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Hangar Digest



The Museum's C-47A "Turf and Sport Special" has a distinguished World War II service record. Assigned to the 314th Troop Carrier Group, 61st Troop Carrier Squadron, based in Saltby, England, the plane and its crew participated in Operations Market Garden and Overlord and the first glider assault across the Rhine. It was one of the first aircraft committed to the Berlin Airlift in 1948.

As World War II unfolded in Europe, U.S. military planners realized the nation's airlift and airborne combat capability was underdeveloped and out of date. However, the Air Transport Command and a separate Troop Carrier Command emerged as remarkably successful organizations with thousands of aircraft. In this issue we look at the development of some of those aircraft.

I conclude my series "Around the Bases" with Incirlik Air Base, Turkey. In the past five years, I've highlighted 22 installations which are host to or under the jurisdiction of the Air Mobility Command. If your unit or base was not included, I apologize for the omission. I thought it was time to move on to something different; so, look for "We Were There, Once" in the next issue. (Oh, and by the way, there'll be more photos.)

Congratulations to Fenton Novotny of Parsippany, New Jersey, the winner of the original oil painting "Man O' War" by David Godek. All of the of the raffle's proceeds will be used to purchase the top turret for our B-17 "Sleepy Time Gal". Our thanks to everyone who participated!

And finally, on behalf of the Museum's board of directors, the Museum's staff and volunteers, I extend our best wishes for a safe and Happy Holiday season.

Harry E. Heist, Editor

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LOOKING BACK

Fifty years ago this month a C-124 made the first delivery by the Military Air Transport Service to McMurdo Sound, Antarctica in support of Operation Deep Freeze III. Missions would continue annually to supply camps supporting American scientists conducting Antarctic studies.

Source: Toward to Air Mobility Command 1994 Revised.



The [Hangar Digest](#) is published quarterly and is dedicated to the preservation of our airlift and tanker heritage. All articles, unless otherwise noted, are written by the editor. All photographs are the courtesy of the Air Mobility Command Museum unless otherwise designated.

Viewpoints expressed are those of the contributing authors and do not necessarily reflect the opinions of the AMC Museum Foundation or of the Museum's staff.

Subscriptions are free and are mailed via nonprofit standard mail to paid-up members of the AMC Museum Foundation, Inc.

Contributions. Reader's comments, articles and ideas are solicited for future issues. Mail to: Harry E. Heist c/o The Hangar Digest, P.O. Box 02050, Dover AFB DE 19902-2050; FAX (302) 677-5940 and email: harry.heist@dover.af.mil.

Air Mobility Command Museum Mission Statement

The mission of the Air Mobility Command Museum is twofold:

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

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Rear cover AMC Museum Aircraft Profile by Mike Boyd.

From the Museum Store:

Your Holiday shopping is just a mouse click or a phone call away. Airplane models, pins, leather jackets, books, hats and T-shirts—all are in-stock now and ready to be shipped. Order now for best selection and delivery in time for the Holidays!

Contact store manager Jon Rehm by phone at (302) 677-5992 or by FAX at (302) 677-5949 and email: jon.rehm@dover.af.mil. Members, be sure to ask for your 10% discount when ordering. Not yet a Museum member? The Museum's Membership Application appears on page 11.

From the Director

I've met some truly amazing people since I've been working around old aircraft: Ira Eaker, Jimmy Doolittle, and our own Harry Shirey just to name a few. However, I hear the voice of one person whenever I'm working on an exhibit or on that rare occasion when I can actually work on an airplane. His name was Lew Johnston and he was a World War II C-47 pilot assigned to Combat Cargo and he actually flew the Museum's "Turf and Sport Special". Lew passed away a few years ago but he continues to be my mentor when it comes to preserving our airlift heritage.

Lew was always there with helpful information and motivation. When he was in his late 70s he compiled and edited the book "The Troop Carrier D-Day Flights" that we sell in the Museum store. It contains all first person accounts of the men who fixed and flew the unarmed and unarmored Troop Carrier planes in combat. It is one of the best works of airlift history ever. These were not professional military men and after the war the ones who survived got out of the service and went on to other careers. They were young kids who signed up when our country was attacked; they learned to fly or to fix the planes although many of them had never even flown as a passenger before going to flight training or tech school.



Lew Johnston on a re-supply mission to France, winter of 1944

I have a favorite story that Lew told me in his low key self-deprecating humorous way. It seems that on one combat airdrop mission he was flying as the co-pilot in his own plane as his squadron commander was in the pilot's seat. Lew was reduced to a mere spectator as the enemy occupied countryside passed closely below them. All of the sudden he saw a German light anti-aircraft crew run to their gun, swing it around and start shooting at the formation. He could see the tracers from the four barrel 20 mm gun climbing towards them. For Lew it now became personal. Without really thinking, he slide his side window open (yeah, you could do that back then) and pulled out his trusty .45 caliber pistol. He let loose two rounds and then realized how silly it was to be blazing away with a popgun in flight. All of the sudden he had a problem. On the firing range he had always shot the gun till it was empty and he did not know exactly how to make it safe with the hammer cocked and a round in the chamber. So, he put the safety on and gingerly slide the gun back into his shoulder holster and for the rest of the flight he was more afraid of his gun going off than he was of the flak that was being shot at them as they delivered their paratroopers.

Because of dire need, the basic techniques they invented on the spot are still being used today. They truly were airlift pioneers and every time I even think of slacking off a bit Lew is there to remind me that there is still work to be done. The bomber boys and the fighter jocks have their fan clubs but it is our responsibility to see that the ingenuity, valor and the valiant effort of our early airlift pioneers is not lost in the annals of history. They did not have a lot of the things that we now take for granted, but they blazed the way for today's aircrews and ground crews. Everything we do to remember their sacrifices is nowhere near enough.

As they used to say...I wish you clear skies and favorable winds!

Mike

Cruisin' with the Curator

So, how was your summer? It might have been nice to ride you all around with the top down, gathering information for this issue, but geez it was almost too hot to enjoy the ride. Anyhow, I don't have a ragtop. At any rate, let's first cruise through the planes for an update and then on to new stuff.

The Connie is now painted and what a difference that coat of paint makes. The contractor finished up in July and except for a few cosmetic touch ups, the exterior is done. The seats that were donated by Evergreen International have arrived and are being cleaned and prepared for installation. Until then, attention is being

(Continued on the following page)

Cruisin' with the Curator (Cont.)

directed to the aircraft floor in getting it ready to accept the seats. And, over on the Shaky, the guys finally have the bugs worked out on the nose so now the clamshell doors and the ramps work smoothly. Flooring for the front end of the cargo deck has been procured and awaiting installation. The work continues on both the C-119 and the C-123 but the intense heat has slowed the pace, quite understandably.

Shift into second gear....our resident maintenance technician and all around craftsman MSgt. Rick Veller is in the process of routing aircraft tires to Pennsylvania to have them filled with a solid rubber compound. That's the easy part, routing them; here's the hard part. Rick has to jack-up each plane using his "logic" book to raise it high enough to remove a tire. Then he creates (on the spot) a safe way to support the axle until the tire is returned and reinstalled. Except for the C-124 main tires, all of our aircraft tires will be filled with this compound bringing us into compliance with current Air Force directives. We've pretty much decided that the mains on the Shaky would be too heavy to manipulate if they were to be filled.

For some time, another contractor had been working on a fiberglass replica of the "beaver tail" for our C-133. The aircraft came to us minus this part and it just wasn't the same without it. In early August, the contractor brought the manufactured piece to the museum and with the assistance of our C-133 restoration crew fitted it into place, made some adjustment markings and took it back for its final reinforcement and priming. Within a few weeks it was returned, painted and permanently set into place.

Clutch in....third gear....fourth....OVERDRIVE we're really Cruisin now! A conscious decision was made to enhance our exhibits by creating a habitat around our C-47. We've chosen a maintenance engine change scenario based on an actual picture of our Gooney Bird from WWII. I've visited several other quality museums and all have this dioramic type of exhibit. So stop by and take a look at what we're doing. You'll be amazed at the difference it makes.

We'll gear down for now and call it a day. Again, many thanks to our volunteers. This isn't lip service folks. I've said it before and I'll continue to say it, we couldn't get where we are without each and everyone of them.

Keep it between the white lines folks and I'll see you when you visit.

Jim

Meet Museum Volunteer Donald "Doc" Adams

Doc, a member of the Museum's KC-97, C-133, C-121 and C-124 aircraft restoration teams, has been a volunteer since 1998.

He entered the Air Force in 1950 and claims his best assignments were his three years at Bermuda working on WB-50s, seven years with the Strategic Air Command stationed at Beale AFB, California working on the SR-71s and maintaining the RC-135s at Shemya, Alaska in the Aleutian Islands. He retired at Dover AFB in 1980 as a Chief Master Sergeant and Superintendent of the 436th MAW's Avionics Maintenance Squadron.

Doc and his wife Dottie live in Camden, Delaware. They have two daughters, two grand daughters and a great grand daughter all residing in California.

Doc is a lifetime member of the Museum and currently serves on the Foundation's Board of Directors.



Rick Veller (on high reach) & C-133 crew installing the "Beaver Tail".



World War II Transport and Troop Carrier

During World War II, there was little debate as to what was desired of a transport aircraft: one that was equally useful for the delivery of either cargo or troops to their destination. However, the only aircraft specifically developed during the war for this purpose was the Fairchild/North American C-82 "Packet"; which did not see service until after the war. Meantime, great resourcefulness was displayed in meeting emergency demands using the aircraft and equipment that was readily available. Those aircraft, forming the backbone of the Army Air Force's (AAF) transport fleets, were the C-47, C-54 and the C-46.



The Douglas C-47 "Skytrain" was a military cargo version of the DC-3, a stand-by of the commercial airlines for a number of years before Pearl Harbor. With other modifications the DC-3 became the C-53 "Skytrooper", a troop and hospital transport. A steady and proven aircraft, the C-47 earned for itself a reputation hardly eclipsed even by the more glamorous of combat airplanes. The dependable workhorse of the air, one found it everywhere shuttling freight or airborne troops. Before the war was over the AAF had accepted more than 10,000 DC-3 type airplanes, which was nearly half of the transport planes it received between 1940 and 1945.

The Curtiss-Wright C-46 "Commando" was the military version of a yet unproved commercial transport. Like the C-47, it was a twin-engine monoplane but much larger and heavier, with a maximum cargo capacity of 15,000 pounds against 10,000 for the C-47 and a passenger load capacity of 12,000 pounds against 6,500 for the C-47. Accordingly, the AAF rested high hopes on its development but engineering difficulties so persisted that it did not get extensive use before 1944. Total acceptance reached only 3,144 airplanes by August 1945.



The Douglas C-54 "Skymaster" became the outstanding four-engine transport of the war. Known in its commercial model as the DC-4, the C-54 served chiefly on the long-distance hauls of the Air Transport Command. Strictly a transport and cargo plane, which was not modified for troop carrier purposes and would have been uneconomical in such a service, the C-54 was not available in large numbers until 1944. Its most colorful achievement came on the "Hump" route to China but it also cut down the great distances separating the United States from many other far-flung battle fronts.



Among the bombers modified for transport service, first choice fell on the Liberator B-24 because of its long range. Designated the C-87 "Liberator Express", the modified bomber performed important transport services for the AAF from the beginning to the end of the war. As the C-109 (see Name the Plane) it was used as a tanker and hauled large quantities of fuel across the Himalayas from India to China. Many unmodified B-24s saw unanticipated service as transports and tankers in theaters throughout the world, a

notable example being the use of a wing of the Eighth Air Force's B-24s in September 1944 to haul gasoline for George Patton's Third Army in France.

(Continued on the following page)

World War II Transport and Troop Carrier (Cont.)

A variety of light utility aircraft carried the conventional symbol of the cargo airplane, though the cargo was rarely heavier than the baggage of some inspector or staff officer on a hurried mission. The need for such carriers during the early days of the AAF's expansion was met by the purchase of a wide variety of light commercial airplanes, which soon presented peculiar and serious problems for the



maintenance personnel. In time, four airplanes in this class were acquired in quantity: the Fairchild C-61 "Forwarder", a single-engine four-passenger transport; the Cessna C-78 "Bobcat", a twin-engine transport version of the AT-17 trainer which could carry five passengers with baggage; the C-64 "Norseman", a single-engine plane designed as a "float and ski"

freighter which was produced by Noorduyn Aviation Limited of Montreal and was used chiefly in the Arctic regions; and, the most satisfactory of all, the Beechcraft twin-engine C-45 "Expediter". Its production was retarded because of the higher priority given to training airplanes; however, the AAF eventually accepted 1,771 C-45s by the end of the war.



The importance of the transport plane to the operations of the AAF, whether as a carrier, troop transport or long-range cargo carrier, was illustrated by the growing number of these planes. In July 1939, the AAF had only 118 transports and on the eve of Pearl Harbor it had only 216. Thereafter, the inventory rose steadily and by August 1944 the AAF had more than 10,000 transports on hand.

The glider was an important auxiliary of the troop carrier version of the transport airplane. The Army had paid little attention to this sports aircraft until the Germans demonstrated its utility for military operations. The Army Air Force's Material Division began study of the engineering aspects of the glider in February 1941 and initiated procurement of the gliders for training purposes in April 1941. Two months later, a design competition for cargo and troop-carrying gliders was held from which the Waco fifteen-place CG-4A "Hadrian" emerged as the most satisfactory. Its procurement was undertaken early in 1942 and the entire glider program was



steadily expanded as airborne operations grew in size and importance. Although the CG-4A was frequently criticized after it appeared in the fall of 1942, it proved itself in airborne operations in Europe and Burma, where it was towed by C-47s and C-53s. None of the other gliders developed during the war could be seriously considered as a replacement for it. It was made of wood and had no motor or armament and carried only one radio for communications.

The CG-4A was the most widely used U.S. troop/cargo glider of World War II and eventually more than 12,000 were procured by the U.S. Army Air Forces. Fifteen companies, including piano and furniture manufacturers produced the CG-4A with 1,074 being built by the Waco Aircraft Company of Troy, Ohio.

Source: *Office of Air Force History—The Army Air Forces in World War II, Vol. VI*

Editor's Note: The C-54, C-47, C-45 and the cockpit of the CG-4A can be seen at the AMC Museum. The accession of a C-46 is at the top of our "wish list".

“Name the Plane”

The airplane that I asked you to identify in July’s issue of the Hangar Digest is the Consolidated-Ford C-109 tanker.

The designation C-109 was assigned to existing B-24J and B-24L Liberators that were converted into fuel transports to support B-29 Superfortress operations out of China. An early plan called for ten B-29 groups to be stationed in China for operations against Japan and these bombers were to be supported by no less than two thousand C-109s, which would fly in aviation gasoline over the Hump from India.



Ford Motor Company accomplished all the conversions although the basic design was done by Consolidated. All armament and bombardment equipment was removed and both the forward and aft gun turrets were eliminated and faired over with sheet metal. The waist windows were retained. Eight fuel tanks were installed inside the fuselage that could carry 2,900 U.S. gallons of aviation gasoline. Most C-109s were equipped with a dual ADF system, as indicated by the presence of two football-shaped antennae on top of the fuselage. C-109s were generally devoid of any armament but in some cases armament was retained on temporarily modified aircraft.

A total of 208 Liberators were modified to C-109 tanker specifications at various aircraft centers in the U.S. The aircraft was not too popular with their aircrews as they were difficult to land when fully loaded, especially at airfields that were above 6,000 feet in elevation. In addition, longitudinal stability was rather poor when the tank in the forward fuselage was full, so quite often the C-109 flew with this tank empty.

The original plan to acquire the two thousand C-109s was cut back when the B-29 operations relocated from China to the Marianas from where they could be better supported by U.S. Navy seaborne tankers. The C-109s were then transferred to the Air Transport Command. The C-109 also saw some limited use in Europe.

Our randomly selected winner of the *“Name the Plane”* contest is Mr. Terry Wall of Somis, California and he will receive a selection from the Museum’s gift shop. Congratulations!

This time I ask that you identify the airplane depicted below including the manufacturer, mission, design and series (if applicable); i.e., Boeing B-17G. Please send your entry by letter, e-mail, FAX or post card to any of my addresses listed on page 2. **Please do not leave your entry by phone.** I will designate each correct answer 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 an aviation related selection from the museum’s gift shop. Good luck and thank you for your participation!

(Museum staff and volunteers are not eligible)



Around the Bases: Incirlik Air Base, Turkey

Located approximately 250 miles southeast of Ankara, Turkey and near the city of Adana, Incirlik Air Base is the home of the 39th Air Base Wing, an installation of the U.S. Air Forces in Europe (USAFE), and to the **728th Air Mobility Squadron (Air Mobility Command)**.

In the spring of 1951, the U.S. Engineering Group began construction of the base with the U.S. Air Force planning to use the installation as an emergency staging and recovery site for medium and heavy bombers. The Turkish General Staff and the U.S. Air Force signed a joint use agreement for the new base in December 1954. The base was officially named Adana Air Base in February 1955 with the 7216th Air Base Squadron as the host unit. The following years would prove the value of Incirlik's location, not only in countering the Soviet threat but also in responding to crises in the Middle East.

Project 119L, a U.S. Air Force meteorological balloon launching activity, conducted operations at Adana AB in 1955. Following balloon operations, pilots began flying U-2 reconnaissance missions as part of Operation Overflight. Renamed Incirlik Air Base in February 1958, the base was the main U-2 operating location until May 1960 when Francis Gary Powers succumbed to a volley of Soviet surface-to-air missiles over Sverdlovsk.

In the summer of 1958, the Lebanon crisis exploded prompting President Eisenhower to deploy members of the Tactical Air Command (TAC) Strike Force Bravo from the United States to Incirlik. The aircraft and support personnel overwhelmed Incirlik's facilities which was also supporting transport aircraft deploying an Army battalion from Germany to Lebanon. As no ground fighting involved American personnel, the strike force flew missions over Beirut as a show-of-force, aerial reconnaissance sorties and leaflet drops.

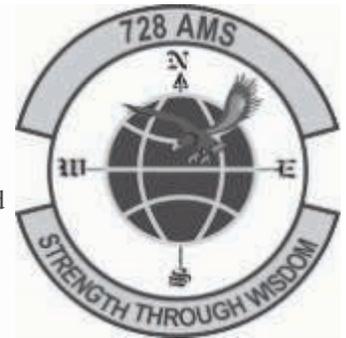
As an effort to bring units with combat history into the theater, USAFE inactivated the 7216th and activated the 39th Tactical Group at Incirlik in April 1966. The unit assumed control of the permanent support units and hosted rotational squadrons conducting training and maintaining NATO alert at Incirlik.

Following the Lebanon crisis, TAC deployed F-100 fighter aircraft on 100-day rotations. The flying mission further diversified in 1970 when the Turkish Air Force agreed to allow USAFE to use its air-to-ground range at Konya, providing a suitable training area. Throughout the 1970s and 80s, many types of aircraft would deploy to Incirlik including F-4s, F-15s, F-16s, F-111s and A-10s. In 1975, the Turkish government announced that all U.S. bases in Turkey would close and transfer control to the Turkish military. This action was in response to an arms embargo the U.S. imposed on Turkey for using U.S. supplied equipment during Turkey's invasion of Cyprus in 1974. Only Incirlik AB and Izmir Air Station remained open due to their NATO missions, but all other non-NATO activities at these locations ceased. The U.S. lifted the embargo in September 1978 and restored military assistance to Turkey and normal operations resumed after the U.S. and Turkey signed a defense and economic agreement in 1980.

After Iraq's 1990 invasion of Kuwait, the 7440th Composite Wing (Provisional) assumed operational control of the 39th Tactical Group. The 7440th was the air component of Joint Task Force Proven Force which eventually controlled 140 aircraft and opened a northern front, forcing Iraq to split its defenses between the north and the south, where the main thrust of coalition attacks originated as part of Desert Storm. Following the war, Incirlik hosted Combined Task Force Provide Comfort, the effort to provide humanitarian relief to millions of Kurdish refugees in northern Iraq. On October 1, 1993, the 39th Tactical Group was redesignated the 39th Wing and restructured as a standard Air Force objective wing.

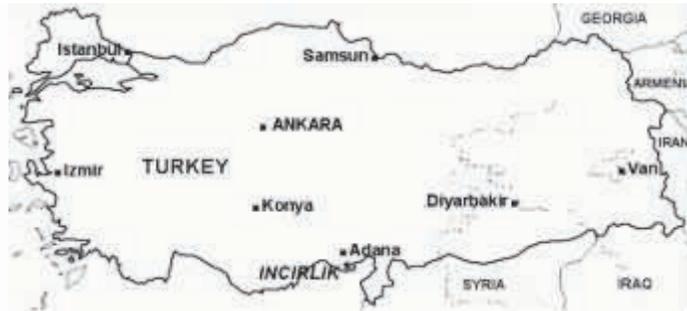
The U.S. State Department's Operation Quick Transit evacuated thousands of Kurds from northern Iraq late in 1996. The wing provided logistical support in Turkey for this operation, which signaled the end of the humanitarian aspect of Provide Comfort. Provide Comfort ended in December, and Operation Northern Watch (ONW) took its place on January 1, 1997. ONW enforced the U.N.-sanctioned no-fly zone north of the 36th parallel in Iraq.

(Continued on the following page)



[Around the Bases: Incirlik Air Base, Turkey \(Cont.\)](#)

As the results of September 11, 2001, Operation Enduring Freedom (OEF) began in October. Incirlik served as a main hub of MC-130 *Hercules* special operations missions, KC-135 *Stratotanker* refueling missions, humanitarian airlift operations to Afghanistan and sustained operations for deployed forces. The aerial port managed a 600 percent increase in airflow during the height of OEF. When the main bases in Afghanistan and Uzbekistan were constructed, Incirlik's support of OEF decreased.



With the beginning of Operation Iraqi Freedom (OIF) on March 19, 2003, ONW ended. ONW flew its last patrol, March 17, 2003, and closed a successful 12-year mission to contain the Iraqi military and deactivated May 1, 2003. On August 19, 2003, the first rotation of deployed KC-135s and airmen arrived at Incirlik to support Operations Enduring Freedom and Iraqi Freedom.

On January 6, 2004, more than 300 soldiers of what would become thousands transited through Incirlik as the first stop back to their home post, after spending almost a year in Iraq. Incirlik was part of what was described as the largest troop movement in U.S. history. Incirlik provided soldiers with a cot, warm location, entertainment and food for a few hours outside of a hostile war zone.

June 1, 2005, Incirlik activated one of the Air Force's largest C-17 *Globemaster III* cargo hub operations in support of OEF and OIF. The operations deliver much-needed supplies such as add-on armor, tires, engines and more to U.S. Forces in the theater.

Incirlik served as an air-bridge for the Pakistan Earthquake Relief Effort in October 2005. Seven countries participated in the NATO humanitarian operation. 100 trucks offloaded and 130 airlift mission conducted delivering 1,647 tons using 996 pallets. Then in July, 2006, Incirlik helped support more than 1,700 displaced American citizens from Lebanon during the 2006 Israel-Lebanon conflict.

The Air Mobility Command maintains the **728th Air Mobility Squadron**, a unit of the 721st Air Mobility Operations Group, headquartered at Ramstein Air Base, Germany. The 728th AMS consists of three flights: maintenance, aerial port, and air mobility command and control center. The unit provides strategic, theater and contract commercial air mobility support to Europe, Africa and Southwest Central Asia.

The maintenance flight provides maintenance and supply for all Air Mobility Command military and commercial aircraft that support AMC missions. The aerial port flight is responsible for transportation-related functions to include freight, fleet, air transportation operations center and the passenger terminal. The command and control center directs the operation of airlift support aircraft entering and departing Incirlik.

The 728th AMS professionals work hand-in-hand with the 39th Air Base Wing and the host country to ensure five-star en route service for AMC aircraft. The squadron exemplifies the AMC credo, "rapid, global mobility and sustainment for America's armed forces." Source: *Incirlik Air Base Histories*

[Membership Recognition](#)

The AMC Museum Foundation expresses its gratitude for the generosity of the following who have contributed \$100.00 or more in support of the AMC Museum through new and/or renewed memberships: **Berlin Airlift Veterans Assoc., Richard W. Downes, LtCol Jerome A. Emerson, John J. Friedman, Col Robert W. Ginn, Paul Hartwick, W. Erich Hausner, Charles R. Hayes, Johnny R. Jones, Brett Nicholson, George W. Pierce, Maj Robert W. Turner**

[An Artifact Fact by:](#)

[Deborah Sellars](#)

The emblem that appears on page 5 is that of the First Troop Carrier Command. Its motto: VINCIT QUI PRIMUM GERIT means "He conquers who gets there first". The patch depicted here, is part of the Museum's collection. It is hand painted on a leather disc. It would be sewn onto a leather jacket worn by the crewmember.



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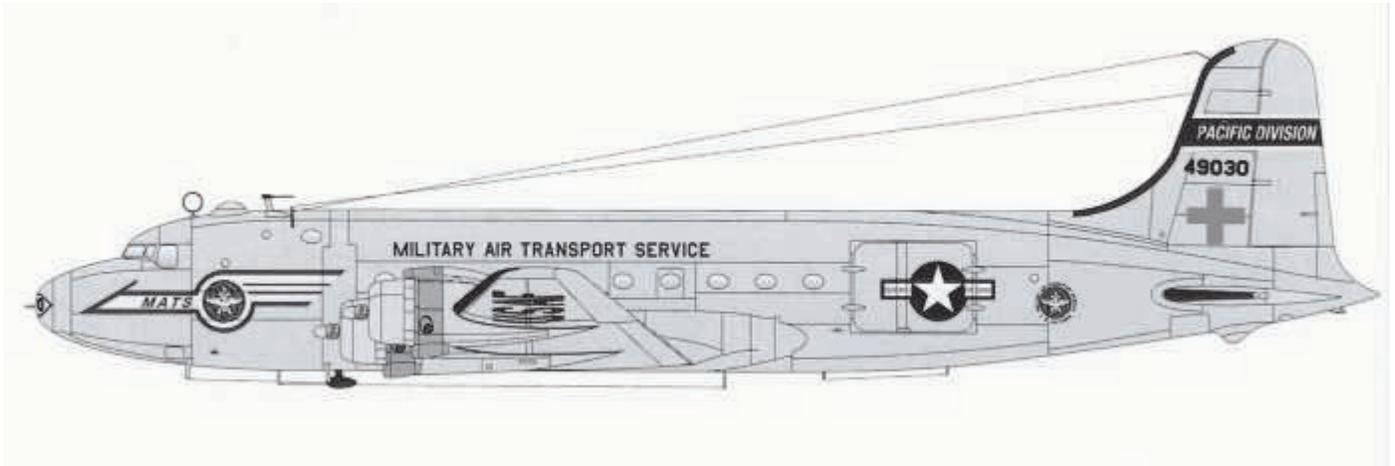
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AMC Museum Aircraft Profile



This illustration shows the AMC Museum's Douglas C-54M Skymaster, 44-9030, as it appeared during the Korean War while serving with the 1500th Air Transport Wing at Hickam AFB, Hawaii from November 1949 to June 1951. This aircraft along with 29 other C-54Ms were converted to medical evacuation aircraft for airlifting casualties back to the United States. These aircraft were eventually replaced by Boeing C-97C Stratofreighters. The aircraft carried standard MATS markings of the period with the addition of a Red Cross on the vertical stabilizer.

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