

Hangar Digest

VOLUME 2, ISSUE 4

OCTOBER 2002

From The Editor:

Glad to hear from you!

Especially from the contributors to the C-124 Project and also from the participants of Name the Plane contest. I thank you all for your favorable comments.

For future issues, I am particularly interested in including some of your experiences specifically associated with airlift/tanker aviation as either aircrew members, support personal or as observers. With more than 600 recipients of the Hangar Digest, I am sure there are many stories to be told. So, please send them to me in either typewritten form or longhand. Stories may be edited for length and content.

Plans for the construction of the new museum gate, road, fence and parking area have been approved. However, we face an enormous challenge in satisfying the proposed costs. If you are one of the more than 3,000 persons that have been contacted to assist us in this ambitious endeavor, your support is critically needed.

Again, special thanks to all of the contributors to the C-124 Project. If you were not already a "friend" of the museum you have automatically become one and you will enjoy the many benefits of membership thereof. As you will note on page four, we are well on our way to guaranteeing the accession of "Old Shaky".

And finally, on behalf of the AMC Museum's Board of Directors, the museum's staff and volunteers, I would like to extend our best wishes for a safe and happy holiday season...

Harry E. Heist, Editor



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LOOKING BACK

Cigars weren't handed out, but on December 17 MAC became the proud owner of the largest cargo aircraft in the world — the C-5 Galaxy. The baby giant arrived at Altus AFB, OK with General Jack Catton, MAC commander, at the controls. First operational Galaxy squadron will be at Charleston AFB, SC. Other MAC squadrons to receive the C-5 are at Travis AFB, CA and Dover AFB, DE.

Source: MAC Aircrew Newsletter, February 1970.

Inspection Proves Museum Ranks At Top!

2nd Lt. Ali Tedesco

436th AW Public Affairs

The Air Mobility Command Museum here received high marks from the USAF Museum at Wright-Patterson AFB, Ohio following a major inspection of the Dover facility this month.

Michael Leister, museum director for the last 16 years, said the process was a wall-to-wall inspection and the team inspected “everything we have in our artifact collection, all of our support equipment and our compliance with Air Force policy.”

There are 12 field museums in the Air Force and the AMC Museum is the only one that has been able to account for 100 percent of its artifacts.

“That means that everything we have in our artifact collection was found and is in our possession,” said Leister. “The American Association of Museums, which sets the standards for all museums, says if you have 97 percent of your items available, you’re in the ‘Best Practices’ category. Nobody’s ever done that until now in the Air Force system.”

It took the AMC Museum staff only two days to track 1,325 items, said Leister. He attributes the tracking to curator Jim Leech and collection manager Deborah Sellars.

“We complete an annual inventory and have been doing this for quite a few years due to Air Force museum requirements,” said Sellars. “Every year we have 100 percent so we knew this year wasn’t going to be any different just because the team was showing up.”

Every artifact that becomes part of the museum’s collection is documented upon arrival.

“It’s a very specific process and a lot more paperwork than most people would imagine,” said Leister. “Everything from the color of an object and its size, to the object’s history, is noted.”

The history is important because veterans or their families have donated many of the artifacts.

“When we take artifacts into our care, we try to get the history, because if you have a coat and don’t know who it belongs to, it’s just a coat,” said Sellars. “It’s not just the artifact, but also the people who used and owned them that’s important. The history becomes part of the record and is significant in a museum’s collection.”

The museum actually turns away twice as many articles as it takes in, according to Leister.

Once articles become part of the collection they are entered into a database by Sellars. She has been the collection manager at the museum for 13 years and said her experience helped her keep continuity in the tracking system.

Leister hopes this success will translate into more support. “This (inspection) will let people know that, in fact, some outside agency has validated what we do,” he said.

Since September 11, the museum visitorship has decreased due to Base Force Protection measures. However, museums are built and maintained for public use.

“Our whole purpose is not only to take care of the items we have, but also to let people see them and to teach people the history of the Air Force, the military and the base,” said Sellars.

This article appeared in the August 23rd edition of the “Airlifter”, Dover AFB, Delaware and is reprinted with the consent of the 436th Airlift Wing’s Office of Public Affairs.

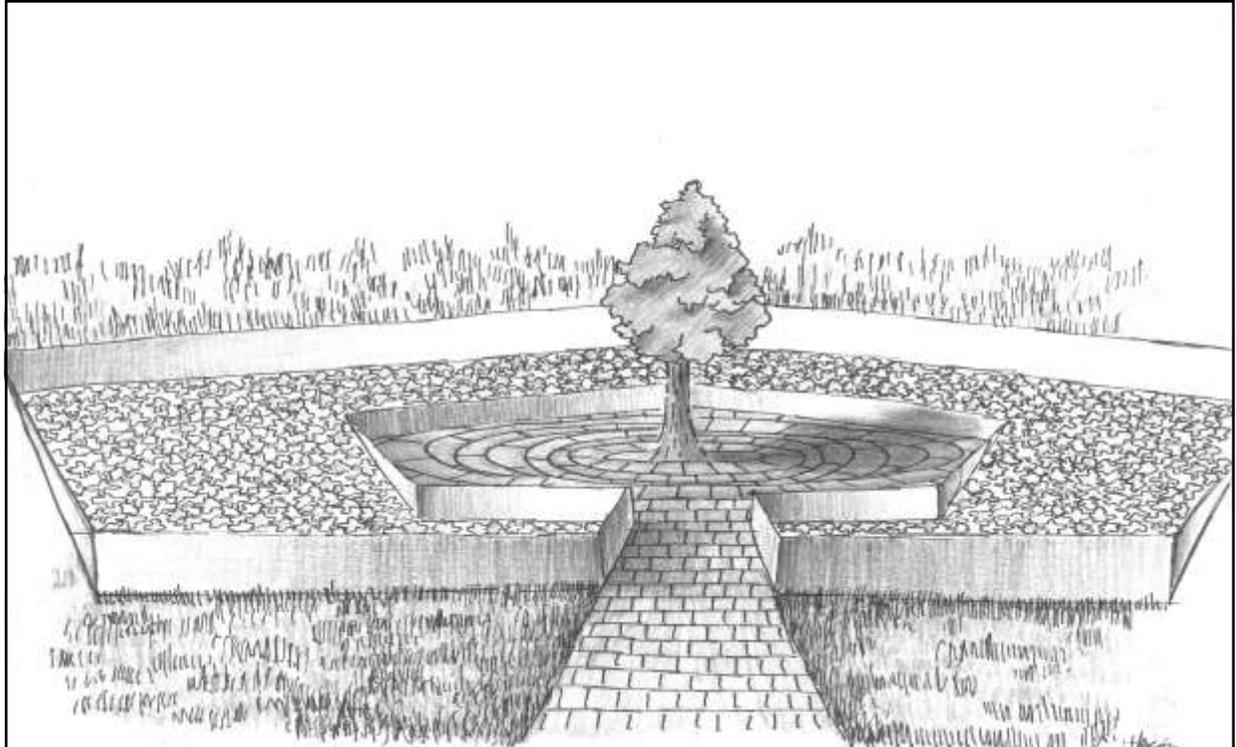
Curator's Corner by: Jim Leech

All of us remember where we were and what we were doing last September the 11th when terrorists struck the United States and at the hearts of all Americans. Many ceremonies of remembrance have taken place in the months since and memorials have been raised to honor those who lost their lives to those cowardly acts.

For several months, plans have been in the making for the construction of a memorial garden honoring those men and women who lost their lives at the Pentagon. The garden will be placed in Commemoration Park at the museum.

The garden will be slightly elevated and in the shape of a pentagon with twenty foot long outer walls, inner walls ten feet long with a six and one half foot wide planting bed between the walls. The bed will be planted with red, white and blue flowers. A brick walkway will allow access to the center of the garden.

Construction is set to begin this Fall. Most of the materials for construction have already been donated by local businesses and museum officials hope to have the garden finished by early next Spring. The memorial will be officially dedicated on the second anniversary of the terrorist attack, September 11, 2003.



Drawing by: Heather Counselman

The Museum Foundation Welcomes A New Board Member

Friends of the museum reelected Brig Gen Michael Quarnaccio, Mrs. Mary Frey, CMSgt Brian Wasko and SMSgt Hank Baker to the Museum Foundation's Board of Directors. Lt Col Gerald Foss, USAF (Ret) was elected as the board's new member.

To new member Lt Col Foss and to all those reelected, **congratulations!**

Officers appointed for the forthcoming year are:

President: Brig Gen Michael Quarnaccio, USAFR (Ret)

Vice President: TSgt Jay Schmukler, USAF (Ret)

Secretary: Lt Col Phil White, USAF (Ret)

Treasurer: MSgt Harry Van Den Heuvel, USAF (Ret)

Meet Museum Volunteer Janice Caldwell



Since Jan took over as the museum's volunteer coordinator three years ago our volunteer force has grown by 55 members.

She is responsible for scheduling our tour guides for museum programs and special events throughout the year.

In addition to her scheduling duties, she compiles monthly reports that are used by Headquarters Air Force and the Museum Administration.

Jan is very proud of the volunteers and understands the important roll they play in making our museum the successful facility it is today.

She is a retired educator who taught for three years in Pennsylvania and thirty-eight years in Delaware's Lake Forest School District.

She is originally from Lock Haven, Pennsylvania, the home of the Piper Cub.

C-124 Project Update

C-124 Project financial contributor, Lt Col Dwight Deming, USAF (Ret) of Abilene, Texas wrote, "The aircraft that you intend to move to Dover and restore is one that I have flown many times in Japan and Hickam. This aircraft was used in and out of Vietnam hauling cargo and troops. One mission included dropping paratroopers into Laos. It certainly can be labeled a combat aircraft. The wings of this aircraft should come off very easy as it may be the one I mistakenly flew through a typhoon in 1964 on a trip from Danang to Kadena." (*This should be good news for Ben Natrass and his Worldwide Aircraft Recovery crew when they begin disassembly*)

We thank Colonel Deming for his comments and his contribution.

And, thanks to everyone, contributions to date exceed \$18,000.

Please keep your tax deductible donations coming.

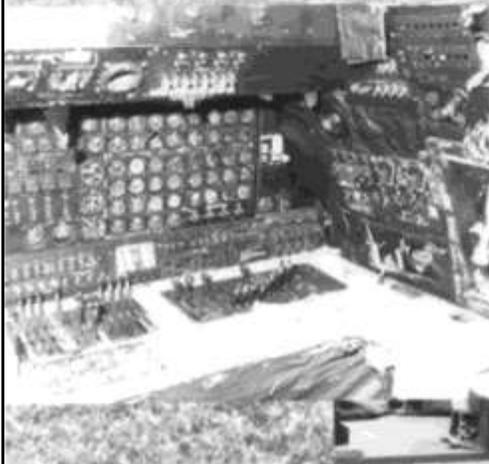
Send to: The AMC Museum Foundation, C-124 Project,

P.O. Box 02050, Dover AFB, DE 19902-2050.

Please include the form on the following page with your donation.

Outdated fundraiser

C-124A S/N 49-0258



More From The Friends Of “Old Shaky”

Find enclosed our donation to help bring the C-124 to Dover! In the 1950s, until his retirement in 1961, my husband, now 80, served as a panel engineer on the C-124 based at Dover. I called it his “home away from home.” We are both excited about the restoration and future display of one of those great planes. Our thanks extend to all of you for your time and efforts out there at the museum.

Helen and Arthur K. Judd; Dover, Delaware

I was elated to hear of the possibility of acquiring a C-124 for the museum — congratulations for all of your efforts in accomplishing this memorable achievement. I was a member of the 40th ATS from July 1956 to July 1958 when I transferred to Hickam AFB to the 1502nd Air Transport Wing. Hopefully, I’ll be able to again visit Dover in the future but in the meantime I have sent my donation in an effort to bring “Old Shaky” to the museum.

Richard Hoffman; Byron, Georgia

I read the Dover Post article and in the name of my father George B. Leighty, who was stationed at Dover and who worked on the C-124, I am enclosing my donation. I have had the pleasure to visit the museum and have found it to be a wonderful place to go. The people who work there and the exhibits are 1st class and I am confident that the C-124 Project will follow in that most respected tradition.

Harvey D. Leighty; Magnolia, Delaware

You deserve to be commended for all the hours you have expended to make this happen. Good work and thanks.

Bill Baker; Leawood, Kansas

The enclosed donation given in memory of my late husband, William A. Sills, who was a flight engineer on the C-124s. The best of luck in getting it back to Dover.

Fern Sills; Dover, Delaware

My wife sent me a copy of the July 10th Dover Post article about your efforts to bring the C-124 to Dover. I’m willing to make a contribution to the cause. Please send more info.

Major Gary Gerard ; 3rd Airlift Squadron, Dover AFB. “Currently deployed”.

I visited your museum a few years ago with my cousin. This morning I received a clipping from a Delaware newspaper with news of the C-124 Project. Great, I hope it all goes well. I enclose my contribution toward the project.

John Barry Brown; Ayrshire, Scotland U.K.

Oops, I Goofed !

When I wrote in the last issue of the Hangar Digest that: “there were only eight C-124s left in the world.” In fact, there are nine and where are they now? They are located at Robins AFB, Georgia at the Museum of Flight; at Travis AFB, California in the Jimmy Doolittle Air and Space Museum; at the Pima Air & Space Museum in Tucson, Arizona; the USAF Museum in Dayton, Ohio; McChord AFB, Washington; Charleston AFB, South Carolina; Hill AFB, Utah and the one soon to be ours, C-124A S/N 49-0258, is now at the SAC Museum in Omaha, Nebraska. The one that I had forgotten to include is at the Korean Military Academy Museum in Seoul, Korea...Ed.

Artifact Facts “Base Entry Tag” : by Deborah Sellars

Today, persons who are authorized to register their private vehicle on base are issued a set of four small colorful decals that are affixed to the windshield. This display affords the base’s security forces a quick means of identifying those vehicles as they pass through the gates.

However, back in 1954 it was a different story. The large blue and white reflective metal plate, shown here, had to be bolted to the auto’s front bumper. The plate is a reminder that there was less concern, fifty years ago, in identifying the vehicle’s registration expiration date!

Dover Air Force Base entry tag number 93 was issued to Major Bill Voigt, USAF (Ret), a museum volunteer.



The Artist: Heather Counselman



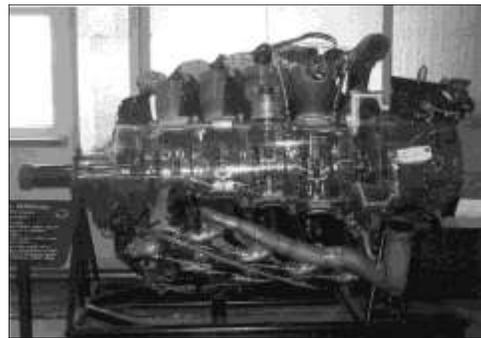
The pen and ink sketch of the proposed Pentagon memorial was drawn by Heather. Heather came on board in May as the museum’s summer hire. She is nineteen and begins her sophomore year at Montserrat College of Art near Boston. She is majoring in fine art with concentrations in painting, graphic design and photography.

Her many jobs at the museum this summer included organizing the files for both the museum director and the 436th Airlift Wing Historian. In addition, she scheduled tours, did computer work and recorded the greeting that you hear when you are connected the museum’s main telephone number.

We wish Heather good luck with her studies and we are all looking forward to her return to the museum next summer.

Engines: The Pratt & Whitney R-4360 “Wasp Major”

The Wasp Major engine was developed during World War II and saw service late in the war on some B-29 and B-50 aircraft. The R-4360 is a 28 cylinder air-cooled radial engine which produces 3,500 horsepower and weighs approximately 1¾ tons. The R-4360 has been used to power various post WWII USAF bombers, cargo/transport and aerial tankers, including the B-36 bomber, the B-35 Flying Wing, the C-74 Globemaster I, the C-97 Stratofreighter, the C-119 Flying Boxcar and the C-124 Globemaster II. It represents the most technically advanced and complex reciprocating aircraft engine ever produced in large numbers in the United States.



The AMC Museum’s Cutaway R-4360

Source: *USAF Museum*

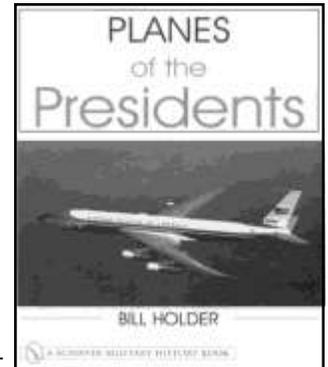
Recommended Reading: Planes of the Presidents

This book covers United States presidential aircraft including Boeing Clippers, DC-6s, C-54s, Constellations, 707s and 747s as well as a variety of Air Force and Marine Corps support aircraft.

Modern-era presidents have used the presidential airplane to great advantage, conducting world-wide business and attending official functions. For example, President Reagan visited 26 different countries and territories during his eight year tenure. President George Bush bested that figure in just four years with visits to 36 countries. President Clinton made 59 trips during his administration.

Everything that could be done to the earlier presidential aircraft was attempted in order to make them as inconspicuous as possible. That, of course, is not the situation with the modern presidential airplanes, which are detailed to the hilt, making them real aerial showpieces and certainly the pride of the United States of America.

This book is available from the museum's gift shop and can be purchased for \$21.00 including shipping and handling, payable by personal check, VISA or MasterCard.



Museum Aircraft of the Quarter: De Havilland C-7B "Caribou"

The C-7 is a twin engine, short takeoff and landing (STOL) utility transport built by De Havilland Aircraft of Canada, Ltd. It was used primarily for tactical airlift missions in forward battle areas with short and unimproved airstrips. It could carry 26 fully equipped paratroops or up to 20 litter patients. As a cargo aircraft, the Caribou could haul more than three tons of equipment.

The Caribou made its first flight in 1958. In 1959, the U.S. Army flew several prototypes for evaluation and, in 1961, the first 22 out of a total of 159 production versions were delivered to the Army. Originally designated AC-1, the aircraft was re-designated the CV-2 in 1962 and retained that designation for the remainder of its Army career.



In January 1967, when the responsibility for all fixed-wing tactical transport aircraft was transferred to the U.S. Air Force, the Caribou received the designation of C-7. During the Vietnam conflict, the Caribou's STOL capability made it particularly suitable for delivering troops, supplies and equipment to isolated outposts.

The museum's Caribou's first Air Force assignment was, in 1967, with the 483rd Troop Carrier Wing at Cam Ranh Bay AB, South Vietnam. From there it went on to serve at Bien Hoa AB, Can Tho AB and Tan Son Nhut AB, South Vietnam and then on to Don Muang Royal Thai AB in Thailand. In 1972 it returned to the United States with assignment to the Air National Guard at Maxwell AFB, Alabama. In 1983 it was re-assigned back to the Army. Its last official active duty assignment was as the jump platform for the U.S. Army Golden Knights Parachute Team. It arrived at Dover AFB on September 1991 still in its Golden Knight's colors. It has since been repainted in Southeast Asian camouflage.

It is interesting to note that both Bill Hardie, the museum's store manager and Jim Leech our curator, flew the museum's Caribou while both were assigned to Cam Ranh Bay in 1969-1970. Bill was its pilot and Jim was the airplane's crew chief.

“Name the Plane”

The airplane that I asked you to identify in July’s issue of the Hangar Digest is the Boeing C-135A “Stratolifter”.

Its first flight, as the civilian model 707 and informally know as the “Dash 80”, was in 1954. The military version, the C-135A, was first delivered to the Military Air Transport Service (MATS) at McGuire AFB, NJ in June 1961.

One of the interesting aspects of this airplane is that a modification of the basic model, the KC-135 “Stratotanker”, became the pre-dominate variant of the model. Some 800 of the tanker version were built; however, through the years the aircraft has been modified for many missions including flying command posts, weather reconnaissance, surveillance, staff transports, electronic warfare missions plus a variety of other applications.

Another variant of the Boeing 707 is the C-137 “Stratoliner”. Five of these aircraft were built including two (the VC-137C) that were used as the primary presidential aircraft “Air Force One”. Both aircraft have been retired. One can be seen at the USAF Museum at Wright-Patterson AFB, Ohio and the other, now in California, will be moved to the Reagan Library. These aircraft were replaced by the Boeing 747, designated the VC-25A.

Of the readers submitting an entry, all correctly identified the aircraft as the C-135A. Our randomly selected winner of the *“Name the Plane”* contest is Steven E. Daskal of Springfield, Virginia and he will receive the book “Planes of the Presidents”. Congratulations!

This time I ask you to identify the airplane depicted below including the manufacturer, mission, design and series (if applicable); i.e., Boeing B-17G. Please send your entry either by letter, e-mail, fax or post card to any of the addresses listed on the last page. **Please do not leave your entry by phone.** I will designate each correct response with a number ID from which I will randomly select one winner. Please send your entry as soon as possible and please include a return address. The winner will receive a book selection from the museum’s gift shop. Good luck and thank you for your participation!! Ed.....

(Museum staff and volunteers are not eligible)



Around The Bases: Scott AFB, IL

Scott Air Force Base is one of the oldest, continuous-service Air Force installations. Its history spans the major evolutionary states of the Air Force: Aviation Section, Signal Corps; Army Air Service; Army Air Corps; Army Air Forces and the United States Air Force. It was named Scott Field on July 20, 1917, after Corporal Frank S. Scott, the first enlisted person to be killed in an airplane crash. The fatal crash, the Army's fourth, occurred September 28, 1912, when Scott, an aircraft mechanic, was flying as a passenger in a Wright Type B biplane at the Army Flying Field at College Park, Maryland.

The original Scott Field consisted of just under one square mile, according to the lease negotiated and signed by the War Department and the Belleville Board of Trade on June 14, 1917. Lt. William H. Caruthers, the officer in charge of construction, employed 3,000 civilians who erected 59 buildings, laid out a mile-long railroad spur and leveled off an airfield with a 1,600 foot landing circle. The cost of the project, completed on September 1, 1917, was \$1.5 million. Scott Field was accepted as an Army Aviation station that same day and had a primary mission of training pilots and ground crews for the American Expeditionary Forces in World War I. William Couch, a civilian flight instructor, made the first flight from the field on September 2, 1917 in a Standard Trainer. Flight training, with a class of almost 100 cadets, began on September 11, 1917 and the first cadet soloed seventeen days later.

One of the field's early commanders was Lieutenant Colonel James E. Fechet (Oct. 2, 1917—Jan. 10, 1918), who became the Chief of the Air Corps in 1927. Scott's flying ambulance, a converted JN-4D "Jenny" carried its first patient, a cadet with a fractured leg, August 24, 1918. On October 12, 1918, Scott supported the Fourth Liberty Loan Drive by sending an armada of aircraft to "assault" St. Louis, Missouri. A crowd of more than 100,000 spectators were treated to a show of such daring aerial acrobats as tail spins, Immelman turns, the falling leaf and the barrel roll. The climax of the event was the aerial bombardment of downtown St. Louis with Liberty Loan circulars, "eagerly grabbed by thousands", according to the *Aerofoil*, Scott Field's newspaper at the time.

The War Department purchased Scott Field on March 31, 1919, for \$119,285.84 but had yet to decide its future role. Finally, in October 1921, Scott Field was designated as a "lighter than air" station for airships and balloons. The base grew rapidly. The airship hangar, completed in 1923, was second only to the airship hangar at the Navy station at Lakehurst, New Jersey, the world's largest. The entire U.S. Army, consisting of almost 100,000 members in 1923, could have stood in military formation inside the Scott hangar. Lieutenant Colonel John A. Paegelow, a veteran balloon pilot in World War I, assumed command of Scott in 1923 and continued in that post until his retirement in 1933. During Paegelow's tenure, lighter than air craft were favored by the Air Corps over airplanes. This policy encountered strong and steady opposition from airplane advocates who included Brigadier General Billy Mitchell. Among the field's most prized possessions were the TC-1, TC-3, RN-1, RS-1 and the TC-14 airships.

Some of the pioneers of lighter than air flight at Scott experienced thrilling and hazardous voyages aboard runaway balloons. On April 23, 1923 the descent controls malfunctioned on a balloon carrying Air Service Majors John D. Reardon and Rush B. Lincoln. Strong winds swept the balloon at high speeds along an erratic course all the way to the Chicago area before the officers escaped by jumping into a mud bank along the Fox River. The wayward balloon disappeared from their sight as it sailed across Lake Michigan.

Highlights of the airship era (1921-1927) included speed records for dirigibles set by Scott's TC-1 in 1923 and Captain Hawthorne A. Gray's American free balloon altitude record of 28,510 feet set on March 9, 1927. Gray would have established a world record for free balloon altitudes on November 4, 1927 if he had not suffocated when his oxygen supply ran out. His barograph recorded 342,470 feet but his record was disqualified by his death. On November 11, 1935 two of Gray's former colleagues, Captain Albert W. Stevens and Captain Orvil A. Anderson, set a world record with a balloon altitude of 72,395 feet near Rapid City, South Dakota. Unlike Gray, who flew in an open basket, Stevens and Anderson were enclosed in an airtight

(Continued on the following page)

Around The Bases: Scott AFB, IL (Cont.)

metal gondola, EXPLORER II, which was attached to a balloon with a volume of 3,700,000 cubic feet — almost 50 times larger than Gray's balloon. This project was sponsored by the National Geographic Society and drew upon a military cadre mostly trained at Scott Field. The weather observer for this project, Captain Randolph P. Williams, later became known as the "Father of the Air Weather Service."

In 1937, lighter than air operations came to an abrupt end when a change in Air Corps policy called for the replacement of airships and balloons by airplanes. Four concrete runways, each a mile long, were constructed at Scott after the great airship hangar was demolished in 1938-39. Scott was also selected as a potential site for the headquarters of General Headquarters Air Force, the Army's air combat arm scheduled to be moved from Langley Field, Virginia. The GHQ Air Force had been created in 1935 at the same echelon level as the Air Corps, the other half of the Army's air component, to which the non-tactical functions of administration, logistics and training had been assigned. However, the Army Chief of Staff, General George Marshall, decided to keep HQ GHQ close to the center of power in Washington, D.C., when the scope of the war in Europe expanded rapidly after 1939. Although Scott did not become the center for the Army's air combat arm, it did assume the important wartime mission of training radio operators/mechanics and became known as the "Communications University of the Army Air Forces." Scott's school graduates were crew members aboard thousands of Army Air Forces aircraft, including B-17s and B-29s.

In June 1948, the newly-formed Military Air Transport Service (MATS) was given the responsibility of airlifting all military and other authorized government medical patients. A year later, Scott, which had been redesignated Scott Air Force Base on January 13, 1948, was selected as a "remain overnight" station for patient airlift. On October 17, 1949, Headquarters Air Training Command (ATC) relocated to Scott, resulting in an overall assignment of six general officers at the base. The headquarters of both the Air Force Technical Training Command and the Air Force Flying Training Command were consolidated at HQ ATC. For the first time, a major command headquarters was located at Scott. However, a 40-year era as a major training base ended in 1957 when Scott was transferred from the jurisdiction of ATC to HQ MATS, which had officially moved to Scott on October 1, 1957. ATC left Scott and by February 1959, all communications and technical training at Scott had ceased. The 1405th Air Base Wing, Scott's host unit, supported the units assigned to the base and maintained Scott Air Force Base properties.

On June 1, 1964, the 1405th Air Base Wing was renamed the 1405th Aeromedical Transport Wing and tasked with patient airlift in the United States. Units of the 1st Aeromedical Transport Group at Brooks Air Force Base, Texas, were transferred to the 1405th with no change in station. The 1405th ATW was inactivated on January 12, 1966. Its mission and resources were absorbed by the 375th Aeromedical Airlift Wing, which was a direct reporting unit of the Military Airlift Command (formerly MATS). Reorganizations changed the 375th Aeromedical Airlift Wing to the 375th Military Airlift Wing on March 30, 1990 and eventually to the 375th Airlift Wing (as part of a major Air Force reorganization). During this timeframe, the mission remained essentially the same and always saw the 375th serving as the host unit for all of the organizations on Scott Air Force Base.

The reorganization of the Air Force brought about many changes to Scott Air Force Base. Foremost among these changes was the deactivation of the Military Airlift Command and the establishment of the Air Mobility Command on June 1, 1992. Scott Air Force Base is unique in that it handles host duties for two major commands, AMC and the United States Transportation Command and also provides services for other large organizations such as the Air Force Communications Agency and the Defense Information Technology Contracting Office.

Including military members, their families, civilians and retirees, the population of Scott Air Force Base totals more than 35,000 with an annual economic impact exceeding \$1 billion. Encompassing 3,278 acres (on and off base), Scott Air Force Base is more than four times as large as the original Scott Field of 1917.

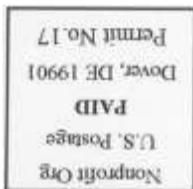
Source: <https://public.scott.af.mil/375aw/375pa/history.htm>

★The Benefits of Membership★

Becoming a Member of the Museum is easy and it not only benefits the Museum's programs and projects, it also benefits you!

For an updated membership form,
please visit:

<http://amcmuseum.org/support>



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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 property of the Air Mobility Command Museum unless otherwise designated.

I solicit your comments, articles and ideas for future issues. You may contact me by mail: Harry E. Heist c/o The Hangar Digest, P.O. Box 02050, Dover AFB, DE 19902-2050; FAX (302) 677-5940; PH (302) 677-5997 and email:

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