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, the entrance to the Museum must 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, Christmas and New Year’s Day. 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.

The Hangar Digest is printed and mailed by Associates International, Wilmington, Del.
Inside the collections vault

The tale of Jon Andrews’ tattered topper

Almost without fail, anyone in charge of a military museum’s artifact collection will say some of the most valuable items lining their shelves and racks are items of clothing.

They’re personal: they’ve been worn by men and women going about their everyday duties, whether sitting behind a desk, strapped into a cockpit or marching across a parade field. They also bear the marks of that service, from rips and tears to scuffs on boots to sweatbands in well-worn caps.

Such an item is a recent acquisition in Collection Manager Deb Sellars’ compilation of Vietnam-era artifacts: a cap worn by AMC Museum Foundation Board member retired Senior Master Sgt. Jon Andrews.

“What’s unusual about it is that it’s one of the more colorful hats sometimes worn by Air Force service members,” Sellars said.

Although all of the uniformed services have very strict guidelines for uniform wear -- it’s an important measure of individual professionalism -- there have been many exceptions, particularly under wartime conditions.

Andrews’ cap is no exception.

“There were an awful lot of uniform variations that were tolerated overseas, but not stateside,” Sellars said. “I got that while I was flying C-130s in Southeast Asia,” Andrews said. At the time airmen wore fatigues as the utility uniform, but in Vietnam they were provided with the tropical combat uniform, or commonly known as jungle fatigues. These green cotton uniforms were comfortable, could be worn with the sleeves rolled up, and featured extra pockets, both on the shirt and pants.

“I didn’t have any particular hat to wear other than my fatigue hat, which was quite ugly,” Andrews said. “On one of my first trips into Vietnam I actually had that hat made for me, so it was more of a Marine Corps-style fatigue cap.”

The cap has Andrews’ rank at the time -- that of an E-4 “buck” sergeant -- embroidered on the front as well as his aircrew member aviation badge. Across the back is embroidered “Vietnam70-72,” “Delaware,” “Jon,” and “Thailand.”

The top features the 21st Tactical Airlift Squadron patch -- the Bee Liners -- which flew the C-130.

“I thought it had a very professional look,” Andrews said. “It was very sharp and it was quite common for people to do that. I’d had it made to celebrate my being promoted to sergeant and for my first shuttle into Vietnam.”

“I think one of the reasons they had things like this is because it promotes esprit de corps,” Sellars observed. “People are living under hard conditions, doing a difficult job and one of the things you can do for your people is to allow them to indulge in a bit of fun, things like oddly decorated hats.

“You can tolerate a heck of a lot more in wartime than you can in peacetime,” she said.

Andrews accrued more than 2,500 aviation hours during his tour in Southeast Asia, which included tours in Taiwan and the Republic of the Philippines. All told he spent 962 days on temporary duty going to and from Vietnam.

“When you’re in a combat zone or doing hazardous duty, they’re not quite as strict,” he said. “I’d wear it with my fatigues or flight suit; we sometimes were lax in conforming to AFR 35-10 (the regulation governing personal appearance).”

Andrews continued to wear the cap long after he was promoted to staff sergeant and then to technical sergeant.

“I never changed it,” he said of the buck sergeant rank he kept on the cap. “It was kind of a sentimental thing. It was confusing for some, but I didn’t really care.”

Sellars says she’s glad Andrews kept the cap and, more importantly, didn’t try to repair or replace it.

“We don’t just want to preserve the artifacts, we want to preserve the stories,” Sellars said. “That’s what’s important to me. I try to wring every last drop of information from them. That’s how we keep their stories.”
C-7: The ugly duckling of the Vietnam war

Many looking at the C-7 Caribou probably think it’s a rather unattractive aircraft. It even was described in an August 1969 “Pacific Stars & Stripes” article as “the most ungainly object to take to the air since the advent of the pterodactyl.”

But what may look like an ugly duckling to some can be a swan to others: the C-7 gained a reputation as one of the workhorses of the Vietnam War. Designed for short takeoffs and landings, it was light, and could land in areas that barely passed muster as an airfield.

Used at first by the US Army and then by the Air Force, the plane flew low and slow, enabling it to make accurate airdrops in areas too inhospitable for landings. Cargo hauled by the Caribou included ammunition, food, troops and livestock for Vietnamese farmers. It also sometimes returned from its remote destinations with the wounded and the dead.

Manufactured by DeHavilland Canada, the Caribou was envisioned as a means of getting people and cargo to remote spots in the Canadian and Alaskan wilderness that otherwise would be difficult to reach by ground. It soon attracted the attention of the U.S. Army, which flew several evaluation missions the following year. Designated the CV-2, it went into service in 1961.

The plane was redesignated the C-7 in January 1967 when the U.S. Air Force took responsibility for fixed-wing tactical transport aircraft in an agreement between U.S. Air Force Chief of Staff Gen. John P. McConnell and his Army counterpart, Gen. Harold K. Johnson.

This agreement, signed on April 6, 1966, resolved a longstanding dispute between the services on the use of tactical aircraft.


A champion of the concept of Army aviation, Howze turned in a report that included a number of recommendations that emphasized the use of helicopters and small aircraft during tactical ground operations. These included converting almost one-third of the Army’s then-16 divisions into air assault divisions that included both rotary-winged aircraft and a number of reconnaissance and attack aircraft.

In answer to the Army’s report, Air Force Chief of Staff Gen. Curtis LeMay convened his own panel, which challenged a number of conclusions made by the Howze board, mostly that the Army was ignoring lessons learned in World War II about centralizing control of tactical air power.

Chaired by Lt. Gen. Gabriel Dislosway, commander of the Tactical Air Command, LeMay’s board “remonstrated that parceling out air units to individual commanders violated the centralized control of air power,” Davis wrote.

Dislosway also said the Army was trying to change the roles of the military services and essentially create its own air force.

Secretary of Defense Robert McNamara had doubts about the Howze report recommendations, which led to a number of studies and tests aiming to improve close air operations between the services. These tests eventually led to the Army rejecting the idea of the forming air assault divisions.

Operations in Vietnam also played a part in what led to the McConnell-Johnson agreement. Helicopters, which had proven their worth in moving men and equipment into combat zones were being used more frequently; moreover the Army had begun arming the choppers as a way of giving them some means of self-defense.

Writing in “Caribou Airlines: A History of the C-7A Caribou Operations in Vietnam, Vol. 1,” retired US Air Force Col. Pat Hanavan said the McConnell-Johnson agreement resulted in the Air Force relinquishing most responsibility for helicopter operations except for some search and rescue and special air warfare units. In turn, the Army agreed to give up efforts to hang on to its claims of using fixed-wing aircraft in tactical missions, transferring the Caribou, as well as its successor, the CV-7 (aka the C-8A Buffalo) to the Air Force.

In the Army now -- sort of

Hanavan relates the transfer operations went smoothly, for the most part. Beginning around the middle of 1966, Air Force personnel began arriving at Army posts in South Vietnam for training on the Caribou.

Air Force personnel integrated the Army units with little friction, in some instances serving directly under their Army superiors. Some enlisted personnel, including maintenance troops, found themselves pulling guard duty and being trained on defensive tactics in the event of an enemy attack.

And, giving lie to the perception that Air Force personnel always enjoy better and more comfortable living quarters, airmen often found themselves bunking with their Army compatriots in tents whose roofs leaked during rains, turning their dirt floors into a muddy morass.

In late December 1966, the services cooperated in moving all of the CV-2 assets from Army to Air Force posts, usually by land convoys. When possible, other equipment was moved by air via the C-130 Hercules; the U.S. Navy even got involved, transferring large equipment by barge from the Can Tho army camp in the Mekong Delta to its new location at Cam Rahn Bay on Vietnam’s east coast.

The Air Force activated several C-7 units within South Vietnam, primarily the 458th Tactical Airlift Squadron at Cam Rahn Bay, the 535th and 536th TAS at Vung Tau and the 459th and 537th TAS at Phu Cat.

The Caribou was powered by two Pratt and Whitney R-2000 radial engines, the same type used on the C-54. It’s control systems allowed the aircraft to pass over...
airfields at a slow speed and low height that made airdrops easier and more accurate. The plane flew unarmed except for the sidearms carried by the crew of three: a pilot, co-pilot and flight engineer.

A loaded Caribou could carry up to 26 fully-equipped paratroopers, 32 passengers, 20 litter patients or up to 8,740 pounds of cargo. Although fully equipped with standard navigational aids, pilots regularly operated the C-7 under visual flight rules when the weather was clear enough to allow them to see where they were going without using their instruments.

'You have to be kidding me'

Air Force veteran Harold “Butch” McKenna of Massachusetts served as an airframe mechanic on the C-7 beginning in October 1966 while the aircraft still was assigned to the U.S. Army at Can Tho Army Airfield. The base was about 100 miles southwest of Saigon.

Initially assigned to the Army’s 134th Aviation Company, McKenna and other Air Force personnel there later transferred to the 457th Tactical Airlift Squadron as the C-7s came under Air Force control.

Although he’d worked on other aircraft, such as the C-54 and C-118, McKenna was surprised when he first saw the C-7 at Ft. Benning, Ga., where he went for training.

“I said, ‘You have to be kidding me,’” he recalled. “It looked like a truck. But after a while we got used to its idiosyncrasies and we enjoyed working on it.”

Can Tho, he recalled was, “just a little strip in the middle of the rice paddies.”

Although not assigned to aircrew duty, McKenna and other maintenance personnel sometimes would go along to help on various missions.

“We didn’t go on every mission, it depended,” he said. “We’d volunteer sometimes and go and make a little extra money. We’d help them load and unload the airplanes to expedite the mission.”

The Caribou’s cargo deck was at the same height as the deuce-and-a-half sometimes used to transport the cargo.

“You had to manually move the pallets from the back to the front and then unload them from the back to the front. We usually didn’t have a lot of time,” he said.

Many times they’d sweep into whatever base they were aiming at, shove the load off the rear ramp and keep going.

“The idea was to get in there, get the cargo off and get out,” McKenna said. “Sometimes they didn’t even shut the engines down.”

It was heady work for someone just two years out of high school, he said.

“It was kind of interesting, considering we were all around 20 years old,” McKenna said. “We had good days and we had bad days. Sometimes we had fun and sometimes we didn’t.”

Because it was a piston-engine aircraft, flying on the C-7 was a noisy affair.

“But it could scoot along,” McKenna said. “They really did some neat things with it. When you’d land, you felt like you were just hanging in the air, but it was just the opposite when you took off. You’d go up like a rocket. For a little airplane, it could really climb.”

As an airframe mechanic, McKenna learned to work on just about any part of the aircraft.

“I learned enough so that basically, anything mechanical with the airplane I could fix. We even helped the engine guys and the prop guys,” he said. “I had gone into the Air Force because I had wanted to work on airplanes.

“I learned a lot in Vietnam and we had a lot of great teachers, a lot of great mentors to learn from,” he added.

“It was a good airplane and it stood up well to all the abuse they gave it. It was a real workhorse and really gave a good accounting of itself.”

“At first they weren’t easy to work on, but as time went on you knew what you had to do,” he said.

One time while at Can Tho, he was ordered to grab his tool box and weapon and was flown to a nearby airfield to make some quick repairs.

But the plane that had taken him out quickly left, making McKenna’s mission all the more urgent: unless he made the repairs, he’d be stuck with the airplane and its crew.

McKenna successfully completed his mission and made it back to his barracks.

“That was about the only time I showed some concern, if you know what I mean,” he said.

Because they worked outdoors at night on the Cam Ranh flightline with the constant possibility of a Viet Cong attack or sniper fire, repairs were done with minimal lighting, mostly just flashlights, McKenna said.

“The planes would come home before dark and we’d work as fast as we could to get the hell off the flightline. Our hooch wasn’t that far away, but there wasn’t much else out there.

“We could have been easy targets.”

McKenna has a personal connection with the AMC Museum as well. Several years ago while still in the Massachusetts Air National Guard, he came over to kill some time while awaiting a flight.

That’s when he spotted the AMC Museum’s C-7, tail number 63-9760. It was the same aircraft he’d serviced at Cam Ranh, restored to its appearance while assigned to the 457th TAS.

“Something just caught my eye,” he said. “We’d had blue fin flashes on our planes and when I saw the blue, I just knew.”

And then he saw the registry number.

“I couldn’t believe my eyes,” he said. “I went over and looked all around. They had one of the curators there and I told him I’d worked on the same airplane.

“That was quite a surprise.”

He made a second trip a few years later, this time with his grandson.

“We went out and I showed him the airplane,” McKenna said. “I kind of gee-whizzed the hell out of him!”

“I was quite impressed when I saw it after it had been restored,” he added. “I don’t have a floorboard in my house that looks that good.”

(Continued on page 6)
Now 71 years old and living the retired life in Wakefield, Massachusetts, McKenna has fond memories of his time on the C-7.

“It seems like a million years ago, you think back and it’s like yesterday,” he said.

“I grew up on that airplane and you really had to be a good mechanic to work on it,” McKenna said. “It was quite a time, and although I wouldn’t want to go back, I would not have missed it for the world.”

We counted bullet holes

Wayne Yankovich, now of Indianapolis, Indiana, had a different experience aboard the C-7. Although he was assigned from July 1970 to July 1971 as a supply specialist with the 483rd Combat Support Group at Cam Ranh, he volunteered to fly missions as a way of helping the crew.

In essence he just went along for the ride.

“It was very unusual,” he said. “I volunteered to do extra duty going out to different fire support bases. We’d take mail out and fly Marines and soldiers going out on rest and recreation or coming back from R&R.”

Yankovich got one day off per week and he’d spend that day flying the mail.

“Getting mail was really important,” he said. “That was in the days before computers and Facebook.”

“There was some adrenaline involved,” Yankovich said. “There was no extra money, no flight pay involved, besides I already got combat pay. I was never actually assigned to a particular plane as a crew member. I just did it because I wanted to help out my fellow soldiers, Marines and airmen.”

Life at Cam Ranh, which was the biggest American base in Southeast Asia, was relatively good, he said.

But there were exceptions.

“It wasn’t really bad there, but on my first night we did have a rocket attack,” he recalled. “It was just rockets being fired from out of the mountains around the base. They just aimed wildly and fired randomly -- at least, that’s what I was told.

“We all did what we were told to do and we survived.”

On his missions, large bags of mail were loosely loaded onto the cargo deck, leaving room for returning personnel. Like the rest of the crew, Yankovich brought along an M-16 and kept a bayonet in one boot.

During each mission, Yankovich rode in the back, mostly making small talk with the soldiers and Marines. They’d often excitedly discuss their pending R&R, but rarely talked about what they were facing when they returned to their forward bases.

“It was just idle chatter, but nothing related to their going back out into the bush,” he said.

Being piston-driven, the C-7’s engines were loud, but generally the rides were not terribly exciting.

“It could be bumpy, but once you got past the takeoff, it was OK,” he said. “It wasn’t all that smooth, but for a prop-driven airplane, it was OK.”

Most of the missions were relatively routine.

“We only got shot at one time,” he recalled. “We had the back doors open and we were coming in for a final. When we took some fire, the pilot decided to close the door and we went to another base, and then we came back.”

“When we got back to Cam Ranh, we counted bullet holes in the side of the plane,” he said. No one was injured, but Yankovich admitted he had gotten a bit concerned about his safety.

“That had never happened to me. The other guys who were there regularly, they had put up with it before and they knew what to do and the pilot knew what to do to get out of there safely.”

“It only happened once, but it was pretty scary,” he said.

But he went out on more missions after that, Yankovich said.

“It was just second nature at the time. I was just 21, and then you’re feeling like you’re indestructible.”

Following his tour in Vietnam, Yankovich returned to the United States and eventually left active duty as a sergeant, although he served afterward in the Reserves and Indiana Air National Guard. Now 68, he’s still flying, working as a loadmaster for FedEx. He’s flown all over the world, including missions to Iraq and about 40 flights into Afghanistan.

Yankovich came across the AMCM’s Caribou while visiting Dover several months ago.

“It really brought back some memories,” he said.

A flying crate

Retired U.S Air Force Maj. Pat Ford flew the C-7 Caribou during his one-year tour in Vietnam. A former missile launch crewman, he was a newly minted flyer, having just completed his pilot and survival training before arriving in Vietnam in September 1968.

“When we finished pilot training, they came out with a list of airplanes we’d be assigned,” he said. “Our top pilot got an F-105; he wasn’t tops academically, but he was the best pilot.

“I was 26 in a class of 52, so I got the Caribou.”

Ford, now 76 and living in Smyrna, Delaware, was assigned to the 535th Tactical Airlift Squadron stationed at Vung Tau Air Base, about 180 miles southwest of Cam Ranh.

Arriving at Vung Tau and finding the on-base quarters not to their liking, Ford and his fellow pilots instead bunked at a former hotel they fixed up with a little elbow grease.

“We had a guy there who was wonderful with a hammer and saw,” Ford recalled. “He rebuilt everything. We even had window air conditioners.

“The water was cold, but at least we had running water,” he said.

Ford had trained on several aircraft, including the T-38 Talon, which he described as like a “fast, white rocket” that a pilot
would learn to wrestle to a 155-knot (172 mph) landing.

“Then I got into a C-7, an aircraft that went 50 knots (57 mph) on final,” he said. “It was really slow, but that Caribou could land in a soccer field. A lot of times we’d land in the overrun and then turn off at the first taxiway.”

“When first saw the C-7, I thought, ‘Oh god, it’s like a flying crate,’” he said. “I thought about how everything I’d flown before was clean, but this thing would shake, rattle and roll. The inside was noisy and it was vibrating all the time.”

Because of the Caribou’s unique design, Ford had to unlearn some of what he’d picked up in pilot training. For example, instead of staying nose-high while landing, a ‘Bou pilot did the opposite.

“You needed the nose up to create lift when flying a T-38,” he said. “But with the C-7, you’d come in nose-low, about 15 degrees down, aiming down the runway.

“When you got within 10 feet of the runway, you’d change it to seven degrees nose-up.

“You’d never to that in a jet.

“You would come in with a lot of power with all those flaps hanging down and when you landed you were almost in a stall.”

Crews often flew several missions in one day; Ford counted 170 sorties in just one month, he said.

“We’d start out at 7 o’clock. We’d fly out to the Cambodian border, unload, go back and take another load out.”

While enroute, C-7 pilots had to be aware of where friendly artillery units were stationed to make sure they stayed out of their fields of fire. Most flights stayed at about 3,500 feet, and usually were under visual flight rules.

At the beginning, he’d radio the base to let them know a flight was coming in.

“We stopped doing that after a few months because every time we called, we’d get shot at,” he said.

On the way in, the crew chief would loosen the cargo’s tie down straps, leaving just one attached to the load. Ford would bring the plane in, land and do a 180-degree turn. The chief would cut or undo the last strap and signal him to start the takeoff roll.

“We’d put the power to it and release the brakes,” he said. “Gravity would take over and it would just roll out the back.

“We would land sometimes and take off within two minutes,” Ford said. “We’d just let inertia work. It would slide right off.”

In one hair-raising incident, Ford had landed the plane and the crew chief was getting ready to release the cargo load using the tried and true gravity method.

Suddenly enemy mortars began going off, getting closer and closer to the aircraft. Ford quickly rang the emergency bell and checked with the chief, who hadn’t yet released the cargo straps.

“It didn’t matter, Ford said.

“We took off in 700 feet with a whole load,” he said. “That was a little tricky, but that’s what the plane was made for.”

Ford and the other C-7 crews were aware of the danger they faced daily.

“I knew it was there,” he said. “We once flew into a place that had been overrun the night before. It was a smoking mess.

“But we just flew as safe as we could without getting ourselves into problems.

“We’d run all day, stop for lunch, and do it again in the afternoon.”

When they were on the ground, the three-man crew worked together, taking on whatever task necessary, regardless of rank.

When he was a co-pilot, Ford said he’d be helping with the refueling while the crew chief and pilot worked to balance the cargo load. Then they’d be off again.

Ford was glad to be piloting the C-7 instead of the larger and better-known C-130 Hercules. While the Herc got a lot more publicity, they had a distinct disadvantage as far as he was concerned: visibility.

“Those 130s became a big, old target. The [Viet Cong] would zero in on them real fast.”

Following his tour in Vietnam, Ford returned to the United States, served as an instructor and later piloted senior officers and VIPs in the T-39.

However, he still has a soft spot for the Caribou.

“I think it was important,” he said. “I think it was exactly what we needed.”

‘A smile on his face’

In 1970, as American forces began to leave Vietnam, American airmen started training their Vietnamese counterparts to fly and repair the Caribou. Many Caribou aircraft remained in South Vietnamese hands after the Americans left in 1972, but were abandoned after the government’s surrender to North Vietnamese forces in April 1975.

The AMC Museum’s Caribou was delivered to the U.S. Army by de Havilland in March 1965, and then assigned to the 134th Aviation Company. Following its transfer to the Air Force on Jan. 1, 1967, it was assigned to the 457th Tactical Airlift Squadron of the 483rd Troop Carrier Wing (later the 483rd Tactical Airlift Wing and still later the 483rd Composite Wing) at Cam Rahn Bay, South Vietnam.

After the war, it went to the Alabama Air National Guard’s 357 Tactical Airlift Squadron, where it remained until August 1983. It then was transferred back to the U.S. Army and used for a time by the Army’s Golden Knights Parachute Team.

According to an aircraft roster maintained by the C-7A Caribou Association, the plane was sent to the Connecticut Aviation Classification and Repair Depot in June 1987, and in October 1990 returned to Alabama.

It arrived at the AMC Museum in 1992.

This aircraft had a particular meaning for one AMCM volunteer, the late U.S. Air Force Col. Bill “IE” Hardie. A member of the 457th TAS at Cam Rahn, Hardie flew 63-9760 during his time in Vietnam.

In a recording made about the plane that was on display with the aircraft, Hardie was able to tell Museum visitors about what it could do.

“The aircraft was capable of short field operations into unimproved airfields,” he said. “It could go in and land on a 1,000-foot gravel strip and stop in 500 to 600 feet with 4,000 to 6,000 pounds of cargo.”

“We also did air drops in Vietnam, and we dropped at 300 feet altitude and 100 knots airspeed. We carried a variety of cargo, from food and ammunition and fuel into the camps,” he said.

In an interview for the Hangar Digest, published about one year before his death in February 2016, Hardie recalled flying some Vietnamese villagers and supplies, including a crated pig.

Somehow the pig escaped its cage and made a beeline for the plane’s open cargo doors.

“Zoom -- he went right off the ramp,” Hardie recalled.

Hardie was on the Caribou’s final flight when it was brought to the Museum from a Maryland airport, recalled former Museum Director Mike Leister.

“The Guard let Bill fly the plane a bit on the way from Salisbury to Dover. We all rode along,” he said. “It took much longer to get to Dover because they took the scenic route.”

Coming into Dover airspace, the crew made an assault landing, similar to how the Caribou was flown into remote airfields in Southeast Asia.

“It was intense,” Leister said with some amusement. “The Public Affairs representative was not sure she was liking it, but all worked out.”

Air Force Reserve Chief Master Sgt. Bryan A. “Skip” Ford was along for the ride.

“I remember it to be a beautiful day for flying and the smile IE had on his face when he climbed back down out of the seat after flying was the highlight,” he said.
Our AMC Museum members — VIPs all

Our annual listing of Air Mobility Command Museum members represents those whose support makes this facility possible. Airmen, former airmen, members of the Air Force’s sister services and civilians -- they truly represent everyone whose spirits fly with all of those who guard our nation’s skies.

So here’s to all of you and all that you do for the AMC Museum!

Crew Member


Flight Crew Member


Squadron Commander

A note from your editor

You’ve probably noticed this issue of the Hangar Digest is a little heftier than those that have come before: for the first time in years, we’ve expanded the Museum’s newsletter -- it’s now 20 pages long.

Those four extra pages mean I’ve got even more opportunity to fill the Digest with stories about the planes we have in the collection, the people who flew and maintained them and news about what’s going on at your Museum.

I’ve found the best source of interesting stories comes not from old books or yellowed newspapers, but from those who took part in events that shaped our history. I’m always open to ideas from our members for articles about airlift, aerial refueling and those who served on the planes we have in the collection.

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— Jeff Brown, editor
DeHavilland

AIR MOBILITY COMMAND MUSEUM
C-7 Caribou

AMCM photo

amcmuseum.org
Our fifth annual Veterans Day event was a resounding success yet again. Jon Andrews welcomed another “largest crowd yet” as the program opened with the 436th Airlift Wing Honor Guard’s posting of the Colors.

Our keynote speaker was retired US Air Force Master Sgt. Ron Gough, the founder and the curator of the AMC Museum’s Medal of Honor Hallway of Heroes, an exhibit that honors those individuals who have received our nation’s highest military award for heroism above and beyond the call of duty. Ron gave a warm and heartfelt presentation on selflessness and sacrifice that was well received by a captivated audience. Patriotic music from the Milford Community Band and the Saint Thomas More Academy Band followed, along with aircraft tours – we even had a food truck for our guests this year.

Mike Phillips, Mike Frebert and Jon Andrews worked with many of our volunteers to stay ahead of the continuously-growing crowd and making our guests feel like VIPs. As usual, Phil White and Paul Gillis were everywhere. Ed Perkowski’s planning for our 2017 Veterans Day event is already underway. Great job, Chief!

Our 2016 Annual Fundraising Campaign saw nearly 120 donations totaling more than $11,000. The average donation was just shy of $100 per donor.

As in the past, we added a perk for this year’s campaign. Each of our 98 $50-plus donors had a chance for a donated Stearman flight or a giclée from our Aviation Art Series. This year’s winner was another AMC Museum Volunteer, Ed Pratt, who chose the flight.

Many thanks to Ed 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

Ms. Martha E. Alliston
Mr. Thomas F. Bayard IV
Mr. Derek Beckman
Mrs. Virginia Behan
Lt. Col. Robert A Bell Jr. (USAF, Ret.)
Mr. Robert M. Berglund
Berlin Airlift Veterans Association

Mr. John Bessette
Mr. Richard B. Betlyon
Mr. Donald C. Boyer
Mr. John M. Brenner
Col. James H. Brittingham
Col. Garnett Brown, (USAF, Ret.)
Mr. J. Barry Brown
And finally, here’s an update on the AMC Museum Foundation 2016 Winter Bench Program. Thanks to your interest and comments, we have an exciting new phase of last winter’s highly successful fundraising program. As a result of the huge response from so many veterans, Museum members and supporters, we now plan to run this program on a continuous basis, with special emphasis during the winter months.

So how’s it work? By making a $100 donation, you can get your name on a plaque on the bench of your choice. You’ll be recognized in our quarterly newsletter, The Hangar Digest and on our website amcmuseum.org. While the names will be updated on the plaques at least annually (generally in April), the information will go on the website shortly after it’s received.

The website “comments section” has been a wonderful conduit for folks who have worked on these planes, flew on them or just like ‘em. And it’s been a great journal for family members who have made a tribute to their own special hero. And this is new: want to put a loved one’s name on a bench as a gift or a presentation? We can send you a certificate with their name that is suitable for framing.

These 8-foot long benches are high-quality plastic-coated rolled steel with cast aluminum legs. They’ve been placed on the ramp near their respective aircraft to complement the static displays. NOTE: The NEW C-47 and B-17 benches are in the Museum hangar, adjacent to their respective planes.

The following aircraft benches will have donors’ names:

- **(NEW) C-47 Douglas SKYTRAIN**
- **(NEW) B-17G Boeing FLYING FORTRESS**
- C-5A Lockheed GALAXY
- C-141A Lockheed STARLIFTER
- C-141B Lockheed STARLIFTER
- C-130E Lockheed HERCULES
- C-124 Douglas GLOBEMASTER II
- C-9A/C McDonnell Douglas NIGHTINGALE
- VC-9C McDonnell Douglas AIR FORCE TWO
- KC-135 Boeing STRATOTANKER
- C-133 Douglas CARGOMASTER
- C-54M Douglas SKYMASTER
- KC-97L Boeing STRATOTANKER
- C-119G Fairchild FLYING BOXCAR
- A-26C Douglas INVADER
- An-2 Antonov ANNUSHKA

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

Visit our website: amcmuseum.org or http://store.amcmuseum.org/collections/aircraft-bench-program or scan this QR code:

**Or you can mail a check made out to AMCMF or AMC Museum Foundation and mail it to:**

AMCMF BENCHES
Air Mobility Command Museum
1301 Heritage Road
Dover AFB, DE 19902-5301

**Don’t forget to include the following information:** Aircraft Bench, First and Last Name, Affiliation (Crew Position, Crew Chief, Maintainer, Patron, In Memoriam) and unit, if applicable (squadron/wing)

We’ll put your name, affiliation and unit (in alphabetical order) on the bench of your choice. 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 have special reasons for your choice of planes, we’d like to hear about it. If you’re mailing a check/application, feel free to add some brief notes. If you’re ordering through the on-line store, there’s a place for you to add your comments.

Your contribution will help us complete our mission of being an aviation and aerospace, educational, scientific, cultural, historical and inspirational facility for the general public and the Air Force community.

Fly safe!
Don Sloan
AMC Museum Store

Store Manager Kelly Hurlburt means business

Newly appointed Air Mobility Command Museum Store Manager Kelly Hurlburt is a real people person.

Just ask her.

“I do love working with people, and I love talking with people,” Hurlburt says. “I can’t shut up, and people will tell you that!”

Kelly was appointed to the job on Jan. 1, 2017, succeeding Keith Kreisher, who has retired and is headed for the sunny climes of Florida.

But there’s no need to be worried about continuity; Kelly’s been working with Keith and knows exactly what she’s doing.

Kelly came to the AMC Museum around the middle of 2016 when former Museum Director Mike Leister wanted her to lend a hand at an upcoming special event.

“It was the car show back in July,” she said. “I was asked to help and from there it just turned into more and more.

“Then we found out Keith was leaving and I got nominated for the manager’s job.”

As boss of the Museum’s store and gift shop, Kelly is responsible for daily sales, interacting with Museum guests and answering questions about what’s on the store shelves.

She also supervises store volunteers, organizes and plans displays and selects merchandise for sale. She is responsible for ordering all of the merchandise in the store and for inventorying everything for sale.

Her duties also extend to managing the store’s finances and providing that information to the AMC Museum Foundation’s board of directors. All profits from the store go to the Foundation to support the Museum itself.

Having been employed at big stores such as Sears and in several small beauty salons, Kelly’s got the experience to back up the responsibility of running the Museum store.

“I’ve worked in salons and as a hairdresser and was general manager of the hair salon I worked for in Arizona,” she said. “I started at the bottom and worked my way up.”

Kelly gave up the retail life when she met her husband, Mike.

“I’m originally from Minnesota, but left there when I was young,” she said “We moved to Arizona, and I met Mike there through a mutual friend.”

The couple married while Mike was stationed at Davis-Monthan Air Force Base, and 19 years later they have two children. Mike currently serves as a master sergeant with the 436th Maintenance Support Group at Dover Air Force Base.

Through Mike’s military service, Kelly has lived in Oklahoma City and now Dover.

Being a military spouse agrees with her,

“Obviously, I still have room to grow, but I’ve asked people to be patient because

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Being a military spouse agrees with her,

“It’s special to me,” she said, “but it’s not for everybody. I’ve learned to go with the flow. I’ve enjoyed every assignment and every place we’ve been. We’ve made our home wherever we were.”

During her years of moving around, Kelly didn’t lose her touch for business. She owns her own craft business and creates individualized T-shirts.

Apprenticing at the store with Kreisher, she worked hard at learning the ins and outs of museum gift shop operations.

“It’s not daunting at all because I’m not afraid of much,” she said. “When I was asked to come in, it was a challenge to figure out all the vendors and what merchandise they carried.”

But she’s making good progress, Kelly said.

“Obviously, I still have room to grow, but I’ve asked people to be patient because I’m trying to bring in some new merchandise.”

“I’ve been training with Keith for the past few months and he’s been showing me all the paperwork. He’s led me down a good path.”

So far, Kelly has found some of the store’s best selling merchandise has been anything related to the C-5 or C-17, both of which fly out of Dover AFB.

“I would say we do more business with the active duty people right now,” she said. “We’ve got a C-5 on display, and that brings in a lot of little kids and that means we sell a lot of C-5 memorabilia. People are just fascinated by that plane.”

Kelly also is looking at bringing more attention to the AMC’s virtual Estore, which is accessible through the Museum’s website, www.amcmusuem.org.

After a customer sets up an account -- a simple process that involves registering with an email address and password -- just about anything that’s in the physical store may be ordered online.

It’s a great way for long distance Museum members to find unique gifts and merchandise, some of which is unique to the Air Mobility Command or the Museum itself.

And, as is true with the actual store, all profits go toward supporting the Museum.

“I’m looking to take the store to the next level,” she said. “I want to bring in some new merchandise, and I’m still thinking about that. There are a lot of new challenges I’m facing.”
Billy Cotton and Chris and Curtis Clatworthy were visiting the Eastern Shore from Arkansas in order to do a little goose and pheasant hunting. The weather, however, didn’t cooperate, and the three were part of a small group that decided to take advantage of the opportunity to visit the AMCM. Although they’ve been coming east to hunt for about three decades, this was the first time they’d visited the Museum.

Backed by the Museum’s KC-135, three-year-old Damien Wiley of Dover, Delaware, darts across the ramp outside the AMC Museum on a blustery November day. Damien’s dad, Thomas Wiley, is a cargo processor at Dover Air Force Base.

Joe Miller of Honeybrook, Pennsylvania, looks at the exhibits in the AMCM’s Hall of Heroes. Miller and his wife, Robin, were making their first trip to the AMCM. “We’ve passed by here a couple of times and I thought we should stop in and see it,” he said. “This place is stunning, it’s really amazing.” Miller’s father was a B-24 Liberator mechanic during World War II. “I have a lot of respect for the military,” he said.

Museum tour guide Virgil Robinette, right, discusses the Museum’s C-47 with the Islas family of Lincoln, Delaware. From left are Abraham Islas, Yeni Lopez, and Diego and Saul Islas. “It’s awesome,” Saul Islas said. “There is a lot of history here we can learn.”
James and Debra Polles of Nazareth, Pennsylvania, made a long-contemplated trip to the Museum on Nov. 27. “We drive to Ocean City, Maryland, two or three times a year and every time we go home on a Monday,” Mrs. Polles said. “Well, you’re closed on Mondays, so we decided to go early.” They were accompanied by Museum guide Eric Czerwinski; the Museum’s C-124 Globemaster II is in the background.

Kannon Shopingardner, 2, of Magnolia, Delaware, gets a close-up look at the garden train display at the Air Mobility Command Museum. The annual exhibit is part of the AMCM’s Christmas display and is courtesy of the Shoreline Garden Railroad Club of Delmarva.

Linnea Poulsen and brother Soren try out a simulator on the hangar floor. “We just wanted to see the airplanes,” friend Julia Monaghan said.

Maddie Lohr, 3, of Philadelphia, was visiting her grandmother, Helene Altevogt of Dover, when she spotted one of the colorful airplane-shaped erasers at the AMC Museum store. “She wanted to come and see the airplanes,” Altevogt said of her granddaughter.
### 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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<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>
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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!
### Membership Category

<table>
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<th>Benefits</th>
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<td>$30</td>
<td>Membership certificate, member card good for 10% off purchases in the Museum store, quarterly Hangar Digest newsletter and challenge coin</td>
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<td>Flight Crew Member</td>
<td>$50</td>
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<td>Squadron Commander</td>
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<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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**Become a Member! Support the AMC Museum**

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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 _______________________________________
City __________________ 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) ___________________________________________________
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 ____________________________________________

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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

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**Questions?**

Email us at: membershipamcm@comcast.net.
Thank you for your support!

Explore the AMC Museum’s E-store!

Visit the AMC Museum’s Website!

Is YOUR name on the bench?

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