During World War II, the United States produced the most formidable glider force in the world. The pilots who flew these gliders were as unique as their motorless flying machines. Never before in history had any nation produced aviators whose duty it was to deliberately crash land and then go on to fight as combat infantrymen. In this issue, we look at the development of the glider in “Glider Legacy in the United States Air Force”.

Raffle tickets are now on sale for your chance to win an original oil painting of the World War II B-17 “Outhouse Mouse” by renown aviation artist, Dave Godek. The drawing will be held at our annual Fall Mixer Saturday, 18 September. See Foundation Notes for further information on this and other upcoming events.

Congratulations to Museum Volunteer Don Clark, former World War II Troop Carrier pilot, for being selected as an inductee into the Delaware Aviation Hall of Fame. Don will join such notables as: aviation pioneer Giuseppe Bellanca, WASP Ethel Meyer Finley, WW II ace Major George Welch and former SAC Commander Gen. Richard H. Ellis.

In the next issue, we fly the “Brazilian” down to Rio de Janeiro with Charleston’s 76th Air Transport Squadron.

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

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:
It’s short-sleeve weather and if you have kids you know that what fit them last year is way too small this year. Visit the store for youth-sized cotton/poly t-shirts in great colors, sizes S-M-L. Choose from a C-5 Galaxy or C-17 Globemaster III printed on the front. Pick your favorite airplane! Only $14.00 each.

For these and other popular store items, 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.

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From the Director

In the last edition I mentioned that we were going to have our first Silent Auction. Well, we did and it was not only a success in terms of raising funds for our educational programming but it was a fun night for all who came, and if you missed it you missed out on some great bargains. Several lucky people captured rides in classic aircraft, from a B-25 to a two-seat ultra-lite and an open cockpit bi-plane. Some original artwork went home with proud owners and my eagle-eyed wife had the winning bid for a pair of classic Adirondack chairs updated in indestructible recycled plastic planking from Tyndall’s Casual Furniture. In addition, Steve Kogler, from Teller Wines in Lewes, was on hand to lead a wine tasting in which he showcased some great wines under twenty dollars. I think everyone enjoyed the evening. Most of the items donated were from friends of the museum but some businesses stepped up as well. Many thanks to all and as punishment for having a fun event, we are going to do it all over again next year!

The new ten-acre ramp addition has now been turned over to us. This is where we will be parking our KC-135 and where we plan to park a C-5 when we receive one. No, I don’t know exactly when we will be getting a C-5 but I’m anticipating sooner rather than later. One unexpected benefit that came with the new ground was a softball diamond complete with fences and night lighting. We will be redirecting the lights to illuminate our airpark for night events but we are still looking into possibilities for the softball field. I do know we will be putting out some additional picnic benches to take advantage of the shade trees near the ball field.

Brigadier General Ken Wiggins (ANG Ret.) is in the process of putting together a pictorial guide to the history of Dover AFB, including the very early days of World War II. He is scanning thousands of our pictures looking for the very best to put in his book and we are happy to cooperate in this excellent effort. We are sharing information that he’s already uncovered at the State Archives and other sources, including something that we had not found in any of our base histories. Believe it or not, there is no central listing to discover what types of aircraft are assigned to a base at any particular point in history. Today it’s pretty easy; Dover has C-5s and C-17s. During World War II there were over 20 different types of aircraft assigned here, some for very short periods of time. We’ve spent years culling records and adding aircraft when we could find contemporary documentation. Sometimes it was base newspapers, sometimes official histories and sometimes it was from accident reports. One aircraft apparently eluded our search, the DB-7B!

But…we might be forgiven for the oversight. It seems that a Bombardment Squadron, which changed numbers, missions and designations three times in one year, was assigned to three different Bombardment Groups. During a brief three-month period in mid 1942 this squadron operated DB-7Bs at Dover Army Airfield. What is a DB-7B, glad you asked. It’s the designation for the Douglas built “Boston” bomber, Mark III, exported to the Royal Air Force. A small number were kept by the USAAF for miscellaneous duties assigned to “minor units”. They were a derivation of the slightly more common A-20 Havoc. The truly astounding thing about this story is the fact that in three months they racked up six crashes here at Dover AAF. Times certainly have changed, but being able to capture these stories is what makes history interesting. Stop by and see what’s going on, too much to tell you here!!

Till next time,

Mike

Cruisin’ with the Curator

Well, the weather is finally cooperating, so we will park the PT and take a stroll around the Museum.

The C-131 re-paint is now complete and it really looks good. The paint contractors did an outstanding job. Our crack C-131 restoration crew has bird-proofed the engine intakes and are still working small issues with the interior.

Bird Proofing…did I mention before that we provide some of the best nesting sites in the State? Yepper, every opening the birds find they access to build their nests. It’s a full time job just trying to keep up with them. Volunteer John Demory, our resident KC-97 crew chief, has a novel way to combat the nesters. He’s purchased several decoy owls and put them in the wheel wells of several of our planes to deter the birds from getting in there. It’s our version of Hooters and I think ours is working quite well. (Continued on the following page)
The contractor who is working our ramp expansion has completed the road work, including the paving, and very soon now our KC-135 will be on display. It’s hard to believe that it’s taken so long but as they say, good things take time! We hosted a C-133 reunion in May and the crew worked feverishly to make sure the plane was in tip-top shape for the attendees. Hal Sellars printed out and applied new vinyl aircraft markings and it made a great difference in the plane’s appearance. Another job well-done, Hal! Since the departure of our all-around craftsman Rick Veller, several projects have been sitting on the back burner awaiting folk power. That arrived via coordination with the Maintenance Group on base. As their time and schedules have permitted, the active duty troops have arrived on scene and have taken on some of those projects. From servicing struts to airing tires, installing aircraft flight controls and anything else we ask them to do, our need-to-do list is quickly getting smaller. In some instances, our needs have worked into on-the-job training for the newer members of the military. Many thanks for the assistance.

I’d like to recognize one of our volunteers who continually steps up and goes above and beyond for the good of the Museum. Paul George is a whirlwind of activity from the moment he steps out of his car. And, most times it’s around 6:30am. Paul has his routine that has him vacuuming floors, emptying trash cans, cleaning restrooms, fixing just about anything that needs attention and then he finds time to conduct tours of the Museum. What I would not do to have several Paul Georges to spread around. Thanks Paul, we all appreciate your efforts.

Over in the restoration hangar, the CG-4 glider crew is staying busy making sense out of piles of parts. The forward section of the fuselage has already been to the painters for corrosion work and a coating of OD paint and the aft section should be back as you read this. They do have a battle plan for the work that needs to be done. Time and patience are the rules to follow. This will be a time-consuming project so stayed tuned for further updates.

I’ll wrap it up for this issue with a few admin items. First, the Museum is on Facebook, so I want you all to log in and become friends of the Museum there. Second, we are always looking for a few good men / women to help out, especially on weekends. I’d like to have a few more folks available to work in the Museum store or serve as guides on Saturdays or Sundays. If you have some spare time to give, come on out and give us a hand. After all, our volunteer force helps the full time staff get things done around here! Thanks for all you do.

Keep it between the white lines folks!

Jim

Meet Museum Volunteer Everett “Ev” Sahrbeck

Ev has been a volunteer with the Museum since 2004.
A native of New Jersey, he received a Bachelor of Fine Arts in Advertising Design from Syracuse University and a Master of Divinity from Gordon-Conwell Theological Seminary, with post graduate courses at Princeton Theological Seminary. He has served churches in Mount Holly, New Jersey; Clinton, Massachusetts; Rochester, New York and Springfield, Pennsylvania. Ev recently served on the Committee for Preparation for Ministry of New Castle Presbytery. He held a number of positions in five different presbyteries over some 46 years of ministry, retiring in 2004.
Ev’s interests include music, trains, lighthouses and photography. Many of his photos can be seen on the Museum’s website and he is a regular contributor to the Hangar Digest. He continues to work on the restoration of our C-130 Hercules.
Ev and his wife, Nancy recently celebrated 47 years of marriage. They have two children: Andrew, now living in San Diego, California and Heather, who lives with her daughter, Rachel in Springfield, Pennsylvania. Ev and Nancy did a pastoral exchange in England in 2001. They both enjoy traveling.
The Glider Branch engineering at Wright Field was responsible for glider designs, acceptance, flight tests, modifications and contracts for manufacturing gliders during WWII. At inception in February 1941, Major Frederick Dent, Jr. (soon to be Colonel) was appointed head of this branch by General Arnold. From the beginning, the Branch struggled amongst the powered aircraft enthusiasts at Wright Field, most whom despised the gliders and wanted nothing to do with them. The Branch was not large and at first there were only five enlisted men attached to the Branch to do the grunt work. They only had soaring gliders to test as trainers.

As one of these enlisted men put it to me, we were so despised that when we would get a glider ready to go for a tow, one particular flight line officer would get on the loud speaker and yell, “Get those bastards off my field!”

There was no real glider experience in the United States Army Air Corps (USAAC) in the beginning and there were no military gliders. There was not even a glider design in the USAAC. Gliders had been deemed impractical for power plane pilot training in the early 1930s. Major Dent had to start from scratch. He had to find soaring gliders, create various glider specifications, bring engineers and enlisted men into the Glider Branch, co-ordinate Glider Branch activities with other Wright Field Branches, fly and oversee glider test flights, find potential manufacturers and approve contracts to those willing companies. Major Dent brought in Major Bruce Price as his assistant and as quickly as possible brought in soaring glider pilots, newly trained power pilots and civilian and military aeronautical engineers.

There were severe restrictions placed on glider design and manufacturers. The gliders could not use aluminum. It was reserved for power plane production. In order to not interfere with power plane production, no aircraft manufacturer currently involved in power plane production could be contracted to produce gliders. This rule was somewhat broken by contracts let to Ford Motor Company and to Cessna/Boeing. Otherwise, only small aircraft manufacturing companies and companies with metal and wood working experience had to be used.

Eleven companies were asked to submit glider designs and only four of them responded. The glider designs were to be eight and fifteen passenger including pilots. Of these eight proposed designs, only five were delivered to Wright Field. One failed stress testing and two were deemed not satisfactory for military use. A part of this unsatisfactory status for those two designs was created because General Arnold had expressed a

(Continued on the following page)
Glider Legacy in the U.S. Air Force (Cont.)

desire for an airborne Jeep with wings that could hold two men and guns, fly behind enemy lines, land, shed its wings and drive off into combat. The materials used for building these gliders were the same as used since the Wright Brothers flew their first powered glider; wood, plywood, steel tube and fabric.

Some claim that WACO Aircraft Company of Troy, Ohio won the design competition for the USAAC military gliders. It is true that WACO won the competition but the reason was more by default than anything else.

The fuselage of the second XCG-4 WACO glider was wide enough and long enough that it could carry the newly designed ¼ ton truck; General Arnold’s flying Jeep! Other slight modifications to the design changed the production designation to CG-4A.

The unique design of the XCG-4 was that the cockpit hinged at the top and could be raised so the entire height and width of the cargo section was accessible to load the Jeep (¼ Ton truck), ¼ Ton trailer, 75mm howitzer, 57mm anti-tank gun, Clarkaire bulldozer, or other bulky large cargo. As well, there was a troop door on each side at the rear and an “escape” hatch at the half-way point in the cargo section on each side.

The British were already building the Horsa glider which could carry the total gross weight of the CG-4A as cargo. They were working on the Hamilcar glider design which could carry a small tank. Col Dent realizing the necessity for a larger glider visited England and brought a set of Horsa plans back to Wright Field. The Horsa had to be loaded from the side using long, steep loading ramps, the same way as was a C-47 or a C-46. To make battlefield unloading of the Horsa faster, provision was made to blow the tail off. The Hamilcar nose/cockpit hinged to the side for loading and unloading. The USAAF had adapted this same idea that cargo had to be loaded from the front or side of the aircraft.

Apparently this idea had something to do with aircraft structural engineering beliefs concerning fuselage strength.

Mr. Jack Laister grew up in Wyandotte, MI and built his first glider along with his buddy, and later soaring altitude record setter, Emerson Mehlhose. Laister had set up a glider manufacturing business in St. Louis, MO. His experience building soaring gliders enabled Laister to obtain an Army contract for soaring gliders.

Laister delivered his XTG-4 stress test article to Colonel Dent at Wright Field December 2, 1941. After Colonel Dent verified Laister’s security clearance, he showed Laister the Horsa prints and asked if he could build the glider. Laister replied that he could do a better design that could carry much more weight. The Army specified the aircraft be front loading.

(Continued on the following page)
Glider Legacy in the U.S. Air Force (Cont.)

Driving back to St. Louis, Laister vividly recalled landing his soaring gliders in tall weeds and envisioned not being able to open the front loading doors after landing because of nose damage or obstructions. In addition to front loading doors, he added rear loading doors to his XCG-10 design. Flight tests were successful and proved the design capable of carrying more weight using the same wings on a longer, wider fuselage. The USAAF conceded and the XCG-10A was built with only rear loading doors. An added feature was a loading ramp which dropped down when the clamshell doors were opened. The ramp was part of the fuselage, locked in place when the doors closed. This 105 foot wingspan glider was capable of 32,000 lb loaded gross weight and could carry a 155mm howitzer.

Lew Stowe was a civilian Glider Branch engineer during WWII and stayed with the Glider Branch at Wright Field after 1945. Stowe was much impressed with the XCG-10A loading ramp design as well as the wing design of the XCG-14 glider designed by Michael Stroukoff. Stowe felt there was a need for an aircraft that could quickly deliver combat equipment behind or near enemy lines without landing. This wing gave the XCG-14A glider low, slow flight ability and Stowe had an idea for a new rear door system for aerial delivery.

Design studies were instituted and wind tunnel test models were built. These studies were for the XCG-18 and XCG-20 gliders. Stowe devised a two part door system, split horizontally, which allowed the aft fuselage area to be wide open to discharge equipment. The upper part of the door hinged up inside the fuselage and the lower part hinged down forming the loading ramp.

The original hatred of the Glider Branch reared its head again. The Structures Branch and the Aeronautical Branch were deeply involved in moving into the jet age. Their responses went like this: the designs were the “dirtiest they had seen in a while”, “The separation on the rear surfaces will be terrible”, “You will never be able to open those doors in flight”, “Have you any wild-ass guess how we will reinforce that door frame?”

The Aeronautical Branch would not even allow Stowe wind tunnel time to test the air flow of the models. (Continued on the following page)
Glider Legacy in the U.S. Air Force (Cont.)

Eventually Stowe was allowed wind tunnel time and the instrument reading confirmed Stowe’s calculations. The wind tunnel engineers were certain the instruments had failed so they changed them and ran the tests again. Of course, the results were the same as the first test. The G-18 glider became the C-122. The G-20 glider became the C-123, followed by the C-130 and C-141 and today, the C-17.

All of these aircraft owe their rear loading door system design to Jack Laister, Lew Stowe and the Glider Branch.

Information for this article garnered from research for Silent Ones WWII Invasion Glider Test & Experiment Clinton County Army Air Field Wilmington Ohio and from Captain Burt Rishel who worked under Lew Stowe in the Glider Branch during the Design Studies for the XCG-18 and XCG-20.

About the author: In 1997, Charles L. Day’s interest in the WWII glider test base was piqued by the Director of the Clinton County, Ohio Historical Society. This renewed interest resulted in the publishing of Silent Ones, WWII Invasion Glider Test & Experiment in 2001 and the continued research of the various USAAF gliders. Charles and friend, USAAF Glider Pilot, Leon Spencer have collaborated in writing several papers concerning gliders.

An Artifact Fact by Deborah Sellars

This ANB-H-1 receiver/headset was used by pilots of many aircraft in WWII, including glider pilots. This particular headset is in near perfect condition. It was recovered from a surplus glider purchased by the donor’s father in Ohio about a year after he was released from active duty, around 1946 or 1947. Back then, since wood was scarce, the packing crates the glider was shipped in were more valuable than the glider itself and were used to build a home in Canton, Ohio.

Membership Recognition

Let me start these notes by thanking our Editor, Harry Heist, for his “above and beyond” work for getting this issue of the Hangar Digest out to you. Harry had some pretty serious back surgery the middle of May, followed by four-to-six weeks of recovery. Despite that little obstacle, you’re still reading this great looking issue of The Hangar Digest on schedule. Thanks, Harry!

It’s still good to get feedback . . . without it, we often miss some pretty important issues. For example, at our recent Silent Auction, a couple of Board members heard that some of our visitors weren’t sure they’d be able to get to the Museum because they didn’t have Military ID cards, hence they wouldn’t be able to get “on the base”. It’s been several years since you had to get to the AMC Museum from on base — in fact, like the www.amcmuseum.org link says, “The museum is not accessible from on base”. Please pass that bit of information on to any of your friends who might want to come out and visit. And keep that feedback coming.

The Board is going to miss Robin Coventry, our AMC Museum Foundation Board advisor from Kent County Tourism. Robin’s accepted the position of Executive Director of Economic Development and Tourism for a foundation in Southern Missouri. “Nestled in the Ozarks, I will no longer be considered a flatlander. However, as a native Kent Countian, my heart will always consider this area home.” Robin’s been a staunch supporter of our Museum, a frequent committee member and a recurrent volunteer at our activities. Her parting message: “If I could say one thing to each of you about Kent County Tourism, please help them by volunteering or sponsoring an event, become an active board member or lend a hand by helping them develop a new event. They work hard to bring visitors to Kent County and create awareness for future visitors. Those visitors come into our community and spend $$$.” We send Robin off with our best wishes.

On May 21st, our first-ever AMC Museum Foundation Silent Auction had a good turnout, with some GREAT deals. It wouldn’t have happened if Mike Leister hadn’t taken the reins and put the event together. In addition to numerous items personally donated by Mike and wife, Claudia, he also was the prime source for getting several other donations for the auction. Mike also arranged for the wine tasting with Steve Kogler from Teller Winds, in Lewes, DE. Rick Roll and Terry Anderson worked hard itemizing our 124 items that we auctioned. I also need to, once again, offer a “thank you” to John Demory, a constant volunteer for virtually ALL of our evening events, and Claudia Leister, another steadfast helper — and not just by default. Several board members and wives were on duty to help, including Paul and Carol Gillis, Phil and Anne White, Rich and Dottie Harper, John and Ranelle Groth, Sonny Kruhm, Ron Rutland, Bob Berglund, Rick Roll and Jim Douglass.

Our AMC Museum Summer Camp is in full swing, thanks to Paul Gillis and Jeff Spiegleman. Kids are learning the history of flight, how airplanes work and SEE how lift is made with a wind tunnel. They’re flying a simulator, preflighting a real airplane, and new this year, have the option of an actual flight around Dover AFB. Aero Club flights are between the morning and afternoon classes on Thursday’s, weather permitting, Friday as a “rain date”. It’s $60 for the half-day class plus $20 for the optional flight. Class and flight sizes are limited, enrollment is on a first-come, first-serve basis. Classes will be cancelled if a minimum number of students have not registered with full refunds if the student can’t attend another. Refunds will be given if flights must be cancelled for weather or events beyond the AMC Museum's control. If you must cancel we need 72 hours notice for refund. There MAY be an August class, so check the website www.amcmuseum.org for the latest details.

(Foundation Notes continued on the following page)
Kudos to Phil White, Board secretary, for picking up the ball to manage this year’s AMC Museum Foundation Golf Tournament. Rich Harper, Rick Roll and past Board members, Mike Quarnaccio, Art Erickson and Dick Bundy made the plan come together. The Foundation thanks the following for their donations and sponsorships:

Doc and Dottie Adams  
Air Force Ass’n – Dick Bundy  
Col. “Doc” Diego Alvarez  
Ameriprise  
Bob Berglund  
George Chabott  
Combat Helicopter Pilots Ass’n  
Del Vets, Inc., Post 2  
Dover Downs  

Dover Federal Credit Union  
Dover Litho  
Art and Bernice Ericson  
First Nat’l Bank of Wyoming  
Rich and Dottie Harper  
Mid-Coast Community Bank  
Morgan Stanley Smith Barney -- Arlene Wilson  
Nordam Group

Bill Payk  
Mike Quarnaccio  
Nancy Rochford – Pettinario Relocation  
Rick and Patricia Roll  
Sam’s Club  
Don Sloan  
Townsend Group  
Phil and Anne White

If you’d like to own a great example of aviation art, buy a chance to win “Outhouse Mouse”, a 52” x 32” custom-framed oil painting by aviation artist, Dave Godek. “Outhouse Mouse” was the first B-17 to be attacked by a German jet. You can view the painting in the museum entrance hall or see it up close on www.amcmuseum.org. Tickets are available for $5 each in the store or from Foundation board members. For more information call 302-677-5939. The drawing will be at our Annual Mixer on Saturday, September 18th, but you don’t have to be present to win!

And speaking of the Mixer, this year’s AMC Museum Foundation Annual Mixer will be held on Saturday, September 18th starting at 4:30 pm. 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. You can test your flying skills in one of our flight simulators, chow down on the hors d’oeuvres or visit the Museum Store (taking advantage of your member discount). One of the more popular evening items continues to be the Dover Air Force Base Update, presented by one or both of Dover’s Wing Commanders. The Mixer is free for Squadron Commander (and above)-level members – one of your perks. We’re requesting a $10 donation from everyone else to help cover the costs of the food. Bring your friends and neighbors, since, yet again, lots of you will go home with one of our many, many door prizes. In addition, we’ll be releasing the fourth giclée in our Aviation Art Series – an exciting painting, “Clear Guns” by our good friend, Paul Rendell, of a B-17 gunner checking his guns. As always, it helps us plan if you can call ahead (302-677-5939) to let us know you’re coming.

Look for another installment of the AMC Museum Hangar Flying series on Sunday, October 17th at 3:00 pm. It was three years and 21 days from Clarence E. Wolgemuth’s swearing into the U.S. Army Air Corps at the Harrisburg Post office, to his separation from active duty on 30 September 1945 in Greensboro, NC. Serving as a pilot in the 80th Fighter Squadron, “Wogy” earned three Air medals, a Bronze Star, a Presidential Unit Citation and Campaign Ribbons with Battle Stars for a half dozen or more U.S. Battle Campaigns from the Bismarck Archipelago, through New Guinea and north to the Philippines and China. In his book, World War Two Memoirs of a Fighter Pilot, Wogy declares that the “80th FS was one of the elite Fighter Squadrons in the U.S. Army Air Forces during WWII with 10 Aces and a superb combat record.” So if you think listening to a World War II fighter pilot tell stories is a great way to spend an afternoon, come on out and join us.

The Air Transport Command Association is planning a reunion in Dover the week of 18-22 October. Some of their members go back to the “Ferry Squadron” days. We’re hoping to have a Hangar Flying event on Tuesday afternoon, October 19th, with guest speaker Dr. Milton Rhodes. His presentation will cover air transportation from the late ’30’s to present day. Look for more details in the next Hangar Digest! We’re expecting a terrific presentation on airlift. THIS IS OUR HISTORY!

Happy Birthday to the C-47/DC-3 – SEVENTY-FIVE YEARS OLD!!! This year at Oshkosh, Air Venture 2010, watch for a mass arrival of 35 C-47’s and DC-3’s on Monday, July 26th. For more information, check out www.airventure.org/

Outta space — thanks for your support. Fly safe!
RIGHT: Delayed this year due to the February snow storms, March the 20th marked the 11th Annual Ruck March sponsored by Dover’s 436th Airlift Wing Security Forces Squadron. Starting and finishing at the Museum, the March is held annually to honor the veterans of the Korean War who fought in the Battle of the Chosin Reservoir. The soldiers fought with little or no food carrying heavy rucksacks on their backs while being outnumbered six to one. The battle resulted in 15,000 American casualties.

Having just finished the March are (l to r) A1C Nicholas Penrose and Airman Preston Mace, both assigned to Dover’s Logistics Readiness Squadron. Photo: Ev Sahrbeck

LEFT: AMC Museum Volunteer of the Quarter, Jay Schmukler (center) is shown with (l to r) Foundation Board Member, Rick Roll and Operations Manager, John Taylor. Jay has been with the Museum since 1997 serving as the former Museum’s Store Manager and Foundation Board Vice President. He now volunteers in the store. Photo: Editor

RIGHT: Collector’s Day at the Museum featured 24 exhibitors displaying antique dinnerware, model trains and cars, autograph collections, football memorabilia, military uniforms and much more. Shown is Harvey Smith of Long Neck, Delaware with his collection of Kodak Cameras, some dating back to 1910. Photo: Ev Sahrbeck
LEFT: A traveling exhibit based on Nancy Lynch’s book, Vietnam Mailbag, “Voices from the War 1968-1972”, will be at the museum until 7 September. The exhibit, hosted by different Delaware sites since 2008, showcases the letters written to Nancy when she was a reporter for the Wilmington Morning News by GIs stationed in Vietnam. Photo: Hal Sellars

RIGHT: The Museum was the venue for the tenth annual Lone Wolf Outlaw Cruisers Car Show. Pictured is Jim Lowell of New Castle, Delaware, whose son Dan is currently serving in Iraq. A retired member of the Marine Corps, Jim has covered his PT Cruiser with eagles and other military expressions. Note the eagle’s head on his walking stick. Photo: Ev Sahrbeck

LEFT: Museum volunteer guide, Paul George leads a group of kindergarten school students past the C-141B on a beautiful sunny morning. They are eager to venture into the fascinating world of aviation history. Photo: Ev Sahrbeck
RIGHT: Seen from above, the Museum’s F-106A Delta Dart takes a “striking pose”, resting on the ramp. This aircraft and the Museum’s F-101B Voodoo represent Dover’s past Air Defense Command’s role in protecting the Eastern United States during a portion of the Cold War. Photo: Ev Sahrbeck

LEFT: Over on the base, here is something you don’t see every day. What is it? It’s a mobile tail enclosure or MTE used to shelter maintenance personnel who are working on aircraft T tails. And, it has its own 12.5 ton overhead crane. Photo: Jason Minto, 436AW/PA

LEFT: Looking over the Museum’s fence onto the South Ramp, recently our visitors spotted these C-5 twins from Stewart AFB, New York. They are undergoing the new C-5 Modernization Program including digital avionics and an all-glass cockpit. This in turn will allow the planes to meet current airspace requirements for navigational accuracy and air traffic management. Photo: Ev Sahrbeck
**Pave a Path to History in Commemoration Park**

**With One Brick…**

You can accomplish two things—become a permanent part of history in Commemoration Park and join the AMC Museum Foundation in supporting the museum. And what a great idea! There are so many reasons to order your brick today!

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

To acknowledge the purchase of your brick, you’ll receive a Certificate of Recognition that’s suitable for framing or presenting to the person you’ve honored. Bricks can be purchased by individuals, businesses, groups, or organizations.

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

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

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

Name (Mr. Mrs. Ms. Rank) ___________________________________________________________

Address ______________________________________________________ E-mail ____________________________________

City _____________________________________ State ____ Zip _____________ Phone _______________________

Payment Method
- Check
- VISA
- Mastercard
- American Express
- Discover

Name as it appears on card _____________________________________

Credit Card Number______________________________________________________________ Exp Date ________

Signature (credit card only) ____________________________________________

Amount Enclosed $________

Line 1

Line 2

Line 3

Line 4 For 8” x 8” bricks only

Line 5 For 8” x 8” bricks only

Line 6 For 8” x 8” bricks only

Please order the size brick I’ve checked below:

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

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

THANK YOU!
**BECOME A MEMBER!**

**SUPPORT THE AMC MUSEUM**

<table>
<thead>
<tr>
<th><strong>MEMBERSHIP CATEGORY</strong></th>
<th><strong>ANNUAL DUES</strong></th>
<th><strong>BENEFITS</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Crew Member</td>
<td>$30</td>
<td>Membership certificate, member card good for 10% off purchases in museum store, quarterly newsletter, *museum pin and challenge coin</td>
</tr>
<tr>
<td>Flight Crew Member</td>
<td>$50</td>
<td><strong>Crew member benefits plus</strong> <em>challenge coin for each family member (maximum 5)</em></td>
</tr>
<tr>
<td>Squadron Commander</td>
<td>$100</td>
<td><strong>Flight crew member benefits plus</strong> recognition in newsletter, name engraved on plaque, invitation to annual museum mixer</td>
</tr>
<tr>
<td>Group Commander</td>
<td>$250</td>
<td>Squadron commander benefits <strong>plus</strong> two museum coffee mugs</td>
</tr>
<tr>
<td>Wing Commander</td>
<td>$500</td>
<td><strong>Group commander benefits plus</strong> one crew member membership for friend, *signed and numbered aviation print, *museum golf shirt personalized with name and donor category</td>
</tr>
</tbody>
</table>

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

Sign me up as a Friend of the AMC Museum at the following level:

- [ ] Crew Member
- [ ] Flight Crew Member
- [ ] Squadron Commander
- [ ] Group Commander
- [ ] Wing Commander
- [ ] Lifer
- [ ] Eagle Donor
- [ ] Bronze Eagle Donor
- [ ] Silver Eagle Donor
- [ ] Gold Eagle Donor
- [ ] Platinum Eagle Donor

THANK YOU for helping to preserve USAF airlift and air refueling history. The AMC Museum Foundation is a non-profit, educational organization that raises money and generates support for the AMC Museum. Dues and donations are tax-deductible in accordance with IRS regulations.

Name (Mr. Mrs. Ms. Rank) ______________________________________________________
Address ________________________________________ E-mail __________________________
City ______________________ State ____ Zip _____________ Phone ______________________
Payment Method [ ] Check [ ] VISA [ ] Mastercard [ ] American Express [ ] Discover
Name as it appears on card ____________________________________________ Exp Date ______
Credit Card Number _________________________________________________ Exp Date ______
Signature (credit card only) ____________________________________________
[ ] This is a gift membership for:
Name _________________________________________E-mail ____________________________
Address ____________________________________________ Phone ________________________
City ___________________________ State _____Zip__________

**Extra benefit for flight crew members and above:**
Number of coins (maximum 5) ___

**Extra benefit for Squadron Commander members and above:**
Shirt size (circle) Small    Medium   Large   XL   XXL
Name to be embroidered on shirt ____________________________________________

Mail application and payment to:  MEMBERSHIP MANAGER
AMC MUSEUM FOUNDATION INC
PO BOX 02050
DOVER AFB DE 19902-2050

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Thank you for your support!

This illustration shows the Museum’s CG-4A Hadrian glider as it would have appeared new, right out of its shipping crates. Since it was received in deplorable condition, only the cockpit has been restored to this date.

Considered to be very suitable as a troop/cargo glider, the GC-4A could carry 13 troops or cargo loads that could include a Jeep with a crew of four plus equipment or a 75mm howitzer with its guncrew of three, ammunition and supplies. CG-4As were used in the invasion of Sicily, Chindit actions in Burma, the invasion of Normandy and southern France, at Arnhem and during the Rhine crossings. The CG-4 Hadrian Glider was the most widely used troop/cargo glider of World War II.

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