The Hangar Digest is published quarterly and is dedicated to the preservation of our airlift and tanker heritage. All articles, unless otherwise noted, are written by the editor. Viewpoints in this publication are those of the contributing authors and do not necessarily reflect the opinions of the AMC Museum Foundation or of the Museum’s staff. Contributions are free and are mailed via nonprofit standard mail to paid-up members of The AMC Museum Foundation Inc.

Contributions. Reader comments, articles and ideas are solicited for future issues. Mail to The Hangar Digest, 1301 Heritage Road, Dover AFB DE 19902-5301; fax 302-677-5940; or email piffbrown1898@gmail.com.

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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 Air Force Base, 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 AMC 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.
From the Director

Mojave green rattlesnakes: all in a day’s work

One of the great joys of this job is when I get to go out in the field to examine a potential aircraft acquisition. That used to happen more often than it has in the past few years because more of our aircraft have flown in under their own power or I’ve sent a team of willing volunteers out to take a plane apart as kind of a reward for their hard work. Back in the early days we had few paid or volunteer staff and almost no money for operating expenses.

When it came to evaluating our first aircraft, the C-47, a local pilot flew us in his Cessna 172 to the U.S. Army airfield where it was being used as a lift load for helicopters. The C-47 was in sad shape but we were totally enthused and could not wait to start restoration. Our future C-54 was at the FBI training academy behind a firing range being used as a sky marshal trainer. After planning how we were going to disassemble the plane and get it out from behind the firing range the instructors let me compete against them on the pistol range. That was long before the war on terror clamped down on such things. Each and every field expedition has been different and exciting in its own way.

Recently while on vacation out in Nevada, my wife and I decided to drive out to Edwards Air Force Base, California, and photograph the C-119B model we are adding to the AMCM collection. We took along an old friend, Dana Lakeman, who now lives in Las Vegas. Dana helped me manage the B-17 Shoo Shoo Baby project back years before the AMC Museum started. We were met at the Air Force Flight Test Museum by curator Tony Moore who came out to show us around on Sunday, his day off, and tell us about the C-119 and many of the historic sites at Edwards.

Nowhere is there as much concentrated Air Force flight research history as at Edwards AFB. Everywhere we looked there was some historic site or artifact, from the X-15 engine-run test stand to the pit used to load the X-1 under the B-29 for its record setting flights.

I was like a kid in a candy store. It was no less special because I had been there once before and this time I got to share the experience with others. Tony makes their history come alive with as much skill and enthusiasm as our folks at the AMC Museum do.

As for the C-119, it sits on an unused runway choked with salt bush plants. Now that is not so much a problem, except that Mojave green rattlesnakes like to hang out around them and its venom is pretty nasty. Needless to say we kept a good eye out while we looked over the plane.

The very good news is that the “dollar nineteen,” as the C-119 is often nicknamed, was in great shape. By this I meant that the airframe was complete and had not been run into by anything nor had it been shot up, cannibalized or otherwise abused — except for the huge streaks of nasty white bird droppings from the huge owl that lives in the main landing gear. All the fabric coverings on the flight controls are gone. We would recover them with thin aluminum anyhow so that is no real problem.

When we opened the plane up we found that the cargo compartment is in good shape. A repaint will bring that up to our standards. Much of the interior stenciling and decals still exist. The flight deck has been stripped, but the seats, control yokes and instrument panels themselves are still there. Again our team can start with this and press on.

I noticed a number of early production items on the plane that had changed by the time of production of our late model C-119. Even though the primary reason for having this “new” C-119 is because of its historic role in dropping bridge sections to beleaguered Marines during the withdraw from the Chosin Reservoir, a second educational opportunity will be to show visitors how aircraft evolve as field testing brings to light good and bad tendencies.

Even though each new aircraft means lots of work, it’s still a pleasure to get to know our next new member of the AMCM family!

— Mike

Aviation historian, prolific writer Bob Dorr passes

Aviation historian and writer Bob Dorr passed June 12, 2016. “Bob was a prolific author writing dozens of aviation books and authoring a column in Air Force Times for many years,” recalled Museum Director Mike Leister.

“Bob was the first aviation writer to recognize that the new ‘Dover AFB Museum’ was a serious museum turning out quality restoration work and working to preserve aviation history.

“He wrote about our museum several times in Air Force Times and in other publications,” and was a frequent contributor to the AMCM’s Hangar Flying events, Leister said.

Dorr’s first article was published a 16-year-old high school student, and over the years, which included a four-year stint in the Air Force, he published more than 80 books, 6,000 magazine articles and 3,000 newspaper columns. His best-selling book, “Desert Shield, The Build-Up: the Complete Story,” sold more than 100,000 copies.

“He was brash and he was opinionated but he knew his subject matter and he provided thoughtful commentary on the world of military aviation,” Leister said.

His passion for aviation history will be greatly missed by all, particularly those of us at the AMCM.
AMCM at 30
Moving up: Bigger and better, slow and steady

By Mike Leister
Director, AMC Museum

Over the years we have been fortunate to have a team of wonderful volunteers who have made this place special. Every small museum appreciates its volunteers but in our case we have been especially fortunate.

When the B-17 Shoo Shoo Baby left Dover in 1988 some of the tour guides who had been working on that project moved over to the Dover Air Force Base Historical Center, as the Museum then was known. Two of them were Jim Reed and Harry Shirley, both World War II Army Air Forces veterans and wonderful people. They both continued to volunteer for more than 30 years and we all owe them a great debt for their long-term service.

Debbie Sellers came to the Museum as a volunteer and through a tremendous amount of self-study became a professional-level collections manager. She became so proficient that she was offered contract work at other museums. We were able to fund a part time position so we did not lose her expertise and as of 2016 she is still managing our collection and receiving kudos from the National Museum of the USAF for her adherence to “best practices.”

Jim Leech was keeping our growing band of volunteers busy and Dover’s U.S. Air Force Reserve units were still using museum projects for training for sheet metal, corrosion and other specialties. Over the decades there have been good years and not-so-good years when it came to support from various agencies but the bottom line is as the Museum has grown so has the willingness of other groups to work with us.

From the very start this museum has focused on adhering to professional standards and sticking to its established mission. That mission has grown over the years as we have demonstrated our commitment. It sounds hokey but we continue to succeed because of that foundation. We could have received an SR-71 Blackbird, F-4 Phantom II or B-52 Stratofortress at one time or another but that would have been the wrong thing to do. At first the mission was only Dover Air Force Base history, then in 1995 the Dover AFB Museum was empowered to tell the history of all airlift and air refueling history.

Before that happened however, in 1988 we were able to obtain an O-2 Skymaster aircraft from the salvage yard at Sheppard AFB in Texas. We requested it as a memorial to Vietnam vets and convinced everyone up our chain of command it would be a positive step. Even though we never had O-2s at Dover or in any airlift capacity our request was granted. We were small and wanted to grow so this was an easy way to gain another aircraft.

A C-5 on its way to Colorado for a training flight was going to drop off five of us with tool boxes at Sheppard and pick us up on their way home after two days at Peterson AFB, Colorado. While the flight crew went in for lunch and to await refueling the plane, we went to work. In less than two hours we took the whole O-2 apart. We then knelt the C-5 (we were all still qualified at that time), pushed the fuselage on its own wheels up inside and had it ready for the loadmasters to tie down. The crew was amazed.

The C-5’s next stop was Colorado Springs and while the flight crew watched the Army-Air Force football game we went halfway up Pikes Peak. There were no game tickets for us since we were not expected to be along on that part of the trip. The crew was asked to make a low level pass over the Air Force Academy before departure so Mike got to stand behind the co-pilot seat and watch all those bright shiny faces looking up as we glided by with engines at idle over the parade ground. It is a lasting memory.

By 1989 we had located a C-45 Expeditor the Marine Corps had stored at Marine Corps Base Quantico. It was a type of plane that had served at Dover and, after some of our bigger projects was an easier job. Jim headed a small team that went over and took the plane apart. All of it came to Dover via trailer but we don’t know how many loads it took. Our records back then were a little sparse. While the AMCM’s newly-acquired C-45 Expeditor, reassembled and waiting for a paint job back in 1989.
to represent “Sleepy Time Gal” from the 381st Bomb Group.

Our next aircraft was another milestone as it was our first plane to fly in under its own power. We were able to obtain a C-131 Samaritan as it was being retired from the South Carolina National Guard. It was the adjutant general’s plane and the interior had a VIP configuration. Several of the staff were given the opportunity to fly from South Carolina with the plane while a C-130 from the Delaware Air National Guard allowed photographers to record the C-131’s “fini-flight”. Acquiring a plane that only needed preservation work was an unknown luxury to us then.

By the end of 1989 we were a legitimate small attraction and people came to see us and our growing collection of planes. The O-2 had been restored, we had taken over more hangar space, the B-17 was being restored, giving the local Flying Fortress fans a new love after the departure of Shoo Shoo Baby. With seven aircraft to display we were starting to be worthy of more than a quick look. We were building more professional exhibits to go along with the aircraft at that time as well.

By the fall of 1990 we acquired our second flyable aircraft. A C-123 Provider was being used by the Department of State in cooperation with Peruvian police in a joint effort to combat drug trafficking. We could take all the pictures we wanted of the aircraft but none of the crew, because they were all active contract agents. According to the flight engineer the plane received more bullet holes in it during its time in Peru than it had in all the years it served in Vietnam. No way to prove that, but it is of interest.

One other thing I found interesting was the fact it had one square tipped propeller and one round-tip propeller, proof the they used whatever was available and it did not affect performance according to the crew. We had the local drug dogs check the plane because it had been used to haul seized narcotics on numerous occasions. They alerted on the interior so we took fire hoses and washed everything out several times. The plane still smelled like mosquito spray as in the 1970s it had been used by reserve units tasked with spraying to control disease-bearing mosquitoes.

In 1991 Jim Leech was ready to retire from the military and our Museum needed a stable civilian position with an employee we could send for training to adhere to museum standards. Mike managed to convince the 436th Military Airlift Wing commander to let us create a full time museum curator’s position. By this time Mike was the superintendent of Aircraft Plans & Scheduling which gave him the flexibility to manage the museum while running P & S. As much as Mike was ready to become a full time museum person he did the smart thing and created the position as a curator hoping Jim would be the most qualified person. We had no idea if he would meet the prerequisites or if another professional curator would apply for the job. In the end only two people put in for the job and Jim’s qualifications were far and away superior to the other applicant who had worked in a naval ship museum so Mike had no qualms about selecting him for the job.

Also in 1991 we had two aircraft fly in to become part of our growing collection. A C-7 Caribou that had been assigned to Cam Ranh Bay AB, South Vietnam was flown in from the Alabama National Guard. Before its retirement, it had served as a jump platform for the US Army Golden Knights Parachute Demonstration Team. It arrived painted in gold, black and white stripes. We knew that scheme had to go. On the fini-flight, a number of Museum staff members rode along including the then-retired Bill Hardie who had become a regular volunteer at the Museum.

Bill had flown this very aircraft in Vietnam and Jim had been its crew chief; his name was still up inside the tail where crew members would sometimes write their names and messages. Bill got some stick time on the way to Dover and he smiled for days. We also had a representative from the wing’s Public Affairs along and it was obvious this was her first tactical aircraft ride. When the pilots demonstrated an assault landing, she bravely sat gripping the seat bottom for all she was worth.

Editor’s note: Our article about how a rusting relic of World War II was turned into the Air Mobility Command Museum will appear in our Oct-Dec. 2016 issue.

New names added to AMCM’s Commemorative Garden

An additional 16 memorial bricks were added to the walkway at the Air Mobility Command Museum’s Commemorative Garden in conjunction with Memorial Day 2016.

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

| In Memory of Charles A Davis, September 18, 2015 | President, Wesley College, Robert Clark II |
| In Memory of H. Wieczorek, October 6, 2015 | AMC Museum Volunteer Dick Spaun, 1,000-plus hours |
| In Memory of Larry Marini, January 2, 2015 | Cpl. Fred Hodges, Korean War, Dad Our Hero |
| Dennis & Shirley Gaughan; In Our Parents’ Memory | Stevie West, future aviator |
| CMSgt. Shelina Frey, AMC/CCC, Dover Chiefs Group | SMSgt. R.H Rice, 10/27/31—2/3/98, USAF 20 years; Devoted |
| A.K. Hutcherson, TSgt., 95th BG, Army Air Corps | Loving Husband and Father |
| AMC Museum Volunteer Paul Roy, 1,000-plus hours |

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

Annual golf tourney a roaring success

By Phil White
Chairman, AMC Museum Foundation Annual Golf Tournament

The AMC Museum Foundation’s 12th Annual Golf Tournament was held Friday, June 3, 2016 and was a huge success as our golfers turned out for an afternoon of golf and fun.

As our Foundation’s largest fund-raising event, all the proceeds go to help us fulfill the mission of the AMC Museum as an aviation and aerospace, education, scientific, cultural, historical, and inspirational facility for the general public and the U.S. Air Force community.

Our sincere thanks to all who supported the AMC Museum Foundation by either playing, being a hole sponsor, or donating door prizes and silent auction items.

The tournament results are as follows:

Winning Low Net team (56): Tony Saligo, Don Bates, Joe Birch and Scott Wilson
Runner-up in the Low Net (57): Bill Denbrock, John Miller, Larry Garey and Sonny DiFrancesco
Third Low Net: Chuck Connor, Ted Broward, Richard Wikso and Bob Wikso
Low Gross winners (a score of 58!): Jim Kimbleton, Mike Wright, Chuck Miller and Phil White

A highlight of the day was on the 16th hole where retired Col. George Chabbott again sponsored a $500 prize to the player getting their third shot, which had to be made from off the green, closest to the par-5 hole. Oh, it was only for those players with a handicap of 15 or higher giving the “average” golfer a chance to win the big prize. Chuck Miller took home the prize as he nestled his third shot up to 2 feet, 7 inches to edge out Joe Pinkerton who had hit his shot to 3 feet, 7 inches. The putting contest was very interesting as two players, Harry Van Sant and Paul Roth aced the long, curling putt to be co-winners. Our sincere thanks to all the golfers who participated!

We’d like to give a special thanks to our corporate sponsors:

Ameriprise Financial -- Ron Scheff
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Col. Diego “Doc” Alvarez
Don Sloan
Dover Electric Supply
Edgewell Personal Care
Everlasting Impression Detailing

Thanks to our prize donors:

Acme Market, Dover
AMC Museum Foundation
Auto Zone
Bob Mench

Our sincere thanks go out to all of the above for making our 12th Annual AMC Museum Foundation Golf Tournament a huge success! We also owe a huge thanks to Jonathan’s Landing Director of Golf Craig Coffield and his staff who were once again fantastic in providing support for the day of the event!

Finally, this event could not have occurred were it not for the Golf Tournament Committee and volunteers who put in many hours of preparation.

We’re already planning for next year’s 13th Annual AMC Museum Foundation Golf Tournament. Please plan on joining us for a day of fun in 2017.

See you next year! FORE!
We would like to thank the following businesses, organizations and individuals who sponsored individual holes:
‘Festival of Flight’ to mark AMCM’s 30th year

The AMC Museum is observing its 30th anniversary in September with a special “Festival of Flight” celebration.

The museum will kick off the celebration Friday, Sept. 23 with an exclusive party, followed by public events on Sept. 24 and Sept. 25.

Presented by the AMC Museum Foundation, the festival will raise funds which will help maintain the country’s only airlift and air refueling museum. Thousands of visitors are expected to stop at the AMC Museum over those two days for standard free admission, entertainment, special guests, re-enactors, vendors and a unique opportunity to go inside nearly two dozen planes.

Another special treat will include static displays of the C-17 Globemaster III and the C-5M Super Galaxy, provided by the 436th and 512th Airlift Wings.

Friday night ticket holders will have a chance to win unique flight and museum experiences.

Proceeds will benefit the AMC Museum. Former AMC Foundation Board of Directors Chairman, retired Col. Rich Harper is chairman of the committee planning the event.

One of the prizes in the raffle will be a 30th anniversary viewing of the film “Top Gun” inside the Museum’s C-5A Galaxy.

The Galaxy, retired in 2013 to the Museum, was the first assigned to Dover Air Force Base. Festival visitors will be able to tour it and the modern C-5M currently among the Dover AFB fleet.

“They won’t be side by side.” AMC Museum Director Mike Leister said, “but you can go in both and make your own comparisons.”

Think of it as a two-day Open Cockpit Day on steroids, he said.

‘Festival of Flight’ party plans

Tickets to the Friday, Sept. 23, “Festival of Flight” party include admission for two guests, an entry into a raffle to benefit the AMC Museum Foundation, food and drinks.

• Grand Prize: An aircraft ride around the Statue of Liberty and up the Hudson River and roundtrip limo service to the takeoff point in New Jersey

• First Prize: A flight for two on “Panchito,” a World War II era B-25 bomber during the Wings and Wheels airshow Oct. 1 in Georgetown, Del.

Additional prizes:

• Sightseeing flight — Looking for Eagles — for one on a 1941 Army PT-17 open cockpit biplane

• Sightseeing flight — Looking for Ospreys — for one on a 1941 Army PT-17 open cockpit biplane

• Sightseeing flight — Sassafras/Chester Rivers — for one on a 1941 Army PT-17 open cockpit biplane

• Sightseeing flight — Delmarva low-level — for one on a 1939 J-3 Cub with Army Air Force markings

• Sightseeing flight — Delmarva low-level — for one in a 1947 USAF L-16 Grasshopper (Observation plane)

• Sightseeing flight — Eagles and Ospreys — for one in a 1947 USAF L-16 Grasshopper (Observation plane)

• Sightseeing flight — Low and Slow — for one in a Moyes Dragonfly (ultra-light aircraft)

• Sightseeing flight — Soaring over Delmarva — Glider flight for one in a Schweizer SGS 2-33

• Birthday party location for up to 15 children in a C-133 Cargonmaster (tables, chairs and sound system included)

• Party in a C-5 Galaxy for up to 30 adults for a special 30th anniversary showing of the film “Top Gun” (beer, soda and popcorn provided)

• Aerial photo of your home by C.M. Baker Photography

• Wine and cheese party for 12 in the AMC Museum control tower (Wine and cheese furnished or winner’s option)

Tickets are $100 and may be purchased at the AMC Museum store.

The party starts at 6 p.m. and raffle drawings begin at 7:30 p.m. on Sept. 23. Ticketholders do not have to be present to win.

For more information go to “Upcoming Events” at amcmuseum.org or contact Rich Harper at 302-697-8871.
AMC Museum opens exhibit honoring Air Transport Command

By Senior Airman Zachary Cacacia
436th AW/Public Affairs

Most military units and organizations can trace their heritage and roots back decades or even centuries to their predecessors. This is true with today’s Air Mobility Command, which can trace its own roots back 75 years to the Air Transport Command.

The AMC Museum unveiled a new exhibit that focuses on the Air Transport Command, a predecessor to AMC, during a dedication ceremony May 21 at the Museum.

“Airlift didn’t start to be a true part of military planning until the beginning of World War II,” said Mike Leister, AMC Museum director. “This is when the U.S. Army Air Forces created the first around-the-world air service.”

Originating in 1942 during World War II, ATC was a first of its kind service; being able to deliver supplies and equipment by air to combat theaters around the world. At its height in August 1945, ATC operated more than 3,200 transport aircraft and employed 209,000 personnel.

After the war, with the restructuring of the Air Force as a separate military branch, ATC was inactivated and became the precursor to the Military Airlift Command in 1948. MATS lasted until 1966 when it was designated the Military Airlift Command. Then again, in 1992, MAC itself was designated as today’s Air Mobility Command.

The new Air Transport Command exhibit at the AMC Museum was designed and constructed in-house with the help of the ATC Memorial Association.

“The Air Transport Command Memorial Association provided major funding for the exhibit,” said Leister. “The association came to us, because they are winding down their organization, they wanted to find a place for their memorabilia.”

According to Leister, the Air Mobility Command Museum was the perfect fit.

Former Air Transport Command members flight traffic clerk Jack Kinyon, navigator George Schofield and radio operator Ed Sipowicz were on hand May 21 to unveil a new exhibit detailing the operations of the predecessor to the Air Mobility Command.
The Dye family of Johnstown, Pennsylvania, paid a visit to the Museum June 18. While touring the ramp, they stopped at the 9/11 Memorial, which includes two girders from the World Trade Center towers.

Retired U.S. Navy Commander Andy Mechling and his dad, retired USAF Col. Eugene B. Mechling of Easton, Maryland, enjoy lunch in the Museum’s Commemorative Garden.

Jan Cloutier tries out a snack at the food stand on the Museum ramp. Cloutier had just moved to Delaware from Tilden, New Hampshire.

The Mitchell family, of Milton, Delaware paid a visit on Father’s Day 2016. From left are James III, Opal and James Jr. It was the family’s first trip to the AMCM.

Chip Clapp of Dover, Delaware, examines the model of a C-124 in the Museum’s tower. Clapp’s father was a navigator aboard the Globemaster during the 1950s and 1960s.

Frank and Lee Tribbitt of Seaford, Del., took a tour of the Museum’s air traffic control tower with grandkids Tyler, Zachary and Taylor. “We bring the kids here every year,” Frank said.
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!

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All letters are capitalized. Don’t forget to count spaces between letters, too.

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Questions? Email member shipamcm@comcast.net.

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- [ ] Silver Eagle Donor
- [ ] Gold Eagle Donor
- [ ] Platinum Eagle Donor

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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: ____________

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Thank you for helping to preserve U.S. Air Force airlift and air refueling history. The AMC Museum Foundation is a non-profit, educational organization that raises money and generates support for the AMC Museum. Dues and donations are tax-deductible in accordance with IRS regulations.

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