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Contributions, Reader comments, articles and ideas are solicited for future issues. Mail to The Hangar Digest, 1301 Heritage Road, Dover AFB DE 19902-5301; fax 302-677-5940; or email ntrprz@dmv.com. Contact Editor Master Sgt. Jeff Brown, USAF (Ret.) via email at ntrprz@dmv.com. Photos are by Jeff Brown, unless otherwise noted.

This issue of the Hangar Digest focuses on Dave Godek, a retired Air Force judge advocate turned artist who has been unwavering in his support of the Foundation. The rights to this one, “Rosalie’s Rival,” were donated to the AMC Museum Foundation. Our centerspread is Dave’s rendering of the B-17 “Outhouse Mouse” on another perilous mission over Germany.

Air Mobility Command Museum

Mission Statement

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.

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What is the Air Mobility Command Museum?

Located in Hangar 1301 on Dover Air Force Base, Kent County, Delaware, the AMC Museum is part of the National Museum of the United States Air Force’s field museum system. Hangar 1301 was built in 1944 and used in World War II by the 4146 Base Unit as a secret rocket development site at what was known as the Dover Army Airfield. During the 1950s through 1970s, the area was home to various fighter squadrons serving the base. Following several years of inactivity, the facility was renovated to house the AMC Museum. The Museum consists of the former hangar, administrative offices, shop and heating plant, and now counts more than 30 planes as part of its inventory.

Hangar 1301 was placed on the National Register of Historic Places in 1994. Although located on Dover AFB proper, entrance to the Museum may be made from Delaware Route 9, south of the base. Admission to and parking at the Museum is free and military identification is not required. The Air Mobility Command Museum is open from 9 a.m. to 4 p.m., Tuesday through Sunday. It is closed on Mondays, Thanksgiving and Christmas. For more information, call 302-677-5939.

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From the Director

Using ‘that word’

Educational.
Say the word to a kid and chances are their eyes will immediately glaze over. The last thing they want to find under a Christmas tree is an “educational” toy.
Well maybe before socks.
The last type of attraction they’d want to visit would be one deemed educational by the parental units. But in reality kids love to learn. The overused analogy of them being giant sponges sucking up knowledge is pretty well on target. You just have to give them the opportunity without seeming to force feed things.
I mention this because we’ve just opened a new exhibit that is fun for everyone. People love to take selfies or cell phone photos of everywhere they visit so we just provided a perfect backdrop. We took a salvaged C-5 intake cowl, more than eight feet in diameter inside and installed it near our C-5 flight simulator with the invitation for folks to stand inside and take a photo.
To add to the experience we have installed a full size photo of the rotor and stator section so it looks just like it should — minus the danger of all those sharp blades.
Next step will be to include some fun facts like how many tons of air the original TF39 engines ingested each minute at takeoff power. We’ll compare that to what the new CF6 engines ingest on the C-5M. Those old whining TF39 engines on the original C-5A and B aircraft have a distinctive sound anyone who’s ever heard will always remember – but did you know the TF39 was the original high-bypass turbofan engine and that virtually all the airline engines in use today are descendants from that whistling monster? Uh-oh educational, and not all that painful after all.
The train display was another success this year but we have learned one hard lesson. We won’t be putting up an 18-foot tall tree anymore. It needed a forklift and a lot of help just to get it in place and then it took two days just to get it decorated. I’m thinkin’ a 10- to 12-footer next year.
Over this winter we have more than a few projects to complete getting ready for next year’s tourist season. One project that is finished ahead of schedule is scattering sets of twin first-class airline seats that have been refurbished and mounted on wood platforms placed where people like to sit around the hangar while watching grandchildren circle the planes.
We thought that these would be much more comfortable and better looking than the plastic row seats we had used previously. So far our visitors seem to like the added touch of the airline seats.
Recently A1C (that’s Airman 1st Class) Zachary Cacicia from the 436th Airlift Wing’s Public Affairs Office wrote a great article on the Museum for the base newspaper. Due to the miracle (or curse) of the Internet it has appeared on several sites, prompting calls from interested visitors. The best part of the story is that Zach has decided to become a volunteer at the Museum and we can certainly use someone with his skills. Be sure to look for a copy of the article on page 12.
Speaking of skills we are spending the winter doing tune-ups of exhibits and building new ones as well. By the time the warm winds of spring (and the birds) return we should have everything bright and shiny for you to come visit.
Happy New Year!
— Mike

Up Close

Jon Andrews — AMC Museum’s Volunteer of the Quarter

The Hangar Digest salutes Jon Andrews as the Museum’s Volunteer of the Quarter for July through September 2014.
A 24-year Air Force veteran who retired as a senior master sergeant, for the past two years Jon has worked primarily as a tour guide, a tour guide mentor and a member of the Museum’s aircraft restoration team.
Jon’s got the chops for that kind of work. His background includes duty as an aircraft loadmaster aboard the C-130, C-141 and C-5, with tours in Dover and Southeast Asia. After his Air Force retirement, he worked as a plant manager and human resources manager for two local food companies.
Jon has seen a lot happen at Dover over the years. He first came to the base in May 1955, when his father was stationed at Dover, and again in 1966. His dad, a flight engineer, eventually became the wing senior enlisted advisor.
Recently, Jon served on the team sent to recover the Museum’s newest addition, the C-60 Lodestar.
“I’ve loved military aircraft since the day I was born,” he said. “When I retired [the second time] my wife that day said to get to the Museum. You’ve been chomping at the bit for years.”
USAF- delivered airborne howitzers really packed a punch

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

If you’ve been over in the Museum’s restoration hangar in the past couple of months, you’ve seen a crew in the back corner whaling on some heavy metal, the newest addition to the Museum’s aerial delivery displays – a 1940s-era 75mm ‘pack’ howitzer.

Many will recognize the cannon from seeing ones like it sitting next to many a base flagpole or in front of American Legion posts across the nation, artifacts of that earlier time. The AMCM restoration crew’s mission is to bring our Howitzer back to an operational – but non-firing – status.

Why this weapon? It was the primary howitzer of the fledgling airborne and glider forces, and the Army and Army Air Forces made significant strides in developing aerial delivery techniques to drop it from aircraft so parachute cannoners – ‘Redlegs’ in Army parlance – could put steel on the target right from the drop zone.

But first, some history.

In the 1920s, the Army levied a requirement on its Ordnance Department to create a weapon to support troops in terrain so rough wheeled vehicles could not be used to move it. The answer? A small, about 1,400-pound cannon that could be disassembled and carried on ‘pack’ animals, the prime mover of heavy weapons and supplies in mountainous areas.

This 75mm cannon, officially called the ‘Howitzer, Pack, M1 on M1 Carriage’ was capable of being carried on seven animals with several more for ammunition, and its size allowed crews to transport, assemble, and put it into action almost anywhere. Low-volume production fielded less than 100 units from 1927 to 1940, not surprising given the size of the Army and Marine Corps in the interwar years.

With war clouds gathering in 1940, however, the system was modified with major changes to the carriage, adding steel wheels and pneumatic tires; and along with some small changes to the gun, now called the ‘75mm Howitzer, Pack, M1A1 on Carriage M8’ went into serial production, with just shy of 5,000 units coming out of several manufacturers from 1940 to 1944. Other versions were produced, one with a split trail and another for vehicle mounting, but the towed, box trail version was by far the largest number of units.

The recoil mechanism on the Museum’s howitzer was made by the Army’s Rock Island Arsenal, the barrel and breech assembly by General Electric, and the carriage by the Brill Company, a major trolley maker – all examples of how civilian industry went to war. The pack howitzer became the primary artillery piece of the parachute artillery and the Marine Corps in the Pacific, and were supplied to Allied armies including the British and Nationalist Chinese.

Ammunition was ‘semi-fixed,’ which means that although it was shipped assembled in black cardboard tubes, the projectile only was friction fit into the brass case, which held four powder bags, or charges. When the gun went into action, the ammo man took the rounds apart and removed one or more of the charges to correspond to the range needed to hit the target, then plugged the projective back into the case and passed it to the gunner. The weapon fired high explosive, armor piercing, and smoke rounds, giving light forces some much needed punch.

The connection to the AMC Museum is that we believe our C-47, the Turf and Sport Special, may be the only surviving Skytrain configured to drop the howitzer via the ‘paracrate’ mounted below the fuselage. In an earlier Hangar Digest piece, I discussed how the Army Air Forces worked with the Ordnance Department to create the system of systems necessary to safely deliver the weapon, ammo, and the nine-man gun crew by parachute.

The paracrates were designed and produced by the Rock Island Arsenal, and the steel crates were the second generation, replacing the original plywood version. A howitzer system consisted of nine loads, six of which were paracrates mounted under the fuselage, and the cannon’s wheels and two trail sections were door loads. Of the six paracrates, four were howitzer components, and two were ammo loads (one with eight rounds, and 10 in the other), one of which is on display next to the Turf and Sport Special.

Called a ‘paracaisson,’ it carried the ammo as well as the wheels, axle, and handle that turned the crate into an ammo wagon – a caisson – that could be...
pulled with the howitzer as it was moved about the battlefield.

To drop the system, the three door loads were muscled out the cargo door, after which the flight engineer or jumpmaster electronically released the parachutes via the jumpmaster’s control console mounted just forward of the troop door. As soon as the loads were free and clear, the gun crew would exit the aircraft.

On the drop zone, the crew would fall in on the parachutes and the door loads which had been daisy-chained together. A well-trained crew could assemble its weapon and go into action in seven minutes, a capability that could make a critical difference for the lightly armed paratroopers. While the gun crew could move the cannon with considerable effort, the prime mover was the quarter-ton jeep, introduced by glider subsequent to the parachute assault.

A vignette to illustrate the point: on Feb. 16 and 17, 1945, in an amazing display of airmanship, 15 howitzers of the 462nd Parachute Field Artillery Battalion were dropped onto the tiny drop zone of ‘Topside’ on the Philippine island of Corregidor in support of the 503rd Regimental Combat team. Of those 15, nine were brought into action; as an after action report stated, “… the howitzers were employed during the first part of the engagement (16 – 23 February) as direct assault weapons. Guns were moved frequently to obtain better point targets, such as tunnel and cave entrances. Movement often required dismantling the gun, hand carry over rough terrain and down steep slopes, using as many as 35 men to a gun, and reassembly. From 23 February on the artillery was massed on the parade ground and supported the attack on the eastern end of the island.”

It is no exaggeration to say that the ability of the Army Air Forces to deliver these weapons was a critical combat multiplier in defeating a fanatical and entrenched foe.

All told, the pack howitzer filled a critical combat need for U.S. forces in World War II, and the Army and the Army Air Forces’ ability to use innovative techniques to deliver it to troops was a bright star in the history of aerial delivery.

You’ll also see that the wind deflector just forward of the port troop door has been deployed, which along with the jump platform, anchor line cable, and static line retrieval system allow a tour guide to explain personnel drop procedures – another part of the aerial delivery mission.

### Restored 75mm pack howitzer almost ready for Museum display

When the howitzer arrived from Fort Meade, Md., we faced several challenges, including bringing the piece up to Museum standards, and doing it safely. We were missing two major items, but Fort Meade soon supplied the breechblock assembly. We’re still missing the sight unit, so if anyone has a spare M28A1 howitzer sight, we’ll gladly take it.

A tech manual found online guided disassembly, but the effects of weather and paint made it easier said than done. We succeeded in getting it completely apart with one exception, the bottom ‘sleigh’ that holds the barrel had been welded to the cradle assembly that houses the recoil mechanism. We couldn’t break the welds, so we drove on with stripping paint by a variety of means, and sent the wheel bearings out to the base wheel and tire shop for re-packing.

Getting to the base metal was a challenge because of the geometry of nooks and crannies, but the crew of Bill Lee, John Zistl, Eric Czerwinski and Ken Allen took care of business.

After priming, we began repainting it in olive drab, and will start reassembly for display in the main hangar soon.

![Image of restored 75mm pack howitzer](image)
Dave Godek may not work at the Air Mobility Command Museum, but his presence can be felt there 24 hours a day.

A former aircraft navigator who later became an Air Force judge advocate, Godek has created three paintings which are on display inside the Museum, as well as four others he has donated to help raise funds for the Museum foundation. One is the latest addition to the Foundation’s Aviation Art Program.

The Massachusetts native also has five canvases included in the official Air Force Art Collection.

“David’s artistic talent is only exceeded by his generosity toward our Museum,” Don Sloan, president of The AMC Museum Foundation said. Recognizing Godek’s contributions, the Foundation board selected him in September as the first recipient of its Outstanding Support Award.

A flair for art

Godek discovered his talent as a youngster growing up in Chicopee, Mass.

“When I was a kid, I picked up a pencil and a paper and drew things,” he said. “It was just fun.”

A Christmas gift set of a watercolors, the kind that came in small plastic containers, ignited a passion for painting and an eventual desire to paint professionally.

But Godek hit a roadblock when his first application to the University of Hartford’s art school was turned down. He took additional art classes, and after a year was accepted into the art program.

“I decided not to go,” he said. “The dean said I’d still need five years to get a bachelor of arts, and I didn’t have the time to spend six years in college.

“So I just said, thank you very much, and graduated as a political science major.”

After graduation, Godek took a job with an insurance company, but it was not a fulfilling experience.

“One of the guys said I should check out joining the military. It’s a good life, he said,” Godek recalled.

Accepted into navigator training, Godek flew B-52 missions in Southeast Asia during the tail end of the Vietnam War. But with that conflict winding down and the Air Force having a glut of navigators, Godek knew he’d probably be forced out of the military.

“There were a lot of people leaving the military, and I didn’t want to leave,” he said. “I enjoyed it.”

He decided to take a different route.

Godek was accepted into the Western New England College School of Law, and then into the Air Force’s legal program, which paid for his education. He earned his juris doctor degree in 1979, and was assigned to Hanscom AFB, just a few miles from home.

Assignments in Denver, Colo., and Munich, Germany, followed. Godek retired as a major in 1991.

He worked for another attorney for a short period of time, but again was unhappy working for someone else.

“My wife told me it was time for me to start my own career,” he said. “I stayed home doing artwork, a lot of commissions, things like that. It was all good stuff.”

Moving to Colorado, Godek created his first Air Force Art Collection painting, a portrait of fellow University of Hartford graduate and Apollo 13 astronaut Jack Swigert.

Godek and his present wife, Chris, then moved to Oregon when she took a job with the U.S. Forest Service.

It was while living in Oregon he first learned about the AMC Museum.

“It was pure happenstance,” he said.

In 2006, Godek went to Washington, D.C., when three of his canvases were added to the Air Force Art Collection. He stayed with a friend in Dover, and they eventually visited the AMC Museum.
Fascinated by the collection of vintage aircraft, Godek decided to paint a tribute to the Berlin Airlift using the AMCM’s C-54M as an inspiration. He looked up Skymaster pilot, the late Maj. Bill Voigt, in Dover and called him out of the blue to ask for his help.

“I told him I wanted to do a painting of a C-54 during the Berlin Airlift, and I needed his help to do it,” Godek said. “I told him I want you to think of what exactly you’d want if you were to commission a painting.”

Voigt asked for some time to think it over; three days later he said, “Winter, foggy, aircraft coming in for a landing.”

The two became good friends, often talking for hours on the phone to discuss Voigt’s experiences in the C-54 and just how the painting should look.

Although the managers of the Air Force’s art collection wanted “Final Approach” for their collection, Godek instead donated it to the AMCM Foundation.

“Bill flew that airplane during the Berlin Airlift and it’s the same airplane in the painting,” he said. “I’d rather have it there.”

Proceeds from the sale of Godek’s creations helped the Foundation fund upgrades to the Museum’s B-17.

“Dave is singlehandedly responsible for the fact we have a top turret and left cheek gunner’s window on the B-17G,” Mike Leister, AMC Museum director, said. “We’d looked for 15 years. Finally, Dave donated a painting and said to use the money for a top turret.

“A few years later he did the same thing so we could purchase and install the cheek gun window. No one’s more dedicated to supporting our Museum than Dave.”

‘Absolute, complete, total joy’

Following Chris’ retirement, the couple packed up and moved to Delaware.

Today, Godek spends most of his time at the easel, painting, mostly for no other reason than the enjoyment he gets from the work.

“I don’t paint just to make money,” he said. “I paint because I like to paint. If I make money, that’s even better.”

“Painting gives me the opportunity to do something with a flat piece of board or a canvas that I can enjoy, that I can struggle over,” he said.

“It just gives me an absolute, complete, total joy to do it, to be able to paint a portrait, and have it look like that person, or to paint an airplane and have it look like it’s actually flying, to paint whatever and make it look like it’s supposed to.”

Unless he’s working on a portrait, Godek spends hours researching his subject before even looking at a canvas.

“I ask myself, how do I want to present this? Is it daylight? Where are the shadows? I think about this and that, and I lay awake many a night thinking about it.”

“It’s all a mind game until you get in front of the board and just start doing it.”

Godek estimates he put about 1,200 hours of research and work into “Final Approach.”

“Another Mission Done,” was painted in 1999, and measures 4-by-8 feet. It shows the crew of the B-17F, “Sophisticated Lady,” after their most recent mission. “I just love B-17s,” Godek said. “There’s something special about that airplane.”

“Another Mission Done,” was painted in 1999, and measures 4-by-8 feet. It shows the crew of the B-17F, “Sophisticated Lady,” after their most recent mission. “I just love B-17s,” Godek said. “There’s something special about that airplane.”
A pending move and time constraints recently caused Larry Tasker to offer his resignation from our Foundation Board. Larry has been a stalwart board member with sound ideas and dependable input to our decisions. He and his wife, Ruth, have frequently been seen volunteering to help support many of our Foundation functions. Although only a phone call away, he’ll be missed.

With Larry’s departure, we’re fortunate to be able to bring in a new board member, Dick Marks. Hailing from Herkimer, N.Y., Dick joined the Air Force in 1958 after graduating from Lehigh University with a degree in chemistry. Strangely enough, his first job in the Air Force was as a quality control chemist, a position he says gave him more authority than any other position in the service. In 1964, after completing undergraduate navigator training Dick was assigned to fly C-130Bs. He spent a couple of TDYs in Vietnam and then chose a remote assignment to Mactan Island, Philippines. While there, where eight-man tents, dinners with individual mess gear and cold showers were the norm, he picked up 700 combat/combat support missions and seven Air Medals.

Langley, Virginia was next, followed by Headquarters, Air Staff and Joint Chiefs of Staff (OJCS) assignments. At OJCS, he worked as the action officer for the Crisis Action System, where they were working on computer “packet switching,” the precursor of today’s Internet. In 1977 he received a masters degree in Special Studies, Environmental Science and retired as a lieutenant colonel in 1979.

Staying in the “computer business,” Dick worked with Data Designs Labs until 1984 on ground-launched cruise missiles, then the Federal Emergency Management Agency until 1996, training federal/state/local government teams, and at Tri Data Corporation, evaluating state/regional emergency operations centers ability to conduct ops and evacuations during nuclear accidents, terrorist attacks and natural disasters.

In late 2010, following his first visit to the AMC Museum, he applied to become a volunteer. One of his first projects was helping restore the CG-4A glider. He was able to spend a great deal of time at the Massey Air Museum, working under the guidance of our own, the late Jim Douglass who taught him a great deal on how to restore aircraft surfaces. Dick also has worked on resurfacing our AN-2 transport, removing the elevators and rudder from the tail of the C-123K in preparation for being resurfaced and coordinating the refurbishment of the bicarbonate of soda high pressure washer. He and his wife, Kathy, live in Milton, Del. Welcome aboard, Dick!

Ed Perkowski did another outstanding job with our third Veterans Day event. Jon Andrews welcomed our largest crowd yet. Ev Sahrbeck gave the invocation and the 436th Honor Guard opened with the posting of the colors. Retired USAF Lt. Gen. Robert Dierker gave a superb and heartfelt presentation, “What is a Veteran,” that was followed by some wonderful patriotic music from the Milford Community Band and finally, airplane tours. Mike Frebert, Mike Phillips, Phil White and Paul Gillis were all on hand to help with the crowd. Ed’s already started planning for next year – we’re gonna need a bigger room!

We’ve spent some money this year. Our biggest expenses were aircraft restorations, as you might expect – nearly $65,000. Putting the T-37 up by the (soon to be) new gate was nearly $40,000. One of the cheaper projects was an upgraded sound system for the museum – only about $6,500. Advertising costs have been greatly reduced over the past few years: by looking at the few surveys we get back, most of our visitors hear about the museum from friends, our website, or the road signs. We’re always looking to see how we can get the most out of our budget.

The largest number in our “income” column, as you might expect, is from our store. Keith Kreisher and his crew continue to find marketable items at a very reasonable price for our guests. However, what might surprise you is the fact that a close second category is “donations” that we receive at the Museum. Our visitors are very generous – really not too surprising if you consider the great venue they have to experience the history we have on display. And when you couple those “objects” with a tour guide who takes the time to make their visit even better, it’s not hard to see that they would like to give something back. But it’s important to note that their generosity is a direct result of the amazing dedication and attitudes of ALL of our volunteers! Sure, the visitors have the face-to-face contact with our guides or the store volunteers, but you can’t forget the work of the restoration folks, the “coordination” folks, the “runners,” the cleaners, the “I’ll take care of that” guys ... and on and on and on. Our 170-plus cadre of museum volunteers is, without a doubt, the BEST in the land! We absolutely could not exist without them!
Speaking of dollars, here are some numbers. This year’s **2014 Annual Fundraising** was another very successful campaign. As of the end of the year, we’ve had 137 members donate a total of $13,390. The average donation was nearly $98 per donor! Donations for 2013 were $11,447; the previous two years brought $8,050 (2012) and $7,890 (2011). Just another reminder, The AMC Museum Foundation is recognized by the Internal Revenue Service as a 501(c)(3) organization. Contributions are tax deductible within IRS regulations.

As our added perk for this year’s campaign, this year we offered each of our donors of $50 or more a chance on a donated Stearman flight or a giclée from our Aviation Art Series. This year’s winner was retired USAF Col. Howard G. Sholl, a life member who chose our newest giclée, Rosalie’s Rival. Many thanks to Howard and the rest of you whose donations help us fulfill the mission of the AMC Museum as an aviation and aerospace education, scientific, cultural, historical and inspirational facility for the public and the Air Force community.

**Thank you for your support!**

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- Col. and Mrs. Howard G. Sholl Jr
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- Col. Don Sloan, USAFR (Ret.)
- Ms. Cindy Small
- Lt. Col. Kenneth H. Smith, USAF (Ret.)
- Mr. C. Joseph Styles
- Mr. Larry D. Tasker
- Mr. William F. Taylor
- Mr. Howard E. Taylor
- Lt. Col. Robert R. Thomas
- Mr. James T. Thompson
- Mr. and Mrs. Edward J. Troise
- MSgt. Gene Vanhouten, USAF (Ret.)
- Col. Robert L. Vawter
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- Maj. William C. Voigt, USAF (Ret.)
- Mr. Elery H. Walizer
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- Mr. Larry R. Warfel
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- MSgt. Gene D. Williams
- Lt. Col. Clarence E. Wolgemuth, USAF (Ret.)
- Mr. Michael Wood
- MSGt. Roger C. Yorde, USAF (Ret.)

*Fly safe!*

Don Sloan
AMCM: It all started with one wrecked airplane

By Airman 1st Class Zachary Caccia
436th Airlift Wing Public Affairs

The ever-growing Air Mobility Command Museum boasts a collection of 33 aircraft, a staff of more than 170 volunteers and a visitor experience that rivals the most notable museums in the country — but it all started with one wrecked airplane in 1986.

“We started with 20 feet of space in one of the maintenance hangers with an airplane that nobody else wanted,” AMC Museum Director Mike Leister said.

The airplane Leister is referring to is the C-47A Skytrain, nicknamed the “Turf and Sport Special,” that was considered beyond salvageable by other museums.

Found in a dump near Harrisburg, Pennsylvania, the aircraft, which had been used for target practice, was airlifted by a Pennsylvania National Guard helicopter to Dover Air Force Base. It was the first aircraft restored for the newly conceptualized museum that would form here.

Leister has been with the museum since its inception as the Dover AFB Historical Center on Oct. 13, 1986. It originally occupied three hangers within the main area of the base, and was officially recognized with museum status in 1995 and moved to its current location in 1996. On Feb. 5, 1997, AMC officially named the Dover AFB Museum as the AMC Museum.

The AMC Museum is the only museum in the United States dedicated to military airlift and air refueling.

“We have 33 airplanes right now,” Leister said. “Twelve of them are either the first, the last, or the only one of their kind in the world.”

This includes the only surviving C-54M Skymaster, the only surviving C-124A Globemaster II and the only surviving F-106 Delta Dart, an aircraft that was actually stationed at Dover AFB. In addition, the museum boasts the only C-5A Galaxy on display anywhere in the world.

When it comes to these aircraft, the museum’s restoration crew is renowned as one of the best, doing what they can to conserve, preserve and restore the aircraft in their care. But there are certain jobs that require help from the base.

“The base aircraft maintenance shops help us with our aircraft,” Leister said. “There are some jobs we can’t do in-house. The aircraft maintenance shops are allowed, by regulation, to assist us, and they go out of their way to really help us out.”

Base leadership has said it is an honor to assist the museum’s mission.

“Team Dover is proud to partner with the Air Mobility Command Museum to preserve the legacy of Air Force global reach,” 436th Airlift Wing commander Col. Michael Grismer said. “I applaud the museum staff and their dedicated volunteers who have done amazing work preserving the history of airlift and air refueling.”

In addition to the numerous aircraft, the museum houses functioning flight simulators, 3,500 artifacts and a multitude of exhibits that display the history of the Air Force, the Air Mobility Command and Dover AFB itself.

“Our museum is one of the best,” 436th AW Historian Dr. Andrew Wackerfuss said. “Bias aside, it is rare to have a museum as well-developed as this one is, and particularly, to have one whose collection is so focused on the mission of the base.”

According to Leister, the museum will continue to grow and add aircraft to its collection. This includes tentative plans for a KB-50 Superfortress aerial tanker, a World War II-era C-46 Commando and a Junkers Ju-52, a World War II-era German airlifter. The growth will not end here, either, with plans to add a C-17 Globemaster III to the inventory.

“Building this from one wrecked airplane that a few people came to see from time to time, to the biggest tourist attraction in central Delaware and being considered the benchmark for field museums in the Air Force has been, personally, very fulfilling,” Leister said. “There are individual accomplishments that I’m proud of, but it’s the overall accomplishment of the museum that I’m proudest of.”

Today, the primary mission of the AMC Museum is to collect, preserve and exhibit the artifacts and human stories significant to the development and employment of military airlift and refueling in the U.S. Air Force and the U.S. Army Air Forces.

“The second closely aligned mission is portraying the rich history of Dover AFB and its predecessor, the Dover Army Airfield. The museum makes this history available and attractive to both civilian and military personnel, so that in an increasingly complex society, the role of total force, veterans, operations and equipment is understood and appreciated for their value to the nation.”

Editor’s note: This article was written for and published in the Dec. 10, 2014 issue of the Dover AFB newspaper, The Airlifter. It is reprinted here with permission. Photos on this page by Airman 1st Class Zachary Caccia.
AROUND AND ABOUT YOUR AMC MUSEUM

AMC Museum Foundation Board Vice President Paul Gillis presented artist Dave Godek with the board’s first Outstanding Support Award during the Museum’s annual Mixer in September 2014.

Retired C-5 flight engineer Senior Master Sgt. Mike Dell’Aquila and grandson Cason, visited the Museum on Dec. 13.

Cameron Lentz, 8, of Camden, Del., has a chat with Santa (AMCM Deputy Director John Taylor) while aboard the Museum’s C-5A. This was the second year Santa took requests aboard the C-5.

Colin Cridlebaugh, of Wyoming, Del., watches the train display set up under the Museum’s Christmas tree. The train setup was by the Shoreline Garden Railroad Club.

AMCM volunteer Elizabeth Pruneda, and her date, Wesley Faircloth, attended the annual Museum Christmas dinner. At age 16, Elizabeth is the Museum’s youngest volunteer.

Marty Batura, of Worldwide Aircraft Recovery, works on the stand for the T-37 aircraft that will be displayed at the Museum’s new entrance.
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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<th>BUSINESS/ORGANIZATION</th>
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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.

Mail form and payment to:

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DOVER AFB, DE 19902-5301

Name (Mr. Mrs. Ms. Rank) ____________________________________________
Address ________________________________________________________________ E-mail ____________________________________
City _____________________ State ____ Zip _____________ Phone _________________
Notify me of my brick’s location

Payment Method [ ] Check [ ] VISA [ ] Mastercard [ ] American Express [ ] Discover
Name as it appears on card ____________________________________________
Phone (Needed for credit card payment) ________________________________
Credit Card Number___________________________________________
Expiration Date ________________________________________

Signature (credit card only) __________________________________________
Amount Enclosed $________

Please order the size brick I’ve checked below:

- [ ] Individual 3-line $65
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- [ ] Business 6-line $250

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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<tr>
<th>MEMBERSHIP CATEGORY</th>
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<th>BENEFITS</th>
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<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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<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, free admission to annual Foundation 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>
<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>Platinum Eagle Donor</td>
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*Initial and 5-year anniversaries

Sign me up as a Friend of the AMC Museum at the following level:

- [ ] Crew Member
- [ ] Flight Crew Member
- [ ] Squadron Commander
- [ ] Group Commander
- [ ] Wing Commander
- [ ] Lifer
- [ ] Eagle Donor
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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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☐ This is a gift membership for:
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**Extra benefit for flight crew members and above:**

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- Shirt size (circle) Small    Medium   Large   XL   XXL
- Name to be embroidered on shirt _____________________

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Dave Godek’s “From Out of the Past,” shows a PT-17 Stearman flying over Hangar 1301 — now the AMC Museum — as it appeared in World War II.