Honoring those who answered their nation’s call

VETERAN’S DAY 2012
The mission of the Air Mobility Command Museum is twofold:

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

AMC Museum Staff

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Operations Manager
John Taylor

Archivist
Lt. Col. Harry E. Heist, USAF (Ret.)

Collections Manager
Deborah Sellars

Educator
Dick Caldwell

Museum Store Manager
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Volunteer Coordinator
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Website (www.amcmuseum.org)
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What is the Air Mobility Command Museum?

Located in Building 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.

Building 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.

Building 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.

Cover: A Vietnam veteran pauses at the Vietnam War Memorial in Washington, D.C. to remember a fallen comrade. The AMCM will pay tribute to all veterans with a ceremony to be held Monday, Nov. 12.

Page 2: An airman directs a C-5 Galaxy to its parking spot on the Dover Air Force Base flightline. The AMC Museum soon will add a C-5 to its collection. 436th AW/PA photo.
From the Director

Glider, C-5, new building move Museum toward future

We had been hoping our volunteer restoration crew would have the CG-4A glider done and on display before the end of the year. I should have known better -- it’s been ready and attracting visitors in the main hangar since the beginning of August. If you stop and think that out of 13,000 built during World War II, the US Air Force has only two, it makes it all the sweeter that ours is displayed with one side open so you can see inside from nose to tail. Another fine piece of work by “the pros from Dover!”

Due to popular demand by the crew, they are going to build and install a 15-foot section of wing to give visitors a better understanding of the size of the plane. Since the glider’s wingspan was nearly 84 feet, we just don’t have the room to install the whole wing -- even if we had it. We have enough of the metal parts and fittings to make a wing section but most of the wooden parts will be reproduced here.

John Taylor, our operations manager and general IT genius, has managed to put together some inexpensive new technology so we can run a great documentary about glider operations in World War II without bulky players or timers. It’s been attracting people already who sit and watch for a while and then move on to the next exhibit. Expect to see more of these self-contained playback units over the next year. A year ago we did not have any video units, now we have four and counting.

Ground has been broken for our new restoration facility and storage building. We no longer will be able to borrow a hangar from the base to use for aircraft restoration but we are, as far as we know, past the era of taking a pile of parts and rebuilding a whole aircraft. The only World War II or Korean War aircraft on our radar are a C-46 and a KB-50. The only KB-50 that may, someday, become available is in excellent non-flyable shape, so that one would not be too big a challenge. Most of our future work will be maintaining our current fleet in the condition that would make our predecessors proud.

Speaking of aircraft condition, we normally do our preservation and restoration work in-house, but we do contract out our paint work for many reasons. Recently a contractor came in and painted our F-101 fighter from pitot tube to afterburner in just three days and they did an excellent job of it. Our F-106, which sits next to the F-101, is in pretty good condition but if you compare them you will see that a new paint job really keeps a plane looking good. The F-106 will get a new coat by late spring.

Plans for the arrival of our C-5 are moving ahead. As you might expect there are quite a few things that will have to be done before we can put it on display. One item we are working on is obtaining a Minute man missile to display either inside or beside the plane. That is the type of missile that was extracted out the back of our C-5 with a parachute, stabilized and then launched. It was only done once, but it’s never been done by any other aircraft.

Col. Rick Moore, the new commander of the 436th Airlift Wing, actually is an old Friend of the Museum, dating back to his 2000 assignment as a 9th Airlift Squadron C-5 flight examiner pilot here at Dover. He’s already been here to visit and we look forward providing him and the rest of Dover AFB all the support we can.

Speaking of support, if you live in our area and you like aviation history, please consider becoming a guide at the Museum. We are especially short on weekends. If you are interested please call me or stop by and see how you can help.

— Mike

“Old Shakey” returns — in styrene plastic

Those of us who thought we’d never see a plastic model kit of the C-124 can breathe easier – it’s here!

A styrene plastic kit of a C-124A was recently issued by Roden Ltd., a seven-year-old model company working out of Kiev, Ukraine.

It is the first injection-molded kit of Old Shakey in more than 50 years.

The model includes seven separate plastic frames of gray plastic parts, a clear canopy and large fuselage halves.

The layout of the parts suggests a later kit of the upgraded C-124C may be in the offing. The kit provides generic window decals as well as full color “Military Airlift Transport Service” and “Continental Division” markings, plus a generalized painting scheme.

The 1/144 scale model features 113 parts and measures out to about 10.5 inches in length with a 14.5-inch wingspan.

This kit is small, but definitely not for beginners. Although injection molded, it does not have locator pins, so care will be needed in gluing the pieces together, particularly the two-part fuselage halves.

The Roden C-124 kit soon will be a featured item in the AMC Museum’s store.
When author Tom Young is looking for ideas for a new book, he need only consult his Muse, the one rooted in an almost 20-year military career.

But when Young needs a refresher course on aircraft featured in his novels, he turns to the Air Mobility Command Museum.

“I find that the AMC Museum is a great research tool,” Young said in an interview from his Alexandria, Va., home. A senior master sergeant with the West Virginia Air National Guard, Young has spent much of the last two decades aboard the C-130 Hercules and the C-5 Galaxy. But he’s also devoted a lot of time to writing, first publishing 2008’s “The Speed of Heat,” an oral history of his unit’s airlifting vital materiel and supplies into Iraq and Afghanistan, and then penning three novels, all set during the Afghan conflict.

The first book, “The Mullah’s Storm,” was published in 2010, and involved a mission aboard a C-130. Even before he started the novel, Young realized that after so many years aboard the C-5, he’d forgotten some of the particulars about the Hercules.

“Stepping aboard the C-130 at the AMC Museum jogged my memory about some technical details, about where things are on the flight deck, et cetera,” he said.


A true-to-life airlifter

Young didn’t plan on becoming a novelist, although he’d always intended to be a writer.

Growing up on his family’s generations-old tobacco farm in Granville County, N.C., Young got his first taste of journalism with a part time job at a local radio station. He did various tasks around the station, but always relished the chance to rip a story off the news wire and read it live on the air.

During college, Young mulled over a military career, but instead chose a civilian calling in journalism. At the time, he didn’t consider the possibility he could merge the two professions.

Then, while working at the Associated Press in Washington, D.C., during the Persian Gulf War, Young became aware of the men and women who led dual lives as soldiers or airmen along with their civilian careers.

“I recall one particular story about a television reporter in Louisiana who also flew A-10s in the Guard or Reserve,” he said. “I thought, well, heck, if he can do that, so can I.”

At the ripe old age of 30, Young enlisted in the Maryland Air National Guard with one goal in mind: flying. Despite holding a college degree, Young declined a commission because that would have kept him on the ground.

“I was still young enough for a commission but was above the age limit for pilot training,” he said. “I had a choice between serving as an officer on the ground or getting to fly as an enlisted crew member.”

“I didn’t care about rank,” he said. “I just wanted to fly.”

Starting out in flightline maintenance, Young moved up through the ranks until reaching his goal of becoming a flight engineer. On the civilian side, he gave vent to his writing urge by continuing his journalism career. He published “Night Flight to Baghdad,” in 2006 as part of the book “Operation Homecoming,” a collection of writings by Iraq and Afghanistan veterans and their families. “The Speed of Heat” followed two years later.

In “The Mullah’s Storm,” Young’s protagonists are Air Force officer and an Army NCO tasked with flying a captured Taliban religious leader out of Afghanistan. The story starts out aboard a C-130, but things quickly go wrong. The two must survive in a hostile environment while keeping their captive alive, all the time evading insurgents determined to free the mullah.

Young got the idea for the story as his unit, the 167th Airlift Wing, deployed for Operation Enduring Freedom.

“When I was flying over that forbidding Afghan terrain, I often thought to myself ‘this must be a really bad place to go down,’” he said. “After that deployment ended, I began to think more and more about continuing my dream to write fiction, and began to develop ideas for the story.”

It was during an unscheduled layover at Osan AB, Korea, where Young got serious about the novel.

“We’d had problems with the aircraft and were stuck for days waiting for parts so I had some time to kill,” he said. “One morning I went to the BX, bought a yellow legal pad, went back to billeting, got a cup of coffee, sat down and wrote at the top, Chapter One.”

Unlike many other military-themed action books, Young’s series focuses not only on an airman, Maj. (later Lt. Col.) Michael Parson, but an airman with the supposedly unglamorous job of flying cargo planes.

“We don’t see the Air Force represented too often in military fiction, and when we
Commemorative garden adds new names, new memories

The names of 19 people were added to the walkway at the Air Mobility Command Museum’s Commemorative Park in recognition of Memorial Day, May 28. The park, established in 1995, now includes the names of more than 300 people.

“Tributes, often submitted by family members or friends, take the form of engraved bricks that Gillis — often on his hands and knees — installs into the pavement each Memorial Day and Veterans Day.

The larger, 8-by-8-inch bricks can contain up to six lines of text, at 15 characters per line, including spaces. Up to three lines may be accommodated on smaller, 4-by-8-inch bricks.

The names and inscriptions on the bricks installed this Memorial Day included:

<table>
<thead>
<tr>
<th>Name</th>
<th>Rank, Air Force Number</th>
<th>Reenlistment Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jessop N. Bawek, USAF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In memory of Tasha Wilkins, March 20, 2011</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In memory of Gerald Gregory, Colonel, USAF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In memory of Stephen Goodman, 1960-2012</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In loving memory, Stephen Goodman</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AMC Museum volunteer Mike Wood, 1,000+ hours</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Medal of Honor, Rich Etchberger, CMSgt, USAF, KIA</td>
<td></td>
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<tr>
<td>Chris &amp; Sharon, Laura, Sarah, Jon Crooker, 9 MAS-436 MAW, C-141 &amp; C-5</td>
<td></td>
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<tr>
<td>Dick Besley, 15th ATSquadron, 1955-57 Goose, Thule AB BW-8, Burtonwood Etc., Sidi Slimane</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bert Behan USAF, MSGT FE/LM, 1AS C-133 63-66, 326 AS C5 74-93, 436 APS/DO 93-07</td>
<td></td>
<td></td>
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</tbody>
</table>

For more information on memorializing someone special in the AMC Museum’s Commemorative Park, see page 14.
The AMC Museum Foundation held annual elections at our September meeting. On behalf of the board, I’d like to thank Melody Heavner and Bill Ayrey for their past service to the Foundation. Both have added their unique talents and valuable perspectives to help keep us moving forward. Although they’ll be missed, we think we’ve selected a couple of fine candidates to finish their three-year terms (per our constitution and bylaws) in Bill Hare and Gerry Wright. Board members who were up for re-election went unchallenged. Welcome to the new board members – we’ve got lots of work to do.

I continue to be impressed by your board members, many of whom are fully employed. Over the years, I’ve witnessed a greater sense of dedication and selflessness, resulting in new ideas, greater participation and better results! When personal events cause a member to resign, they’re usually as disappointed as we are, but they often still continue to help support the Foundation. Past members like Mike Quarnaccio, Art Ericson and Rich Harper remain Golf Tournament committee stalwarts. And check out the “Save the Date” for another fascinating Bill Ayrey production on ILC Dover and the space program. When you tie that in with our hard-working volunteers, Jim Stewart and his store-team, and Hal and Debbie Sellars of Dunrovin, we have a pretty good force to help Mike Leister and John Taylor keep this Museum – your Museum – as one of the best in the land.

Replacing Bill Ayrey is Gerry Wright. A graduate of the University of Florida with a degree in business marketing, Gerry joined Dover’s Monster Racing Excitement Team in 2004, where he has been responsible for corporate sales, non-profit group fundraising, media relations and community outreach, served as director of Marketing and Public Relations, and he is a Monster Racing Ride instructor.

As a community liaison, Gerry has assisted many local groups on behalf of Monster Racing, providing insight on the sciences and history of stock car racing at Dover and visiting locations throughout the state, speaking on racing and important public safety messages. Gerry, an active member of NASCAR and the Public Relations Society of America, has served on the board of Kent County Delaware Tourism, the Delaware Alcohol Awareness Task Force, the Arthritis Foundation of Delaware, and the American Heart Association Delaware Walk Board.

Prior to Monster Racing, Gerry worked with MBNA America in the sports and motorsports marketing sectors. He has worked with NASCAR Sprint Cup, Nationwide, Camping World Truck and Camping World Series race teams. He’s also assisted racing teams with sponsorship procurement, marketing and community service projects and media relations. We’re looking forward to using his marketing and public relations experience. Gerry and his wife, Joelle, live in Odessa, Del., with their son, Will.

Paul Gillis, vice president of The AMC Museum Foundation, served as an Air Force pilot for 33 years, beginning at Plattsburgh AFB, N.Y. flying KC-135s. He then moved to Dover to fly C-5s with the Air Force Reserve, where he became the “go to” guy if anyone had questions about the Galaxy. He also flew a North American Sabreliner as a corporate pilot out of Philadelphia until being hired as an Air Reserve Technician, where he quickly rose to hold the position of Standardization and Evaluation Chief, and then served as an aircraft operations officer. When Paul retired he was Dover’s senior C-5 “test pilot,” flying check-outs of new avionics and flight control/engine issues.

Paul mentioned that his wife of 30-plus years, Carol, doesn’t miss those check-out flights or the flying missions where the airplane gets shot at. When he retired from the Reserves, he joined The AMC Museum Foundation and took over reorganizing the program of memorial bricks and membership/donor plaques. Serving as our education director, he has been the driving force in our Aviation Summer Camp Program, helping more than 150 kids enjoy learning about aviation, including getting them their first flight in an airplane with Dover’s Aero Club. Last year he kept busy supervising the massive store upgrade process, hiring and monitoring contractors, and personally doing all of our telephone and computer installation. You’ll see Paul and Carol working for us at all of our Foundation functions. Also active at his church in Camden, he recently completed a huge project of adding lighting to the church grounds. Think “priceless”!
Born in Nyack, N.Y. and raised in Pennington, N.J., John W. Groth became an Eagle Scout, was a volunteer fireman, and then attended Ursinus College and Princeton Seminary. He joined the Air Force Reserve in December 1987, serving as a chaplain his whole career. Now retired, John served as chaplain for the 512th Airlift Wing here at Dover AFB from December 1997 until his retirement as a lieutenant colonel in January 2009. He left as the wing’s senior chaplain, responsible for a comprehensive religious program for more than 2,000 military and civilian personnel.

John has served in a local church as pastor, worked as the head of the Philosophy and Religion Department at the Pennington School and served as the regional director of a partner men’s ministry. More recently, John is the founder of Gallantry in Action Inc., a ministry to men and their families. Although he has traveled extensively with the Air Force, he still maintains a healthy retreat speaking and church preaching schedule, including Yellow Ribbon Reintegration events around the country.

His spare time might find him playing golf, fishing, reading, going to the movies or spending time with his wife, Ranelle, their three adult children and their Corgi, Todd.

Bob Mench is a retired business owner whose career spans six decades of multiple successful businesses founded and sold. He is an avid aviation and military enthusiast with memberships to more than a dozen museums including Massey Air Museum in Massey, Md., the Golden Age Air Museum of Bethel, Pa., the Smithsonian National Air & Space Museum in Washington, D.C., and of course, the Air Mobility Command Museum. Bob’s a student pilot with more than 80 hours in his Piper Tri-pacer, a Piper Warrior & others. He collects classic cars and Ford Thunderbird memorabilia, large and small model aircraft, ships and trains, and aviation art.

From 1955 to 1970, Bob worked as a foreman for a millwork company in Ashton, Pa. He then created Sawdust Shops, in Chadds Ford, Pa., where he manufactured unfinished furniture, with a catalog of more than 2,500 items and 25 employees. After selling Sawdust Shops, he formed Bob’s Bird House, in nearby Townsend, Del., an international mail-order business supplying restoration parts and services for vintage Thunderbirds. He sold that business in January 2011. He still has found time to volunteer his time and services to the American Hero Memorial of Concord Township, Pa., Operation Christmas Child, Samaritan’s Purse International, the American Legion in Smyrna, Del., and Townsend Free Will Baptist Church.

Replacing Melody Heavner is Bill Hare. Bill served in the Air Force from 1970 to 1975, after which he worked with the Federal Aviation Administration until 1981 as an air traffic controller. He has worked as a plant superintendent for Con-Agra, manager and vice president of marketing for Allen Foods, taught business management at Delaware State University, and was director of Human Resources with Dover Downs.

Bill currently owns a business that provides specialty and promotional advertising products, covering a four-state area, to businesses, government agencies and schools. He holds a position on the Industrial Accident Board for the state of Delaware, a governor-appointed job. Bill has earned diplomas from Chadwick University of Birmingham, Ala.), Delaware State University and Cornell University School of Industrial & Labor Relations.

In addition, Bill is an honorary commander at Dover Air Force Base, a member of the Dover City Council and a board member of Kent Sussex Industries. He also belongs to the Frederica Spring Creek Lions Club and the Colonial Rotary Club.

Phil White has been on the AMC Museum Foundation Board for the past 10 years serving as secretary – a tough job that he performs flawlessly! He also chaired the committee for the past three Foundation Golf Tournaments, consistently our largest fundraiser. A retired Air Force pilot with more than 5,000 flying hours, mainly in the C-5A and the EC-135, Phil served until 1991. Following his retirement as a lieutenant colonel, he was a substitute high school teacher for three years followed by teaching aviation courses for another three years at Wilmington College (now Wilmington University).

In 1997, he began working in the Delaware Department of Transportation’s Office of Aeronautics, managing the Dover Civil Air Terminal and Delaware Airpark in Cheswold. He retired from that position in 2002. Phil and his wife, Anne, are at virtually every event the board hosts. His continued – and consistent – dedication to The AMC Museum Foundation and the Museum as a volunteer and secretary has simply been outstanding! We’re lucky to have him.
After 30 years of service, Larry Tasker retired in 1999 from the Trane Company as its operations manager. He then started Clayton Enterprises, a mechanical systems training and consulting company. It was here that he was selected to be a systems inspector on the new Port Mortuary at Dover AFB. He is currently a consultant for the Christiana Health Care System, Design Services Division working on renovations at Christiana Hospital. He and his wife Ruth Ann moved “south of the canal” in 1982 and now reside outside Clayton, Del. Their five children, seven grandchildren, and four great-grandchildren all live within the Delmarva area (but not too close).

Larry served in the Air Force from 1958 until 1962 at several locations. He joined the Civil Air Patrol in 1964 and was appointed Delaware wing commander in December 1984. He served in various positions both before and after his commander’s assignment but always enjoyed the cadet orientation flying most of all. Over the years Larry has been part of many other organizations including the Boy Scouts, Delaware Trades Advisory Council, Refrigeration Service Engineers Society, and the American Society of Heating, Refrigeration and Air Conditioning Engineers, where he was chapter president in 1988 and 1989, in addition to many flying related organizations. He also has been a Delcastle High School HVAC apprenticeship instructor and a Ferris State University EPA instructor. Larry is an instrument rated commercial pilot and owns a classic 1948 Cessna 170. His hobbies include flying (of course), RV-ing and volunteering at Massey Air Museum and the AMC Museum. Larry provided lots of valuable expertise in our store renovation and sits on several board committees. Larry and Ruth Ann are great additions to our Foundation function workforce.

Our Annual Mixer was held Friday afternoon, September 7. About 60 folks were all ears while Mike Leister gave a brief overview of what’s happened at the Museum the past year. We then had a special presentation for Renate Brown as a tribute to her terrific seamstress skills on the newly-displayed CG-4A Glider. The glider restoration volunteers wanted to give her a special honor for the exceptional work she did stitching huge sheets of fabric together in order to cover the wooden frame. When you see the display, you’ll know how a great job she did on such a daunting challenge.

After giving away about 40 door prizes, aviation artist David Godek of Gresham, Ore., took the floor to give a brief description of his original oil painting, Out of the Past. He then pulled the winning ticket for Cindy Small, executive director for Kent County Delaware Convention and Visitors Bureau. Included with the painting is a flight in the 1941 Stearman, pictured in the painting. One of our board advisors, Lorraine Dion, sold the winning ticket to Cindy.

HANGAR FLYING -- SAVE THE DATE! At 2 p.m. Sunday, Feb. 10, 2013, Bill Ayrey will present more history of the United States’ manned space program culminating in Neil Armstrong being the first man on the moon, covering the early space history and how the Cold War drove the space race. Although younger kids are always invited, this year’s emphasis on America’s manned space flight history should be especially interesting to high school-aged young adults and older.

The Air Mobility Command Museum is inviting all veterans and friends to a free Veteran’s Day observance at the Museum Monday, Nov. 12, 2012. Retired Chief Master Sgt. Ed Perkowski has done the heavy lifting for this tribute to all veterans, which will feature live music, our own vintage aircraft and a special guest speaker, retired U.S. Air Force Master Sgt. Ron Gough, the founder and curator of the Museum’s Medal of Honor Hallway of Heroes. Be sure to check out the story on page 9.
The Air Mobility Command Museum is pleased to invite all veterans and friends to a commemorative Veteran’s Day observance, to be held at the Museum Monday, Nov. 12, 2012. The event is free to all.

The event is a tribute to all veterans, featuring live music, our own vintage aircraft and a special guest speaker, retired US Air Force Master Sgt. Ron Gough.

Ron is the founder and curator of the Museum’s Medal of Honor Hallway of Heroes. In the 1980s Ron began extensive research on the history of the Medal of Honor and, with the help of an AMCM grant, expanded his collection of stories, photographs and memorabilia into an exhibit at the Museum. Far from being a static exhibit, Ron updates the displays continuously.

Veteran’s Day came about after the end of World War I, or as it was known at the time, the Great War or, perhaps ironically, the “War to End All Wars.” The conflict ended with the Treaty of Versailles, signed June 28, 1919, in Paris. Hostilities actually had ceased seven months earlier, at 11:11 a.m. Nov. 11, 1918. This moment in time, the 11th hour of the 11th day of the 11th month, marked the cessation of the most destructive, costly, and far-reaching war in human history to that date.

To commemorate this occasion, President Woodrow Wilson declared Nov. 11, 1919, as Armistice Day with the following words: “To us in America, the reflections of Armistice Day will be filled with solemn pride in the heroism of those who died in the country’s service and with gratitude for the victory, both because of the thing from which it has freed us and because of the opportunity it has given America to show her sympathy with peace and justice in the councils of the nations.”

In 1938, Armistice Day became a national holiday and in 1954 the 83rd Congress, at the urging of veterans groups, changed the name from Armistice Day to Veteran’s Day. President Dwight D. Eisenhower issued the first Veteran’s Day proclamation, saying, “In order to insure proper and widespread observation of this anniversary, all veterans organizations and all citizenry will wish to join hands in the common purpose.”

People sometime confuse Memorial Day with Veteran’s Day and vice versa. The differences are profound: Memorial Day is for remembering and honoring military personnel who died in service, while Veteran’s Day is set aside to thank and honor all those who served honorably in the military during war or peacetime.

Although the Museum normally is closed on Mondays, since this year’s Veteran’s Day falls on Sunday, Nov. 11, the AMC Museum Foundation will open the Museum to celebrate and honor all the veterans on Monday, Nov. 12.

The Museum will be open at 9 a.m. If you’d like to attend the ceremonies, the opening remarks will begin promptly at 10:50, followed by the posting of the colors and the National Anthem.

The Milford Community Band will be on hand to provide a medley of tunes for this memorable day.

The Museum’s staff and volunteers have put together a program that should entertain all and provide a fitting tribute to all veterans of America’s military.

Our freedoms have never been free; they have come with a cost to everyone. The freedoms we have today have been earned and perpetuated by the brave men and women who have answered the call to duty for their country. Without their dedication, America would be a very different place today.

— Ed Perkowski

Meet AMCM Hall of Heroes founder and curator Ron Gough


In 1974, Ron was assigned to the 436th Organizational Maintenance Squadron at Dover Air Force Base, working the C-5A flightline. Six years later, he was asked to become an instructor at the Non-Commissioned Officer’s Leadership School, teaching military studies/history and communications.

During this period, Ron was chosen for a temporary assignment as the senior enlisted man in charge of the parade division for the 1981 Presidential Inaugural. During this assignment he met Air Force Medal of Honor recipient John Levitow, with whom he shared his dream to create a “Hallway of Heroes” at Dover AFB to honor the men (and one woman) who earned our nation’s highest military decoration. With John’s help, contacts and military items, that dream eventually would become a reality.

In 1985, Ron became an instructor at Dover’s Field Training Detachment 219, teaching C-5A aircraft maintenance to newly-arrived airmen. While there, Ron created the first “Hallway of Heroes,” but it was rarely seen since it was located within the training facility.

In 1988, he returned to the NCOLS to eventually become the school’s commandant. During this period, the Air Mobility Command Museum moved to Hangar 1301, and Museum Director Mike Leister invited Ron to move the Hallway of Heroes to the Museum. Ron continued his military career at Dover AFB, serving as first sergeant in several base squadrons, retiring in 1994.

Ron’s military decorations include the Meritorious Service Medal with three oak leaf clusters, the Air Force Commendation Medal with two oak leaf clusters, the Joint Service Commendation Medal and the Air Force Achievement Medal.
Golfers hit the links in support of AMCM Foundation

We could not do such a successful event without the fabulous support of the local community.

**HOLE SPONSORS** for this event were: Advantech Security; Art and Bernice Ericson; Bob Berglund; Col. “Doc” Alvarez; Chet Dickerson; Dave, Sharon, and John Wuest; Davis, Bowen & Friedel Inc.; DEL-ONE Federal Credit Union; Don Sloan; Dover Federal Credit Union; Dover Pool & Patio Center; First State Manufacturing; Grotto Pizza; Harrington ERA Realty; ILC Dover LP; “Bud” Eckard/Honor Flight Network; Jeff and Renate Brown; Lighthouse Construction; Nordam Group, Tulsa, Okla.; Pat’s Aviation; Phil and Anne White; PPG; R&R Commercial Realty; Rich and Dottie Harper; The First National Bank of Wyoming; and Tidewater Utilities.

**PRIZE DONORS** for the event were: The AMC Museum Foundation; AMC Museum Store; Applebee’s Restaurant; Capitol Tire & Auto Service Inc.; Dogfish Head Brewery; Dover Army Navy Store; Dover Volkswagen; Fifer Orchards Inc.; Fordham Brewing Company; International House of Pancakes; Mike Leister; Phil White; Shooter’s Choice; and Sicily Pizza.

Our **CORPORATE SPONSORS** were: Ameriprise; George Chabbott; Marion Klein; Pepsi Bottling Ventures of Delmarva LLC; Sam’s Club; Standard Distributing Company; Tidewater Utilities; and Townsend Brothers Chevrolet.

**GOLF SPONSORS** were Garrison’s Lake Golf Course; Jonathan’s Landing Golf Club; Maple Dale Country Club; The Rookery Golf and Country Club, and Wild Quail Country Club.

Our sincere thanks go out to all of the above for making our Eighth 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, Don Sloan, Ed Perkowski, Mike Quarncaccio, Phil White, and Rich Harper.

Lastly, we want to thank Director of Golf Craig Coffield and his outstanding staff at Jonathan’s Landing for all they did for us on Tournament Day!

—*Phil White*
Pennsylvania Air National Guard veterans Tom Wallace, Maury O’Connell and Jack Morris share a laugh outside the Museum’s C-124B. Morris served as a navigator aboard the Globemaster II.

If the smile on his face is any indication, young Eugene Ma might have a future as an Air Force pilot. The fledgling aviator was visiting the Museum July 21 with his parents, Calvin and Ting Guo Ma of Smyrna.
Colton Hamilton, 6, and brother Cody, 4, get the lowdown on Air Force survival gear from Airman 1st Class Chris Sharlow of the 436th Operations Support Squadron July 21. The boys are the sons of Benjamin and Jessica Hamilton of Dover.

Ed Devlin of Wilmington brought grandchildren Colin and Lizzie Brown to the Museum Sept. 6 from their home in Philadelphia. “It’s interesting,” Lizzie said. “I like seeing airplanes.” Here, Ed is explaining the work that went into creating the wings on the Museum’s C-47.

Philip and Avery Wang listen as volunteer Harry Bright reveals details of the Museum’s Hall of Heroes while Wendy and Megan Wang inspect the displays. The family dropped by the Museum Aug. 11 while on a trip from their Long Island home. “When we travel, we like to stop at some spot so the kids can learn some history,” Wendy said.
Former Speaker of the House Newt Gingrich and wife Callista visited the AMC Museum April 21. Director Mike Leister, right, briefed the couple on the Museum’s exhibits.

U.S. Marine Corps veteran Grady Ball of Smyrna is congratulated by AMC Foundation Board member Ed Perkowski as he became one of the Museum’s newest members during the Sept. 7 event.

More than 60 members and friends of the Air Mobility Command Museum got together Sept. 7 at the AMCM Foundation’s annual Mixer. They shared a little “plane talk,” news from Director Mike Leister about the Museum’s accomplishments over the prior 12 months and its plans for the future.

Retired USAF Brig. Gen Gordon A. Ginsburg and his wife, Jeanie, traveled from their home in Alexandria, Va., to attend the Mixer. Ginsburg served staff judge advocate for the former Air Force Systems Command.

Cindy Small, director of Kent County Tourism, was the winner of Dave Godek’s painting, “Out of the Past.” Small also won a free ride in the Stearman biplane featured in the painting.
# 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.
- Show your personal or business support for the AMC Museum.

To acknowledge the purchase of your brick, you’ll receive a certificate of recognition suitable for framing or presenting to the person you’ve honored. Bricks may be purchased by individuals, businesses, groups, or organizations.

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<tr>
<th>INDIVIDUAL</th>
<th>BUSINESS/ORGANIZATION</th>
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<tr>
<td>4-inches by 8-inches</td>
<td>8-inches by 8-inches</td>
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<td>1 to 3 lines — 15 characters and spaces on each line</td>
<td>1 to 6 lines — 15 characters and spaces on each line</td>
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All letters are capitalized. Don’t forget to count spaces between letters, too.

**BUSINESSES** — Have your logo engraved on a brick! Designs must be pre-approved by the engraving company.

Call the AMC Museum Store at 302-677-5992 for more information.

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Credit Card Number ____________________________ Expiration Date __________________

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Photocopy this form if you’d like to order more than one. Questions? Email member shipamcm@comcast.net.

THANK YOU!
## BECOME A MEMBER!

### SUPPORT THE AMC MUSEUM

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<thead>
<tr>
<th>MEMBERSHIP CATEGORY</th>
<th>ANNUAL DUES</th>
<th>BENEFITS</th>
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<tbody>
<tr>
<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>
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<tr>
<td>Flight Crew Member</td>
<td>$50</td>
<td>Crew member benefits plus challenge coin* for each family member (maximum five)</td>
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<td>Squadron Commander</td>
<td>$100</td>
<td>Flight crew member benefits plus recognition in the Hangar Digest newsletter, name engraved on plaque, invitation to annual museum mixer</td>
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<td>Group Commander</td>
<td>$250</td>
<td>Squadron commander benefits plus two museum coffee mugs</td>
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<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>
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<tr>
<th>DONOR CATEGORY</th>
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<th>BENEFITS</th>
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<tr>
<td>Lifer (Life Member)</td>
<td>$500</td>
<td>Wing Commander benefits</td>
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<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>
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<td>Bronze Eagle Donor</td>
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<td>Silver Eagle Donor</td>
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<td>Gold Eagle Donor</td>
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<tr>
<td>Platinum Eagle Donor</td>
<td>$25,000</td>
<td>*Initial and 5-year anniversaries</td>
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Sign me up as a Friend of the AMC Museum at the following level:

- [ ] Crew Member
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- [ ] Squadron Commander
- [ ] Group Commander
- [ ] Wing Commander
- [ ] Lifer
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Thank you for helping to preserve U.S. Air Force airlift and air refueling history. The AMC Museum Foundation is a non-profit, educational organization that raises money and generates support for the AMC Museum. Dues and donations are tax-deductible in accordance with IRS regulations.

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AMC MUSEUM FOUNDATION INC
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We don’t often open up the big doors on Hangar 1301, but when we do, you know it’s for something special. Find out what it’s all about in the next Hangar Digest.