Shown is the Museum’s C-133B Cargomaster S/N 59-0536, the last C-133 built. The C-133 helped to pioneer modern strategic airlift throughout the world in the late 1950s and 1960s before the introduction of the all-jet C-141 Starlifter. The Cargomaster was invaluable during the Vietnam War, but airframe fatigue problems caused the fleet to be withdrawn from service in 1971. Photo: Editor

Some of us at the Museum have had difficulty not only communicating via email, but also in the inability to send, forward or receive email attachments. And, internet research had become impossible. That problem is now solved! Thanks to the perseverance of John Taylor, Operations Manager, a Comcast line has been installed which now gives us the opportunity for unlimited email correspondence. Jim Stewart, Store Manager; Jan Caldwell, Volunteer Coordinator and I now have Comcast access; so, for ALL future contact, please use our new Comcast email addresses as our “dover.af.mil” addresses have been deactivated. Our new addresses can be found under “Contacts” on the Museum’s website.

Hal Sellars, webmaster, reports that we have had more than 37,000 visitors to our website since he developed it eleven months ago. If you have yet to log on, you’ll see some great photos by Ev Sahrbeck, fantastic graphics by Hal while keeping up to date with all of the Museum’s activities. Be sure to navigate to Links for access to other great aviation adventures. Try it at: www.amcmuseum.org.

Our annual Fall Mixer is set for 18 September. See Foundation Notes for information on this and other future events.

Harry E. Heist, Editor
New Email: archivistamcm@comcast.net

LOOKING BACK

Fifty-five years ago (26 June to 17 July, 1954) airlift aircraft from the Far East Air Forces and the Military Air Transport Service carried 509 French Foreign Legion veterans of the French campaign in Indochina from Saigon to Paris, France and Oran, Algeria by way of Tokyo and Westover AFB, Massachusetts in Operation Wounded Warrior. The 14,000-mile airlift followed an eastern route due to political considerations and the locations of suitable airbases.

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.

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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: archivistamcm@comcast.net

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Air Mobility Command Museum
Mission Statement

The mission of the Air Mobility Command Museum is twofold:

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

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From the Museum Store:

Summer’s 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 your leisure reading.

Contact store manager Jim Stewart by phone at (302) 677-5992 or by FAX at (302) 677-5949 and email: storemanageramcm@comcast.net.

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.

Correction to April’s issue: Dover’s 1737th Ferrying Squadron also flew T-33s.
From the Director

Sometimes we get lucky. In the last issue, we ran a photo of a crashed A-26 and discussed using it as proof that Dover A-26s had a top turret. Well, just by chance, a long time Museum supporter named John Bessette took a trip to the Air Force Records Center at Maxwell AFB in Alabama. That is where all of the aircraft assignment cards and squadron histories are kept. While he was taking a break from his intended research, he looked up the assignment card for the aircraft tail number in that picture. Not only was he able to find the assignment card he also found the complete accident report, which added a bit more to our understanding of Dover’s Rocket Test Center and of aviation in general during World War II.

John found that the pilot had made eleven firing passes when he developed engine trouble. We have a photo of a Dover A-26 with 20 rockets mounted under the wings in twin mounts so that checks out. A crosswind landing with one engine out and a general lack of emergency training procedures served to make that the last mission that particular A-26 flew. The pilot was injured in the hard landing because---unbelievably---Dover did not have shoulder straps installed in all of its aircraft. After that incident, it was mandated that all aircraft at Dover Army Airfield have shoulder straps installed and that they should always be used. One other interesting tidbit is a map that showed the position of the aircraft on the airfield and where the aircraft firing butt (backstop) and the ordnance area was located.

When you work on a military base, you get used to inspections. In basic training, I remember they used to inspect to see if your bootlaces were laced left over right. Not that it mattered to your feet; it was training to assure that you could follow instructions. The names of the inspections change, their importance also change, but inspections are a part of what allows our organizations to function smoothly in spite of the changing requirements. Dover AFB just completed a big inspection called a Unit Compliance Inspection (UCI). This one is much more serious than the old boot-lacing thing in basic. The base received an overall “Excellent” and your Museum earned an “Excellent.” This is no small accomplishment given the number of compliance issues we deal with every day.

Thanks to our staff, paid and volunteer, for all their hard work!!!

In April, right before the UCI, we needed a battery-powered am/fm radio to fill a square for emergency equipment. Therefore, I posted a request in the volunteer’s office asking if someone might have one that he did not need. A visitor from Rockville, Maryland noticed the sign so he sent us a radio. As a former member of the Air Force, he wanted to help. He related his experiences flying in C-124s when he was in the Air Force Band. Not only are our volunteers great, now our visitors are getting in on the act! Now if someone would just donate a new hangar...

NEWS FLASH—we just received notice that our KC-135E is released for delivery. This aircraft has a great history including an assignment at SAC Headquarters in Nebraska and one with the 2nd Bombardment Wing at Barksdale AFB, Louisiana. It was, according to preliminary information, the first KC-135E assigned to Rickenbacker AFB in Ohio. It will also be the last KC-135E model to leave McGuire AFB in New Jersey. Amazingly enough the plane has been flying for 50 years, I can’t really put that into perspective except to ask how many of you are still driving your ‘57 Chevy to work every day??? One very interesting note, that for a special event in 1998 and held in England, the plane sported a huge tiger on the left side that took up nearly the entire forward fuselage. The aircraft is scheduled to arrive on 7 August; however, more details will be forthcoming. Please stay tuned.

With the KC-135, we have averaged over one new aircraft a year since we opened, not bad for a hometown operation.

Mike
Cruisin’ with the Curator

Well folks as you read this, Dover’s Air Show and Open House is now history and the hurricane season is upon us. Geez, what a way to start an article, huh?

Most of May and June was spent getting our aircraft and facility ready for the air show. I appreciate all the work that was done to make sure we were ready for the crowd. And we were. Thanks to all. It’s not always easy to throw a successful block party for thousands of our closest friends, but we pulled it off!

Our newly acquired U-3A “Blue Canoe”, one of the editor’s favorites, has been painted by Domino’s Body Shop and all I can say is WOW! The crew spent several weekends painting the aircraft and to say, “they did an outstanding job” doesn’t even come close to the finished product. We still need the propellers and some interior sprucing up to finish the restoration but the aircraft presents itself quite well minus those few things that are left to do. It’s now at the Museum, so stop by and take a look.

While we’re talking aircraft restoration, the A-26 crew finished the plane in time for the air show and yet again they brought out a sterling example of their talents. There still remains some interior work but the plane is display worthy so while you’re here scoping out the U-3, make sure you see the A-26.

I know I’ve spoken often in past issues about the progress on the History of Airlift exhibit, and I’ll try to make this my last comment on it for a while. Rick Veller has been working diligently trying to finish the work left by the contractor. He’s made significant headway and hopefully by the next issue of the Hangar Digest, we’ll be adding the “guts” of the exhibit. I know that good things take time so this should be one of the best exhibits yet.

Finally, the expansion to our display ramp is in progress. The area behind the C-124 and the C-121, extending all the way across the ball field, will be paved for future aircraft acquisitions. We’re expecting several large aircraft for our next inbounds and the acreage is definitely needed.

Once again, heartfelt thanks to all of our volunteers who help make the AMC Museum a grand success.

Jim

Meet Museum Volunteer Aaron Fisher

Aaron has been with the Museum since 2005 volunteering as a member of the C-124 restoration team. In addition, he assists other restoration teams in resurfacing their aircraft’s flight controls.

Aaron was born and raised as a Navy dependent and enlisted in the Air Force the same month as his father retired from a 30-year Navy career. Aaron’s Air Force career spanned 37 years, 24 of which included active duty military service and 13 years as an Air Force civilian.

His active duty assignments included eight years as an aircraft engine mechanic working on C-124s assigned to Donaldson AFB, South Carolina and Hunter AFB, Georgia. In 1964, he retrained into Management Engineering spending five years at Hunter AFB, Tinker AFB, Oklahoma and Charleston AFB, South Carolina. In 1968, Aaron attended the University of Nebraska receiving his BA and the following year he received his commission from OTS as a second lieutenant and served five years in Japan as a Manpower Officer. He was then reassigned to the Pentagon, serving six years as a manpower programmer and action officer. He retired from active military service in 1993 when he then went on to serve at the Pentagon as an Air Force civilian retiring for good as a DOD employee in 1993 at age 55. At his retirement ceremony he reflected upon his career by saying, “In my 55 years I have been a Navy dependent, an Air Force enlisted man/officer and an Air Force civilian. In 55 years there were only 13 days that I was not under military supervision.”

Aaron has been married to his lovely wife Lu for 50 years. They have two children and six grandchildren. Aaron enjoys traveling and hunting. When he is not volunteering he says, “he misses volunteering.”
The MATS Story: The Airplanes

“The Military Air Transport Service (MATS) needs two types of transports—jet transports for express and turbo-props for cargo only.” That’s the way Lt. Gen. Joseph Smith, Commander MATS, stated the need in 1955. However, when the Military Air Transport Service was created in 1948, the first time elements from two services (Navy & Air Force) were welded into a permanent organization, the need was not so well defined.

On 1 June 1948 MATS was formed, during the post World War II reorganization of the Department of Defense, by combining the Air Transport Command and the Naval Air Transport Service. Most of the aircraft turned over to this new organization were those old reliables, the C-47 Skytrain and the C-54 Skymaster. Both were well proven in civilian as well as military service. Both were Douglas airplanes designed originally for civilian passenger and cargo transportation.

Merely to list all the types of aircraft assigned to MATS at that time would require an extensive amount of space. Just the transports turned over to MATS alone, in 1948, included the: C-46 Commando, C-74 Globemaster I, C-82 Packet, C-97 Stratofreighter and the C-118 Liftmaster. Other aircraft assigned for training and special duty were even more numerous during MATS’ first year. They were the: AT-6 Texan, AT-7 Navigator, AT-11 Kansas, A-26 Invader, B-17 Flying Fortress, B-25 Mitchell, B-29 Super Fortress, C-45 Voyager, C-64 Norseman, L-4 Grasshopper, PT-19 and believe it or not the OA-10 Catalina. The list went on!

In carrying out its mission of supplying air transportation to the Department of Defense, MATS provided passenger transport and cargo hauling wherever needed around the globe. It had other important duties as well. Essential to the MATS mission were rescue, weather reconnaissance, aerial photography and charts, training, flight checking and administrative flying. As MATS gained experience it gained new ideas of what it needed in its aircraft. Those findings were passed on to the Air Force and the aircraft manufacturers.

The number one aim for a suitable transport-cargo aircraft was found as early as 1949. It was to be economical with a low operating cost per mile. The transport must carry a sizeable load at a good speed. For instance, MATS wanted an airplane that would carry 25 tons for 3,000 miles at an average speed of 250 miles per hour. Even before the cost of operation, the prime consideration was that the aircraft be safe beyond any doubt. In addition, MATS wanted dependability, ease of maintenance, ease of loading and capable of operating from 6,000-foot runways and up to 20,000-foot altitudes. One other point quickly became apparent: MATS aircraft must keep up to date. With worldwide commitments in time of war, MATS airplanes must be as modern as possible.

Right from its inception, MATS proved that it had tremendous capability. The Berlin Airlift, organized in its formative stages by Lt. Gen. Joseph Smith, was created when MATS was three weeks old. The Berlin Airlift, literally saving the lives of thousands, caught the hearts of free peoples everywhere. MATS aircraft flew 134,000 tons of food and necessities each month from 26 June 1948 until 1 August 1949.

(Continued on the following page)
The MATS Story: The Airplanes (Cont.)

Korea brought a different kind of test. It was almost noon on 2 June 1950 at Kimpo Airfield, Korea. Suddenly a Russian-built YAK appeared overhead and started pouring 20mm slugs into an airliner below. The unlucky aircraft was a MATS C-54 veteran of the Berlin Airlift. Now MATS had a stake in the Korean War. Again, a steady growing MATS justified its existence in a dynamic manner but this time called on a wide variety of aircraft to get the job done.

Korea saw the helicopter emerge as one of the best friends a combat serviceman ever had. In the hands of MATS' Third Air Rescue Squadron, the helicopter proved to be a lifeguard in the sky. From 25 June to the end of November 1951, the squadron’s helicopters reached behind the enemy line to pluck 780 United Nations personnel and bring them back to safety. The most decorated of all Korean air units also evacuated 2,500 casualties from the front lines. Meanwhile, other MATS planes kept busy. The venerable C-54 of World War II and Berlin Airlift fame actively supported the Korean conflict by flying critically-needed cargo across the Pacific. Among the newer and better airplanes making their debut at this time were the C-118 Lifemaster and the C-97 Stratocruiser, both used extensively for air evacuation flights.

Other MATS aircraft supporting the Korean action included the specially equipped WB-29 of the Air Weather Service. These planes ranged far out to sea checking weather conditions. Another type of B-29 (SB-29 “Super Dumbo”) was flown by the men of the Air Rescue Service (ARS). These planes carried a large lifeboat slung beneath their fuselage.

The SA-16 Albatross amphibian was another airplane that saw action in Korea. It was born of necessity and tested under actual combat rescue conditions. Extensively used by ARS, this plane was instrumental in the successful completion of many search and rescue missions. The SA-16 figured in over 200 behind-the-line aircrew water pickups during the Korean action.

By 1952 the flying missions of MATS had expanded considerably. Transport, of course, held the dominant role. Airplanes were needed for other missions as well. The main ones were: medium and heavy transport training, air evacuation, primary mission (such as weather and air rescue), special mission, administrative, flight checks, minimum individual training (combat readiness training) and tactical unit support.

MATS still depended on its older transports but by 1952 had begun to put more flying hours on post-war aircraft such as the C-97, C-118, C-121 Constellation and the C-124 Globemaster II. Two types virtually unknown during World War II became part of the flying fleet: the helicopter and the jet. During Korea, the “choppers” had really proven themselves and so MATS acquired two types: the three passenger H-5 and the larger ten passenger H-19.

(Continued on the following page)
The MATS Story: The Airplanes (Cont.)

MATS’ five technical services found that their own needs would center about a small number of aircraft types. For example: the Air Weather Service worked with B-29s and B-50s, the Air Photographic and Charting Service used C-45s and B-50s, while the Air Rescue Service needed not only its mainstay the SA-16 but also SB-17s, SB-29s, H-5s and H-19s.

By the mid-1950s, MATS found it necessary to catalog its transports into HEAVY, MEDIUM and LIGHT. For example, four-engine MATS aircraft in the HEAVY category consisted of the C-124, C-97 and the C-74. MEDIUM transports were the C-121, C-118, C-54, the two engine C-119 Boxcar and the C-131 Samaritan. LIGHT transport was the two engine C-47. The C-131 was equipped with rear facing seats, air-conditioned and with other features designed for its task of the air evacuation of patients.

Approaching the end of the 1950s, MATS saw the need for an all-cargo turbo-prop transport that would carry approximately 50,000 pounds of payload over a distance of 3,500 nautical miles. At the time, studies indicated that in the foreseeable future (through the 1960s), a 50,000 pound payload was about optimum, if frequency of service and economy were both considered. The range of this aircraft would permit nonstop overseas service, a wartime requirement. It appeared that the 50,000 pound payload and range could only be realized economically through the power and efficiency inherent in the turbo-prop engine. Enter the C-133 Cargomaster, the first USAF strategic transport specified for propeller-turbine power. This aircraft with its four Pratt & Whitney T-34-P-9W turboprops would more than satisfy MATS’ requirement.

Before the mid-1960s, MATS would also acquire the C-130 Hercules, C-141 Starlifter and the C-135 Stratolifter, ever increasing its ability to move personnel and cargo to anywhere and at anytime.

Museum Volunteer Goes To Sea by Jeff Spiegelman

As it turns out being a college professor can be a tough job. There is always too much information and not enough time to teach it. Classroom materials often do not work if even they are available. The wide variety of the students’ backgrounds makes planning a lesson a daunting task. And, there is always the possibility of failure; you spent weeks trying to make the students understand and sometimes your efforts are in vein. Now, try it while you’re seasick!

My job is a Navy College Program for Adult Continuing Education (NCPACE) instructor working for Central Texas College. For civilian readers, who are not as accustomed to military acronyms, it means I am a college instructor that gets deployed as a civilian contractor onboard US Navy ships that are on station around the world. My deployments are usually 6-8 weeks in duration and can be on ships as small as frigates or as large as an aircraft carriers. The classes that I teach most often are US History I and II as well as Western Civilization I and II.

My most recent deployments were onboard the USS Theodore Roosevelt. One was in September and the other was in March. On the first deployment I left homeport at Norfolk, Virginia, had a few days liberty in Cape Town, South Africa and was catapulted off the ship while in the Indian Ocean to catch a flight home from Bahrain. On the second deployment, I walked onto the ship in Dubai, rode the vessel through the Suez Canal and flew home when the ship reached Portsmouth, England. The Theodore Roosevelt (America’s Big Stick) is a Nimitz class nuclear powered aircraft carrier with 5000+ sailors onboard. I was also deployed on the USS Cole, a guided missile destroyer with a crew of more than 275.

The job itself, as you can imagine, has unique challenges. Not the least of which is adapting to the before mentioned acronyms. I cannot think of another classroom setting where my lesson plans can be interrupted at any time by (actual examples) fire drills, general quarters drills, intruder alert drills, engineering casualty drills, medical emergency drills, as well as a host of ACTUAL fires, medical alerts, engineering casualties and anything else under the sun. On the other hand my students on ship have EXCELLENT excuses for being tardy, “I am sorry I could not come to class yesterday. There was a fire on the flight deck right above your state-room.” (Note to reader, that student was excused from the assignment for the day).

I joke about the horrors of teaching and in many cases the facilities available to me onboard were primitive, but the sailors are amazing students: intelligent, inquisitive, well behaved, and very motivated. The more cynical among us may say they are motivated because the classes they are taking are paid for by the Navy. But I am under the impression that the sailors, in general, are motivated taking pride in their jobs and in themselves. These classes are a reward for the hard work they put in for months at a time. Thanks to these classes, many leave the Navy with an associate or bachelor degree that they earned while fighting for our freedom around the world. This gives me a great sense of pride in my work.

Those who may know me from volunteering at the AMC Museum (editor Heist included) are aware that things have a habit of breaking while I am around. However, this is not entirely my fault. I do not go out of my way to break things, but things go out of their way to break when I walk into rooms. To the US taxpayer, please consider this my official apology. My current list of broken US Navy equipment goes as follows: 3 copy machines, 3 computers, 1 laptop computer, 1 snack machine, 1 soda machine, 2 water fountains (legitimately my fault), 1 radar screen, 2 .50 cal machine guns, 1 25mm gun, 1 inch cannon, 1 door (the door to the flight control office on the Theodore Roosevelt came off the hinges in my hand when I opened it), 1 catapult (thereby limiting the combat effectiveness of the ship by 25%. Whoops). I think I have made my point.

I am currently in-between deployments which gives me the summer to spend with my new wife Jennifer, teaching at Wilmington University and assisting with the AMC Museum’s Air Adventure Camp. But reader be assured that in due time I will be back out at sea doing what I do best; educating the US sailors while breaking their equipment.
FOUNDATION NOTES by Don Sloan

HEY! Hope you didn’t miss the Dover Air Force Base Airshow 20-21 June at The AMC Museum! Check out http://www.amcmuseum.org/ and watch for the next Hangar Digest for some great pictures!

It was estimated that over 90 vendors and 4000 guests would attend April’s Central Delaware Chamber of Commerce 55+ Expo. A “regular” at the Expo, Paul George, once again volunteered to represent The Air Mobility Command Museum at the affair. Paul handed out a couple thousand brochures to visitors. Quite the smooth talker, he gave no quarter to those who haven’t yet visited our Museum. Check out this issue’s Hangar Digest photos and you’ll see that he even took time out of his busy schedule to grant a request to have his photo taken with George Burns’ look-alike, Albert Long.

Foundation Board members Rich Harper and Phil White represented us at Old Dover Days. Lots of folks stopped by our booth and picked up Museum brochures. Rich and Phil also filled them in on the new ramp extension and the anticipated fall arrival of our KC-135 and our potential to get a C-5 once they are released. More importantly, the booth monitors answered numerous questions about the upcoming Dover AFB Airshow.

DID YOU KNOW that you can contribute to The AMC Museum through the Combined Federal Campaign (United Way) or the State Employee Charitable Campaign (for State employees)? You simply make your contributions as part of the appropriate campaign and designate The AMC Museum as a recipient. As one of the approved charitable organizations, the Museum will then receive those designated contributions. The AMC Museum Foundation is an approved IRS 501 (C) (3) charitable organization.

Stearman Flight Raffle – Ever wonder what it would be like to fly in an open cockpit airplane? How about a World War II trainer – the same trainer in which thousands of WWII veteran pilots learned to “slip the surly bonds of earth”? Want to hear what a ’30’s-’40’s era radial engine sounds like – up close and personal? Here’s your chance. The AMC Museum Foundation is having a raffle for a sightseeing flight in a 1941 PT-17 Boeing Stearman, similar to the one hanging in the Museum. The flight will take place out of a “grass roots” aviation airport, Massey Aerodrome and Air Museum, in Massey, MD – about 30 minutes from Dover. A “low and slow” view of the DELMARVA countryside (and frequently, a bald eagle or two) will give you a glimpse of what it was like for the aviation pioneers of yesterday. Proceeds of the raffle are targeted for the Museum’s education programs. Tickets are available from any Foundation Board member, several of the volunteers and in the Museum Store. Look for them to be on sale at the Airshow!

Don’t miss Texas Hold’em Poker at Frasers in Dover on August 1st, 7 PM.

Car buffs might want to leave Friday, July 17th, open on your schedule. The Mason Dixon Chapter of the Ford Falcon Club of America is holding their 30th Annual Convention in Dover that week -- and they’re planning to visit our Museum from 9 to 3 on that Friday. Visit http://masondixonchapter.homestead.com/index.html to see their entire schedule of events. And the very next day, The Del Rods Car Club of Dover (http://www.delrods.com/) will present their annual Wings-N-Wheels Car Show July 18th, 9 AM to 3 PM. This is one of the fastest growing car shows in Delaware. Dash plaques and trophies will be awarded. Admission is, of course, free!

Hangar Talk Program – In March about 70 folks showed up for Ralph Pettersen’s presentation on the world’s surviving Connies, including our own C-121 Lockheed Constellation (be sure to check out his website at http://www.conniesurvivors.com/index.htm#top). Our guests were also treated to flying stories from a former C-121 pilot (and former Foundation Board member), Art Ericson and former Constellation navigator, Steve Welde. Seems a good time was had by all.

(Foundation Notes continued on page 13)
Scenes From: Around & About the Museum

ABOVE: Recently, the AMC Museum recognized its volunteers at its 8th Annual Volunteer Luncheon. Pictured are 57 of the Museum’s 96 active member volunteer team. For the year 2008, 22,479 volunteer hours were logged in research, administration, tours, aircraft restoration, store sales and exhibit construction equating to an economic impact of $724,498. Photo: Ev Sahrbeck

LEFT: Museum Volunteer of the Quarter, Charles “Charlie” Tanner (3rd from left) is shown with (l to r) Director, Mike Leister; Operations Manager, John Taylor and Foundation Board President, Don Sloan. Charlie has been a volunteer with the Museum for six years and is the C-119 Boxcar Restoration Chief. When not working on the C-119, Charlie volunteers at the Bay Health Medical Center. He was recognized as the “Meet the Museum Volunteer” in the July 2006 issue of the Hangar Digest. Photo: Editor
LEFT: The Museum’s “Hangar Flying” series recently hosted Ralph M. Pettersen, noted aviation photo-journalist, whose interest is in vintage civilian and military transport aircraft of the 1940s and ‘50s. Ralph’s specialty is the Lockheed Constellation survivors. He works for the US Navy as Director, CAD/PAD Manufacturing Division designing and building rockets/cartridges for aircraft ejection seats. He is the creator of the web site: www.conniesurvivors.com. Photo: Editor

RIGHT: Collector’s Day at the Museum featured more than 32 exhibitors displaying antique dinnerware, radios, Teddy Bears, tools, military uniforms, cameras, etc. Shown is Mr. Bill Strahle of Milford, Delaware with his extensive collection of model airplane engines; the oldest is a Brown “Junior” dating back to 1936. Photo: Editor

LEFT: The Museum was the venue for the ninth annual Lone Wolf Outlaw Cruisers Car Show. This year, more than 70 PT Cruisers from ten states gathered in support of the USO of Delaware. In addition to the great cars, a DJ was on hand to supply the music, face painting for the kids, a Chinese auction and other activities. Traveling from Warwick, Rhode Island was Navy veteran Larry Forcier and his friend Marie Rossi. Photo: Editor
LEFT: We knew it would eventually happen; volunteer master bird-proofer John Demory has gone to the “birds”. Controlling the bird population on our outside aircraft is a never ending battle; so, John came up with the idea of placing a motion detecting “bright eyed” plastic hooting owl in each of the wheel wells of the KC-97. Seems to do the job! Photo: Editor

RIGHT: Our own Museum volunteer Paul George explaining the benefits of becoming a “Friend of the Museum” to George Burns impersonator, Albert Long, at the Delaware Chamber of Commerce 55+ Expo recently held at Dover Downs. Photo: Don Sloan

LEFT: “Launching a Dream”, held annually at the Museum and sponsored by the Delaware Aero Space Education Foundation, is a highly motivating framework for integrating science, math and technology into the student’s curriculum. This year Thurgood Marshall Elementary School embarked on their maiden voyage. The crews “docked” with a Dover AFB Space Station (the Museum’s C-133). During the rendezvous, Dover AFB representatives and other dignitaries extended greetings and viewed experiments and shared a goodwill space lunch with the students. Photo: Editor
Look for our next episode of Hangar Talk to take place. Friday, August 21st. Col. Terence T. "Tom" Henricks (USAF, Ret) and former NASA Astronaut will tell you, first hand, what it’s like to watch thunderstorms from above and answer some of those space questions you’ve always wondered about. Born in the Buckeye State, Tom received his B.S. in civil engineering from the Air Force Academy in 1974, and a Master’s in public administration from Golden Gate University in 1982. After pilot training at Craig AFB and F-4 conversion training at Homestead AFB, he flew F-4’s in England and Iceland. In 1980, he was reassigned to Nellis. After attending the USAF Test Pilot School in 1983, he remained at Edwards AFB, CA, as an F-16C test pilot and Chief of the 57th Fighter Weapons Wing Operating Location. Selected by NASA in June 1985, Henricks became an astronaut in July 1986. Col Henricks commanded two Space Shuttle missions and piloted two others. He became the first person to log over 1,000 hours as a Space Shuttle pilot/commander. His space flight experience includes STS-44 Atlantis (Nov 91), STS-55 Columbia (Apr-May 93), STS-70 Discovery (Jul 95) and STS-78 Columbia (Jun-Jul 96). The 16-day STS-78 mission served as a model for future studies on board the International Space Station. Tom has flown 30 different types of aircraft, has logged over 6,000 hours flying time, and holds an FAA commercial pilot rating. He also has over 700 parachute jumps and a Master Parachutist rating.

Colonel Henricks left government service in November 1997 to pursue a career in business. After three years with The Timken Company, he served as Director of Program Management with Textron Information Services and at Textron Headquarters. While there, Tom was Vice President of Government Business Development at Bell Helicopter and certified as a Six Sigma Black Belt. In 2006 he joined The McGraw-Hill Companies and is responsible for leading and transforming AVIATION WEEK as its President. And he owns a Stearman! Hors d’oeuvres will be at 5:30, presentation at 7 -- you don’t want to miss this one!

Foundation Board member, Paul Gillis, is chairman of a recently formed Education Committee. Their goal is to enhance The AMC Museum’s Aviation Education Program. We envision an eventual dedicated education building, and perhaps even a full-time educator, paid through The AMC Museum Foundation. Paul’s tackling the issue with two basics: 1) what is the education need that the AMC Museum can provide? and 2) what will the education building look like? The Museum currently runs an aviation summer camp in conjunction with Del Tech. We have a well-developed Aviation Merit Badge program with the Boy Scouts of America, and provide for numerous class field trips, including home-schooleders. Paul’s exploring other education opportunities like the Del State University Aviation program (working with DSU would give teachers a different point of view to classroom instruction), the DAFB Civil Air Patrol, and FAA Aviation Safety classes. Several DAFB units already hold classes “off campus” to prevent distraction -- ours would be close and cost effective. What should the building look like? The size will be based on need (what size classes) and site restrictions. The building would include class rooms, or a dividable larger room, our flight simulators, and some new interactive education devices. After the need is defined we will develop plans then go for funding. This could be Federal, Air Force, and/or private grants. The Foundation has contacted both Senators Carper and Kaufmann and a grant writer. If anyone has input please leave Paul a message at the Museum or email him a cgillis2@verizon.net.

Save the Date for our annual AMC Museum Mixer, 5 pm, Friday, September 18th. As in the past, our plan is to not have much “program”, but lots of “mixing”. We’ll have information available on some of our latest acquisitions and restorations. Test your flying skills in one of our flight simulators, chow down on the hors oeuvres’, visit the Museum Store (and take advantage of your member discount). We’ll also have personalized tours of some of our prominent display aircraft. The event is free for Squadron Commander (and above)-level members – one of your perks – and a $10 donation for everyone else. Bring your friends an neighbors, ’cause lots of you will go home with one of the many, many door prizes. And finally, you can see who the lucky winner of the Stearman Sightseeing Flight Raffle will be!

Finally, I’d like to pass along my personal thanks to the many, many Museum volunteers, the full-time staff members, the board members – and you, the Friends of the Museum – who make The AMC Museum a great place to work and play. We’re still looking for volunteers, members and ideas. There’s lots going on – come be a part of it.

(Photo credits: American Flag/parachute, “C121 after”, Ev Sahrbeck; Stearman, Don Spering A.I.R.: Del Rods, Don Sloan).
For an updated Pave a Path to History brick form, please visit:

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For an updated membership form, please visit:

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This illustration shows the AMC Museum’s Fairchild C-119F-KM Flying Boxcar #22118 as it appeared while assigned to the 114 Communications Flight, Capodichino, Italy (United Nations Forces in Egypt). It flew shuttle flights between Capodichino and Abu Sueir, Egypt during the Suez Crisis in November 1956.