— **HANGAR 1301: is it HAUNTED?**
Delmarva Historic Haunts investigates after hours

— **P-61: QUEEN OF THE NIGHT SKIES**
AMCM volunteer Jim Reed remembers the Black Widow

— **CHOPPER JOCKEYS SOAR AGAIN**
Vietnam helicopter pilots reunite at AMC Museum
Air Mobility Command Museum

Mission Statement

The mission of the Air Mobility Command Museum is twofold:
- To present the history and development of military airlift and tanker operations.
- In a goal closely aligned with the first, to portray the rich history of Dover Air Force Base and its predecessor, Dover Army Airfield.

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John Taylor
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Collections Manager
Deborah Sellaars
Educator
Dick Caldwell
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What is the Air Mobility Command Museum?

Located in Hangar 1301 on Dover Air Force Base, Kent County, Delaware, the AMC Museum is part of the National Museum of the United States Air Force’s field museum system. Hangar 1301 was built in 1944 and used in World War II by the 4146 Base Unit as a secret rocket development site at what was known as the Dover Army Airfield. During the 1950s through 1970s, the area was home to various fighter squadrons serving the base. Following several years of inactivity, the facility was renovated to house the AMC Museum. The Museum consists of the former hangar, administrative offices, shop and heating plant, and now counts more than 30 planes as part of its inventory. Hangar 1301 was placed on the National Register of Historic Places in 1994.

Although located on Dover AFB proper, entrance to the Museum may be made from Delaware Route 9, south of the base. Admission to and parking at the Museum is free and military identification is not required. The Air Mobility Command Museum is open from 9 a.m. to 4 p.m., Tuesday through Sunday. It is closed on Mondays, Thanksgiving and Christmas.

For more information, call 302-677-5939.

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From the Director

Sometimes, it’s just the little things ...

This spring was unusual for its weather but despite the rain and unseasonable coolness it has not stopped visitors from coming to see what’s new. You may notice some new bird-proofing on a few planes. This is an ongoing battle with our wily feathered friends; it’s one we never will win, but we try to keep ahead of the problem. Our new trailer-mounted portable pressure washing unit already is paying big dividends in keeping the landing gear areas clear of bird droppings. Our guys cobbled it together out of odds and ends using an old gas-powered washer, some plumbing and a 60-gallon plastic water tank. It sure beats dragging hoses 500 yards to clean up bird dirt!

Hal Sellars and Paul George have made some great progress on our Vietnam exhibit. The rotating slide show of airlift pictures taken by GIs themselves is up and running at the entrance to the exhibit and you can see folks standing there just watching the parade of planes and people.

By the time you read this we will be fully moved into our new restoration and storage facility. It took a little longer than we hoped but now we will have a place for exhibit building and shop projects. One very nice plus is a small office with air conditioning to give our crews a place to cool off during hot summer weather.

The CG-4A glider has been attracting attention ever since it went on display last year. It is one of only a handful of CG-4As in existence and the only one displayed at ground level with a whole side uncovered. Now the restoration crew has added the crowning touch. We don’t have room to put a full set of wings on the plane so we’ve built a 15 foot section of the left wing that shows just bare ribs, then covered on top and then fully finished at the wing root. Now visitors can really see what kept these wooden warriors aloft in combat. It’s another outstanding job by our great team. Come take a look and see if you don’t agree.

We get lots of requests for research here; some we can handle and some would involve too much time for us to tackle. Some months ago I received a carefully handwritten letter from a World War II vet named George asking me to help him find a unit patch for a buddy. Usually we advise people to do web searches or get a high school student to do it for them. He had not included enough information for me to help narrow down the search and he did not have the name of the unit close enough for us to figure it out. I wrote back a list of suggested websites and searches. About a month later I received another handwritten letter apologizing and stating that he was in prison for a crime he had committed years ago and could not access the Internet. He was trying to find a patch for his old friend on the outside who had given up on finding his unit patch.

George was trying to help a guy who had stood by him all these years. I figured we had to try too.

To make a long story shorter we were able to eventually identify the patch in question. George’s friend had been stationed in Alaska in the Air Transport Command. I had a spare replica ATC patch so I sent it along with an explanation and some background info, that was the end of it, I thought. I received a follow up letter from George stating that his friend’s wife had written him saying her husband had sat looking at that patch for a very long time and then had it sewn on his coat. It really has brightened his outlook, she said.

Our World War II veterans are leaving us pretty quickly, some like George have had mishaps over the years, but each one of them deserve our thanks for what they did back when the whole world was at war.

— Mike

Edward B. “Sandy” Sandstrom

AMC Museum volunteer and tour guide Edward B. “Sandy” Sandstrom passed away Wednesday, April 3, 2013 in Lewes, Del.

Sandy was born Aug. 13, 1934, in St. Paul, Minn. He joined the U.S. Navy, but later transferred to the U.S. Air Force, serving 24 years before retiring as a chief master sergeant.

Sandy served as a flight engineer aboard some of the Air Force’s best-known aircraft, including the C-124, C-133 and C-5.

After his retirement, Sandy worked for Playtex, L.D. Caulk and the AAL Insurance Company.

Sandy was known as a tireless volunteer at the Air Mobility Command Museum, where he was a tour guide and also worked on aircraft restoration projects. He was instrumental in organizing many activities, including the 2012 reunion of C-133 crew members.

Friend Dick Hanson wrote: Sandy was one of my veteran friends who defined and lived the ‘brotherly love’ that is the glue of the military ethos, then and now. He was the epitome of those who helped form that bond among us who may have had nothing in common but facing the dangerous unknowns of military duty. Additionally, Sandy was constantly performing inherently good personal acts to help each that he knew, and that he did until his last days.

Sandy is missed by his many friends at the Museum.
You cannot fight what you cannot see. This basic tenant of war, which had ruled the thinking of generals since the beginning of military conflicts, effectively came to an end during World War II as strategists on both sides saw the value in carrying the fight to the enemy 24 hours a day. The German V-1 and V-2 rockets often were deployed during darkness, creating even greater terror among their victims. On the Allied side, the U.S. Army Air Forces devastated the Japanese homeland with nightly fire raids and the Royal Air Force used newly-invented radar systems to bomb German cities and industry under the cover of darkness.

The Northrup P-61 Black Widow was developed specifically to capitalize on this new strategic thinking. Conceived in response to the developing need for an aircraft that could support nighttime operations, the Black Widow made its mark as Allied forces began to demolish Hitler’s Festung Europa following D-Day.

AMC Museum tour guide volunteer Jim Reed was one of many USAAF airmen who accompanied the Black Widow in the last year of World War II in Europe. He was just one of many airmen assigned to the little-known but well-regarded night fighter units that operated in Europe and the Pacific.

Reed came to the Museum shortly after retiring from the FBI and moving to Delaware. A newspaper ad asking for people to help with airplane restoration work caught his eye, and he immediately signed up.

“Things didn’t go too well, though. ‘I’m not a good mechanic, and I made a couple of goofs,’” he said. “So they said, ‘Why don’t you go over to the tour guide side, selling souvenirs and T-shirts?’ and that’s what I did.”

That was in 1978, even before the Museum was officially chartered. Now, at 88 years of age and with almost 35 years of volunteer work behind him, Reed is the AMCM’s oldest and longest serving tour guides.

Oranges and saltines
Reed was an aeronautical engineering student with one semester of college under his belt when he received his draft notice. Assigned to the U.S. Army Air Forces, the New Jersey native was ordered to technical school as an electrician aboard the P-61, which had yet to be used in combat.

The Black Widow was developed based on an initial Royal Air Force request for a night fighter to counter the German Luftwaffe. Northrup, however, delivered the plane to the U.S. Army Air Forces, which also had a need for a high durability, radar-carrying gunship.

Manned initially by a crew of three, which later was reduced to just a pilot and radar operator, the Black Widow’s unique design placed the men inside a central pod that featured a nose-mounted radar set. The RO was stationed in the back of the pod, where he could monitor his equipment and report to the pilot.

On either side of the central cockpit, Northrup mounted twin 2,250 horsepower-
er engines on separate tail booms. Attack capability was provided by four 20mm cannons along the ventral fuselage and four .50-caliber machine guns in an upper turret. The plane also could be configured to carry bombs or rockets.

With a service ceiling of 46,200 feet, the Black Widow could fly 1,200 miles, and cruised at 275 mph.

The prototype XP-61 was first tested in May 1942, with production ramping up later that year. But because there weren’t enough of the new airplane available for training, Reed learned his trade on a substitute, the P-70, a night fighter version of the A-20 Havoc. Technical school was at Embry-Riddle University near Miami, Fla., where he and other trainees were bivouacked, six men to a room, in one of the town’s resort hotels.

USAAF officials planned to send P-61 units to Europe, China and the South Pacific, meaning the students had no idea where they were headed once their training wrapped up. Reed was certain a trip to the Far East was in his future.

“We were sort of oddballs, and no one knew what to do with us,” Reed said. “But then the word came and we were sent to New York, so we knew we were going to Europe.”

Reed and other core members of the newly-formed 422nd Night Fighter Squadron left for England in February 1944 aboard the converted luxury liner RMS Mauritania. They made the Atlantic crossing in less than five days, most of which was spent zigzagging across the ocean to avoid German U-boat patrols.

It was not a pleasant cruise.

“I was seasick the whole trip,” Reed recalled. “If I hadn’t had oranges and saltines, I think I would have died.”

The idea of a specialized night-fighter squadron was so new to the USAAF that when the 422nd arrived at its first station, RAF Charmy Down, on March 7, 1944, confusion reigned supreme.

“We were sort of oddballs, and no one knew what to do with us,” Reed said.

Without their P-61s to practice in – the planes hadn’t yet arrived from the States – pilots got in their flight time using Cessna aircraft. The 422nd moved to a night fighter training base on May 6, flying the British Mosquito until their P-61s arrived on May 23.

“For the most of us, that was the first time we’d even seen a P-61,” Reed said. “We’d trained on the P-70, which was very similar to the P-61.”

One of the biggest jobs was reinstalling electric generators, and then taking a daylight flight to make sure both were working properly, he said. During his time in Europe, Reed never took part in a combat mission.

But he did play the bugle. While at the training base and with nothing else to do, Reed was assigned as unit bugler, where he was told to sound calls to various formations. It went smoothly until he and some squadron mates returned from a late night trip to town where, admittedly, he’d had a few too many at the local pub. Reed was talked into playing reveille at 2 a.m., which resulted in the executive officer confiscating the bugle. Fortunately, Reed said, he managed to keep his stripes.

**Carbines against tanks**

Reed finally made it onto the European continent 44 days after D-Day, taking a steamship over to France.

“We didn’t even get our feet wet,” he said of their arrival at Utah Beach. “The door to the landing craft just plopped down and we walked off. We had to go about a mile or so to get to our trucks to get to the base, which was located on a hill above Cherbourg.”

The men stayed seven to a tent, sleeping on cots with a large pot-bellied stove in the center. Caution was called for, however, as the area still was surrounded by abandoned German mine fields.

The 422nd stayed at that base, which now is the Cherbourg-Octeville Airport, until the end of August 1944. Reed was one of only two electricians in the squadron, which also included welders, painters, instrumentation specialists and propeller specialists.

“I was the number two electrician,” he said. “Whenever they had a problem, they went to the number one man. He was something of a genius, from Arizona, he could fix anything. He taught me everything I know. I was just a kid with one semester of college. He was older and had experience.”

By October 1944, the 422nd moved to an abandoned Luftwaffe airfield near Florennes, Belgium. Getting supplies was proving to be a problem since the squadron answered to a different chain of command than the daylight fighter units. They survived, Reed said, thanks to a miracle-worker supply sergeant who shuttled between the air base and a supply depot in Paris just to get routine parts.

“If we’d waited to go through channels, we’d never have gotten the stuff,” he said.

The 422nd’s pilots continued to go out on missions through the winter, Reed said. Unit P-61s shot down numerous Luftwaffe aircraft, but contrary to popular belief, none of those were examples of advanced airplanes such as the rocket-powered Me-163. The squadron also lost a number of aircraft to accidents, anti-aircraft barrages and even friendly fire incidents. It wasn’t uncommon for P-61s to be shot down.

(See Black Widow on page 11)
FOUNDratiOn N0T3S

This year’s AMC Museum Foundation Annual Member Mixer will be held at 5 p.m. Friday, Sept. 6 at the Museum. This special event is FREE for members who have joined at the Squadron Commander category and above; it’s also a great opportunity for non-members to join that evening and waive the requested $10 donation for the event.

The event begins with free door prize tickets, free hors d’oeuvres and a pay-as-you-go bar. Boeing’s KC-97 Stratofreighter and KC-135 Stratotanker will be open, and as a special treat we’ll also be giving tours through our VC-9C (better known as Air Force Two) and our recently finished C-119!

At 6:15, we’ll have a brief introduction of staff and a few of our 150-plus Museum volunteers. Museum Director Mike Leis-ter will describe the latest Museum restorations and acquisitions, and we expect the commanders of the active duty 436th Airlift Wing and Reserve 512th Airlift Wing to give us “State of the Wing” synopses. The evening’s program will wrap up with door prize drawings of articles from the Museum store.

We purposely schedule very little agenda for the event so you can visit with old friends and meet new ones who share your interest in airlift and air-refueling history. The AMC Museum Foundation’s Member Mixer is a way of saying “Thank you” for your financial support in helping to preserve our airlift and tanker heritage.

Our Foundation Fund-Raiser Golf Tournament was held Friday, June 21. It was a huge success as 72 golfers turned out for an afternoon of fun! Our largest fundraiser, all the proceeds from this tournament go to help us fulfill the mission of the AMC Museum as an aviation and aerospace, education, scientific, cultural, historical, and inspirational facility for the general public and the Air Force community. It was a beautiful day for golfing, and everyone had a wonderful time. A highlight of the day was on the 16th hole where George Chabbott had sponsored a $500 award to the player getting their second shot closest to the par-5 hole. The happy winner was Mike Wright with a shot 16 feet 2 inches from the hole, edging out Brandon Sanders whose shot was 17 feet 8 inches. Mike donated half of his winnings back to the Foundation. We couldn’t make this work without the generosity of time and money of the folks listed below, and we’d like to give a special thanks to Director of Golf Craig Coffield and his outstanding staff of Dave, Jim, and Karen at Jonathan’s Landing Golf Club for all they did for us on Tournament Day! (Phil White, Chairman, Golf Tournament Committee)

I can’t say enough good things about Phil and his committee. The success of this tournament is only the result of a lot of hard work coordinated by a handful of great volunteers. Yet again, we had past board members Mike Quarnaccio, Rich Harper and Art Ericson hard at work for you! Ed and Phil beat the sidewalks looking for sponsors, while Bettie did her usual canvassing for sponsors and some great door prizes. Please thank them, and any sponsors you note below, for their part in our success!

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AMC Museum Staff
Art Ericson
Bettie Campbell

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Ed Perkowski
Jonathan’s Landing Golf Course

Mike Quarnaccio
Phil White – Golf Chair
Rich Harper
Looking for what goes bump in the night

The Air Mobility Command Museum has called Hangar 1301 on Dover Air Force Base its home for more than 15 years. The hangar was built in 1944 as research facility for a top secret World War II rocket test program and served through the 1970s as space for a number of fighter units once stationed at the base.

After those fighters left Dover, however, the building fell into disrepair and was used for general storage for more than a decade. The hangar was restored in the early 1990s, when it was placed on the National Register of Historic Places, and has been home to the AMCM since 1996.

It has seen a lot of people come through its doors in almost 70 years, and it’s seen a lot of those people go.

But, apparently, not all of them.

A night at the Museum

Members of Delmarva Historic Haunts, a group of paranormal investigators, believe the Museum hosts more than just a diverse collection of lovingly maintained vintage aircraft. It also may be home to the spirits of those who once flew on some of those aircraft, as well as innocent men, women and children who perished in one of history’s most tragic events.

Founded by Delawarean Rick Coherd, members of Delmarva Historic Haunts have investigated numerous historic locales in the First State, seeking evidence they harbor the spirits of people who once lived or worked in them. Everyone in the group has an interest in history, historic events and preserving historic buildings and sites.

They also believe many of those historic settings still harbor some of the essence of who those people were, a part left behind in this world before they went on to the next.

Ten investigators from Delmarva Historic Haunts brought their equipment and a mobile electronics lab to the Museum the night of April 13, intent on trying to settle the question of whether or not Hangar 1301 is part of that nether world between the living and the dead.

Soon after the Museum closed that evening, the group set up cameras and infrared sensors throughout the main floor, including the space around the Turf and Sport Special C-47.

There have been indications of some sort of odd happenings inside the D-Day vintage Skytrain, things that are difficult to explain. Investigator Steve Wood assembled an electronic net of video and sensor apparatus inside the plane’s cargo deck and cockpit, connecting them to wires and cables that snaked across the floor and were hooked into the group’s van.

The van, emblazoned with the DHH logo – a smirking ghost carrying a pocket watch – is both the group’s main transport and a mobile command post. Inside, co-lead investigator Wendy Robinson was stationed in front of a monitor that kept track of nine separate cameras. Everything the cameras see is digitally recorded.

The investigators walked the Museum’s main floor carrying small electronic devices, called K-2 meters, that measure changes in electromagnetic fields. Changes in readings from the meters indicate a lost spirit may be in the area; batteries also have a tendency to drain quickly in the presence of an otherworldly form.

“If we know there was a known person in the building or on the plane, then we ask for them,” explained Christine Benson. “We try to raise energy from them.”

Benson always has been interested in worlds beyond this one.

“The departed leave residual energy,” she explained. When investigators encounter electromagnetic fluctuations with the K-2, they ask the spirit to channel that energy to spike the readings. With luck, it sometimes can answer simple “yes” or “no” questions.

“It doesn’t always work, and there are other, more earthly reasons that can cause the meter to react, but it is an important tool for all investigators.

Jenn Dalgarn admits a certain amount of curiosity drew her to take part in paranormal investigations.

“It’s what you don’t know, what you can’t see that intrigues me,” she said. “I want to have the actual experience of seeing it and hearing it.”

Dalgarn managed to get that experience while investigating a ship once used as a lighthouse. Spying an apparition near the vessel’s shower, she asked if she and one of the other investigators could come in.

“Sorry,” the spirit told her.

“I thought it was very cool,” she said. “It responded to us, it felt very sorry for us.”

One intriguing question was whether the investigators found any conflict between their work and their religious faith.

Robinson, who wears a small cross on a necklace, discussed that question with her sister, who also is a minister.

(Continued on page 12)
Friends and former crewmates of the late Lt. Col. Alexis Witmer are planning to install a plaque in his memory in a hallway at the AMC Museum.

Witmer was born July 15, 1916, in Sebastopol, Russia. He and his family immigrated to the United States, arriving at Ellis Island, New York, and staying a short while in New England. They later took up residence in Santa Barbara, Calif., which he called home most of his life.

Witmer was a Sea Scout during his boyhood, and later attended the Maritime Academy. He served in the Merchant Marine but joined the U.S. Army approximately six months after the December 1941 Pearl Harbor attack. Discharged after World War II, he was called back to military service during the Korean War.

He logged more than 10,000 hours as a U.S. Air Force navigator, and in addition to answering his nation’s call during World War II and the Korean War, served proudly during the Vietnam Conflict.

Witmer served as chief navigator in the former 1st Air Transport Squadron at Dover Air Force Base and was well known and well respected in the 1st and 39th squadrons as well as throughout the C-133 community.

Friends recalled Witmer as being “a small man in stature, but a giant in capabilities.”

One example of his skills came during a mission to New Delhi, India, when the main compass went haywire during a preflight check. Witmer didn’t consider that a problem and the plane flew to Incirlik, Turkey without the compass. His knowledge and cool demeanor saved the crew days of time having to wait for a repairman to be sent.

Witmer retired from the Air Force in 1970, and returned to Santa Barbara where he was free to pursue his lifetime passions of surfing and sailing. He added water skiing to his resume when he was in his late 70s.


Fellow 1st ATS navigator Jim Dugar remembers Witmer as “one of the greatest and most energetic guys I’ve ever known. I can still remember his voice as clear as if he were standing right next to me now.”

The brass plaque in his honor reads, “In memory of Lt. Col Alexis Witmer, chief navigator, 1st ATS, DAFB.” The plaque also lists the names of each person who donated to the plaque: Dick Hanson, Alan Harding, Bob Jenkins, Ed Carr, George Edlin, Jim Dugar and Jim Dunn.

A memorial brick also has been placed in the Museum’s Commemorative Garden. It reads: “Dedicated to Lt. Col. Al Witmer, chief navigator and role model, by crewmates, 1st ATS, DAFB.”

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**Foundation lists Squadron Commander and above memberships**

The following persons either have signed up for or upgraded their Museum memberships to the Squadron Commander level or above between July 2012 and June 2013:

**Squadron Commander**

Thank you for your support of the AMC Museum!
AMCM hosts Vietnam Army pilots reunion

The temperature outside the Air Mobility Command Museum’s Hangar 1301 on March 2, 2013, might have been barely above freezing, but the atmosphere inside was one of warm camaraderie and breezy talk.

The occasion was the inaugural reunion of U.S. Army pilots who had, in addition to their flying experiences, two things in common: they all live on the Delmarva Peninsula, and they all served as helicopter pilots in the Republic of Vietnam.

The AMCM was a natural place to hold the reunion, according to organizer Rick Roll, a former chopper pilot and Museum tour guide: the Museum is located on Dover AFB, which is smack in the middle of the 5,400-square mile peninsula, formed from the state of Delaware and portions of Maryland and Virginia.

The Museum also features an example of the bird many of them flew, the UH-1 Iroquois, better known as the Huey.

Roll, who piloted attack helicopters with D Troop, 3rd Squadron of the 5th Cavalry Regiment during 1967, contacted the Vietnam Helicopter Pilots Association (VHPA) and managed to locate more than 150 of his fellow aviators living on Delmarva.

Everyone received an invitation via email or phone to come to the reunion. He was pleasantly surprised when more than 30 accepted and showed up, some with their wives, children and grandchildren. One pilot even brought along his former crew chief, giving the group a chance to honor him and his fellow mechanics, all of whom were responsible for keeping the complicated Hueys in the air. Many also manned machine guns aboard the Hueys whenever they were on missions.

The comprehensive program included a memorial ceremony that honored fellow aviators who failed to return from the war, a screening of an episode of the Great Planes television series about the Huey, part of which was taped at the Museum in 2010 and features the UH-1 now on static display. There also was a BYOL – bring your own lunch – and a guided tour of the Museum.

Everyone who came to the reunion got a chance to sit in the cockpit of Museum’s UH-1 and relive memories of those long-ago days.

In addition to the Army, the UH-1 also was used by the Navy, Marine Corps and the Air Force, and although the Museum’s Huey is painted in USAF livery, it spent its career as a U.S. Army bird.

Tagged with serial number 69-15475, this UH-1 was a 1970-1973 Vietnam combat veteran of the 201st Assault Helicopter Company from Phan Thiet.

According to the feedback received from the pilots and their families, Roll said everyone had a great day, and all appreciated the hospitality and support received from the Museum’s staff.

Before leaving, the group unanimously agreed to hold another reunion, and, Roll said, all agreed to honor their “10-percent rule,” i.e., that when it comes to telling war stories, all must contain a minimum of 10-percent factual information.
Black Widow
(Continued from page 5)

to return to base riddled from shells fired by British Mosquito night fighters, and, Reed reported, for the Mosquitoes to sport .50-caliber machine gun holes courtesy of the Black Widows.

Reed was in Belgium during the Battle of the Bulge, which took place during the coldest winter in memory. The Germans only got to within about 12 miles of Florennes, but engineers had dug trenches around the base, which Reed and the others were prepared to use to defend the installation. He didn’t harbor much hope if that happened, he added.

“It would have been us with carbines against them with tanks,” he said. One time, however, security forces shot down a German aircraft that made the mistake of making more than one pass over the base.

“I was nowhere near the line when that happened, so it didn’t bother me a bit,” Reed said.

Switching tactics during the Battle of the Bulge, 422nd flew daylight cover over Bastogne, destroying a number of German trucks and railroad stock.

As Allied armies swept over Germany, the 422nd moved with them, but by early 1945, the Luftwaffe effectively had been wiped from the sky. The 422nd, along with its sister unit, the 425th NFS, rarely encountered hostile German aircraft.

The unit’s last station was near Bad Langensalza, where, Reed said, the unit was prepared to wait out the rest of the war. Unfortunately, it turned out the former Luftwaffe base was inside the Russian occupation zone, forcing the 422nd to pull up stakes and actually retrace its steps, heading westward instead of to the east.

“We no sooner got unpacked then we had pack back up,” he said.

But the end of the European conflict in May 1945 didn’t necessarily mean the end of the 422nd.

“We started getting more stuff on recognizing Japanese aircraft because that war hadn’t ended yet,” Reed said. The men were told they’d get a 30-day leave stateside and then reassemble on the West Coast to prepare for the invasion of the Japanese homeland. Fortunately for the men of the 422nd, the Japanese surrendered before the group had even left Europe. Instead of going to the Pacific, Reed was discharged and the 422nd deactivated on Sept. 30, 1945.

Afterward, Reed returned to New York University, earned a Reserve Air Force commission and started working for Northwest and Flying Tiger freight lines. In 1952, he was hired as an agent for the Federal Bureau of Investigation, where he was involved in several major espionage cases during the 1960s and 1970s. He retired from Federal service in 1977.

Today, when he’s not at home working on his model train sets, Jim Reed can be found happily conducting tours at the AMC Museum. In a nod to his age, he doesn’t clamber around too many of the Museum’s display aircraft any more, preferring instead to describe the planes to tell of his wartime experiences to fascinated Museum visitors.

In all, Reed spent less than three years on active duty, almost all of it with the 422nd. He’s extremely proud of his service and of his unit.

“We had the best record of any night fighter squadron in the Air Force,” he said. Among other achievements, the 422nd was the first unit of its kind to achieve a kill, shoot down a German rocket, first to achieve ace status and which had the greatest number of night fighter kills in the USAF. The unit was awarded the Presidential Unit Citation as well as the Fourragere of the Belgian Croix de Guerre.

“Like most veterans, I was a very small cog in a very big wheel that crushed the Axis, and deservedly won the title of the ‘Greatest Generation,’” he said.

Memorial bricks added to Commemorative Garden

The AMC Museum added 21 new memorial bricks to the Commemorative Garden on Veterans Day, May 27:

- 317 Veterans Group
- Col. T. Applegate
  CONUS commander
  Jul 01 – June 04
- Lt. Col. Bill Arnold
  1st ATS, 12-61/5-72
  9th MAS, 10-61/5-72
- Ed Barnes, TSgt, USAF
  CG-4A crew chief
  25 Aug 1929 – 09 Feb 2013
- Laura E. Byrnes Bundy
  USAF Supply
- Ronald A. Bundy
  USAF aircraft electrician
- Jim Douglass
  AMC Foundation Board
  Grassroots Aviation
  West 10 Feb 13
  Because we flew
- Del-Rods
- AMC Museum volunteer Richard Dorre
  1,000+ hours
- AMC Museum volunteer Don Hall
  1,000+ hours
- In honor of 1st Lt. Harold W. Joiner
  B-25 pilot, WWII
  From friends at Christ UMC
- AMC Museum volunteer Ken Konesey
  1,000+ hours
- AMC Museum volunteer Richard Marks
  1,000+ hours
- SSgt. F. Monaghan
  44th Fighter Bomber Sq.
  13th AF 1951-1954
- Maj. Jack Shield
  Caribou 63-9760
  Vietnam 1969-70
- In memory of James E. Peel, Lt Col, USAF
  1934 – 2007
  USAFA 1960
  Vietnam veteran
- In memory of Sandy Sandstrom
  CMSgt, Flight Engineer
  AMC Museum Team
  Teller of tales
  A friend missed
- In memory of SSgt. Donald L. Steenahagen III
- Sgt. L.R. Warfel
  436th FMS/AGE
  Dover AFB 72-75
- Dedicated to Lt. Col. Al Witmer
  Chief navigator and role model
  By crewmates, 1st ATS, DAFB
- Anthony Zangari, MSgt, USAAF
  WWII PH Pearl Harbor

Note: due to limitations imposed by the formatting style for each brick, the tribute information presented here is provided in a standardized format.
“She didn’t know if the church had taken a position on it, but she knows God can do whatever he wants to,” Robinson said.

Jim Maitland considers his religious faith an important aspect of his investigatory work.

“You never know what you’re going to run into,” he said. “There are malevolent spirits out there, not many, but they are out there.

“The more you experience, the more you rely on your faith.”

Energy, in one form or another, is what helps define a spirit’s presence. Some spirits seem to be at the mercy of the environment around them, others appear to be able to transcend it. Some leave physical traces, such as faint voices that can be recorded or even a scintilla of perfume wafting in the air. During one investigation in Delaware City, investigators Jeff Brown and Christine Benson reported the presence of something that pushed down on them.

Some also may be natural occurrences, Maitland said, sounds such as a building settling or changes in temperature as dusk falls.

It takes something more than errant sounds or flashing lights on a K-2 meter, however, to convince investigators someone or something from the other world has manifested a presence in this one.

The investigators hoped some of that evidence would come from the spirits of some of the victims of the 1978 People’s Temple tragedy, followers of cult leader Jim Jones, whose remains were stored temporarily in the hangar.

Recorded images and sounds play a big part in providing that proof, Dalgarn said. “We listen to hours of recordings and hope to hear one or two things,” she said. “We won’t say a place is haunted until we get evidence like a direct response to an asked question.”

The results

It turns out parts of Hangar 1301 may indeed be a way station between this world and the next, Robinson said.

Writing in an after-action report to the AMC Museum Foundation Board, Robinson said members of the investigatory team underwent several personal experiences while spending the night at the Museum. These included, but weren’t limited to, shadow movements, unexplained noises and a general feeling that they were not alone.

There were at least two spikes in electromagnetic field readings and a voice captured on the digital recordings, she said.

Attempts to contact some of the Jonestown victims also resulted in some unexplained activity and they collected enough evidence to believe the C-47 is indeed haunted, Robinson said.

“Overall, we felt they were successful investigations,” she wrote, adding the group would like the opportunity to investigate the Museum again.

Museum Director Mike Leister welcomed the group, but added he’s not exactly convinced there are such things as paranormal occurrences.

“I’m happy we can provide an opportunity for the research team to explore phenomena that interest them,” he said. “I am a complete skeptic when it comes to hauntings, but my personal beliefs don’t enter into the reason we welcome their visits.

“The team conducted themselves professionally and respected the artifacts and the museum; that is good enough for me. This is like alien visitation, someday someone may actually document something that mainstream scientists recognize as proof, but for now…”

A video of the Delaware Historic Haunts investigation at the Museum may be found at www.delmarvahistorichaunts.com.
Tom and Patty Coffman of Dover, Del., look over the belly gunner’s turret at the Museum’s B-17.

William “Mr. Willie” Thomas of Bowie, Md., shows off his entry during the Museum’s annual PT Cruiser show in April. “I’ve loved the model since it first came out,” Thomas said. “It reminds me of old-time cars.”

Members of Smyrna Cub Scout Pack 135, Colton Anglin, Pierce Mayhew, Ryan Conway, Connor Hetteroth, Kevin Gessner and Wesley Johnson, listen as Museum volunteer Henry Bright explains the CG-41 Waco glider.

The Nichols family of West Burlington, Iowa, visited the Museum June 2. The family includes, in front, Garrett and Grace Nichols, plus parents Darren and Kelly. With them are Kelly’s sister, Dr. Emily Calloway and John Gilmer of Camden, Del.

Ross, Kayla, Chloe and Autumn Roark of Dover visited the AMC Museum during the PT Cruiser show.

Grieg “Ozzie” Osmundson definitely loves his Oreo cookies. Ozzie was one of many who showed off their collections of just about anything at the AMCM’s annual Collector’s Day event.
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<td>Group commander benefits plus one crew member membership for friend, signed and numbered aviation print, museum golf shirt personalized with name and donor category</td>
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Initial and 5-year anniversaries

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