wings, patio doors from the fuselage to the wings and the staircase and balcony to the flight deck. There is no extra charge for the chromed propellers.

The other C-124 is in storage at the Aberdeen Proving Grounds in Maryland. It is owned by the Army and has been traded to the Hill AFB Museum in exchange for parts to be used in ballistics testing. The plane has been sitting for several years while transfer and recovery details are resolved. The only way that we can expect to have the aircraft is if the Hill Museum decides that it is too large a project and too far from their base of operations.

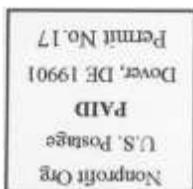
Editor's Note: The Aberdeen C-124 was eventually moved to Hill AFB and now resides in their museum. Due to the property condemnation of the owner's real estate , the C-124 at Las Vegas was scrapped last year.

★ The Benefits of Membership ★

Becoming a Member of the Museum is easy and it not only benefits the Museum's programs and projects, it also benefits you!

For an updated membership form,
please visit:

<http://amcmuseum.org/support>



AMC Museum Foundation, Inc.
P.O. Box 02050
Dover AFB, DE 19902-2050

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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 property of the Air Mobility Command Museum unless otherwise designated.

I solicit your comments, articles and ideas for future issues. You may contact me by mail: Harry E. Heist c/o The Hangar Digest, P.O. Box 02050, Dover AFB, DE 19902-2050; FAX (302)677-5940; PH (302)677-5997 and email:

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