Hangar Digest

Aerial view of the AMC Museum. In addition to the outdoor exhibits, Hangar 1301 houses the Museum’s B-17 “Sleepy Time Gal”, C-47 “Turf & Sport Special”, HH-43 helicopter, PT-17 and BT-13A trainers, C-45G, flight simulators and many other exhibits. Commemoration Park can be seen behind the C-133. The Museum is open Tuesday thru Sunday from 9:00 am to 4:00 pm. Closed on Federal Holidays. Photo: Mike Leister

With an overwhelming voter participation, the Friends of the Museum reelected Col. Don Sloan, USAFR (Ret); Bob Berglund and CMSgt. Donald “Doc” Adams, USAF (Ret) to the AMC Museum Foundation’s Board of Directors. MSGt. George Bailey, USAF (Ret); Col. Ron Rutland, USAFR (Ret) and Jack Carpenter were elected as the Board’s new members. To the new members and to those reelected, congratulations! The officers appointed for the forthcoming year are: President, Col. Don Sloan; Vice President, Col. Rich Harper; Secretary, Lt Col. Phil White and Treasurer, MSGt. Harry Van Den Heuvel. The Board thanks the outgoing members for their dedicated service. And a special thanks to Brig. Gen. Michael Quarnaccio who, as retiring President, led the Board through its many successes during the past ten years.

Congratulations to Museum Director Mike Leister and Museum Volunteer Bill Voigt on their selection as inductees into the Delaware Aviation Hall of Fame. Mike and Bill will join 46 other Hall of Fame notables including: aviation pioneer Giuseppe Bellanca, World War II ace Major George Welch and Museum Lifetime Member, Woman Air Force Service Pilot (WASP), Virginia “Scotty” Gough.

Have you logged on to the Museum’s new website? If not, try it now at www.amcmuseum.org. Tell Hal Sellars, webmaster, what you think of it. His email address can be found under “Contacts” on the Home Page.

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
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 the Museum’s staff. **Subscriptions** are free and are mailed via non-profit standard mail to paid-up members of the AMC Museum Foundation, Inc. **Contributions.** Reader’s comments, articles and ideas are solicited for future issues. Mail to: Harry E. Heist c/o The Hangar Digest, P.O. Box 02050, Dover AFB DE 19902-2050; FAX (302) 677-5940 and email: harry.heist@dover.af.mil.

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**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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- **Operations Manager**
  - John Taylor
- **Chief of Restoration**
  - MSgt Rick Veller, USAF
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**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 Friend of the Museum? Join now by filling out the Membership Application on page 15.
From the Director

Today, I was walking around the outside of the Museum picking up random trash and saw some wonderful sights. Jim Leech and Rick Veller were water blasting the Gazebo in preparation for giving it another coat of protective finish. Charlie Tanner and Bill Van Ness were up in the highlift working on the C-119 rudders. John Demory was working on some additional bird proofing on the F-106. The newly re-skinned C-124 ailerons were neatly stacked behind the aircraft, awaiting the next crew work day and the Anti-aircraft gun was looking a bit strange as it is half covered in corrosion preventative compound in preparation for repainting. In the hangar, Paul George was discussing the finer points of flight controls with Hal Sellars as he was starting up the flight simulator in anticipation of a visit by a group of summer school kids. Harry Heist was taking his morning exercise walk and checking that all the sound bite boxes were working and Dave Miller was getting the store in order before the horde of late summer shoppers arrived. This was just an ordinary day at the museum before our 9 am opening. If I have not mentioned it lately, we’ve got some great people working here, both paid and volunteer. They make this place come alive.

Now the news that you have all been waiting for - an update on our A-26…….Some of our earlier aircraft recovery projects were fraught with intrigue: delayed aircraft, missing tools, malfunctioning equipment, and all sorts of obstacles. This time it went of with nary a hitch. The 512th Airlift Wing graciously combined the pick up of our aircraft at Offutt AFB with a training mission. Upon its arrival at Dover on 24 August, Jim Leech orchestrated getting it safely into our restoration hangar. And, before you do your Christmas shopping, we should have this latest addition on display here at the Museum.

A little note about how we are going to re-mark the airplane. As of now we will keep it in its generic light gray North Dakota National Guard markings. The plane has a good serviceable paint job that will protect it from the weather. When we are ready, it will get painted with a metallic aluminum color along with the appropriate markings of an A-26 that was stationed at Dover Army Airfield with the Rocket Test Center. Our long term plans are to fabricate two rocket racks, from scratch, called Christmas Trees. The racks carry three 5” rockets close to the wing with two more underneath and one under that in an inverted Christmas tree pattern. One rack will fit under each wing. We will use the A-26 to help tell the story of the early days of Dover Army Airfield and of the hangar that is now the Museum.

The temporary Berlin Airlift exhibit has moved on to other museums and our own Berlin Airlift exhibit has been freshened up and still tells the gripping story of that ground breaking humanitarian airlift.

We have added an expanded aviation art gallery to the area next to the Berlin Airlift exhibit. We are fortunate to have accumulated some really nice paintings for our collection plus we have some pieces on loan from the Air Force Art Collection.

We have had an extremely busy summer season. Lots of families and lots of beach traffic dropping in to see us. Speaking of which, I want to thank you all for your continued support! Stop in and see us and let us know what you like and how we can do better.

Mike

Cruisin’ with Curator

Dit…..dit it dit…. Dit dit it dit…… newsflash….the price of gas has fallen! Let’s take the PT for this issue.

First, a bit of updating and then on to new items:

The graphics for the new Dover AFB timeline exhibit have been applied and ya just gotta see how impressive it looks. Hal Sellars, our graphics go-to-guy, has done an outstanding job on this project and continues to support our exhibit and restoration graphics needs.

(Continued on the following page)
Cruisin’ with Curator (Cont.)

The Airlift History exhibit, that has been in the planning stages for some time, is now in the hands of the Base Contracting Office for construction bids. So that ball is rolling along and we’re excited to get going on the construction.

We’ve reached the end of a rather long project, that being the tire-fill program. For those not familiar, let me bring you up to speed. Quite some time ago we initiated a project to fill our aircraft tires with a two part substance that, when hardened, would give us a solid rubber tire. No more air leaks and an added preservative within the tire. Initially we were filling the tires ourselves with borrowed equipment from the National Museum of the United States Air Force. However, more recently, we contracted the remaining aircraft tires with a company in Pennsylvania. The last of the “filled” tires were installed on the C-141s, ending a long process.

The C-123 interior restoration has really come a long way since the last issue. The team has started to paint the interior and as of this issue, the cargo compartment and the walls of the cockpit have been painted. Detailing work has begun and this painstaking process will continue for some time. Yes, the C-131 is still in restoration. It’s getting there folks. It’s getting there.

Our volunteers are not a bit shy about talking about their work on the planes. Stop by some time and ask to see their handiwork. I know they’ll be more than happy to accommodate you. You can usually catch them at the planes on Tuesday, Thursday or Saturday.

In the next issue, look forward to meeting some of our newer volunteers and find out what makes one want to give of his/her time to help us out. It will be interesting reading but then the Hangar Digest is ALWAYS interesting reading. See ya all in the next issue.

Safe driving!

Jim

Meet Museum Volunteer Edward B. “Sandy” Sandstrom

Sandy has been with the Museum since 2002 volunteering as a tour guide and as a member of both the C-133 Cargomaster and the C-121 Constellation restoration teams.

Graduating from high school in 1951, Sandy joined the U.S. Navy spending the next six years in aircraft maintenance. In his last year with the Navy, he was an engine mechanic flying and maintaining WV-2 Super Constellations with the Navy’s Airborne Early Warning Squadron One.

Upon leaving the Navy, he became a flight engineer with the Air Force. He would serve with the 1st Air Transport Squadron at Dover AFB flying the C-124 Globemaster II. Sandy then would be one of the first of five flight engineers to transition into the C-133.

From Dover, he spent a year in Vietnam 1969/70 assigned to the 834th Air Division as chief flight engineer having the responsibility for 315 flight engineers assigned to 14 tactical airlift squadrons. From Vietnam, Sandy would return to Dover’s 1st Military Airlift Squadron (MAS) and in 1971 would be reassigned to the 9th MAS flying the C-5 Galaxy. Sandy retired from the Air Force in 1976 and resides in Lewis, Delaware.

Sandy comments: “today, the highlight of my week is working at the Museum with some of the best aircraft people anywhere. On my crew, the C-121 is our second love and we have it almost completed. With luck we will have a true museum piece. Our way of giving back all that has been given to us.”
Airlifts Remembered: Amigos Airlift

The Background: On Saturday and Sunday, May 21st and 22nd of 1960, a series of immense earthquakes struck southern Chile between Concepción and the Gulf of Corcovado. Five tremors registered between 7.25 and 9.5 on the Richter scale and for 25 miles the earth’s surface sank 1,000 feet. This would be the largest earthquake measured in the world in the 20th Century.

Aftershocks were felt as far away as Buenos Aires on the other side of the continent. The earthquakes spawned the eruption of at least seven volcanoes and set off numerous landslides and avalanches. Towns and cities such as Angol, Puerto Montt, Valdivia, Concepción and Corral were all but destroyed. The multiple disasters left more than 1,700 people dead, 3,000 injured, 2,000,000 homeless and property damage of $550 million in southern Chile. The tsunami caused by the earthquake not only devastated the Chilean coast, it caused 61 deaths and $75 million damage in Hawaii; 138 deaths and $50 million damage in Japan; 32 dead and missing in the Philippines and $500,000 damage to the west coast of the United States. Damage also occurred on Easter Island and in the Samoan Islands.

On May 23rd, President Jorge Alessandri Rodrigues of Chile requested U.S. assistance through Ambassador Walter Howe and the Departments of State and Defense arranged a massive airlift of relief equipment and supplies. On May 26th, the Air Force began what became known as the Amigos Airlift.

The Airlift: Between May 23rd and June 23rd, the Eastern Air Transport Air Force (EASTAF) of the Military Air Transport Service (MATS) and the Caribbean Air Command airlifted more than 1,000 tons of emergency goods to Chile. Cargo included two 400-bed Army field hospitals, two Army helicopter units (10 helicopters), 64 tons of mobile radar landing approach equipment, 140 tents, 2,000 blankets, radios, trucks, trailers, food, cots, forklifts, medical supplies, water tanks, building materials and two water purification units.

The 63rd Troop Carrier Wing from Donaldson AFB, South Carolina; the 1607th Air Transport Wing from Dover AFB, Delaware; the 1608th Air Transport Wing from Charleston AFB, South Carolina; the 1611th Air Transport Wing from McGuire AFB, New Jersey and the Caribbean Air Command from Albrook AFB in the Panama Canal Zone flew the airlift using 13 C-118, 66 C-124, 4 C-54, 3 C-47 and 2 H-19 missions.

The planes carried 2,500 passengers, including refugees, medical personnel and communication specialists.

(Continued on the following page)
Airlifts Remembered: Amigos Airlift (Cont.)

Most flights followed a 4,500 mile, 25 hour route from the United States via Tocumen International Airport, Panama and Limatambo, Peru to Los Cerrillos International Airport at Santiago and to Puerto Montt in the devastated area. Cargo came from a host of bases and cities including Lockbourne AFB, Ohio; Tinker AFB, Oklahoma; Pope AFB, North Carolina; Andrews AFB, Maryland; Dover AFB, Delaware; Albrook and Howard AFBs in the Panama Canal Zone; Brookley AFB, Alabama; Cedar Rapids, Iowa; Harrisburg, Pennsylvania and Atlanta, Georgia. The 7th Army Field Hospital from Fort Belvoir, Virginia and the 15th Army Field Hospital from Fort Bragg, North Carolina, respectively, set up operations at Puerto Montt and Valdivia, where they were assisted by the 10 airlifted helicopters of the U.S. Army’s 56th and 57th Helicopter Detachments.

Caribbean Air Command C-54 and C-47s came from various locations across Latin America. MATS C-124s, unable to land safely at U.S. bases in the Canal Zone because of runway limitations, used Panama’s Tocumen International Airport. The United States contributed the largest share of the international assistance.

Sources: Haulman, Danial, Humanitarian Airlift Operations; USGS, Historic Earthquakes

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., Brig Gen Richard B. Bundy, Jack & Taube Carpenter,

Berlin’s Tempelhof To Close This Year

Following a failed referendum in April 2008, the crescent-shaped Tempelhof Airport is scheduled to close this fall. The closing will terminate nearly 100 years of history that included Orville Wright’s flight demonstrations, Nazi rallies and the Berlin Airlift (Operation Vittles), which transformed Tempelhof from a symbol of repression into one of freedom. Its closing will make room for the expansion of the Berlin-Schönefeld International Airport.

Into the mouth of a MATS C-124, stream Chilean refugees aided by members of the Chilean Air Force.

Chilean natives aboard a MATS C-124 during airlift to Santiago, Chile.

An Artifact fact by:

Deborah Sellars

Colonel Donald C. Foote of the Transportation Corps at Tempelhof produced this 22-page stapled booklet at the conclusion of the Berlin Airlift. It describes the mission and achievements of Transportation Corps Airhead Tempelhof (TCAHT) which was organized and operated by Colonel Foote’s predecessor, Colonel Lloyd D. Bunting, during the airlift. In addition to statistics, Colonel Foote also notes outstanding achievements by Transportation Corps personnel. At the back of the booklet is a hand-drawn map of the airport with plane, truck, and cargo routes plus five original black and white photos of aircraft and cargo.

Pictured is the C-47 unloading line at Tempelhof during the Berlin Airlift.
We Were There, Once: Wheelus Air Base, Libya

Wheelus Air Base was located on the Mediterranean coast, just east of Tripoli, Libya. With its 4,600 Americans, the US Ambassador to Libya once called it "a Little America...on the sparkling shores of the Mediterranean," although temperatures at the base frequently reached 110-120 degrees.

For most of their history, the people of Libya have been subjected to varying degrees of foreign control. Italy invaded in 1911 and after years of resistance, incorporated Libya as its colony. Wheelus Air Base was originally built by the Italian Air Force in 1923 and known as Mellaha Air Base. It was captured by the British 8th Army in January 1943.

The US Army Air Force began using it as a bomber base in the spring of 1943. Taken over by the Air Transport Command on 15 April 1945, it was renamed Wheelus Air Base on 17 May 1945. Wheelus was inactivated on 15 May 1947, then was reactivated and transferred to the Military Air Transport Service on 1 June 1948 with MATS activating the 1603rd Air Transport Wing.

During the Korean War, Wheelus was used by the Strategic Air Command (SAC) and later becoming a primary training ground for NATO forces. SAC bomber deployments to Wheelus began on 16 November 1950. Wheelus became a vital link in SAC's war plans for use as a bomber, tanker refueling and recon-fighter base.

Libya signed a base-rights agreement with the United States on 24 December 1951. Wheelus was then reassigned to US Air Forces in Europe (USAFE) on 1 January 1953 under the 7272nd Air Base Wing. The United States and Libya signed an agreement in 1954 granting the US the use of Wheelus until December 1971.

Activated 25 April 1953, at Rabat, Morocco, the 17th Air Force began as a support organization for Air Force activities throughout southern Europe, North Africa and the Middle East. In August 1956, the headquarters moved to Wheelus Air Base, Libya, where it remained until relocating to Ramstein AB, Germany on 15 November 1959. The 20th Fighter Bomber Wing established an operational detachment at Wheelus AB in February 1958. A year-round weapons training detachment was established at Wheelus for monthly squadron rotations. The wing first established its Blast Off (later named Victor Alert) capability in July 1958. The first mobility plan was initiated on 1 January 1959.

The United Kingdom of Libya achieved its independence on 24 December 1951, led by King Idris. Oil was discovered in Libya in 1959 and what had been one of the world's poorest countries became extremely wealthy. The United States enjoyed a generally warm relationship with Libya and pursued policies centered on interests in operations at Wheelus Air Base and the considerable US oil interests.

In September 1969, Libya's king was overthrown by Muamar Khadafy who ousted the Americans and British. Khadafy demanded that Wheelus -- which he saw as a vestige of European colonialism -- be closed and its facilities turned over to the Libyan people. While the US wished to retain Wheelus Air Base, the strategic value of the facility had declined with the development of nuclear missiles replacing the bomber bases. Indeed, Wheelus had primarily served as a training facility in the 1960s. The Wheelus base agreement had just two more years to run, and in December 1969, the US agreed to vacate the facility by June 1970. The impending closure of Wheelus AB led to the initiation of the 20th TFW weapons training detachment operations at Torrejon AB, Spain in November 1969. Following the closure of Wheelus Air Base, then, the only permanent American military presence in the region was a small US Navy administrative facility in Bahrain.

(Continued on the following page)
We Were There, Once: Wheelus Air Base, Libya (Cont.)

Libya’s former SAC base was renamed Okba Ben Nafi Air Base [aka Uqba bin Nafi Airfield], and went into Soviet use, an irony of the Cold War. It became a Libyan Air Force installation and contained the service’s headquarters and a large share of its major training facilities. Both MIG fighters and Tu-22 bombers were located there. On 15 April 1986, it was bombed by the U.S. as one of the targets of Operation El-dorado Canyon.

Wheelus was recently re-activated as a domestic airport and re-named Methega.

Editor’s note: Wheelus was one of the better crew rest spots in Africa. During Operation New Tape, in the 1960s, it was a C-124 crew rest/refueling stop into and out of the Congo. I remember those 110-120 degree temperatures. I recall on one C-124 takeoff that the runway temperatures were so high it took us several miles, just hugging the rooftops, to start our climb to altitude. Then in 1970, when I was attached to the C-133s here at Dover, I was on one of the last missions (might have even been the last C-133 mission) out of Wheelus after Khadafy asked us to leave.

"Lady Be Good"

On 9 November 1958, British geologists flying over the Libyan Desert spotted an aircraft resting on the sand dunes approximately 400 miles south of Benghazi, Libya. A ground party reached the site in March 1959 and discovered the plane to be the Lady Be Good (41-24301), a B-24D Liberator of the USAAF’s 376th Bomb Group.

The USAAF bomber had disappeared after a 4 April 1943 high-altitude bombing attack by 25 Liberators from an AAF base at Sulûq (near Benghazi) against the harbor facilities at Naples, Italy.

All planes but one returned to Allied territory that night--the one missing was the Lady Be Good.

Evidence at the site indicated that the Lady Be Good crew had become lost in the dark on the return from Naples and mistaking the nighttime desert for the Mediterranean Sea. The aircrew had over-flown Sulûq southward into the desert. With the B-24’s fuel supply depleted, the nine men aboard had bailed out and disappeared while attempting to walk northward to civilization.

Intensive searches were made for clues as to the fate of the crew to no avail. In 1960 the remains of eight airmen were found, one near the plane and the other seven far to the north. The body of the ninth crewman was never found. Five had trekked 78 miles before perishing, and one had gone an amazing 109 miles. In addition, they had lived eight days rather than only the two expected of men in the desert with little or no water.

In 1960, members of the 7272nd ABW donated funds for the design and manufacture of a memorial window to the Lady Be Good and its crew in the Wheelus base chapel. The memorial window can now be seen at the National Museum of the United States Air Force.

Sources: National Museum of the USAF, GlobalSecurity.org., travel web shots, Google Earth, Wheelus AB Histories
"Name the Plane"

The airplane that I asked you to identify in July’s issue of the Hangar Digest is the Chase YC-122C Avitruc.

The Avitrucs were gliders with two big engines strapped underneath their wings. They were used for only a few years before being retired in 1957. While in service, they were assigned to the 16th and 316th Troop Carrier Groups.

Designed to support Airborne troops, the Avitruc was to air-land combat and engineering equipment into short, rough fields that conventional cargo planes could not use. It could take off and land in well under 1,000 feet.

Though it looked simple, the Avitruc had some high-tech features that were unique for its time. For example, it used reverse pitch propellers to aid in its short field landings.

Other features included engines designed to be replaced quickly with the entire engine able to be removed forward of the firewall using quick disconnects. The mountings could hold one of three different engines (R-1820, R-2000 or R-2180). Also, each engine nacelle acted as the fuel tank for that engine. With the engine mounted forward of the wing, the rest of the nacelle was used as a 270 gallon fuel tank. The engine and nacelle were attached to the wing with only four bolts.

Variants included the YC-122: a YC-18A glider fitted with two 1,350 horsepower Pratt & Whitney R-2000-101 engines. The YC-122A: two preproduction versions with the same engines as the YC-122. The YC-122B: one of the preproduction models re-engined with 1,450 horsepower Wright R-1820-101 engines. The YC-122C (in photo): nine production aircraft fitted with thirty troop seats.

Of the readers submitting an entry, not all identified the aircraft as the YC-122 “C” model. However, I have accepted all entries that identified the aircraft as the YC-122. Our randomly selected winner of “Name the Plane” contest is John “Nick” Modders of Prior Lake, Minnesota and he will received an aviation related selection from the Museum’s store. 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 either by letter, e-mail, FAX or post card to any of my addresses listed on page 2. I will designate each correct answer with a number ID from which one winner will be selected. Please send you 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)
Bikes, bikes and more bikes, more than 700 of them participated in this year’s fourth annual “Miles for Minutes.” The ride, escorted by a Delaware State Police Motorcycle Unit, went from the Delaware Air National Guard Base in New Castle, Delaware to the AMC Museum. All of the proceeds from the event were donated to the USO of Delaware and were used to purchase 666,667 international calling minutes for our troops deployed overseas. Photos: Ev Sahrbeck

The Museum welcomed back the Del Rods in celebration of their 10th Anniversary “Wings-N-Wheels” Car Show. 300+ cars were registered for this year's event with 50 trophies being awarded. From Pasadena, Maryland, shown with their military themed 1968 Chevrolet Camero, are 82nd Airborne Division Veteran Will Hilditch and his wife Betty. Photos: Editor
**LEFT:** The Museum’s “Hangar Flying” series hosted Robert F. Dorr the co-author of the newly released book “Hell Hawks! The American Fliers Who Saved Hitler’s Wehrmacht.” Bob is an Air Force veteran, a retired senior American diplomat, the author of more than sixty books and thousands of magazine articles and newspaper columns about the Air Force and air warfare. Bob’s co-author is Dr. Thomas D. Jones, an Air Force veteran and former NASA astronaut. Pictured is Bob signing his book for Alex Heist. Photo: Editor

**RIGHT:** Despite the threat of approaching Tropical Storm Hanna, the Museum’s Annual Fall Member’s Mixer had an exceptional turnout including aviation artist Dave Godek. Dave (l) is shown with Berlin Airlift pilot Bill Voigt along with Dave’s painting “Almost Down”. The painting commemorates the 60th Anniversary of the Berlin Airlift and was donated to the Museum. Photo: Ev Sahrbeck

RIGHT: For young pilots only. Using their imagination, the young aviators can take a spin around the Museum in their miniature T-6 Texan. Shown, enjoying her ride, is aviatrix Ellie Davis. Photo: Editor

LEFT: Summer Aviation Camp instructor Corey Pennypacker (l) and Museum educator Dick Caldwell (r) are shown with graduates of class #3. With their certificates in hand are: (first row l to r) Chris McCray, Raza Sandhu and Shannon Glew. Second row l to r Ethan Gaines, Hason Sandhu, Dylan Spence, Sohail Kahn and Cameron Gilbert. 52 young people, in six classes, attended this years camp. Photo: Editor

LEFT: There are many ways of supporting your Museum and one is by placing your brick in Commemoration Park. To date, 538 bricks are in place. Why not make yours the 539th? You can find the brick order form on page 14. Photo: Editor
LEFT: That darn persistent C-124 actuator hydraulic leak! Attempting to fix same are restoration volunteers Carl But- terworth (l) and Jim Campbell (r). Photo: Editor

BELOW RIGHT: Restoration volunteers Aaron Fisher (l) and Gene Williams (r) putting the finishing touches to the new skin on the C-124 ailerons. Submitted photo

BELOW LEFT: Restoration volunteers Mike Phillips (l) and Larry Phillips (r) digging into the crannies of the C-123. All of the outside aircraft require constant attention.

BELOW RIGHT: Sometimes birds can be a headache. Pictured is volunteer master bird-proofer John Demory as he puts an end to the bird’s invasion on the F-106. Photos: Editor

RIGHT: After weeks of planning and preparation, the Douglas A-26C Invader was trucked overland from Bonanzaville, North Dakota to Offutt AFB, Nebraska by our good friends at Worldwide Aircraft Recovery, Ltd. They then prepared the aircraft for airlift shipment. Picture is the C-5 onload at Offutt. Photo: MSgt Sean Pyne, 512th Airlift Wing/ALCE
For an updated Pave a Path to History brick form, please visit:

http://amcmuseum.org/support
Become a Member—Support the AMC Museum

For an updated membership form, please visit:

http://amcmuseum.org/support
This illustration shows the AMC Museum’s Lockheed Super Constellation L-1049E-55-89 as it appeared when it was purchased by Pasquel (a Cuban holding company) and leased to Cubana Airlines as CU-P-573 on 22 November 1954 for use on its Mexico-Havana-Madrid route. It would change hands numerous times and wear many airline logos during its career before coming to Dover in October 1997.

For upcoming events, check out our website at www.amcmuseum.org