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. Viewpoints in this publication are those of the contributing authors and do not necessarily reflect the opinions of The AMC Museum Foundation or of the Museum’s staff. Subscriptions are free and are mailed via nonprofit standard mail to paid-up members of The AMC Museum Foundation Inc. Contributions. Reader 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 piffbrown1898@gmail.com. Contact Editor Master Sgt. Jeff Brown, USAF (Ret.) via email at piffbrown1898@gmail.com. Photos are by Jeff Brown, unless otherwise noted.

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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. One of the reasons your AMC Museum continues to provide a great educational experience is that we stick very closely to our reason for being.

The Hangar Digest is printed and mailed by Associates International, Wilmington, Del.
From the Director

Any way you look at it, it’s spelled P-R-O-G-R-E-S-S

We’ve gotten off to a fast start this year: our paving projects to provide new aircraft parking and visitor parking were able to progress throughout the winter so very soon the smell of fresh asphalt will permeate the air around here.

Last issue I mentioned a very rare C-119 Flying Boxcar had been discovered sitting in remote parking area at Edwards Air Force Base, California. Mark Wilderman, historian for the 314th Air Lift Wing at Little Rock AFB, Arkansas, had notified us of its historic importance and we in turn notified the National Museum of the U.S. Air Force. The plane, one of only two C-119B models in existence, was days away from being sold by the Government Services Agency for salvage.

Although being the second oldest Flying Boxcar is significant, its real importance to aviation history is for one special mission. It is the last surviving plane, for recently reșoring team when he went in for the surgery hampered his ability to walk and speak, he took it all in typical stride, never letting his physical limitations hamper his enthusiasm or his spirit.

Hardie, who almost everyone knew as “I.E.” because of the atypical spelling of his last name, died Jan. 20, 2016, at his home in Dover, Del., with his wife, Kay, at his side. The couple had been married 56 years.

Col. Charles William Hardie was one of the AMCM’s earliest supporters, having volunteered here even before his 1989 retirement. While still on active duty as director of resource management at Dover Air Force Base, he and other volunteers flew to the National Museum of the United States Air Force to disassemble and bring back the B-17 Sleepy Time Gal now on display at the Museum.

With the Museum still in its infancy, within a year Hardie doubled sales at the fledgling Museum store and worked on the restoration of our C-54 Skymaster. He was tapped to shepherd the C-124 Globemaster II restoration team when he went in for the aneurysm surgery.

Despite the setback from the surgery, once he recovered Hardie was back at the Museum, greeting visitors and handing out our memento coins.

“1 can’t talk very well, I walk with a walker, I can’t play golf and I don’t drive anymore,” he said in an April 2015 interview. “But I’m not angry. It doesn’t do any good to be angry.”

In Memoriam


Bill Hardie was a man who took what others might have considered crippling adversity and turned it into something positive.

Dependent on a motorized wheelchair ever since complications from aneurysm surgery hampered his ability to walk and speak, he took it all in typical stride, never letting his physical limitations hamper his enthusiasm or his spirit.

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These folks are the wind ‘neath the AMCM’s wings

A military can have the most modern tanks, the stealthiest aircraft and the fastest ships, but without people, all of that equipment is just so much scrap metal.

It’s the same with any museum, especially your Air Mobility Command Museum. Without the backing of our membership, the AMCM could not exist. So here’s to you -- and thanks for all of your support!

**Crew Member**


**Flight Crew**


**Squadron Commander**


Group Commander

Lifetime

Eagle

Silver Eagle
Greg Moffitt, Michael S. Estes, Charles D. Estes, Howell M. Estes III


Reunions
From time to time, the Hangar Digest receives requests to list upcoming reunions. We’re happy to oblige as space permits.


“We’d like to find aircrew, ground crew, support personnel, friends, families and anyone whose bacon we saved,” Dunn says.

Dunn was one of seven navigators from Dover’s 1st Military Airlift Squadron and 39th Military Airlift Squadron who transitioned to the AC-119K when the C-133 units shut down.

Many then returned to Dover to fly C-5s after their tours were over.

This year’s AC-119 Gunship Reunion XVII will be Oct. 25 through Oct. 30, 2016, in Fort Walton Beach, Florida.

The AC-119 Gunship Association includes members of the 17th, 18th and 71st Special Operations Squadrons who maintained, flew and supported the AC-119G Shadow and AC-119K Stinger gunships during the Vietnam War.

For more information go to ac119gunships.com or contact Gus Siniger at stinger7172@cox.net or call (850) 863-9649.
Although the AMC Museum sees 2016 as its 30th anniversary, the Museum’s story actually starts in July 1978 when members of the 512th Military Airlift Wing (Associate), now the 512th Airlift Wing, decided to take on a project to restore an aircraft for the Air Force Museum, now the National Museum of the USAF.

The reserve wing at Dover Air Force Base shared C-5s with the active duty 436th Military Airlift Wing (now the 436th Airlift Wing) and received less recognition than reserve wings that owned their own aircraft. “As the 512th was looking for a project to generate some positive publicity, many felt it would be a good idea to restore an old aircraft as both a maintenance training project and as a recruiting opportunity,” said AMC Museum Director Michael D. Leister, who at the time was an Air Reserve Technician maintenance specialist with the 512th.

The National Museum submitted a list of more than a dozen possible aircraft restoration projects to the 512th, some foreign aircraft and some obscure types. But one stood out, Leister said: what was undeniably one of the most famous types of aircraft to come out of the World War II era, a B-17G Flying Fortress.

A rare combat veteran named “Shoo Shoo Baby” was chosen because it was the number one priority on the list of planes the National Museum needed restored and because Dover had the necessary resources to take on such a massive restoration.

A rejuvenated Shoo Shoo Baby takes flight over the Delaware countryside in October 1988. Hundreds of people were on hand as the plane taxied past a phalanx of 20 C-5s lined up as if to form an honor guard for the venerable aircraft. A film crew from “Good Morning America” also was on hand to record the event.

The aircraft arrived at Dover packed into 27 crates, and the restoration teams got to work. Ten years and three months later they completed their work, with one of the volunteers saying the plane was in better shape than when it had left the assembly line in 1944.

But Shoo Shoo Baby was not to remain at Dover. As the aircraft was being prepped to fly to the National Museum at Wright-Patterson Air Force Base, Ohio, Col. (later Gen.) Walter Kross, who commanded the 436th MAW realized that when the B-17 lifted off, there would be no historic aircraft and no tangible artifact of Dover’s past on the base.

Making do
Kross wanted to start some kind of historic display featuring an aircraft but at the time there was a moratorium on establishing new Air Force field museums due to some hastily conceived and poorly administered efforts at other locations, Leister said.

To solve this problem, the commander instead directed the base start an airpark or historical center -- a facility different from a Museum -- and picked three people to take on the task. After giving them some basic parameters, Kross turned them loose.

Those three men turned out to be the
nucleus of what became the AMC Museum: Leister, who had been director of the Shoo Shoo Baby project, Maj. John Slater, a navigator with an interest in Air Force history and Maj. Douglas Lloyd, a C-5 pilot who also realized the significance of military aviation history.

“What we want to do is preserve the history of the unit, the 436th Military Airlift Wing and the installation of Dover Air Force Base itself,” Lloyd told a local newspaper in November 1986.

At the time Kross’ airpark idea only was about five months along, so things still were in development, Lloyd said. The planned historical center would feature aircraft, uniforms, photos, artifacts and other memorabilia from the base.

A nonprofit organization, the Dover Air Force Base Museum Foundation, was created to oversee the effort. An initial problem to be solved was where to house the memorabilia once it was collected. They were hoping to make do with some temporary space — somewhere, Lloyd said.

“We’ll probably get part of a hangar to use for a while and end up sharing space,” he told the paper.

Foundation members hoped they’d eventually find a spot for a permanent facility near the base’s northern entrance, closest to the city of Dover.

Lloyd did not know how prescient he was being when he told the reporter. “That building is more than a few years down the road.”

**A Skytrain’s journey**

One of the first things this trio did was to contact the regional salvage office at Dover to ask if any old aircraft were being turned in for salvage that might be candidates for restoration. In a remarkable coincidence they learned there was a Douglas C-47 Skytrain at Muir Army Airfield in central Pennsylvania that was headed for the scrap yard. A local airport owner agreed to fly the three representatives to Muir to evaluate the plane.

Although little more than a derelict after years of neglect and rough handling, the group realized the Skytrain’s basic airframe actually was in decent shape. After being dropped from the Air Force inventory in 1964, the plane had been used by the Army at Aberdeen Proving Grounds as a target and later as a lift load for the heavy helicopters. Arrangements were made to have an Army National Guard unit airlift the plane to Dover as one last training mission. Unfortunately during that airlift much of the forward fuselage was buckled due to load factors on the damaged ribs.

While coordinating for the arrival of the aircraft, Lloyd, Slater and Leister solved, temporarily at least, the problem of where to house the fledgling Museum: permission was granted to use a small corner of an underused aircraft maintenance hangar.

In the meantime the deputy commander for maintenance had been asked to assign one active duty aircraft maintenance technician to the project full time. The idea was approved and Leister selected Master Sgt. Jim Leech to be the man on the scene.

It was a necessary decision, Leister said.

(Continued on page 8)
All three original committee members could only devote a portion of their time to the C-47’s restoration, and experience with the Shoo Shoo Baby project showed someone was needed full time for continuity’s sake.

Leech was that person.

“I selected Jim because he was a self-starter, a very capable mechanic and well experienced in the art of getting base shops to assist with projects,” Leister said.

He was joined by a very able volunteer, retired Master Sgt. Al Shank, who had drifted over from the B-17 project looking for new challenges.

On Oct. 19, 1986, the C-47 was airlifted to Dover under a CH-54 heavy lift helicopter and by December Leech was able to start working on it full time. Leister managed parts acquisition, research, publicity and split administrative duties with Lloyd. Leech did much of the hands-on work with a small group of volunteers and maintainers in training.

The fledgling operation was named the Dover AFB Historical Center (DAFBHC) and the base constructed a scale model diorama that envisioned a display area centered around a small trailer-sized building near Dover’s North Gate.

Ironically, the planned airpark proposed only four aircraft be on display -- about one-tenth of what now makes up the AMCM. By mid-1987, the restoration crews had repaired and remounted the Skytrain’s wings when they received a visit from the plane’s World War II crew chief, 75-year-old Tech Sgt. Winfield E. “Bing” Wood.

Because the fuselage was still in rough shape with only the remnants of its late 1960s gray and white USAF paint on it, Wood asked for a ladder and conclusively identified the plane by two sheet metal patches he had installed after shrapnel had pierced the fuselage during a resupply mission on D-Day plus one. The DAFBHC had also amassed a number of wartime photos of the plane and reconstructed its history with help from the 61st Troop Carrier Squadron, its original operators.

The Berlin connection

In the hottest part of 1988 a team of five drove to Sheppard Air Force Base in Wichita Falls, Texas, in a rented van to disassemble an F-101 Voodoo, the second-to-last type of fighter to be stationed at Dover. The story of that trip would make a volume all on its own. Using only the hand tools the team brought with them and a borrowed hand-operated engine crane they took the F-101 apart in a few days. They even had to go out to purchase an extra heavy-duty two-inch socket from oil drilling hardware company to remove the wing bolts. That whole week Sheppard had a black flag flying which at that time meant there were to be no unnecessary outdoor activities due to the heat. After many delays the pieces of the fighter came home on a C-5 as “opportune cargo.” Amazingly it only took two days to put the Voodoo back together.

In late 1989, the Museum was given a short notice opportunity to salvage an old C
Skymaster that was to be sold for scrap in 30 days. The Air Force museum system had been given several opportunities over two years to move the airplane but after several museums passed on the opportunity, it was put into the disposal process. The plane actually was at the FBI training center on Quantico Marine Base in Virginia being used to instruct sky marshals. The FBI agent in charge was interested in saving the plane but they needed to see performance, not more planning.

Leech and Leister put together a team of 10 hard working folks and hit the road. In less than a week they had taken the engines off, the outer wings were removed and the empennage lowered to the ground. Loading as much as they could onto a tractor-trailer, the team hauled the parts to Dover just to make sure no one else decided they wanted the plane after it had been disassembled. A CH-54 from the same Pennsylvania unit that had brought the C-47 to Dover came to lift the fuselage but it turned out that even stripped out of all excess weight the fuselage was over their weight limit. After another delay the Museum was able to utilize a special light frame version of the CH-54 Sky crane and by carrying only a minimum fuel load was able to hop across Virginia, Maryland and Delaware, stopping numerous times to refuel from Air Force fuel trucks pre-positioned to deliver little sips of gas.

One of the volunteers who came out to help restore the plane was a pilot, retired U.S. Air Force Major William Voigt, who had flown this same aircraft during the Berlin Airlift. He had the tail number in his log book. Voigt later became a frequent lecturer at the Museum, delighting in telling visitors about his career and about flying the C-54 during the Airlift.

After much additional research it was learned our C-54 was the last surviving aircraft out of a group of 38 C-54E models that had been converted to C-54M in order to haul increased loads of coal during the Airlift.

Over the years the Museum has made it a priority to find the actual history of planes in its collection.

"Being able to connect a plane with a specific historic event has significantly added to the public’s interest in the collection," Leister said.

Over the years it was discovered more than a dozen of the Museum’s fleet are very significant for one reason or another.

“All vintage planes are important in their own right but some of them are downright historic and people come to see them from far away,” he said.

In July 1990 the Museum hosted a reunion of the 61st Troop Carrier Squadron, the folks who had operated the newly restored C-47 in World War II. The name painted on the nose during the war was Turf & Sport Special, named by the crew chief after his favorite horse racing magazine. Volunteers reproduced and installed the correct nose art. The current day 61st Airlift Squadron sent a C-130 to attend and the restoration team put a copy of the nose art labeled Turf & Sport Special II on that one and Turf & Sport Special III on a Dover C-5. The C-130 nose art lasted a week and that on the C-5 was removed the next day.

There was no tolerance for any nose art in the ‘90s, Leister said.

In the next issue of the Hangar Digest: the Air Mobility Museum continues to grow as it searches for a permanent home.
FOUNDATION NOTES

By Don Sloan

Phil White and his crew are hard at work on our 12th Annual Golf Tournament Fundraiser scheduled for Friday, June 3, 2016; registration will be from 10:30 a.m. until noon. The four-person scramble tournament will begin with a shotgun start at noon. Tournament prizes include hole-in-one CASH prizes, hole-in-one CAR prizes, closest-to-the-pin CASH prizes, putting contest CASH prizes, and lots of door prizes that will be awarded at dinner. Join us for fun, food, and prizes! Your entry fee includes your greens fee, cart, dinner, beverages and snacks. You can organize/make up your own team or team up at the course.

For those who want to sponsor a hole for $100, a 24-by-18-inch sign will be placed on the golf course tees or around the greens noting you as a sponsor. Further recognition is given to hole sponsors and door prize donors in our handout brochure at the dinner following the round, highlighted in our Museum eNewsletter (which goes out on the internet to thousands of folks) and on our Museum Facebook page. Finally, recognition will also be in the following quarterly Hangar Digest and on the AMC Museum website. amcmuseum.org before, during and after the tournament. Hope to see you there -- Fore!

SAVE THE DATE!

By now, you’ve heard that 2016 is the 30th anniversary of the Air Mobility Command Museum. Anniversary committee lead Mike Phillips and his committee are working hard to ensure we celebrate with enthusiasm! Current plans (in conjunction with Delaware State News and Kent County Tourism) call for festivities Friday thru Sunday, September 23 through Sept. 25. Friday night’s concept is a raffle (limited number of $100 tickets) for prizes like a control tower wine-and-cheese reception, a children’s birthday party in our C-5, private wine tasting at a local winery, multiple warbird sightseeing flights (B-25, Stearmans, L-16), cocktail party in the C-5 and/or C-133, light aircraft sightseeing flights (ultralights, tail-draggers) and last, but not least, a limo ride to central Jersey for a Hudson River – New York City sightseeing flight.

Saturday and Sunday should feature 19 open airplanes for tours and seven more open for viewing. NOTE: There is no other museum in America that has that many open aircraft! We’re working on getting a C-17 Cargomaster and a C-5M for static display as well. Our plan is for Saturday to be a “Max Effort Day.” All aircraft will have one or more ground or aircrew members or subject matter experts available from 10 a.m. to 2 p.m. to answer questions and give tours. On Sunday, NASA astronaut Terry Hart, who flew F-106s out of Dover, will speak on his time here as an F-106 pilot and his NASA missions. Lots more info to follow -- as the event gets more firmed up, we’ll post the changes to our website amcmuseum.org. Watch for it!

SAVE THE DATE – PART II

Once again, Ed Perkowski is planning our annual Veterans Day celebration for Friday, November 11. The chief and his team continue to do an outstanding job of coordinating this annual patriotic event. Our speaker will be announced soon, the Milford Community Band is looking forward to performing again and planes will be open all afternoon. Come early because seats will fill up fast! Watch our website for more.
What are your kids doing this summer?

AMCM camp returns after one year hiatus

Students literally will be off into the wild blue yonder during the 2016 Air Mobility Command Museum’s summer camp.

This year’s camp will offer something special, said museum Director Mike Leister: Tricia Upchurch, an instructor who has worked both as an elementary and high school teacher and whose husband is a C-5 Galaxy pilot stationed at Dover Air Force Base.

“She’s already ramped up the content and the level of sophistication of what we’ll offer this year,” Leister said.

And although the first class won’t be held until July 11, the popularity of past summer camps has made it a good idea to sign up as soon as possible, said Paul Gillis, a retired Air Force lieutenant colonel and summer camp program manager for the AMC Museum Foundation.

“Classes are limited and fill up quickly,” Gillis said. “There’s a limit of 12 students per class, and there’s usually a waiting list, he added.

“The kids who come are usually interested in aviation, so they’re already going to know a lot,” Gillis said. “But there are some kids who are just getting into it.”

Plus, imagine being nine years old and getting a chance to fly for the first time, he said.

“They’re going to get to see how it all works.”

Originally from St. Louis, Missouri, Upchurch came to Dover when her husband was transferred here six months ago. She’s a certified high school and middle school teacher whose main interest is world history.

Leister believes Upchurch’s background will help students put the mechanics of flight into perspective along with the historic development of air travel, from the Montgolfier Brothers in the late 18th century to today’s sophisticated manned and unmanned aircraft.

“When I was in college, I interned as a historical interpreter,” Upchurch said. “Our job was to build field trips the students would go on. That’s what brought me to the AMC Museum.”

Her interest in flying and the Air Force’s mission of moving cargo and personnel dovetailed perfectly with the AMC’s mission of aerial refueling and airlift, Upchurch said.

Despite a huge interest prior summer camps, the museum was forced to cancel last year’s program when an instructor could not be found, Gillis said. In preparing this year’s camp, Upchurch has expanded and modernized lesson plans from years past.

“She’s a teacher, so she’s worked with kids,” Gillis noted. “She’s enthusiastic as all get-out.”

Upchurch plans on spending time in the classroom teaching about the physics of flight, how engines work and how aviation has developed.

“We’ll cover the basics of flight, the theory of lift and how the four forces -- lift, drag, weight and thrust -- affect airplanes,” she said.

But she’s also planning some fun, hands-on lessons.

For example, students will design and construct paper airplanes to see which will fly the greater distance. They’ll get extended flying time on the museum’s aircraft simulators and will have extensive opportunities to explore the more than 30 retired aircraft on display outside the museum hangar.

“They’ll also get to meet some interesting people, Upchurch said.

When looking at an airplane, many people think only about the pilots. But there’s much, much more, she said. Students will take a tour of the base with the opportunity to talk with flight engineers, radar operators and survival equipment specialists.

“Pilots, when they go up, it’s not just them, they can’t do it all by themselves,” Upchurch said.

“One of the main things we’re trying to show kids are the different careers in aviation,” she said. “They need engineers, the planes need to be maintained. They need people in air traffic control towers, they need weather forecasters.

“The kids will get to see the different roles they can play.”

And students also will get the chance to see the Dover area from the air. As in past years, the camp will culminate with an optional flight around Kent County, courtesy of the base Aero Club.

“It will take everything we’ve talked about and show them what happens when you actually go up,” Upchurch said.

It should be an exhilarating experience, she said.

“Say it takes about 30 minutes to drive somewhere in a car,” she said. “From up in the air, you can actually see that distance.

“It all looks so different, you just see the world from a totally different perspective.”

Although the camp touches on many of the military in many aspects, it is not at the center of instruction, Upchurch said.

“Aviation is the main focus,” she said.

“As a history teacher, I want to show how planes have developed, the science behind flight and how things actually work.

“Schools today are teaching science and technology as career opportunities, and I think this will broaden a lot of horizons.”
March 19 was the AMCM’s annual Collector’s Day

U.S Air Force retiree Tom Burns collects USAF flight gear and patches. Burns spent more than 18 of his 22-year Air Force career stationed at Dover.

Retired Master Sgt. John Masters of Gumboro, Del. estimates he has a collection of between 7,000 and 8,000 wooden nickels.

C-5 crew chief Matt Nenzoski estimates he owns more than 3,000 Hot Wheels cars, some dating to 1968.

Bill Strahle of Milford, Del. talks with John Mereider about his collection of American-made model airplane engines. The earliest, he said, dates to 1935.
Mike Walsh of Wilmington, Del., looks over the Medal of Honor display on Gen. Jimmy Doolittle in the AMCM's Hall of Heroes. Walsh's father, J. Francis "Franny" Walsh flew under Doolittle's command during World War II. The younger Walsh also served for 30 years as sheriff of New Castle County, Del.

Rylee Sklar of Middletown, Del., tries on an astronaut's glove following the Jan. 31 "Hangar Flying" talk about space suits used in the United States' space program.

Museum Director Mike Leister surprised ILC Dover Historian Bill Ayrey with a special memento following his talk on ILC's space suit development Jan. 31: a photo of John Glenn's Friendship 7 Mercury capsule as it toured the world in 1963 while carried on a Dover AFB C-124.

If you're looking for an unusual view of the ramp outside the AMC Museum, go no further than the nose of our F-106 Delta Dart, where Bill Whitted shot this reflection off the infrared nose ball. The photo has been corrected to show a mirror image of Bill's picture.

Museum volunteers John Zistl and Eric Czerwinski struggle to remove a panel from beneath the C-47 radio operator's station to re-install a trailing wire antenna that had been removed during post-war modifications. The new/old antenna is to the rear and side of the ADF antenna.
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.
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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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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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Questions? Email member shipamcm@comcast.net.

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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.

Mail application and payment to:

MEMBERSHIP MANAGER
AMC MUSEUM FOUNDATION INC
1301 HERITAGE ROAD
DOVER AFB, DE 19902-5301

Questions?
Email us at: membershipamcm@comcast.net.
Recognize it? It's hard to believe but once upon a time Hangar 1301 was little more than an a decaying afterthought on the south end of Dover Air Force Base. There'll be more on it's history and how it came to house the AMCM in the next issue of the Hangar Digest.

FOR ADDITIONAL INFORMATION ON UPCOMING EVENTS, VISIT OUR WEBSITE AT WWW.AMCMUSEUM.ORG