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Hangar Digest



A P-47 assigned to the 4146th Army Air Force Base Unit, Dover Army Air Field. It was that unit that developed the first successful combat proven air-launched rocket systems used by the United States Armed Forces in World War II.

I am sorry to announce that Mike Boyd a valued member of our Museum family has passed away. He was responsible for the "AMC Museum Aircraft Profile" that appears in this and has appeared in past Hangar Digests. Mike left us with an extensive library of aircraft illustrations and histories. He will be missed.

I conclude the history of Dover's Building 1301. Few knew of its role in the development of an aerial rocket delivery system used in World War II that led to the more sophisticated weapons of today's Air Force.

On May 7th the Museum played host in honoring Delaware resident Dorothy Lewis, a Normandy Nightingale. Dorothy was one of eighteen nurses with the U.S Army Nurse Corps who treated Allied soldiers, under fire, on Omaha Beach on June 10th, 1944, four days after the Normandy invasion on June 6th. Joining her at the Museum were two other Nightingales, one of whom served with Dorothy at Normandy. See page 11 for photos of this event.

Congratulations to Dover AFB, the Air Force recipient of the 2008 Commander-in-Chief's Annual Award for Installation Excellence! This is a first for Dover and the Air Mobility Command. Joining Dover for this highly competitive Presidential award were the U.S. Army's Fort A.P. Hill, Bowling Green, Virginia; Marine Corps Base, Camp Pendleton, San Diego; Naval Base Coronado, San Diego and Defense Supply Center Richmond, Richmond, Virginia.

Soon to be up and running—our new web site designed by Hal Sellars. Check it out at www.amcmuseum.org.

Our Annual Fall Mixer is set for 5 September. See page 13 for details.

Harry E. Heist, Editor

INSIDE THIS ISSUE

From the Director	3
Cruisin' with Jim	3
Name the Plane	5
We Were There Once	6
Building 1301	8
An Artifact Fact	9
Museum Scenes	10

LOOKING BACK

Forty year ago, the first McDonnell Douglas C-9A Nightingale was delivered to the 375th Aeromedical Airlift Wing, Scott AFB, Illinois, to serve as an airborne hospital ward. The modified version of a commercial DC-9 was the first military aeromedical evacuation aircraft to be jet powered. It could carry up to 40 ambulatory patients or 30 litterborne patients at a cruising speed of 500 miles per hour for distances of over 2,000 miles.

Source: Toward the Air Mobility Command 1994 Revised.



The Hangar Digest is published quarterly and is dedicated to the preservation of our airlift and tanker heritage. All articles, unless otherwise noted, are written by the editor. All photographs are the courtesy of the Air Mobility Command Museum unless otherwise designated.

Viewpoints expressed are those of the contributing authors and do not necessarily reflect the opinions of the AMC Museum Foundation or of the Museum's staff.

Subscriptions are free and are mailed via non-profit standard mail to paid-up members of the AMC Museum Foundation, Inc.

Contributions. Reader's comments, articles and ideas are solicited for future issues. Mail to: Harry E. Heist c/o The Hangar Digest, P.O. Box 02050, Dover AFB DE 19902-2050; FAX (302) 677-5940 and email: harry.heist@dover.af.mil.

Air Mobility Command Museum Mission Statement

The mission of the Air Mobility Command Museum is twofold:

- The primary mission is to present the history and development of military airlift and tanker operations.
- The second closely aligned mission is to portray the rich history of Dover Air Force Base and Dover Army Airfield, its predecessor .

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Museum hours: Tuesday through Sunday—9:00 am to 4:00 pm. Closed Federal Holidays

From the Museum Store:

Summer's in full swing and it's time to get into those shorts and T-shirts along with that cool refresher by your side. So, check out the store for your can and bottle cozies, BBQ items, Air Force theme summer wear, flying models for the kids and books for leisure reading.

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

First things first: The C-47 diorama, created entirely in-house by our exhibit team, just received the AMC Heritage Award for 2008. Jim Leech led the team consisting of Deborah Sellars, Hal Sellars and MSgt. Rick Veller (photo on page 10). They created a very engaging exhibit. Congratulations to them all.

Another new exhibit that we are very proud of came to our Museum with the cooperation of the German Embassy. It commemorates the 60th Anniversary of the Berlin Airlift. We are the very first museum in the United States to display this traveling exhibit. It details the history of the Airlift (in photos and memorabilia) and we have temporarily incorporated it with our own long-term exhibit. Later this year it will be at the National Air & Space Museum and the National Museum of the USAF. You can see it here first until July 15th!

Signs of progress are everywhere you look. The C-121 restoration is coming to the point where it is slowing down as it is getting closer to completion. After more twists and turns than a summer novel, our volunteer crew has obtained, refurbished and installed 40 "like new" airline seats; so, that in the future, we can use this plane as a classroom for our summer Aviation Camp. (More about the Camp later.) With most of the work near completion in the passenger cabin, the cockpit work is coming along quite well. Our last major challenge is to find a proper radome and extension in order to match the standard military configuration of the C-121s.

There is also progress on our B-17, which has been patiently awaiting a top turret and left cheek window. Both parts are currently being fabricated and they should be installed before the end of this year.

The A-26 *Invader* was removed from its former home at the Bonanzaville Museum in Fargo North Dakota and moved to Omaha Nebraska where it is in storage awaiting preparation for air shipment to Dover. You may know that the A-26 was one of the prime aircraft used here in Hangar 1301 as part of the rocket test program during World War II. We are anticipating the arrival of this great aircraft before the end of summer.

The AMC Museum Foundation has stepped up and hired a certified teacher for our summer Aviation Camp, Corey Pennypacker, who teaches at Caesar Rodney High School. He will be working with our volunteer educator Dick Caldwell. The program will broaden the educational impact of the Camp.

In April, I was privileged to visit the Air Force Field Museum at FE Warren AFB in Wyoming. Most Air Force people never get to see FE Warren as it is a missile base. It does not even have a runway, but, it does have several thousand artifacts from its days with the US Army Cavalry in the 1800s. There are over 200 historic buildings on base but all-in-all, I was happy to get back to our big birds here at Dover.

Till the next time,

Mike

Cruisin' with the Curator

With the price of gasoline continuing to creep upward, we'll park the Cruiser and take the shoe leather express. But before we step off, a few updates: The C-131 is still in restoration and the paint prep work is continuing slowly. The new Dover timeline wall has been constructed by a local contractor and once it's primed and painted, the graphics will be applied. As part of this project the gate shack exhibit has been moved to the mezzanine. The plans for the history of airlift exhibit are being polished and we've talked with a contractor about the early stages of construction. Hopefully we'll have something in place on the hangar floor in a couple of months. Hey, good things take time.

Bird nesting season is here and wow, have the planes seen their share of feathered visitors. Rick Veller and I
(Continued on the following page)

Cruisin' with the Curator (Cont.)

have spent quite some time trying to stay one step ahead of the birds and screen off their intended targets. We'd park off to the side of a plane and spot the birds' access, fire up the high-reach and before they could return, we'd plug the access point with bird proofing. I think they're winning!

Now to the planes. We're approaching the end of our tire fill program. For those of you who aren't up to speed here, we've been routing our aircraft tires to a company in Philadelphia where they fill them with a rubber compound that when hardened, provides us with a solid rubber tire. No more air, no more leaks, and no need to position the planes on stanchions to get the weight off of them. It's been a task at best to facilitate this program. Each aircraft has to be jacked and tires removed. In some cases we can only remove one tire at a time for filling; so, with an aircraft that has six tires, that's six jack jobs. Anyone out there wanna help? We're about eight tires from being complete so the end is definitely in sight.

Let's look at the inside some of the planes. As Mike said, the interior of the C-121 is really a sight to behold. The re-upholstered passenger seats are outstanding and all the other work accomplished makes this one of the better restorations. Not to be outdone, the guys working on the interior of the C-54 have come a long way in a short time. We'll not discuss what they've done, you have to stop by and check it out. Slowly, very slowly, the C-123 interior is coming along. There's a lot to be done and as said before, good things take time. And I'll take the time now to thank all the volunteers for the great work they do for the museum. If you want to be a part of a dynamic team, stop by and sign up. We'll put you to work.

Have a great, safe summer.

Jim

Meet Museum Volunteer Jim Reed

Jim volunteers as a tour guide and has been with the Museum since 1988.

Jim was born and raised in Atlantic City and Ventnor, New Jersey entering the Army Air Force in 1943. Upon graduation from Embry-Riddle electricians' school in Coral Gables, Florida, he was assigned to the 422nd Night Fighter Squadron, the most successful P-61 Black Widow Squadron during World War II. Jim's electrical systems performed flawlessly except on one occasion when the belly cannons shot off a nose wheel door, however, he and his crew got home OK. Following the war, he became a cargo agent for Northwest Airlines and later Flying Tiger (freight) Airlines.

In 1952, Jim joined the FBI as a Special Agent with assignments in Norfolk, Virginia; Columbus, Mississippi and New York City. In New York City, he worked Soviet and Chinese counter-intelligence. He retired in 1978 and he and his wife Helene moved to Milford, Delaware.

When Jim saw the story on "Shoo Shoo Shoo Baby", an 8th Air Force Boeing B-17G being restored at Dover Air Force Base, his tour-guiding career began. When "Baby" left Dover in 1988, flown to the Air Force Museum at Wright-Patterson Air Force Base, he segued into the Dover Air Force Base Museum, now the Air Mobility Command Museum.

Jim and Helene have enjoyed many ocean cruises and three rail excursions to the West Coast plus a train ride to Churchill, Canada to see the Polar Bears. When not traveling and volunteering, Jim's hobby is model railroading and his HO empire shares their basement with Helene's doll collection. They have five children and ten grandchildren.



"Name the Plane"

The airplane that I asked you to identify in April's issue of the Hangar Digest is the Boeing Model 415 later designated the XL-15 Scout.

The XL-15 was the last Boeing aircraft in the single-engine or small-aircraft market. The all-metal light aircraft, designed for ground observation, was neither a bomber nor a four-engine aircraft but its development was typical of Boeing's effort to diversify after World War II.



The Boeing plant at Wichita, Kansas designed the Scout for maximum visibility and good flight control at extremely low speeds. Intended for use by ground forces, it was easily dismantled and transported on an Army truck or in a C-97 transport aircraft.

The XL-15 usually used conventional landing gear but twin floats could be installed for water landings and takeoffs. An outstanding aerodynamic feature was its use of flaperons, which were separated from the basic wing structure and could be used as either wing flaps or ailerons. It was powered by a 125-hp Lycoming engine. Its ceiling was 16,400 feet with a top speed of 112 mph. Twelve XL-15s were built between 1947 and 1949 but did not lead to any contracts.

Our randomly selected winner of ***"Name the Plane"*** contest is Steven Daskal of Burke, Virginia and he will received an aviation related selection from the Museum's store. Congratulations!

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

(Museum staff and volunteers are not eligible)



We Were There, Once: Harmon AFB, Newfoundland

The largest area specified in the Anglo-American Lend-Lease Agreement was located at Stephenville, Newfoundland. The total of 8,159 acres, selected in October 1940, was situated at the northeast end of St. George's Bay. This was to become the largest military airport of the United States Army Air Force outside the Continental USA. It was to be known as Stephenville Air Base.

On 23 June 1941 Stephenville Air Base was officially named Harmon Field, in honor of Captain Ernest Emery Harmon, a pioneer in United States military aviation history. Acting as a test pilot for the United States patent office, Captain Harmon was selected to pilot the Martin Bomber on the "round the rim" flight of 1929, which circled the boundaries of the United States for the first time. While making a test flight from Maryland to Mitchell Field, New York, on 27 August 1933, Captain Harmon lost his life when his aircraft ran out of fuel near Stamford, Connecticut. On 1 July 1948 Harmon Field was renamed Ernest Harmon Air Force Base. Approximately 2,000 military personnel were stationed there during that year.



Harmon's Main Gate c1950



C-118 from McGuire AFB c1956/57

In 1953, like all other bases and sites in Newfoundland and Labrador, Ernest Harmon became a part of the Northeast Air Command (NEAC). Its mission was to participate in the supply and servicing of all US Installations in NEAC, including American bases in Greenland and Baffin Island. Ernest Harmon retained its importance as the first major overseas stop for military aircraft flying the North Atlantic to Greenland, England and Europe. The Strategic Air Command (SAC) operated out of Harmon from 1953 to 1958. However, in July 1953, the NEAC force increased considerably as the 61st Fighter Squadron with twelve F-94B's arrived at Harmon AFB. Three fighter squadrons were the most that NEAC ever had, although at one time there were plans for five squadrons (two at Goose, one each at Harmon, Thule and Argentina). All the squadrons eventually converted to F-89D's.

In 1953 Harmon AFB once again underwent another major construction program. Runways were lengthened and several new buildings were built, including a \$2 million hospital with a 100-bed capacity. The well-known "Black Hangar" was moved from its original location to the lower east side of the new aircraft parking area. Aircraft parking aprons were widened and the so-called "Boon Docks" were constructed to take care of the maintenance and servicing requirements of large aircraft. Underground refueling lines and hydrants were installed on the apron. Harmon became the home of the renowned 323rd F-102 Fighter Interceptor Squadron. Over forty KC-97 "Stratofreighters" of the 376th Air Refueling Squadron of the 4081st Strategic Wing under the Eighth Air Force (SAC), were also assigned to support the jet fighter squadron. All the activity was part of the air defense against a possible cross-the-polar attack from Russia. It was all part of the American-Canadian NORAD Defense Network. This activity grew rapidly under the 64th Air Division, when it took over from the Northeast Air Command in 1958 and continued to grow under the Eighth Air Force until the base was closed in 1966.

Command Headquarters for the 64th Air Division was located at Pepperell Air Force Base; however, Ernest
(Continued on the following page)



*4081st Strategic Wing Headquarters.
Now the Harmon Building*

We Were There, Once: Harmon AFB, Newfoundland (Cont.)

Harmon had its own defense mission. Over \$10 million was spent on construction from 1958 to 1966. It was a most common sight around Stephenville skies to see two or three formations of F-102 jets or ten or more giant KC-97 supertanker aircraft maneuvering, before jointly departing to some rendezvous over the Atlantic to meet other American aircraft in the air and refuel them.

A great feeling of anxiety hung over the approximately 1,200 civilians who worked on the base, when in 1958 the Northeast Air Command announced it was being deactivated. However it was learned that the base operations would continue under the new command of the 64th Air Division. This change in command for Harmon revitalized the base, as a new multi-million dollar expansion program was announced. The two Harmon Hilton dormitories, at a cost of approximately \$2 million each, including the center core, a new hospital and additional Officer's Quarters were only a part of the new construction program.



Dover AFB's C-133A #62002 at Harmon AFB in April 1961. It would be lost at sea in September of 1963.

Harmon as the nearest refueling stop. A new range of large military bombers, jet fighter aircraft and in-flight tanker refueling aircraft came into being. For the next eight years Ernest Harmon Air Force Base flourished as a strategic part of the NORAD Air Defense program. However, all good things eventually come to an end, as in 1965 when the deactivation of Harmon AFB was announced. Up to the time from 1957 over 5,000 United States Air Force personnel were stationed at Harmon. The annual operating costs for the base were about \$17 million in 1962. Salaries for both military and civilian personnel amounted to more than \$1 million a month. The total value of Ernest Harmon Air Force Base, at the time of closing, was estimated at \$179 million.



F-102 Memorial presented to the town of Stephenville by the USAF in commemoration of Harmon AFB, July 21, 1990

The Strategic Air Command looked upon



Harmon Hilton 1960

On 16 December 1966, Harmon Air Force Base officially closed and all buildings and facilities were turned over to the Canadian Federal Government. A Federal-Provincial Board was set up to determine how to best utilize all of the buildings and areas.

On 26 December 1966, control of all former USAF facilities came under the newly formed Harmon Corporation. Today, the entire complex is part of the Town of Stephenville and the Newfoundland and Labrador Housing Corporation. The airfield is used for commercial aircraft, and is known as Stephenville Airport. It is operated by the federal government. They operate one hangar and some buildings at the airport to take care of airport maintenance and emergency duties.

Source: www.pinetreeline.org.

Photos: *The Georgian*, Vernon Walker, Brad Johannessen, Glen Warner, Dennis Abbott

Editor's note: In the winter of 1956/57, I was assigned temporary duty at Harmon AFB to initiate a form of flight planning known as "minimal flight plan navigation". The flight plan was designed by using a complex set of chart overlays on which the oceanic upper air pressure systems and the forecast winds were plotted. The result was a flight path with the shortest possible time enroute but not necessarily the shortest air distance. At the time it was used by McGuire AFB's MATS Air Force C-118s and Navy R6Ds transiting the North Atlantic from Harmon AFB to Prestwick, Scotland.

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 (Conclusion) (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.

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

Just released: "Hell Hawks! The American Fighter Pilots Who Savaged Hitler's Wehrmacht," by Robert F. Dorr and Thomas D. Jones. This military history is the story of the P-47 Thunderbolt-equipped 365th Fighter Group, which went ashore at Normandy after D-Day and fought on the European continent through the Battle of the Bulge, Hurtgen, and the final combat of World War II. The 365th was the only fighter group to stage at Dover Army Air Field before going to the war in Europe. Some of the portraits of the group's pilots with their P-47s were taken at Dover before they went into combat. Their Thunderbolts were a familiar sight on the gunnery range at nearby Millville, New Jersey. To order, contact Museum Store Manager Jon Rehm at (302) 677-5949 or email: jon.rehm@dover.af.mil.

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: J. Barry Brown, LtCol Roger Evans, LtCol William Hardie, Col John Loughran, LtCol Chuck McManus, Robert C. Monroe, Raymond Morrissey, Rumpstich Machine Works, Mr. & Mrs. Barry Schell, SMSgt Hugh Sheppard, Col & Mrs. David Sibbald, Kimberly Trojan, LtCol Robert Turner and LtCol Donald Wolpert.

An Artifact fact by:

Deborah Sellars

The U.S. Army Nurse Corps was established in 1901 when it became part of the Army Medical Department. The uniforms and insignia worn by army nurses are changed and updated periodically, and, like all military uniforms, they reflect traditions, current fashion, and work environments.

Since 1920 the Army Nurse Corps uniform insignia (worn on the lapels) has been a medical caduceus with a superimposed and centered letter "N." Today's U.S. Army nurse still proudly wears this insignia.



Scenes From: **Around & About the Museum**



The AMC Museum Recognizes its Volunteers at its 7th Annual Volunteer Luncheon

FRONT ROW: (l to r) Ev Sahrbeck, Harry Heist, Jimmy Nolan, Larry Phillips, Hal Sellars, Tom Corbeil, Mike Quarnaccio, Dave West, Bill Hardie, John Dobbins, Mike Phillips, Sandy Sandstrom **STANDING:** (l to r) Gary Burris, Bob Berglund, Harry Shirey, Dave Doyle, Dave Miller, Don Clark, Rich Donovan, Aaron Fisher, Bill Pool, Walter Martel, John Peirce, Jim Fazekas, Bob Wikso, Harry Hettinger, Paul Mijal, Jack Potenza, Bill Voigt, Ed Pratt, Doc Adams, Don Rynes, Bob Jones, Bill Judd, Harry Thompson, Jim Reed, Rich Harper, Paul George, Jim Campbell, Jay Schmukler, Dan Jenkins, Hank Baker, George McDuffie, Al Yerger, Les Potter, Jan Caldwell, Richard Doore and Dick Stevenson (Photo composition by Ev Sahrbeck, captured by Rick Veller)



LEFT: AMC Museum receives the 2007 Air Mobility Command's Heritage Award for the C-47 "Turf and Sport Special" diorama (pictured in the January 2008 edition of the Hangar Digest). Presenting the Award on behalf of General Arthur Lichte, Commander, Air Mobility Command, is Colonel Steven Harrison, 436th Airlift Wing Commander. Accepting the Award is Jim Leech. Shown (l to r) are team members Rick Veller and Hal Sellars. Absent from the photo is Deborah Sellars. Photo: Roland Balik, 436 AW/PA

On May 7th, 2008, the AMC Museum and Dover AFB honored Dorothy Lewis, a Normandy Nightingale. Dorothy was one of 18 nurses with the US Army Nurse Corps who treated wounded Allied soldiers on Omaha Beach on June 10th, 1944, four days following the Normandy Invasion on June 6th. For her valor, she was awarded the Bronze Star.

At the Museum, Dorothy was presented with a proclamation by Anthony Davila, Executive Director, Delaware Commission of Veterans Affairs on behalf of Governor, Ruth Ann Minner. Also, presenting the Nurse's Coin of the U.S. Air Force was Lt Col Marcia Potter, Chief Nurse, 436th Airlift Wing Medical Group. "I stand here and I'm speechless," Col Potter told Dorothy, recognizing her courage and service.

RIGHT: Pictured in front of the Museum's Uniform of the Day "Normandy Nightingales" exhibit are (l to r) Dorothy Lewis and Nightingales Grace McDonnell and Mae A. "Monti" Bowen. Mae was with Dorothy at Omaha Beach. Grace remained in England serving at a 1,400-bed hospital treating troops from various European battlefronts. Photo: Ev Sahrbeck



LEFT: Nurses (upper left in photo) Dorothy Richter (now Lewis) and Frances Slanger going over the side of their landing craft at Omaha Beach on June 10th, 1944. Submitted photo

BELOW: Dorothy is shown with Hank Baker. Hank was responsible for arranging the event and was also the MC. When she and her fellow nurses trudged onto Omaha Beach in Army fatigues, the soldiers first thought they were backup troops until they noticed their lipstick. "They didn't know what to make of these bedraggled, wet souls wearing lipstick but they were glad to see them", Hank said at the ceremony. Photo: Ev Sahrbeck



RIGHT: Dorothy Lewis at the tail of the Museum's C-9 Nightingale, following her tour of the aircraft. Photo: Ev Sahrbeck





LEFT: A recent visitor to the Museum was aviation artist Gil Cohen. Pictured next to his painting *Operation Nickel Grass*, Gil is planning a painting featuring the cockpit of the B-17. Photo: Ev Sahrbeck



RIGHT: Collector's Day at the Museum. Items displayed included: trench art, antique Teddy Bears and toys, china, uniforms, unusual woodworking tools, antique watches and other collectables. Photo: Mike Leister



LEFT: The Museum is always pleased in welcoming the Loan Wolf Outlaw Cruisers Club. On a beautiful Saturday in May, approximately 90 PTs turned out for this year's "PTs Take Flight 2". Pictured are Vietnam veteran Bill Doss and his wife Debby. They drove their 2004 "Freedom" PT Cruiser from Fishers, Indiana for the event. Photo: Editor

BELOW: A view looking over the Museum's fence shows a section of Dover's Runway 14/32 (seen as a pile of rubble). The 2½ mile runway (asphalt & concrete) is undergoing a total replacement. Portions of this runway date back to World War II when the base was used for P-47 pilot training, anti-submarine warfare, tow target training and as a rocket test center. Photo: Editor



The
AIR MOBILITY COMMAND MUSEUM FOUNDATION'S



Annual Fall Member Mixer

Friday, 5 September 2008 at 4:30 at the Air Mobility Command Museum

- Cover charge: \$10 (FREE for members (Friends of the Museum) at Squadron Commander Level or above).
- Visitors joining the AMC Museum Foundation that evening will have their cover charge waived
- Foundation Update Report by Board President Mike Quarnaccio (B/G, USAFR, Retired)
- Director's Report by AMC Museum Director Mike Leister
- Many aircraft open for tours, door prizes, **FREE** hors d'oeuvres, pay as you go bar, membership packages showing restoration progress, *"minimum program, maximum mixing"*!

Please RSVP to 677-5996 and Leave a Message

Bring a friend and get them to join.

Raffle tickets available for a flight in a 1941 Stearman!!!!!!!



Aviation artist Paul Rendel looks on as Major (USAF, retired) Bill Voigt signs a limited edition giclee print of the AMC Museum's Aviation Art series, *The Berlin Airlift*. Mr. Rendell also signed the numbered prints. Major Voigt, a volunteer with the Museum, flew missions during the Berlin Airlift in the C-54 depicted in the painting. The signings took place at the Museum during last year's annual AMC Museum Foundation Mixer. This print was the second in the AMC Museum Aviation Art Series, began two years ago with the print *Operation Nickel Grass*, the Israeli Airlift of 1973. These giclee prints are available in the Museum Store for \$125 or FREE to any new Life Member of the Museum Foundation. The third print, *Starlifter Liberty Salute*, three C-141s flying over the Hudson River with the World Trade Center buildings as a backdrop (see illustration above), will be released at the next Annual AMC Museum Member Mixer, being held at the Museum Friday, 5 September at 4:30. Call 677-5939 for additional details or to have any questions answered.

For an updated Pave a Path to History
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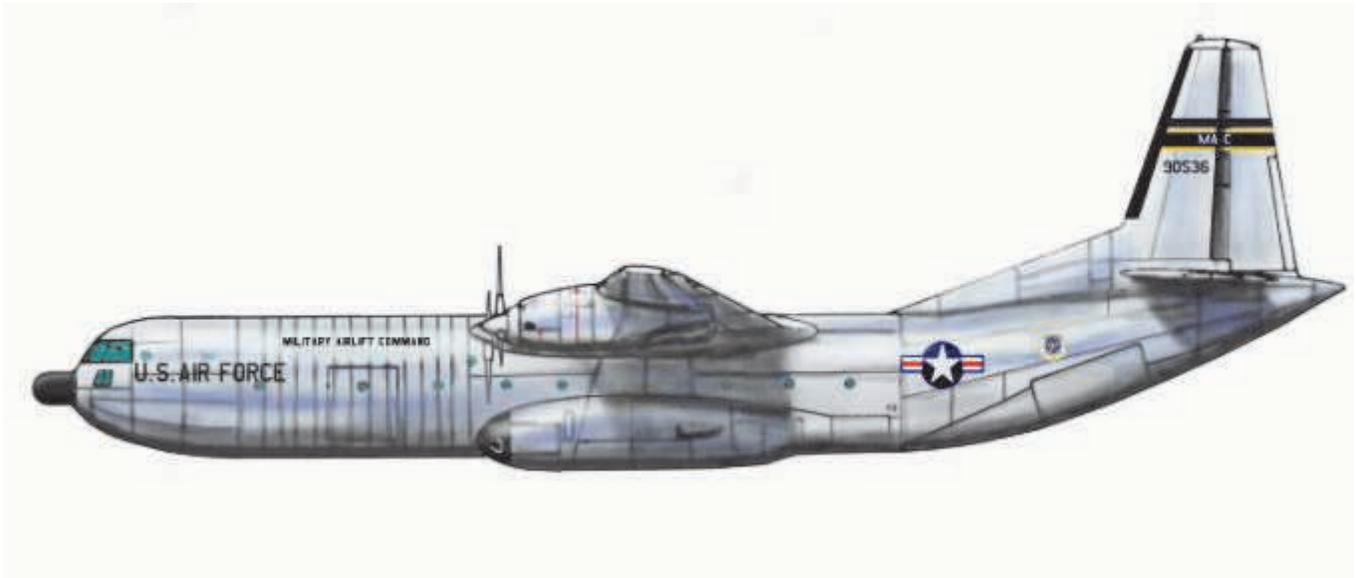
<http://amcmuseum.org/support>

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AMC Museum Aircraft Profile



This illustration shows the AMC Museum's Douglas C-133B #59-0536 as it appeared while assigned to the 84th Military Airlift Squadron, 60th Military Airlift Wing, Travis AFB, California. It was the last of fifty C-133s manufactured and would serve its entire active Air Force career with the 84th at Travis. It was retired in June 1971.

MARK YOUR CALENDARS FOR OUR ANNUAL FALL MIXER—FRIDAY, 5 SEPTEMBER 2008

AMC Museum Foundation, Inc.
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