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.

The Hangar Digest is printed and mailed by Associates International, Wilmington, Del.
From the Director

It’s all about ‘Discovery’

Discovery.
If I had to use one word to sum up a typical week working here at the AMC Museum it would have to be “Discovery.”

Now sometimes it’s the kind of thing you might expect when we are searching for the history of a particular plane or the color scheme it wore during a specific time in history. But often the things we learn are not exactly what we set out to Discover.

On the weekend of the 70th anniversary of the D-Day landings I was privileged to fly up to the Reading World War II Air Show with Foundation President Don Sloan in his PT-17. We set up a booth advertising our Museum and the Massey Air Museum there each year and we reach a great number of people who love aviation at very little cost, and there is that thing about getting to watch a great World War II-themed air show as well.

There is no better way for an airplane lover to arrive at an air show than aboard one of the air show aircraft. The view coming in to land from the front seat of an open cockpit biplane is hard to beat. And that first glimpse of the stars of the show brings back the kid in me every time. This year I was especially looking for the B-24 “Diamond Lil” from the Commemorative Air Force as we were taxiing in. This year I was going to take a ride in Diamond Lil as a present from my dear wife for my 65th birthday.

My favorite World War II plane has to be the B-17 Flying Fortress; I’ve helped restore two of them and flown on several others. I knew we had built more B-24s than Forts for the war but there are far fewer surviving Liberators in the world today and only two flying examples anywhere. I was going to get my chance to see what the rivalry was all about.

I was pleased to see the B-24 had a big Air Transport Command insignia right aft of the entry door. ATC was a forerunner of the Air Mobility Command, so I felt right at home. As why a B-24 bomber had ATC markings on it I’d refer you to the CAF website; it’s a long story, but an interesting one, my first Discovery that day.

My next significant Discovery was that the B-24 seemed roomier inside than a B-17. You can walk back to the tail gunner’s position on a B-24; on a B-17 it’s a hands-and-knees crawl. My third big Discovery was that it takes a lot of muscle to swing a waist gun forward. The slipstream wants to slam it against the rear of the fuselage and you’ve really got to work to swing it forward. There were no Luftwaffe aircraft around but I’m pretty sure they would have been safe anyhow.

Another Discovery was that by sticking my camera a bit forward of my landing position seated in the bomb bay I could film the landing through the big opening for the nose landing gear. That is a perspective I don’t think many people get to see and it was awesome: that is the only way to describe it.

Back here at the Museum, Discovery in the other direction occurred when we were privileged to host all four sons of one of the World War II pilots of our C-47. Lew John- son was an early supporter of our museum and a great mentor to me. Lew passed away some years ago but in June his sons traveled from all over the country to come see the actual plane their dad flew during the war. We were able to fill in some of Lew’s history for his sons because he was a modest man and seldom talked about his combat role to them. It was a great experience for all involved.

Every day, our guides help people Discover our aviation history. Things you don’t read in history books. Come out and Discover …

— Mike

Memorial bricks added to Commemorative Garden

The AMC Museum added 24 new memorial bricks to the Commemorative Garden on Memorial Day, May 26:

William E. Chapman
CMSgt, USAF
95 FIS
1-25-30 6-10-08
AMC Museum Volunteer
Silas Stephan
1,000-plus hours
To My Dad
Ernest B. Long
USAF, Retired
The Egan Family
Brennan, Rowan and Declan
2014
AMC Museum Volunteer
Jonathan Andrews
1,000-plus hours
AMC Museum Volunteer
Harry Bright
1,000-plus hours
AMC Museum Volunteer
Larry Koewing
1,000-plus hours
AMC Museum Volunteer
Maj. Arlyn L. Benner
1928 - 1948
In Memory of
Maj. Arlyn L. Benner
1928 - 1948

AMCM Director Mike Leister

Larry Koewing
1,000-plus hours
MSgt. L. LeBlanc
Armorer, 8th AAC
P-47 Thunderbolt
125th AAC B/U
Maint. MOS 911
Dover AFB, 1944

Brian Marasco
C-5B/M Pilot C-17
709 DOV 249 EDF

George Marasco
CMSgt Retired, USAF
C-5 FE 9th MAS
CMSgt Bellerose
Keeping AFRIC
Diamond Sharp
Sgt. Jack Kinyon
C-54 Loadmaster
1942 - 1947

In Memory of
Kenneth Wysopal
1928 - 2014
SM Sgt J. Faretra
Loadmaster C-5/C-17 88-14
Gene Van Houten
MSgt Flt Engr
C-124 A C-135A&B
Aug. 1946 - Aug. 1967
Vietnam 1966-67

David F. Neffger
Colonel, USAFR
20th MAS 1970 - 1973
47 Pilot
C-141 Aircraft Commander

Lt. Philip Sunderman
C-47 Pilot
WWII 1942-1946
From his sons

In Honor of Our
Grandfather
Major F.S. Coyle, USAF
1955 - 1976
Love From Your Grandchildren
In Honor of
Francis S. Coyle
Major, USAF
1955 - 1976
Brooklyn College ROTC
In Honor of
Major F.S. Coyle
USAF, 1955 - 1976
Navigator Meteorologist
Our Hero
Walter Yocum Jr.
Korean War
F-86 Crew Chief
“Sweet Rose”
DAFB 436th FMS
38 years
C-124
Gabriel Joseph Guarino
2008
Christian James Guarino
2010

Due to limitations imposed by the formatting style for each brick, the tribute information presented here is in a standardized format.
Telling the airdrop story: Updating the AMCM’s C-47

By Bob Leicht, U.S. Army (Ret.)
Special to the Hangar Digest

As an old Army Airborne type, I asked AMC Museum Director Mike Leister if there were things we could do to illustrate the personnel and equipment airdrop mission of many of the Museum’s aircraft, some from my era, some before.

The key question was, could we add various displays and equipment to the airdrop-qualified aircraft to permit us to tell the aerial delivery mission throughout the years? If yes, we’d add another aspect to the airlift and aerial refueling story the Museum already commemorates. This was kind of a daunting task, since my focus in the past was strictly exiting these aircraft in flight – not on how they were built or configured. But the Museum’s corps of volunteers including Charlie Tanner, Jon Andrews, John Zistl, Les Polley, Bill Lee and the McDougalls are an amazing asset for information on aircraft airdrop configuration.

With Mike’s go-ahead, the first task focused on the Museum’s C-47, the Turf and Sport Special. I understand this aircraft was the first in the Museum’s impressive collection of aircraft, and if that didn’t make it special enough, its D-Day combat record was intriguing, especially that it dropped troops from my old outfit, the 82d Airborne.

The plane has been restored to its appearance in June 1944, including the black and white invasion stripes, so I wondered what else could be done to add to an already amazing restoration job?

With the 70th anniversary of the Normandy invasion coming up, it seemed fitting to do even more to bring back its wartime livery. I looked at it as just one more small way to honor the memory of the airmen who enabled that ‘Day of Days.’

Seeing that the anchor line cable to which paratroopers hooked up their static lines was installed and the oval jump door was in the forward cargo hatch, I felt adding the red/green jump lights would be an easy way to start to illustrate the airborne/airdrop story.

What followed was almost a detective story, as one research discovery led to another and another.

In looking for the correct light unit, I found a photo from an old tech manual of the ‘Jumpmaster Control Station,’ a device that enabled an aircraft to release equipment bundles attached to the bottom of the aircraft, which contained additional equipment for the lightly-armed paratroopers that either was too bulky, heavy, or large for them to jump with.

Additional research also turned up images of the fuselage-mounted mechanism called a “pararack,” a bomb release device that was converted to the equipment delivery mission.

Finally, while rooting around in the storage area at the restoration hangar, we rediscovered a larger version of the metal ammunition-carrying “paracrate” that’s displayed alongside the C-47.

All told, this system of systems – innovations – were created out of wartime need and represent the Army’s land and air components coming together to solve a particular piece of the airborne warfare – and are a great story for us to tell the Museum’s visitors.

Armed with all that info, we began a quest to acquire or fabricate the equipment.

The jump lights – which are much smaller than the large lights in modern aircraft – are being donated by a World War II historian and re-enactor, and will be reinstalled just forward of the jump door.

We next tackled the jumpmaster control station’s console, a depot-installed item forward of the jump lights that allowed the jumpmaster or crew chief to drop the equipment bundles attached underneath the C-47.

We discovered the box already in the aircraft was the original, although the black faceplate with five toggle switches was a replica. The old photos we found didn’t give a clear enough image to faithfully recreate the faceplate with its multiple switches, lights, and instructions.

Fortunately, a French contact gave us a high resolution photo of an original console, recovered from a downed C-47 in Normandy. While we couldn’t convince him to part with the artifact, the picture gave us what we needed to fabricate an exact replica, and the restoration crew is working it.

The pararack was found in California, and was acquired, re-conditioned, and installed on the bottom of the fuselage on the original hardpoints, which permitted the installation of six pararacks.

The pararack found in storage is a M5A2 unit, specifically configured to carry the barrel of a 75 mm pack howitzer. The wheeled paracrate on display next to the C-47 is a M9A2 “paracaisson,” a caisson being a wagon for hauling ammunition. These steel containers were designed and pro-

(See Modifications on page 5)
Thanks to our new, renewing and lifetime AMCM members

Every year, we recognize those who sign up for AMC Museum membership. They’re some of our biggest supporters, especially those who sign up for life memberships or who keep coming back year after year to support us.

Here’s a listing, by category, of those who have joined or renewed their memberships over the past 12 months:

LIFETIME MEMBERS

WING COMMANDER
Gerald Brady

GROUP COMMANDER
John Macek, Richard Marks, SMSgt. Ronald Pawlowski and Robert J. Penny

SQUADRON COMMANDER


AC-119 reunion planned in New Mexico

Lt. Col. Jim Dunn, USAF (Ret.) has asked that anyone associated with the AC-119 gunships flown in Southeast Asia from 1967 to 1972 contact him. Many AC-119 personnel came from airlift resources, including Dunn, who was assigned to the C-133 at Dover AFB and then returned to fly the C-5.

Dunn notes an AC-119 Gunship Reunion will be held from Sept. 17 to Sept. 21 in Albuquerque, N.M. For more information, go to www.ac-119gunships.com, or contact Steve MacIsaac at 302-249-1499 or via email at colmacmac@mac.com.

ERRATA ...

Our January-March 2014 issue listed the new names added to the Commemorative Park contains an error. The first listing should have read: “C-97 Loadmasters, 142 MAS, Delaware ANG, 1962-1971.”

We regret the error.
Not all D-Day survivors were flesh and blood

World War II was fought and won through the bravery and tenacity of America’s fighting men who fought the Axis powers in all corners of the world. But those men could not have fought Nazi Germany, Fascist Italy nor Imperial Japan without the machinery of war.

At the close of World War II, many parts of the massive Allied war machine either were abandoned or destroyed. A very few survived to be displayed today as physical reminders of the war.

One such machine is a 70-year-old C-47 “Skytrain” cargo aircraft, nicknamed the Turf and Sport Special. This aircraft, built by Douglas Aircraft in Oklahoma City, was one of a fleet of planes to take part in Operation Overlord, the invasion of Europe, in June 1944.

But while the Turf and Sport Special survived the war, it almost did not survive the peace. Its journey from Oklahoma to the skies over Normandy to the Air Mobility Command Museum at Dover Air Force Base, where it has been restored to its wartime appearance, took more than 40 years.

The Special arrived in England on April 21, 1944, assigned to the 61st Troop Carrier Squadron, one of the units tasked with delivering soldiers from the 508th Parachute Infantry Regiment to zones located behind the German lines. Their mission was to confuse and harass German forces facing the invasion forces at Normandy.

Tech. Sgt. Winfield “Bing” Wood was aerial engineer on that mission, which was a nighttime flight to drop the infantrymen near the French town of Sainte-Mère-Église, on June 5, 1944. A horse racing fan, he had named the plane after a well-known racing magazine of the time.

Wood, who died in 1992, left behind a video history of that mission as well as his wartime diary in the archives of the AMC Museum.

The crew trained for weeks before the drop and was ready to go on June 4, but the mission was delayed for 24 hours. The Turf and Sport Special joined hundreds of other planes at about 10 p.m. June 5 to drop the infantrymen before the main invasion force hit the beaches at Normandy.

A burst of anti-aircraft fire sent shrapnel rattling across the aircraft’s skin as it flew through the explosions. One burst so startled Wood and an Army lieutenant that they fell back from the door atop some life rafts.

The C-47 flew over the drop zone and the 18 soldiers jumped into the darkness.

“The lieutenant gave a yell and jumped and was followed by a bunch of screaming, yelling troopers,” Wood said. One got stuck and Wood had to shove him out the door.

The pilot took immediate evasive action, flying back over the English Channel. There, Wood beheld an amazing sight: an armada of men and materiel massing toward the beachhead.

“You never saw so much equipment in your life,” he said. “Men on the beach, tanks in the water, ships turned over, airplanes coming down and ditching in the water.”

A shot of nerve-settling whiskey awaited the men upon landing, but the Skytrain’s radio operator was a teetotaler, so Wood got his ration as well.

The crew flew a second mission June 7, one that could have been Wood’s last.

Assigned to deliver six 150-pound equipment packs, the C-47 encountered heavy fire from below. Bullets ripped through the aircraft; one went through the floor behind Wood’s position, another hit an engine and one passed through the fuselage near the rear hatch.

That bullet almost had his name on it, Woods said, but he didn’t realize how close he’d come to death until the next morning: an armor-piercing bullet had come through the floor of the aircraft, missing his head by inches.

Wood was able to find that hole again when he came to Dover in 1988 to dedicate a restored Turf and Sport Special at the AMC Museum.

In those days, the museum was in its earliest stages and Wood’s plane was the first in a collection that since has grown to more than 30 aircraft.

Following the war, the Turf and Sport Special was assigned to bases in Germany, North Africa, Maryland and Alabama. It was turned over to the U.S. Army in 1964 and by 1979 was at Aberdeen Proving Ground, Md., intended for use as a target for Army gunners. By 1986, the plane, a gutted, rusting hulk, was at a small field near Harrisburg, Pa., where it was used to train heavy-lift helicopter pilots.

When Museum Director Mike Leister first spotted the C-47, its doors and propellers were missing, there were holes in the fuselage and its skin was covered in graffiti. But it was solid enough to undergo planned restoration work.

Repairs began in 1986, using only a section of a loaned hangar that was so small the C-47’s wings had to be removed for it to fit inside. When work was completed two years later, Wood and several surviving members of the 61st TCS were on hand to see the final product.

“Bing Wood was a character,” Leister said. “He had a very good memory and he remembered a lot of things about the airplane that were useful to us.”

And work continues on the Turf and Sport Special; new interior lighting has been added as well as authentic canister packages slung underneath the fuselage. The museum is awaiting arrival of troop seats from a derelict C-47 that will bring the aircraft even closer to its D-Day configuration.

“This airplane is really popular with the general public,” Leister said. “It’s probably the best example of a combat C-47 on display anywhere.”
The C-47: A plane that ‘really had no bad habits’

Retired U.S. Air Force Maj. Bill Voigt, of Dover, Del., flew the C-47 during World War II, but only after a fight to get out of stateside duty as a single-engine flight instructor.

"I used to trudge up to the personnel office and ask if they had an assignment for me," he recalled. "I did that for four months until the personnel officer got tired of me and told me he didn’t want to see me until he called me."

Eventually, Voigt was called to the personnel office and learned he’d gotten his wish – sort of.

"He’d be flying a two-engine aircraft, Voigt assumed he’d be in the cockpit of a Lockheed P-38 Lightning. Sent to Billy Mitchell Field, he discovered the personnel officer meant the C-47.

"You’re going to Gooney Birds," he was told, the officer using the popular nickname for the Skytrain.

"I told him I didn’t want to go, but he said, ‘You’re going’.""

The resentment eventually wore off as Voigt was schooled by highly skilled and highly respected commercial airline pilots.

"I can’t say it was fun flying, but I got used to it," he said.

The C-47 was much more complex than the single engine aircraft he was used to, but was relatively easy to fly, Voigt said.

"It really had no bad habits," he said. "You had to do something deliberate to make it misbehave.

"It didn’t really carry a lot of cargo, maybe two-and-a-half to three tons, but you could do almost anything you wanted with it. It was very versatile," he said.

Flying missions in the China-Burma-India theater, Voigt carried anything from animals to jeeps over the rugged Himalayan mountains.

The motto seemed to be that if it could fit through the cargo door, it could be flown.

Leaving the service after the war, he was recalled during the Berlin Crisis and flew the AMCM’s C-54 during the Berlin Airlift. All told, he accumulated more than 11,300 flying hours during his military career.

He considers himself a good pilot.

"That’s not bragging," he said. "I was good. I was safe and considerate and I had no accidents and no violations.

"What else is there to say?"

D-Day from the ground: AMCM visitor was there

Call it kismet, destiny or even fate, but in June 2014 a visitor to the AMC Museum had a memorable encounter with the Turf and Sport Special.

Hélène and Ed Prince were touring the Museum hangar when they came upon the venerable C-47. Told this aircraft had flown over Normandy on D-Day, Mrs. Prince related an incredible story of her own: she had been there.

The French, including the residents of the tiny village of Pont-l’Evêque, had endured three years of Nazi occupation when the Normandy invasion began on June 6, 1944. Hélène LeCharpentier was seven years old on the morning she heard Allied aircraft droning up, not knowing what would happen.

Then one of the town police officers appeared, hauled the object to the adjacent Touques River and threw it in.

"It never blew up," Mrs. Prince said.

But the village suffered considerable damage, with approximately 65 percent of the town having been destroyed by Allied bombing.

That didn’t seem to matter to Mrs. Prince and the other children, who would run closely behind troop trucks carrying GIs to the front. Many would toss out food from their C-rations, she said.

"The soldiers were so sweet," Mrs. Prince recalled. "They gave us our chocolate and crackers, and I still can remember how good they tasted."

Visiting the AMCM in June, Hélène Prince, of Plano, Texas, toured the Turf and Sport Special, which dropped troops near her French village on D-Day. She also had her picture taken with space shuttle astronaut Terry Hart, who was visiting the Museum at the same time.
The Air Mobility Command Museum Foundation’s 10th Annual Fund-Raiser Golf Tournament was held on Friday, June 20, 2014. It was a huge success as many golfers turned out for an afternoon of fun in fantastic weather! As this tournament is the Foundation’s largest fundraiser, all the proceeds are going 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. Not only did we enjoy the golf, but there was a nice dinner afterward with a silent auction and prizes awarded to winning golfers. The winning Low Net team, with a score of 57, was comprised of Sonny Kruhm, Billy Harding, John Zook, and Ken Dyer. Runner-up Low Net was the team of Art Ericson, Mike Quarncaccio, Chuck Miller, and Phil White. The Low Gross winners, with a score of 60, was the team of Sandy Sanders, Gary Sanders, and Brandon Sanders. With a shot stopping 12.5 inches from the hole, Chuck Miller won the Men’s Closest to the Hole prize. The Putting Contest, a long, breaking putt, was won by Frank Bush at an amazing 5.5 inches from the hole. With a drive landing Closest to the Line, Pat Roth was the winner. A highlight of the day was on the 16th Hole where retired Col. George Chabbott again sponsored a $500 award to the player getting their second shot closest to the par-5 hole. Bill Harding, who was on his game, mastered a shot to 3 feet 8 inches to take home that prize. The Foundation wants to thank Bill for donating half of his winnings back to the Museum. We could not have a successful event without the fabulous support of the local community. — Phil White

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Thanks also to our corporate sponsors:

Marion Klein
Our sincere thanks go out to all of our sponsors for making our 10th Annual AMC Museum Foundation Golf Tournament a huge success!!!

This event could not have occurred were it not for the Golf Tournament Committee which put in many hours of preparation. A SPECIAL THANKS to the Golf Committee of Art Ericson, Ed Perkowski, Mike Quarnaccio, Mike Phillips, Rich Harper and Phil White. Also, Bob Mench was an expert in finding golf-related door prizes. Lastly, we want to thank Craig Coffield, director of golf, and his outstanding staff of Jim, Karen, and others at Jonathan’s Landing Golf Club in providing a superbly conditioned golf course and for all they did for us on Tournament Day!

Thinking ahead, we are already planning for next year’s 11th Annual AMC Museum Foundation Golf Tournament. Please give consideration to joining us for a day of fun.

I can’t thank Phil White and his committee enough for their hard work! We continue to be fortunate to have Foundation Board members (and previous Board members) who volunteer their time to support your Museum. Phil and his committee are the stalwarts who keep making this fundraiser work! I ask you to please pass on your thanks to them and any of the sponsors you know, for their contributions in another successful Golf Tournament!

This year’s AMC Museum Foundation Annual Member Mixer will be held at 5 p.m. Friday, Sept. 12 at the Museum. The Mixer is FREE for members who have joined at the Squadron Commander category and above. We request a $10 donation for others, but it’s a great opportunity for non-members to join at any level that evening and we’ll waive the donation.

We’ll have free door prize tickets, free hors d’oeuvres, and a pay-as-you-go bar. Besides “tower tours”, Boeing’s KC-97 Stratofreighter and KC-135 Stratotanker will both be open, and as a special treat we’ll also be giving tours through our Lockheed C-5A Galaxy!

At about 6:15 p.m. Mike Leister will describe the latest Museum restorations and acquisitions, and we expect the active duty and reserve wing commanders to give us “State of the Wing” briefs. The evening’s program will wrap up with door prize drawings and the drawing for our Annual Fundraising Campaign flight.

This year we’re including the official release of David Godek’s latest painting, “Rosalie’s Rival.” David and his wife, Chris, have donated yet another terrific piece of aviation art to the AMC Museum. They have also, yet again, graciously allowed us to use his work to continue the Foundation’s Aviation Art series, with the evening’s release of our latest addition, Rosalie’s Rival. David will be available for signing copies of the numbered prints, which will be available at the Museum Store.

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.

Fly safe! — Don
Playing in the shadow of the Museum’s B-17, Sleepy Time Gal, members of the U.S. Air Force’s Heritage of America Band, of Langley AFB, Va., put on a rip-roaring show of jazz favorites on June 14.

Joe Siebold and Jackquie Thomas, both of Tucson, Ariz., are docents at the Pima Air and Space Museum in Tucson. The pair said they were looking forward to seeing all of the AMC Museum.

Mom Jamie Chaloupka, of Dover, brought in son and daughter Jacob Brede, 8, and Jayden Brede, 4, for a tour of the Museum and its Hall of Heroes.

Justin Baxter, of Delaware City, Del., looks over the radio operator’s station on the C-47, “Turf and Sport Special.” It was Justin’s first trip to the AMCM.

Author and historian Bob Dorr paid another visit to the AMCM in June, where he discussed his newest book, “Fighting Hitler’s Jets.”

Eleanor Barnes keeps an eye on the action during the Museum’s annual Golf Tourney to verify if anybody shot a hole-in-one. The prize, unfortunately, went unclaimed.
Pave a Path to History in Commemoration Park

With Only 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.
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<td>Crew Member</td>
<td>$30</td>
<td>Membership certificate, member card good for 10% off purchases in the Museum store, quarterly Hangar Digest newsletter and challenge coin*</td>
</tr>
<tr>
<td>Flight Crew Member</td>
<td>$50</td>
<td>Crew member benefits plus challenge coin* for each family member (maximum five)</td>
</tr>
<tr>
<td>Squadron Commander</td>
<td>$100</td>
<td>Flight crew member benefits plus recognition in the Hangar Digest newsletter, name engraved on plaque, free admission to annual Foundation mixer</td>
</tr>
<tr>
<td>Group Commander</td>
<td>$250</td>
<td>Squadron commander benefits plus two museum coffee mugs</td>
</tr>
<tr>
<td>Wing Commander</td>
<td>$500</td>
<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>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DONOR CATEGORY</th>
<th>DONATION</th>
<th>BENEFITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lifer (Life Member)</td>
<td>$500</td>
<td>Wing Commander benefits</td>
</tr>
<tr>
<td>Eagle Donor</td>
<td>$1,000</td>
<td>Wing Commander benefits plus 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>*Initial and 5-year anniversaries</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 U.S. Air Force airlift and air refueling history. The AMC Museum Foundation is a nonprofit, 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 _____________________________________________ (Required for credit card)
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) _____________________________________________
[ ] 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 of five) ___

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

Questions?
Email us at:

MEMBERSHIP MANAGER
AMC MUSEUM FOUNDATION INC
1301 HERITAGE ROAD
DOVER AFB, DE 19902-5301

Mail application and payment to:

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For additional information on upcoming events, visit our website at www.amcmuseum.org

Thank you for your support!