The AMC Museum 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 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.

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. 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. So exactly what is our “mission”? Broken down by numbers our mission is 70 percent airlift and air-refueling, 20 percent Dover AFB history, and 10 percent Air Force general history. Our aircraft and artifact collection sticks very closely to that breakdown. But we work hard to be much more than numbers. We tell the stories of the people who have served in our nation’s Air Force, and we offer the only opportunity for many visitors to see the actual aircraft and meet the people who have served our country.

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. Pre-registration for guided tours is required. The Museum is open from 9 a.m. to 5 p.m. daily except for Thanksgiving and Christmas. For more information, call 302-677-5939.

We like to say we are a window to your Air Force. Let us know how we can continue to improve our outreach and family-friendly experience.

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From the Director
2015 — It was a very good year for your AMC Museum

Lots to report this month, updates on ongoing projects, a new acquisition, and a historically huge potential acquisition.

First, our new aircraft.

If you’ve never heard of a Taylorcraft L-2 Grasshopper you are not alone. An L-2 was one of the smallest, if not the smallest, powered aircraft that the U.S. Army Air Forces ever used. Its main mission was as a spotter flying over the front lines at low altitudes looking for enemy troop concentrations and spotting artillery fire. But that’s not the reason we requested and received one. L-2s also were used during training of combat glider pilots. An instructor and a student would climb up to altitude and shut down the engine. It was then the student’s job to set up a glide back to the runway, or a field in some cases, just like they would in action. Using a plane that could take off on its own allowed training without having to use a separate tow plane.

We will be working on our L-2 this winter and by late spring we should be able to put it on display. When it is ready we will be the only museum in the world to display the CG-4A, the actual type of glider most often used by the United States in World War II, plus a TG-4A glider, a commercial sailplane initially used for glider training until it was learned that sailplanes don’t fly at all like heavily laden cargo gliders. And the L-2 which provided a much more realistic scenario for initial glider training. To add to this unique exhibit the L-2 we have is the last of around 1,400 of these aircraft manufactured by the Taylorcraft company.

The weather has been good to us this fall and winter, so far. Several of our paving contracts have moved ahead far faster than we had anticipated. We now have an asphalt pad in front of our restoration hangar where we can work on aircraft and equipment. Previously it was a gravel pad which did not allow us to move equipment around safely. A separate pad is well underway to provide additional aircraft parking that can also be used for overflow parking when we have big events.

The C-47 crew continues to make improvements on our aircraft. The goal is to bring it back to the exact configuration it had when it made its D-Day paratroop drops. Their latest find is a rare Rebecca unit that was part of the Rebecca/Eureka Radar set that allowed troop carrier aircraft to drop their paratroopers more accurately by using a ground based transmitter (Eureka) that the transceiver (Rebecca) on the aircraft could home in on. This will be added to the navigator’s station of our C-47 which is undergoing a complete restoration. One more piece of the puzzle.

Very recently the historian for the 314th Airlift Wing at Little Rock Air Force Base, Arkansas, told us a rare C-119B was sitting in a remote area of Edwards AFB in California. It was not part of the Heritage Program and it was scheduled to be sold, possibly for scrap. He also passed on his evidence that this aircraft, tail number 48-0352, had taken part in the historically important drop of bridge sections to embattled U.S. Army soldiers and Marines escaping the Chinese army during the Chosin Reservoir action during the Korean War. This was arguably the most significant airlift operation of the Korean War and it was done with one day’s notice. No one ever had dropped bridge sections before. It was a huge success, allowing 12,000 GIs and vehicles to escape capture or worse.

You can read about the Chosin Reservoir online, and if you want to see silent video of the plane we are working to acquire actually dropping a bridge section, go to http://tinyurl.com/C-119-CHOSIN. The C-119 video part starts at 4:13, and you can read the tail number 0352 at 4:33. Our request is still in progress but it looks pretty good for now.

The good news is our current C-119 won’t be going anywhere. The ‘B’ model we are hoping to acquire is vastly different than our C-119F model. The early models had engines one-third larger than later models and we intend to bring the B model back to its 1950s configuration.

By next issue we should know more. Stay tuned -- we never sit still.

— Mike

Up Close
Phil White — AMC Museum’s Volunteer of the Quarter

When it comes to volunteerism, Phil White, AMC Museum’s Volunteer of the Quarter, has a simple motto: “Once you’re in, you can’t get out.”

Not that this 25-year veteran of the U.S. Air Force would want to. White has been secretary for the AMC Museum Foundation’s board of directors for the past 14 years.

“I like doing it,” he said. “Probably half the people at the AMC Museum are former military and the other half are interested. I enjoy the camaraderie.”

In February 1966, three years after graduating from college, White received his draft notice. Married and as an “old man” at 26, he aimed for a commission as a pilot or navigator.

For someone with White’s background, it was an unusual choice.

“I’d never even been in an airplane,” he said. “I signed up for pilot training and it turned into a career.”

During his career, White amassed more than 5,000 flying hours, mostly aboard the C-5 Galaxy and EC-135 Looking Glass.

Looking Glass was a Cold War program that kept an airborne command post flying 24 hours a day in case of a nuclear attack.

“We had a general on board so that if [Strategic Air Command] and Washington D.C. were destroyed, this guy could retaliate. It was all very secret, but you can read about it on Wikipedia now,” he said.

White says he’d still be on active duty if it weren’t for his age -- a 1941 New Year’s Day baby, he turned 75 this Jan. 1.
Just asking ...

Why ‘Invasion Stripes’?

By Bob Leicht
Special to the Hangar Digest

Being a part of the Air Mobility Command Museum has filled in some gaps in my understanding of our shared military history.

Case in point are the “Invasion Stripes” painted on the C-47A and CG-4A Waco glider; they’re visual recognition devices, to be sure, but why and how did they evolve over time in the European Theater of Operations?

The proximate cause was the need to augment tactical procedures and early Identification Friend or Foe systems that had proved unsatisfactory in operations in the Mediterranean in 1943.

In the U.S. Army’s first large scale airborne operation as part of Operation Husky, the invasion of Sicily, the 82nd Airborne’s 505th Parachute Infantry was delivered to drop zones around Gela, Sicily on July 9 and 10, 1943. The 82nd’s commander, Maj. Gen. Matthew B. Ridgeway, had expressed grave concern for the safety of the air train whose flight route took it over the invasion fleet, but had been reassured steps had been taken to ensure nothing untoward would happen.

German reaction to the invasion included sustained night attacks on the naval invasion fleet and forces ashore. The Nazis used twin-engine Junkers Ju 88 bombers in an effort to repel Allied troops; because the Ju 88s were similar in size to the C-47s, it was a decision that had fateful consequences.

The second lift to deliver the 504th Parachute Infantry took place on July 11. Flying in nine-ship ‘V-of-V’ formations, 144 aircraft were approaching Gela when an unknown anti-aircraft gunner -- on ship or ashore -- fired on the low-flying aircraft above him.

As if on cue the invasion fleet opened fire, resulting in the loss of 23 C-47s and gliders, and more than 300 aircrew and paratroopers. Two of those aircraft were from the 61st Troop Carrier Squadron, to which the AMC Museum’s ‘Turf and Sport Special’ would be assigned when it reached England the following April.

Determined to prevent such losses in the future, planners for the invasion of continental Europe directly applied the lessons of Operation Husky to their work, foremost among them re-routing the air train away from Allied warships.

To add a visual component to efforts to identify friendly aircraft, Gen. Dwight D. Eisenhower’s Supreme Headquarters, Allied Expeditionary Force published a classified directive in April 1944, titled “Distinctive Marking – Aircraft” which except for strategic bombers mandated alternating black and white stripes for Allied aircraft in the European Theater of Operations. Execution orders were issued to Army Air Forces and Royal Air Force units on June 3, 1944, in anticipation of operations on June 5, and aircraft so painted were not to operate in enemy airspace until the invasion was launched. The intent was to provide a quick recognition scheme when seen from above and below; this scheme provided the familiar wrap-around pattern on the Turf and Sport Special and the Waco glider.

As war is the realm of move and countermove, by the end of July commanders had become concerned the stripes on upper surfaces made friendly aircraft too visible -- and thus targetable -- from above. Accordingly, on July 30, SHAEF directed the stripes be removed from the wing tops and the upper half of fuselages. This pattern still permitted ground and afloat anti-aircraft gunners to identify friendly aircraft.

The recognition symbols having done their job during the opening months of the invasion, on Dec. 6 SHAEF directed all such stripes be removed by Dec. 31.

In conjunction with other tactical responses to the Husky tragedy, the ‘Invasion Stripes’ idea proved a practical and simple success.
L-2M Taylorcraft

A grasshopper makes its long, last leap

By Senior Airman Zachary Cacicia
436th AW Public Affairs

From a storage facility in Ohio to the Air Mobility Command Museum, a piece of U.S. Air Force heritage has a new home.

A C-17A Globemaster III, operated by the 3rd Airlift Squadron at Dover Air Force Base, flew a Taylorcraft L-2M Grasshopper aircraft from storage at the National Museum of the United States Air Force on Wright-Patterson AFB, Ohio, to the AMC Museum on Nov. 13, 2015.

“It was somewhat nostalgic,” said Lt. Col. Brian Moritz, 3d AS director of operations, “to know that someday I’ll be able to take my kids to the AMC Museum and show them a plane that I helped bring to Dover.”

To get the Grasshopper to Dover, Mike Leister, AMC Museum director, and AMCM volunteer Jon Andrews travelled with the C-17 and its crew to Wright-Patterson. The aircrew included Moritz, pilot Maj. Paul Schimpf, assistant director of operations Maj. Michael Arnold, instructor Master Sgt. David Grant, loadmaster Airman 1st Class Taylor Trapp, all of the 3rd AS, and flying crew chiefs Tech. Sgts. Yajairo Calderon and Staff Sgt. Nathaniel Mathis, both of the 736th Aircraft Maintenance Squadron.

Andrews retired from the Air Force as a senior master sergeant with 24 years of experience as a loadmaster on the C-5 Galaxy, the C-130 Hercules and the C-141 Starlifter.

“This is actually a very easy load,” he said. “[The Grasshopper’s] wings have been taken off and palletized, and the actual fuselage of the airplane is on its own landing gear.”

An empty L-2M weighs 900 pounds. With the wings removed from the fuselage, the loadmasters were able to push the L-2M off the K-Loader directly into the cargo bay of the C-17.

For Andrews, this was a meaningful experience.

“Well, this is my first flight on a C-17, so just that part alone was amazing,” he said. “Even more, this is with my old squadron (3d AS); I’m tickled.”

The AMCM volunteer Jon Andrews and AMCM Director Mike Leister pose with the Dover AFB aircrew that brought the Grasshopper to the Museum on Nov. 13, 2015.

Leister explained that a glider pilot trainee would then do a research check,” explained Leister. “We didn’t want to bother the Air Force with trying to find it; but we know how to do that research. We’ve done it on every other airplane that we’ve gotten.”

Furthermore, prior to seeing the L-2 for the first time at Wright-Patterson AFB, Leister had no real knowledge of the exact condition the aircraft was in. All he really knew is that it is missing its propeller. Knowing this, the AMC Museum has already found a replacement, with restoration work already being conducted on it.

“[The National Museum] told us the aircraft is in good condition,” Leister said. “We stick very closely to our mission, which is 70 percent airlift and air refueling history, 20 percent Dover Air Force Base history and 10 percent general Air Force history,” Leister said.

Because it was used to train glider pilots, it fits within the AMCM’s mission of preserving airlift and air refueling history.

“One of the joys of getting a new airplane is discovering its history,” Leister said.

As of now, the exact provenance of this L-2 is unknown.

“We have to get the ID plate off of it and then do a research check,” explained Leister. “We didn’t want to bother the Air Force Museum with trying to find it; but we know how to do that research. We’ve done it on every other airplane that we’ve gotten.”

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The Grasshopper will be subjected to a complete examination and evaluation by the AMC Museum’s restoration team.

“Front to back; inside and out, anything that needs to be fixed, will be fixed,” he said.

Once the restoration work is complete and proper suspension mounts are fabricated, the Grasshopper will be hung from the AMC Museum’s hangar ceiling for permanent public display.
Flight nurses
From humble beginnings, a proud legacy

Throughout the history of warfare, moving the wounded from the battlefield to the hospital in time to save as many lives as possible seemed an insurmountable problem. Even with the advent of field hospitals that moved with the tide of battle, many died who otherwise might have been saved if they could have been taken to more advanced medical facilities in time.

During World War I and World War II, it sometimes took weeks, or longer, to return soldiers to stateside hospitals.

Although the idea of strategic aeromedical evacuations had been discussed early in World War II, the proposal became reality on Jan. 17, 1943, when 2nd Lt. Elsie S. Ott, a nurse with the U.S. Army Air Forces, was ordered to transport five seriously ill patients from Karachi, India, back to the United States.

According to the book “Inspirational Women,” by Kate Kelly, Ott, who had no training as a flight nurse, was picked for the mission and teamed with a non-commissioned officer who had a medical background. She oversaw the entire effort, which included two different aircraft making eight stops, including the addition of 11 more patients while enroute. The team arrived at Bolling Field, Washington, D.C., on Jan. 23, six-and-a-half days after setting out. Under normal circumstances, it was a journey that would have taken three months using ground and ship transportation.

Accommodations aboard the propeller-driven aircraft, a modified DC-3, were Spartan. Webbing was used to secure the patients in their litters. Ott had to gather sheets, pillows and blankets for the mission. Her only available medical equipment was little more than a first-aid kit and some basic medications.

Ott talked about the trip in May 1943.

“I called the bomber ‘Aspirin’ because that is the drug I mainly used on my five charges,” she said. Although she had other medicines, Ott decided not to use them because of possible side effects on the men due to flying in an unpressurized aircraft.

“So in every case, I would give aspirin tablets and tell the patient they were special pills for their special trouble;” she said. “It worked.”

Ott noted her only personal bout with illness was a case of air sickness brought on by the sometimes rough flying conditions.

In notes prepared afterward, she suggested future missions include oxygen, more dressings, extra coffee and additional blankets. She also recommended a uniform change, saying that under the circumstances, skirts worn by USAAF nurses were not practical.

For her actions, Ott earned the first Air Medal presented to a woman as well as formal flight nurse training. She later returned to India and was discharged as a captain in 1946.

While Ott’s flight was successful as a test and other aeromedical evacuations took place during the war, it was several more years until the War Department, and its successor, the Department of Defense, made such flights the standard means of getting the wounded back home.

The Military Air Transport Service later became primarily responsible for peacetime aeromedical evacuations, a decision that stands today through MATS’s successors, first the Military Airlift Command and the Air Mobility Command.

Former Air Force flight nurse Jill Coy served aboard the C-9 for three years, including the 1989 invasion of Panama.

“We flew two special missions a day during the Christmas holiday season to unite the troops with their families,” she recalled. “The wounded were initially treated in Army field hospitals, and then were flown to San Antonio where they received further treatment at Wilford Hall Medical Center and at Brooke Army Medical Center. After the troops were stabilized, they were returned to their home units.”

On Christmas, the crew spent a 12-hour day reuniting the wounded with their families, Coy said.

“The spirit on that aircraft was just electric. And there were no complaints from crew members; as we saw it as doing our part to help our country.

“As we landed at each stop, I had big tears in my eyes as I saw families and friends crowded outside of the fence by the runway, eagerly and proudly watching for their loved ones to come home.

“It was an experience that I will never forget.”
Aeromedical Evacuation

The C-9A Nightingale: ‘The Cadillac of airplanes’

Although she lived into the age of powered flight, it’s doubtful nursing pioneer Florence Nightingale ever gave any thought to the idea that airplanes could be used to move the sick and wounded.

But what is certain is that Nightingale’s legacy of caring remains the inspiration for today’s U.S. Air Force Nurse Corps, each member of which pledges to “devote myself to the welfare of those committed to my care.”

And perhaps no airplane in history is as closely tied to the Air Force Nurse Corps as the C-9A, which for more than 35 years served the Air Force as its premier aeromedical evacuation aircraft.

Christened in honor of the crusading 19th century nurse and social reformer, the C-9A was one of only two Air Force aircraft named in honor of a historic figure; the other was the B-25 Mitchell, a medium bomber named after air power pioneer Maj. Gen. William “Billy” Mitchell.

Visitors to the Air Mobility Command Museum have a unique opportunity to view this important aircraft; the Museum welcomed its Nightingale, tail number 67-22584, into its collection on Aug. 30, 2005. Our aircraft holds the distinction of being the first C-9 accepted into the fleet by the Military Airlift Command, predecessor to the Air Mobility Command.

From the beginning, Air Force flight nurses flew aboard a number of aircraft, all modified to accept littered or ambulatory patients. In addition to the C-54, the Air Force used the C-118 Liftmaster and the C-131A Samaritan for aeromedical evacuation missions.

By 1963, however, Secretary of Defense Robert McNamara’s office asked the military services, including MAC’s predecessor, the Military Air Transport Service, to study modernizing the aeromedical evacuation fleet. Initial ideas suggested using a modified Fokker F-27 turboprop or the Douglas DC-9 jet airliner, then under development, but neither was adopted.

MATS continued to highlight the need for a fast and reliable platform to perform medical missions, saying it needed a medium-weight jet with weather radar, adequate space and modern communications equipment. A major study of the problem was published in April 1965, although no action was taken until May 1966, when a Congressional subcommittee recommended a jet aircraft be procured to cut costs and heighten the effectiveness of the aeromedical mission.

World events forced the Department of Defense to come to a decision. In mid-1966, with the Vietnam War escalating, the DoD approved $34 million to buy the aeromedical evacuation aircraft. A year later, the Air Force selected the DC-9 for the job; the initial order of eight off-the-shelf aircraft later was increased to 12 and then to 21.

Lt. Col. Mary Ann Tonne, chief nurse of the 375th Aeromedical Airlift Wing at Scott Air Force Base, Illinois, is credited with naming the C-9 the Nightingale. During rollout ceremonies on June 17, 1968, former Army Air Forces nurse Capt. Elsie Ott Mandot was on hand to christen the aircraft.

The C-9A had a number of features unique to its mission, including a special care area for intensive care patients, standard electrical outlets to power specialized medical equipment, a medical refrigerator, a monitoring area similar to a hospital’s nurse’s station and auxiliary generators to keep systems running during stops.

The aircraft was designed to cruise at about 500 mph between 30,000 and 35,000 feet and to carry 40 ambulatory patients, 30 litter patients or a combination of both.

The first C-9A was delivered to Scott on Aug. 8, piloted by MAC commander Gen. Howell M. Estes Jr. That aircraft now is on display at the AMC Museum.

The Museum’s C-9 spent most of its career assigned to the 375th Aeromedical Airlift Wing and its successors at Scott Air Force Base, Illinois.

By 2003, after 35 years of service, the Nightingale fleet was showing its age; corrosion problems and engines that exceeded noise levels caused the Air Force to transfer the aeromedical evacuation mission to newer aircraft.

For a time, 67-22584 seemed destined for the Boneyard, but in December 2003 the plane was transferred instead to the U.S. Air Force Reserve’s 932 Airlift Wing for use as a VIP transport. It served in that capacity until transferred to the AMC Museum.

Flown by a crew of three, 67-22584 arrived at Dover AFB on a stormy, rain-soaked afternoon.

The plane underwent weeks of decommissioning work that included restoring the prominent red cross on its tail, which had been removed when the planes were converted to VIP missions.

Retired U.S. Air Force Col. Ron Love, who commanded the 11th Aeromedical Airlift Squadron at Scott, calls the C-9 “the Cadillac of airplanes.”

“It was extremely reliable and it flew very nicely,” he recalled. “And it was a good airplane for young pilots to get in training. It gave them some good flying experience.”

Of his experiences flying the C-9, Love recalled a saying by the late Katherine Graham, publisher of the Washington Post: “To love what you do and feel that it matter, how could anything be more fun?”

Like others who had flown the C-9, he was sad to see the airframe retired.

“I hated to see it go, but it was time,” Love said. “We helped a lot of people get to where they needed to go.”
FOUNDATION NOTES

By Don Sloan

Once again, Ed Perkowski and his committee did a great job organizing our fourth annual Veterans Day event. Jon Andrews welcomed another “largest crowd yet” and Col. Mike Grismer, commander of the 436th Airlift Wing, got to watch his Honor Guard open the program with the posting of the colors.

Retired U.S Air Force Lt. Gen. William Welser III gave a superb presentation about the importance of supporting America’s veterans. That was followed by patriotic music from the Milford (Del.) Community Band, and finally, airplane tours. Mike Phillips and Jon Andrews worked with many of our volunteers to stay ahead of the continuously growing crowd and making our guests feel like VIPs. Phil White and Paul Gillis were everywhere. Ed’s planning for our 2016 Veterans Day event is already underway. Great job, Chief!

Our 2015 Annual Fundraising Campaign saw more than 120 donations totaling more than $12,000. The average donation was nearly $102 per donor, up from $98 last year.

As in the past, we added a perk for this year’s campaign: each of our 115 donors of $50-plus got a chance on a donated Stearman flight or a giclée from our Aviation Art series. This year’s winner was AMC Museum volunteer Wayne King, who chose the flight. Look for a pic in the next Hangar Digest.

Many thanks to Wayne 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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Just what is this AIR MOBILITY COMMAND MUSEUM BENCH CAMPAIGN?

For a $100 donation to the Air Mobility Command Museum Foundation Bench Program by March 31, 2016, you can get your name on a plaque on the bench of your choice. We’ll also recognized you in our quarterly newsletter, The Hangar Digest and on our Museum website, amcmuseum.org.

These 8-foot-long benches are high quality, plastic-coated rolled steel with cast aluminum legs. Weighing in at nearly 250 pounds each, we shouldn’t need to move them, even for the occasional Delaware hurricane. They’re already on the ramp near their respective aircraft!

These aircraft benches will have donors’ names:

- C-5A Lockheed Galaxy
- C-141A Lockheed Starlifter
- C-141B Lockheed Starlifter
- C-130E Lockheed Hercules
- C-124 Globemaster II
- C-9A/C Nightingale
- VC-9C Air Force Two
- KC-135 Boeing Stratotanker
- C-133 Douglas Cargomaster
- C-54 Douglas Skymaster
- KC-97L Boeing Stratotanker
- C-119G Flying Boxcar
- A-26C Douglas Invader
- An2 Antonov Annushka

What’s the easiest way to make a donation and get your name on a bench?

Visit our website, amcmuseum.org, or sign up at the AMC Museum store.

May I mail in an order?

Certainly. Mail your check, written out to AMCMF, to AMC Benches, Air Mobility Command Museum, 1301 Heritage Road, Dover AFB, DE 19902-5301.

What information do you need?

We need four things: 1) Let us know which bench; 2) Give us a first and last name; 3) Crew position/crew chief, maintenance, etc.; 4) military unit; and 5) if you wish, give us a short story about why you’ve selected your bench.

What if I wasn’t associated with the plane, but just want to donate or have a friend’s/family member’s name on it?

You can put “In Memoriam” or “Patron.” See our website for more information and examples.

Can’t make up your mind? Each $100 donation will get you a name on a plaque, so feel free to get your name on two or three. If you’re ordering at the Museum store or our eStore, there’s a place to add your comments. Your comments maybe shared in an upcoming AMC Museum Foundation publication or website.

Remember, your contribution will help us complete our mission of being an aviation and aerospace, education, scientific, cultural, historical and inspirational facility for the general public and the Air Force community. The AMC Museum Foundation is a 501(c)(3) nonprofit organization. You will receive a thank you letter that you may wish to retain for your records, as it may be useful for any available federal or state income tax deduction for this contribution.

That’s it. Become a part of our history by donating today! If you have questions, email dsloan4487@comcast.net.

Finally, did you know that 2016 is the 30th anniversary of the Air Mobility Command Museum?

Watch for previously unpublished stories and photographs of how we came to be the number one Field Museum in the Air Force Museum program. Mike Phillips and his crew already are working on an anniversary bash in the fall. Here’s a brief sample of what you can look forward to from Museum Director Mike Leister’s musings …

The story of the AMC Museum actually starts in 1978 when the 512th Military Airlift Wing (Reserve) decided to take on a project to restore an aircraft for the National Museum of the USAF. I was an air reserve technician, in effect a full-time reservist, working in C-5 maintenance. I decided it would be a really cool thing to restore an old aircraft for the NMUSAF as a maintenance training project and as a recruiting opportunity. My boss was not keen on the idea, but he let me take it to the 512th wing commander, who agreed -- and put me in charge of the project.

That’s how I got into the museum business, as an “additional duty.”

And what an additional duty it became! The rest, as they say, is history.

More to follow …
AROUND AND ABOUT YOUR AMC MUSEUM

AMCM volunteer Bill Maroon, flanked by AMC Museum Foundation board President Don Sloan and AMC Museum Director Mike Leister, is recognized for achieving a landmark 5,000 volunteer hours. Other volunteers, including Bill Lee, Dick and Jan Caldwell, Don Rynes, Dave Doyle and Keith Kreisher were similarly recognized during the Museum’s annual Volunteer’s Christmas Dinner.

Volunteers Elizabeth Pruneda and George Schofield represent the breadth of Museum volunteer dedication, at least as far as age is concerned: at 17, Elizabeth is the Museum’s youngest volunteer, while George, 95, is the oldest.

Josh Cook, 8, has a talk with Santa (Deputy Director John Taylor) during the Museum’s second annual “Santa on the C-5” event in December. Josh, who said he wanted a puppy for Christmas, was visiting family in Delaware from his home in Australia.

Is your name on the bench? Be a part of our AIRCRAFT BENCH PROGRAM

Learn more at www.amcmuseum.org
Drury Yoder, of Dover, Del., held by dad William Yoder, looks a little unsure about chatting with Saint Nick.

AMC Museum volunteer Fran Urick took some time off to show his son Timothy and grandchildren Abigail and Anthony the aircraft outside the Museum hangar.

Bryan and Brody Staggs, of Dover, Del., got a kick out of watching the Museum’s holiday train display.

Daniel Wright examines the Museum’s Berlin Airlift display, featuring a display of Maj. Gail Halvorsen memorabilia.

Colt Schmidt, 5, and sister Alexandra, 2, paid a visit to the Museum’s Christmas tree display with dad Alex. The family hails from Milford, Del.

Landon Pickett, of Lincoln, Del., and Caden Wheatley, of Middletown, Del., clamber aboard the Museum’s C-7A Caribou.

Drury Yoder, of Dover, Del., held by dad William Yoder, looks a little unsure about chatting with Saint Nick.
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.

<table>
<thead>
<tr>
<th>INDIVIDUAL</th>
<th>BUSINESS/ORGANIZATION</th>
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</thead>
<tbody>
<tr>
<td>4-inches by 8-inches 1 to 3 lines — 15 characters and spaces on each line $65</td>
<td>8-inches by 8-inches 1 to 6 lines — 15 characters and spaces on each line $125</td>
</tr>
<tr>
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</tr>
</tbody>
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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.

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 ________________ CVV Code ________

Signature (credit card only) ____________________________________________ Amount Enclosed $ ____________

Please order the size brick I’ve checked below:

- Individual 3-line $65
- Individual 6-line $125
- Business 3-line $125
- 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**

<table>
<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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<tr>
<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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<tr>
<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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<table>
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<tr>
<th>DONOR CATEGORY</th>
<th>DONATION</th>
<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>
<td>$2,500</td>
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<tr>
<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>
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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
- [ ] Bronze Eagle Donor
- [ ] Silver Eagle Donor
- [ ] Gold Eagle Donor
- [ ] Platinum Eagle Donor

Name (Mr. Mrs. Ms. Rank) ____________________________________________
Address ____________________________________ E-mail ____________________ (Required for credit card)
City __________ State ______ ZIP ___________ Phone ________________
Payment Method [ ] Check [ ] VISA [ ] MasterCard [ ] American Express [ ] Discover
Name as it appears on card __________________________________________
Credit Card Number _____________________________________________ Exp Date ____________
Signature (credit card only) ________________ CVV CODE __________
[ ] This is a gift membership for:
Name __________________________________________ E-mail ____________________
Address ____________________________________ Phone ____________________
City __________________________ State ______ Zip ___________

**Extra benefit for flight crew members and above:**
Number of coins (maximum of five) ___

**Extra benefit for Wing Commander members and above:**
Shirt size (circle) Small   Medium   Large   XL   XXL
Name to be embroidered on shirt ________________________

Mail application and payment to:

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

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.

Questions?
Email us at: membership@comcast.net.

Hangar Digest
This issue’s cover is a painting by Elizabeth Jean Billups, “Wings of the Nightingale,” part of the official US Air Force Art Collection. More of Billups’ work may be found at her website, bettybillups.com.