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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.

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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 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.

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
AF regs aren’t always the proverbial immoveable object

If you have never worked within the military system you may not know how insurmountable some things can seem if they are written in a regulation.

We call regulations “Air Force Instructions” or AFIs, in today’s world but any World War II GI would remember clearly that if a regulation says you need three buggy whips in a cavalry unit then you’d better have three even if your cavalry is mechanized. Likewise if you are not allowed to do something then you’d better not do it. The overall effect is to allow a huge organization to function efficiently but sometimes it causes problems with small or one-of-a-kind operations.

That was the case for us when an AFI was changed regarding budget procedures that effectively made it impossible for us to have a new parking pad for an artifact aircraft installed, or even have old parking areas repaired. We could not even have new electrical outlets installed. That would eventually have made it impossible for us to maintain Air Force standards here at the AMC Museum.

It’s not easy and it’s not quick but you can change an AFI and we set out to do it. To make a long story short we had assistance at every level because everyone recognized that a change was needed. Our leadership at Dover Air Force Base, at Air Mobility Command headquarters, at the National Museum of the USAF and at the Pentagon all agreed that a change was needed -- and guess what -- one of those “written in stone” rules was changed.

It benefits everyone at all Air Force field museums but it happened because our team, all the way up the chain, took the lead. That’s one more thing that makes this place special.

On a much smaller, but significant note, we’ve seen some exhibits expanding around here lately. The team working on the Link trainer exhibit have added a beautifully restored and conserved control desk to the exhibit. When you see a World War II-era Link trainer in a museum you usually see the little “airplane” the pilot sits in to learn to fly on instruments. You seldom see the whole unit that allows the instructor to give flight instructions, cause crosswinds and malfunctions and most importantly track the progress the pilot is making. This was all done before computer simulations via mechanical means.

The plane itself worked off air pressure and vacuum bellows that were copied from large pipe organs. The instructor had a large heavy desk that housed all the controls and the flat top held a map that traced the students’ progress with a device called a crab because it traced a line on the map by skittering across the desktop. That crab is larger than a big laptop and it weighs more. But this technology was cutting edge in the ’40s and our guys have preserved it for you to see. Major thanks to the National Museum of the USAF which gave us parts of several control desks so our wizards could make a world class exhibit. Hats off to Roy Brower, Mike Wood, Paul Gillis, Ron Pawlowski and Tom Galish.

Speaking of updates, the C-47 restoration crew has manufactured, from scratch, the two Rebecca antennas that fit right below the pilot and co-pilot’s window on our “Turf & Sport Special.” This is one more step toward making the plane look exactly like it did in June 1944. Since we had not, in the past 30 years, stumbled across a set of real Rebecca antenna our volunteers did the next best thing: they built them. If you see something that looks like a cross between a small TV antenna and streamlined bike helmet that would be it.

Originally developed by the British, it was a system employing a ground based transmitter and an airborne receiver that Pathfinders or OSS agents would set up, allowing C-47s to make precision airdrops of troops or supplies.

Stand by for more updates because our crews are never finished, and there always is one more detail they want to add.

— Mike

Up Close
Stephanie Garber — AMC Museum’s Volunteer of the Quarter

Stephanie Garber not only is the AMC’s Volunteer of the Quarter, she’s also one of the newest members of the Museum Foundation’s Board of Directors.

The daughter of a career U.S. Navy veteran who retired at Offutt Air Force Base, Nebraska, Garber has been around airplanes for almost all of her 30 years.

One of her early memories is taking a military flight with her family from Italy.

“We had to take a hop back to the United States,” she said. “I remember sitting in these red seats on a C-130, wearing ear plugs and thinking it was absolutely awesome.”

Garber visited Delaware in September 2014 to watch the NASCAR races, and moved to the state six months later when her loadmaster husband, D.J., was transferred to Dover AFB.

“That’s when Garber got involved with the AMC Museum.

“I like history and I like airplanes,” she said. “I fell in love with the Museum the first time we visited.”

One of her favorite parts about volunteering is listening to the other volunteers, many of whom are twice her age.

“I like learning stuff about the airplanes from the guys who actually worked on them,” she said. “I really like the C-124.”

“I grew up seeing that airplane,” she said. “It’s the same C-124 now at the AMC Museum.

When asked, Garber jumped at the chance to become part of the AMC Foundation’s Board.

“I want to help bring new ideas to the Museum from someone who’s never had a military standpoint,” she said. “I want to bring in younger couples, people with kids. I’ve talked with a lot of people about coming in as volunteers.”

Garber’s involvement with the Museum also has led her to continue her education: she’s now going to

Dover’s local community college to learn aircraft maintenance.

“When I like something, I go for it,” she said. “I’m all in.”
Social media

Museum’s webpage gets a friendly facelift

Keeping up with the ever-evolving world of social media is a snap when you’ve got a website guru like the AMCM’s Hal Sellars.

Hal recently updated the Museum’s website, giving it a new look and making it easier to access for those using mobile and tablets.

“A website designed for your desktop doesn’t easily conform to the size and way we interact with our phone in our hands,” Hal said. The new website stretches to conform to large desktop monitors and can shrink down to a smartphone screen.

“No matter what resolution you view the site at, it’ll conform to your needs,” Hal said, adding that almost half of those accessing the website do it from tablets or smartphones. The new website also takes advantage of higher screen resolutions on today’s computers.

Visitors now can talk to the website as well, Hal said.

“One of the things I’ve wanted to do for a while was allow people to leave their voice on the website by leaving comments,” he said.

“Almost every page has a comment section where people can leave their thoughts or stories behind. We’ve had quite a few already.”

One of the biggest revamps was the site’s Collections display. There are more than 5,000 items in the Museum’s collection and finding a way to put those artifacts online was a time-consuming effort, Hal said.

“Thankfully it has paid off as it’s actually one of the sections that’s viewed more than our prized aircraft,” he said. “We’re trying to grab a wide selection that demonstrates the range of the museum’s collection and also trying to showcase some of the more interesting ones, with awesome stories tied to them.”

Look for the Museum’s website to continue to grow in both design and content under Hal’s steady and inventive hand.

Take a look at Hall’s eye-popping work at amcmuseum.org.

Thanks to our new, renewing and lifetime AMCM members

Each year, we recognize those who sign up for Air Mobility Command Museum membership. They’re some of our biggest supporters, especially those who sign up for lifetime memberships or who those keep coming back year after year to support us.

Here’s a listing, by category, of those who have joined or renewed their membership over the past 12 months.

LIFETIME MEMBERS
Ronald Barnack, David Brock, William Buckingham, Lt. Col. Kevin Higginbotham

GROUP COMMANDER
Paul Hartwick, Dick Marks, SMSgt. Ronald J. Pawlowski, Robert J. Penny

SQUADRON COMMANDER
Shiny new feathers for a proud old bird

The C-5A is a big airplane, and no one knows that better than Jason Hooper.

Hooper, a New York resident who goes by the name of “Tex,” recently finished a top-to-bottom repaint of the AMC Museum’s Galaxy, restoring the vintage aircraft, tail number 69-0014, to the white-over-gray color scheme it sported in its first years with the Air Force.

Hooper and his crew used about 240 gallons of industrial-quality paint -- enough to cover almost two acres -- taking a little more than seven weeks to finish the job.

Hooper works for Sandman’s Sandblasting of Shortsville, N.Y., which contracted with the AMC Museum to repaint several static aircraft. Most, such as the C-141B Starlifter and C-7 Caribou, were redone in the same camouflage color scheme they’d worn for years.

But that wasn’t going to be the case for the Galaxy: Hooper’s work restored the plane to the way it looked in 1974, when it dropped a live Minuteman III intercontinental ballistic missile from its cargo deck. It was a historic mission intended to show the Soviet Union that the Air Force could move its missile defense fleet anywhere it wanted.

The story of that mission was recounted in the January-March 2013 edition of the Hangar Digest. “When you’re restoring an aircraft, you want to pick a particular time in its history and try to recreate that,” Museum Director Mike Leister said. “For this aircraft, the missile test was very significant.”

Sandman’s owners spotted the AMC’s bid request and decided to try for the contract, Hooper said.

“We just knew it’s historical value,” he said. “No one had [launched an ICBM from a plane] before.”

Hooper, however, had some leeway in working his painting magic. Because a clean, blemish-free paint job helps operational C-5s move more smoothly through the air, official repaints are done under very controlled conditions. Although that wasn’t necessary in this case, since 69-0014 is grounded permanently at the AMC Museum, Hooper and crew still strove to bring the plane back as close to its original configuration as possible.

Because Lockheed Martin, which built the C-5, would not release any details of the plane’s official paint scheme, Hooper and crew turned to the next best thing: former C-5 crewmen.

“We painted it using photographs that people who flew this plane had in their personal collections and whatever we could find in the Museum’s archives,” Hooper said. “Our biggest challenge was getting everything as accurate as we could.”

Some items had to be painted three or four times; Hooper wrestled with getting the cheat line -- the black bar separating the white section from the gray -- just right.

“We’d have that line painted and someone would come in with a photo that showed it was different,” he said.

“It was a nightmare,” Hooper said. “Every time we’d paint it, it would touch something it shouldn’t. Finally [the Air Force] came in and used a laser to get the plane perfectly level.

“I don’t know how they did it back in 1969.”

All the trouble was worth it, however.

“I didn’t mind that,” Hooper said. “I know the value of this plane, so I didn’t mind it, not one bit.”

Reworking the plane’s fiberglass radome, however, required a different tack.

“Over time the coating on it had cracked and was coming off,” Hooper said. “We removed it and I stripped it down to the bare fiberglass, then we put a high-gloss finish on it. I could have painted over it, but we stripped it instead. I wanted it to look good.”

Not having the advantage of pulling the C-5 into a hangar, Hooper and crew worked out in the open, braving Delaware’s hot and humid summer weather and the occasional late afternoon thunderstorm.

“Since Delaware’s so flat, the wind also was a pretty good problem, but we dealt with it,” Hooper said. “It just took a little extra time.”

The final touch was applying the special decal 69-0014 sported after the ICBM test. Hooper didn’t paint that onto the Galaxy’s hull, but he did autograph the paint job, right near the crew’s entrance door.

“That was pretty neat,” he said. “It meant a whole lot to me.”

It should be at least a decade before 69-0014 needs a new paint job. Over the years the gray paint will fade a bit and the white will get dirty, but that’s how a lot of C-5 crew remember the bird.

“I know I’m just a contractor and that I’m getting paid for this, but I took it personally because I know how much this plane meant to them,” Hooper said.

“It was an extreme pleasure to do that plane, it really was,” he said. “I’m a patriot and I saw the glimmer in all the guys’ eyes. They remember it like it used to be.

“That means just as much to me as the guys who used to fly that plane.”
F-106 Delta Dart

When ‘Mr. Bones’ soared through Delaware skies

Dover Air Force Base has long prided itself on being one of the largest and busiest cargo ports in the military. Since the early 1950s, the sight of giant cargo aircraft flying over the Delmarva Peninsula has become so commonplace most Delawareans pay them little notice.

But there was a time when the roar of jet engines propelling nuclear-armed fighter/interceptors pierced the skies over Delaware; one of the most visible was the 95th Fighter Interceptor Squadron (FIS), which flew the F-106 Delta Dart at Dover for almost a decade during the height of the Cold War.

The 95th traces its lineage back to 1942, when it flew the P-38 Lightning supporting the invasion of Italy and North Africa. Today, as the 95th Fighter Squadron, it now flies the F-22 Raptor out of Tyndall AFB, Florida.

‘Ahead of its time’

Flown by Capt. William R. Parker, the first F-106 arrived at Dover the first week of July 1963, as the 95th was moved wholesale from Andrews AFB, Md., as part of a realignment of defensive forces along the East Coast.

“This increases our air defense capability considerably,” noted N.Y. Air Defense Sector commander Brig. Gen. Arthur C. Salisbury. With the 95th and similar units at the ready, the United States could intercept hostile aircraft long before they reached the East Coast, Salisbury said.

The 95th replaced the 98th FIS, which transferred to Suffolk County Airport, N.Y.

Around 85 personnel from the 98th remained behind at Dover.

Over time, the 95th grew to include almost 500 assigned personnel, 28 F-106s and several T-33 aircraft, which flew in the role of target aircraft for the 95th’s pilots.

One-third of the Sixes were kept on 24-hour alert to watch for Soviet aircraft.

One of the so-called “Century Series” of fighter aircraft, the F-106 was a great plane to fly, said former Six pilot and retired NASA astronaut Terry Hart.

“Aerodynamically, it was the best design of that whole series,” Hart said. “The F-106 was ahead of its time.”

Since the Six cruised at 650 mph, and had a top speed of more than 1,500 mph, a pilot had to think ahead to stay in control, Hart said.

“They went so fast that it was easy to get behind the airplane,” he said. “It had tremendous maneuverability and power.”

Typical armaments included the Falcon air-to-air guided rocket or the AIR-2 Genie, which carried a 1.5 kiloton nuclear warhead.

The 95th soon made its presence felt at Dover. Moving in, the squadron, with its iconic “Mr. Bones” unit insignia, took over the 98th vacated facilities, including Hanger 1301, now home to the Air Mobility Command Museum. The complex included repair and administrative facilities, as well as a computerized flight simulator. Many of those buildings since have been demolished.

Because the F-106s occasionally carried the Genie nuclear missile, security at the 95th was extraordinarily tight. Regulations forbade any one person from being alone with the Genie and work with the weapon was carried out under the watchful eye of armed security police.

Any F-106 pilot carrying an AIR-2 always had to be accompanied by another flying shotgun.

Several hangars immediately adjacent to the 95th became the squadron’s alert facility, with at least two Delta Darts on constant alert, ready to take off on a moment’s notice.

The 95th made international news in January 1965 when two pilots, Capt. John Austin and Capt. David Brewer, were called upon to escort a civilian Soviet airliner to John F. Kennedy International Airport.

Although the incursion turned out to be benign, the event provided good practice for the men of the 95th, from the alert crews maintaining the Darts to the pilots that flew them. The Soviets were known for making regular trips from Moscow, where TU-95 “Bear” aircraft would skirt the eastern United States on their way to the bases in Cuba, often impinging on U.S. airspace.

The 95th, working with other air defense units would provide “friendly escorts” to these aircraft, handing off responsibility for the Bears as they flew down the Atlantic coast.

“They covered the country with 106s, all on alert,” recalled former avionics specialist and AMCM guide Ted Marshall, who served at the 95th from 1964 to 1968.

“They were all hooked to NORAD at Cheyenne Mountain and they had radar all over the country. Whenever they saw aircraft heading toward our country, they’d scramble them to meet the Russian bombers flying along the coast.”

“The Russians were just trying to see how long it would take us to get up there,” he said.

In May 1965, the 95th inventory was sent to California to modernize their electronics. The Dart’s electronic innards underwent continual upgrades, Marshall said.

“When they’d take out the electronics, they had to put weights in to hold the nose down so it wouldn’t tip back on its tail,” he said.
Some of the avionics reflected the vacuum tube technology of the 1950s, but they eventually were modernized with transistors and other improvements, Marshall said.

The 95th’s F-106s underwent additional modifications while at Dover, including new, rocket-powered ejection seats, and a conversion to allow aerial refueling.

Alerts were common at the 95th, as each pilot, aircraft and maintenance team were expected to stand by to launch in few minutes’ notice.

At least two F-106 aircraft were kept primed 24 hours a day, with crews staying in the alert hangars with their planes. If the alert klaxon sounded either for a real world event or for one of the frequent practice sessions required by the Air Defense Command, pilots immediately raced out to their aircraft to be met by NCOs and airmen who already had inspected and primed the aircraft.

“The pilots and the crew chiefs would stay out there for a set number of days,” Marshall said. “They had their own messing and sleeping facilities.

“When the scramble signal went off, at least two aircraft had to be in the air in less than five minutes. They’d take off out of there on afterburner.”

Perhaps the worst thing that can happen in a flying squadron -- the crash of one of its aircraft -- took place for the 95th on June 19, 1969.

That morning, Capt. Bill E. Grimes was piloting his F-106 when a malfunction forced him to eject only 800 feet above the ground. At the last minute, Grimes managed to steer his aircraft away from the village of Little Creek; the empty plane rammed dead center into a roadway east of the town.

Grimes, unconscious, landed in the swampland surrounding Little Creek.

Fortunately, three airmen living nearby immediately went to the site, arriving even before base rescue helicopters. One spotted Grimes’ parachute and arm sticking above the muck and quickly pulled the officer’s head above the water, saving his life.

Marshall and many of the enlisted men had a lot of respect for the pilots who strapped on their F-106s, never knowing if they were practicing or facing a hoard of enemy bombers.

“Those aircraft were extremely fast and the pilots were very young,” he said. “Being young and being a fighter pilot, they had to be a little crazy, too.”

“We all kind of looked up to the pilots,” he said. “You knew the pilots and you’d try to do your best to keep their aircraft in good shape. And they trusted us.”

In November 1969, the 95th was deployed to Osan AB, Republic of Korea, where it was assigned to fly missions over North Korea, although the planes were based on Okinawa because of a lack of hangar space at Osan.

Following the 95th’s return to Dover in May 1970, the unit continued its patrol and intercept missions over the East Coast.

But changing times and shrinking military budgets dictated changes in the Air Force and in the ways it worked to defend the country. In March 1972 the Aerospace Defense Command (ADC) announced plans to deactivate the 95th as well as three other fighter/interceptor squadrons. It was part of what ADC termed a “phased modernization of the Air Force Air Defense System,” that relied on defending the American coastline instead of the entire country.

In November 1972, the squadron held its final social get-together, a combination wake, dinner party and squadron reunion. Within two months, the unit’s inventory was transferred to the 119th FIS of the New Jersey National Guard at Atlantic City, and the last of the Sixes left Dover.

Sole survivor

The AMCM waited more than a decade to get an F-106 for its collection.

“We put in for an F-106 in the 1980s when the Museum was getting started,” Director Mike Leister said. “We were told we could not have one because they were being retired and used for drone programs.”

By 1993, almost all of the F-106 inventory has been converted to remotely piloted drones -- dubbed QF-106A -- and were being flown as target aircraft. Pilots would hunt down the planes and, using live ammunition, blast them into pieces over the Atlantic. Others were simply being sunk into the ocean to establish habitats for marine life.

However, in 1998, at the end of the drone program, the Museum was offered a Six, but Leister turned it down.

“It was a wrecked plan that had crashed landed on return from an unmanned mission,” he said. “One of the landing gear was ripped off and the nose forward of the windscreen was bent at a 90-degree angle.”

About a week later, however, another, intact, aircraft was put forward. This time Leister jumped on the offer.

Flown by the commander of the 82nd Aerial Test Squadron, the Six touched down at Dover on Feb. 20, 1998. Research into the plane’s maintenance records showed it was one of the F-106s that had been assigned to Dover during the tenure of the 95th FIS.

The AMCM’s F-106 is one of only six Delta Darts to survive the drone program, and one of about two dozen Sixes remaining today.

Retired NASA astronaut Terry Hart flew the F-106 and is a frequent visitor at the AMCM Museum.
As usual for this issue of the Hangar Digest, here’s the lineup of our new and old Foundation Board members for the coming year. On behalf of the Board members, many thanks to Larry Koewing for his participation in so many of our activities and his insightful input to some of our challenges. And congratulations to Eric Getz on his new job in the over in the District of Columbia – it’s a good-news, bad news thing. Eric has done a terrific job as treasurer for the Foundation, despite working in Wilmington for the past year or so. He’s raised the bar for the treasurer’s position. We’re glad he’s got the job he’s been working toward for some time, yet sorry to see him have to leave the board.

But that leads us right into introducing Carol Pearson, our new treasurer. Carol is a senior accountant with Delaware’s Office of the Secretary, Department of Natural Resources and Environmental Control’s Division of Fish and Wildlife. She’s been the accountant for the Division of Fish and Wildlife for six years. Carol received her Bachelor of Science degree in accounting from Wilmington University and two associate degrees from Delaware Technical Community College in accounting and business.

Born in Pennsylvania, she’s lived most of her life in northern Delaware. She and her family moved to Dover in 1996. A single mom of three, she’s an active member of the Wyoming United Methodist Church. A great fan of the outdoors, when she’s not zip-lining or kayaking with friends and family, she might be found doing community service activities like local roadside pick-up and beach clean-up.

Carol’s introduction to the AMC Museum happened when her son, Logan, was expressing a fascination with remote control airplanes -- so she enrolled him in our AMC Museum Summer Camp Program. Shortly after that, while at her church’s silent auction fundraiser, she won a flight for Logan in a 1941 Stearman. Small world – Board President Don Sloan piloted the flight, found out Carol was an accountant and talked with her about our treasurer’s pending resignation. She immediately stepped in to help find a replacement. Thanks, Carol, and welcome!

Mike Phillips is a retired U.S. Air Force lieutenant colonel. He’s been a volunteer at the AMC Museum since 2007 when he retired from a second career in commercial flying. He is one of our aircraft restoration volunteers.

Mike entered the Air Force in 1969 receiving his commission from the AFROTC program at Saint Joseph’s University in Philadelphia. Following pilot training his first assignment was flying T-29s in the undergraduate navigator training program at Mather AFB, California. He says his time spent flying this marvelous recip-powered aircraft was some of the most challenging flying he has ever done.

In 1974 Mike flew C130s out of Clark Air Base, Republic of the Philippines. Although the Vietnam War was over he flew airlift missions throughout Southeast Asia including flights into Cambodia, and both South and North Vietnam. His most memorable flights were carrying Vietnamese refugees out of Saigon in April 1975.

In May 1976 Mike was assigned to Dover for the first time as a finance and management analysis officer, then to the 9th Military Airlift Squadron where he flew the C-130. In 1985, after a stint at Air Command and Staff College writing lessons on chemical warfare, airlift, terrorism, the Vietnam War and Air Reserve Forces, Mike returned to the 9th Squadron at Dover where he again flew the C-130 and served as the assistant operations officer and then as the operations officer, saying serving in that position was the highlight of his 20-year career.

In 1989 Mike retired from active duty and spent the next 18 years flying for Pan American World Airways and United Airlines. Retiring from United in 2007, he’d flown the Boeing 727, 757, 767, and 777, accumulating more than 4,500 military and over 11,000 civilian flight hours.

Mike and his wife Pam live in Dover. They have two children and four grandchildren.

Bob Leicht, a native of New Jersey, graduated from Siena College in New York and entered active duty in the U.S Army as an Infantry lieutenant in 1974. After service in both conventional and airborne infantry units in the Republic of Korea and the continental United States, he joined the U.S. Army Special Forces, beginning a career arc that would lead to assignments in special operations units and headquarters in the United States, Japan, and again in Korea.

Those assignments included student and instructor duty at the Command and General Staff College teaching revolutionary and counter-revolutionary warfare; a Fellowship at the Rand Corporation in California studying the Army’s capability to operate in Low Intensity Conflict; the Army Staff in the Pentagon; study at the National War College; special assistant to the commanding general of all special operations of the United States military; and finally as senior special operations liaison officer to a civilian agency whose missions and interests compliment those of the Special Operations Command. He retired from active duty in August, 2001, having commanded at every level from second lieutenant to colonel.

Post-military retirement, Bob worked at the Department of Energy’s Oak Ridge National Laboratory in Tennessee for 10 years, matching the science and technology requirements of the military to the work being done in DOE’s scientific establishment. During the past four years -- which included a move back to the East Coast and family -- he has worked for ServiceMaster Recovery Management, which provides disaster remediation and recovery services nationwide.

Bob and his wife Nancy reside in Middletown, Delaware, and have two adult children, Major Rob Leicht, U.S. Army, and Deborah Mungin, a school administrator.
Stephanie Garber, while never in the military herself, grew up in the military community. Her dad was a retired chief petty officer and her husband is a C-17 loadmaster.

Growing up at Offutt Air Force Base, Stephanie frequently visited the SAC Museum, learning about the airplanes including our very own C-124A Globemaster before it was transferred to the AMC Museum. She was fascinated with airplanes and history. She had special opportunities to see the inner working of SAC Command (the vaults), to tour base commanders houses and learn bits of history, like the hangar the Enola Gay was built in. In high school she participated in AF JROTC which gave her an opportunity to volunteer on base for exercises in mass casualty following a mock crash.

In 2006 her husband was assigned to the USAF Academy and Stephanie became a contractor on base working security on the gates, numerous sporting events and graduations. Watching the gliders and the special flyovers at football games increased her fascination with planes.

In 2010 at Fort Bragg/Pope AAF, she learned how to juggle a job in retail, kids, and holding down the fort, as her husband was often gone. Pope not only had an amazing flight line for her to run, but taught her about the evolution of troop carriers, flight safety (Green Ramp Disaster) and gave her a chance to watch other countries assist our Air Force in jumpmaster training (Operation Toy Drop).

When Stephanie moved to Dover AFB in March 2015, she quickly felt the calling of the AMC Museum and became a volunteer – the other volunteers and their stories was a bonus. She jumped right in with tour guiding, restoration and whatever other projects needed to be done. She completed 500 hours of volunteer work in three months. Stephanie will always be willing to help, willing to learn and willing to preserve our history in the museum.

Paul Gillis, vice president of The AMC Museum Foundation, served as an Air Force pilot for 33 years beginning at Plattsburgh AFB, N.Y., flying KC-135s. He then moved to Dover to fly C-5s with the Air Force Reserve, where he became “go to” guy if anyone had questions about the Galaxy.

Paul also flew a North American Saberliner as a corporate pilot out of Philadelphia until being hired as an air reserve technician, where he quickly rose to hold the position of Standardization and Evaluation Chief, and then served as an aircraft operations officer.

When Paul retired he was Dover’s senior C-5 “test pilot,” flying check-outs of new avionics and flight control/engine issues. He then joined the AMC Museum Foundation Board and immediately took over the reorganization of the program of memorial bricks and membership/donor plaques. Serving as our education director, he has been the driving force in our Aviation Summer Camp Program, helping more than 200 kids enjoy learning about aviation, including a first flight in an airplane with Dover’s Aero Club. Lately, in addition to all the other jobs he performs, Paul has become our local expert on exhibit LED lighting for exhibits, inside the hangar and in and around the airplanes. LED lights over the entryway C-47 painting? Paul. Solar panels/wiring on the C-141B for interior lighting? Paul. Solar powered battery backup lighting system for the C-119? Paul. LED lighting in the bomb bay of the B-17, moving electrical outlets, wiring intercom system, additional C-5 lighting? Paul, Paul, Paul and Paul. Think “priceless!”

Phil White has been on the AMC Museum Foundation Board for the past 13 years serving as secretary – a tough job that he continues to perform flawlessly! He has chaired the committee for the past six Foundation Golf Tournaments, consistently our largest fundraising event.

A retired Air Force pilot with more than 5,000 flying hours (mainly in the C-5A and the EC-135) Phil served until 1991. Following retirement, he was a substitute high school teacher for three years followed by teaching aviation courses for another three years at Wilmington College, now Wilmington University.

In 1997, he began working in the Delaware Department of Transportation’s Office of Aeronautics managing the Dover Civil Air Terminal and Delaware Airpark in Cheswold. He retired from that position in 2002. Phil and his wife, Anne, are at virtually every event on the board to help.

His continued – and consistent – dedication to The AMC Museum Foundation and the Museum as a volunteer and secretary has simply been outstanding! We’re lucky to have him.

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

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

Fly safe! Don Sloan
‘Turf and Sport Special’ looking like its old self

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

If you’ve noticed some work on the Turf and Sport Special and wondered what’s going on, here’s the deal as we continue to bring the aircraft back to its D-Day 1944 configuration.

First, former navigator Dick Marks has taken the lead to upgrade the navigator’s compartment by acquiring the tools of the trade, and creating a display that will be a snapshot in time (June 6, 1944, in this case).

There’s a lot to be done yet in terms of painting, re-installing the batting, finding the hot air distribution system ducting, and several pieces of equipment, but it will allow our visitors to learn more about those components of the aircraft and how they figured into its missions.

The latest additions are re-installation of the window above the navigator’s table, and mounting a B-5 driftmeter, into which the navigator peeked through an optical tube to record the angle between his direction and the lines of wavetops, all to ensure the aircraft was not straying from its intended flight path. Sounds like magic to us non-navigators, for most of whom navigation is a 1:25,000 topographic map and a lensatic compass.

Because there will be several small items on the navigator’s desk, we will also install a Plexiglas shield along the passageway.

The 75mm pack howitzer display has been upgraded with the addition of several brass shells to depict a fire mission in progress, and by the time you read this, we should have a full replica round positioned next to the howitzer. The only thing we need to complete the howitzer is the sight unit, so if you know a collector who has such stuff, a M28A1 or M29A1 howitzer sight unit is what we’re looking for.

We continue to look for other navigation and communications gear, and have asked the National Museum of the Air Force if they have particular equipment with which to upgrade the radio compartment.

One special system we’re on the hunt for is the ‘Rebecca’ beacon location system. The Rebecca was an aircraft mounted interrogator and receiver, which pulsed a Eureka device the Pathfinders would set up on a drop zone (DZ); the Eureka would respond with a signal which was received by the aircraft, and allowed the navigator to give the pilot steering directions to the DZ. The external gear was a whip antenna that descended from the nose of the aircraft, and two ‘H’ shaped antennas on either side of the cockpit. As Mike Leister has noted in his “From the Director” column, we’ve installed these antennas after having built them from scratch.

Lastly, we’ve re-installed the device that held the glider tow rope in the tail of the aircraft. Once we get the right hardware, we’ll have a tow rope installed, along with a sign board to explain the glider tow process.

Keep checking back for more updates!
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AMC MUSEUM: IN THE NEWS

AMC Museum Foundation Board of Directors member Stephanie Garber donates a framed photograph of the ramp outside the AMCM to the newly opened Starbucks store in Dover, Del. Garber presented the photograph to store manager Ericka Vathis-Endlein and regional manager Camille Hymes at the store’s Patriotic Apron Dedication. Dover’s Starbucks franchise has been designated a Military Family Store, which makes a practice of hiring veterans and military family members.

The Air Mobility Command Museum was the recipient of a $200 donation from C.F. Schwartz Toyota on Aug. 12 in Dover. From left are AMCM Board Vice President Paul Gillis, AMCM Director Mike Leister, board member Stephanie Garber and C.F. Schwartz President Robert A. Schwartz.

New names added to AMCM’s Commemorative Garden

An additional 22 memorial bricks are being added to the walkway at the Air Mobility Command Museum’s Commemorative Garden in conjunction with Veterans Day 2015.

The bricks, which are inscribed with names, organizations or other tributes, are added to the garden each Memorial Day and Veterans Day.

AMC Museum Vol., Roy Brower, 1,000+ hours
Charles Cassell, 1st Sergeant, MDANG
Howard S. Davis, Loadmaster 66-70, 3rd CHS 50th CCK
Corp. Edmund H Ebelhar Jr, AAF, C-54 Mechanic, WWII 1942-1945, We Miss You, Pop, Family/Friends
AMC Museum Vol., Bob Frazier, 1,000+ hours
Command Chief Victoria Gamble, AMC 2013-2016, A Chief’s Chief, Thank You from Dover’s Airmen
William Haynes, Navigator, 76 ATS
Richard Heimann, Proud AF Vet, Great Dad
AMC Museum Vol., Gary Kutsch 1000+ hours
Butch & Mary Marvin, Thank You
Gerry McCloskey, B-24s Flt Eng. Joe McCloskey, AF C-47s
Flt Eng, Dick McCloskey, Air Natl Guard
AMC Museum Vol, Rodney Moore, 1,000+ hours
AMC Museum Vol., Frank Nartowicz, 1,000+hours
AMC Museum Vol., Keith Siers 1000+ hours
Howard F. Smith, plane enthusiast
Donald Strong, US Army, 1956-1958
Paul, Donna, Heather & Duff Tagliareni, 2015
Thomas Watkins, SMS retired, 175WG MD ANG
Lt. Gen. William Welser III, Veterans Day 15 Guest Speaker, Command Pilot
R H Woltemate, 1-2-42 / 10-10-14, Dover AFB 61-65

Because of formatting requirements, the information presented in this listing may not exactly match the inscriptions on the bricks.
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.

INDIVIDUAL

4-inches by 8-inches
1 to 3 lines — 15 characters
and spaces on each line
$65

8-inches by 8-inches
1 to 6 lines — 15 characters
and spaces on each line
$125

BUSINESS/ORGANIZATION

4-inches by 8-inches
1 to 3 lines — 15 characters
and spaces on each line
$125

8-inches by 8-inches
1 to 6 lines — 15 characters
and spaces on each line
$250

Mail form and payment to:

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

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 ____________________________________________
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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<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>
</tr>
<tr>
<td>Flight Crew Member</td>
<td>$50</td>
<td>Crew member benefits plus challenge coin for each family member (maximum five)</td>
</tr>
<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>
</tr>
<tr>
<td>Wing Commander</td>
<td>$500</td>
<td>Group commander benefits plus one crew member membership for friend, signed and numbered aviation print, museum golf shirt personalized with name and donor category</td>
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<tr>
<th>Donor Category</th>
<th>Donation</th>
<th>Benefits</th>
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<tr>
<td>Lifer (Life Member)</td>
<td>$500</td>
<td>Wing Commander benefits</td>
</tr>
<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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<tr>
<td>Bronze Eagle Donor</td>
<td>$2,500</td>
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<tr>
<td>Silver Eagle Donor</td>
<td>$5,000</td>
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<tr>
<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

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.

Name (Mr. Mrs. Ms. Rank) ________________________________________________________
Address _______________________________ State _______ ZIP ___________ Phone ____________ (Required for credit card)

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 _______________________

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

Mail application and payment to:
MEMBERSHIP MANAGER
AMC MUSEUM FOUNDATION INC
1301 HERITAGE ROAD
DOVER AFB, DE 19902-5301

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Thank you for your support!

Explore the AMC Museum’s E-store!

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