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.

The AMC Museum Hangar Digest is published quarterly and is dedicated to the preservation of our airlift and tanker heritage. All articles, unless otherwise noted, are written by the editor.

Viewpoints in this publication are those of the contributing authors and do not necessarily reflect the opinions of The AMC Museum Foundation or of the Museum’s staff. Subscriptions are free and are mailed via nonprofit standard mail to paid-up members of The AMC Museum Foundation Inc.

Contributions. Reader comments, articles and ideas are solicited for future issues. Mail to The Hangar Digest, 1301 Heritage Road, Dover AFB DE 19902-5301; fax 302-677-5940; or email 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 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, Christmas and New Year’s Day. For more information, call 302-677-5938 or 302-677-5991.

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.
Learn about Delaware’s military history at the AMCM

For a small state, Delaware has a mighty military history and many stories to be told. These three books, part of the Images in America series, contain hundreds of rare photographs, many researched from archives and collections across the state. All are written by Brig. Gen. Kennard R. Wiggins Jr., who retired after a 37-year career with the Delaware Air National Guard.

Dover Air Force Base

Dover Air Force Base is home to the largest aerial port in the United States and has been home to a fleet of increasingly larger cargo aircraft, from the C-47 to the C-124, C-141, C-5, and most recently the C-17. These aircraft often have been called the lifeline of the modern military.

Dover AFB started as a small municipal airfield that has grown and expanded nearly continuously since opening one week after the Pearl Harbor attack in December 1941.

It’s story is the saga of the evolution of the United States Air Force from World War II to the present day.

The photos in this book represent the thousands of people who have called Dover Air Force Base their home, the hundreds of aircraft that have been assigned there and the dozens of missions assigned to it over the past seven decades.

More than 200 vintage photographs, including the Air Mobility Command Museum and other sources provide a sampling of life at Dover Air Force Base over the years.

Published in 2011; 128 pages; $21.99.

Delaware Army National Guard

The Delaware National Guard traces its history back to 1655 when the colonial Swedish government in what now is the First State formed a militia to defend itself from nearby Dutch, and later English, settlements.

That tradition continued after the colony eventually passed to the Dutch through its New Amsterdam colony, and then to the English when the Dutch settlement became New York. The militia served during the French and Indian Wars between 1689 and 1763 and distinguished itself during the Revolutionary War as the First Delaware Regiment of the Continental Army. The soldiers earned the nickname “Blue Hen Regiment” after its mascot, the blue hen chicken. The soldiers were known to be fierce in battle and their bravery was unquestioned.

The Delaware militia continued to serve in every major war and currently it remains in the forefront of service to both the military and to Delaware’s civilian population.

Published in 2010; 128 pages; $21.99.

Delaware Air National Guard

The Delaware Air National Guard got its start when a group of World War II veterans formed a new National Guard unit composed of surplus airplanes, combat experience, hard work and camaraderie.

Some called them a “gentleman’s flying club,” but in a few short years it was tested for the first time during the Korean War.

Since then, the Delaware Air National Guard has flown and fought in almost every corner of the world. It answered the call in Vietnam, the Middle East, the Balkans and most recently in Iraq and Afghanistan.

Celebrating more than 60 years of service, it has become a well-known local institution.

The “Blue Hen Air Force” has evolved into a professional organization that shoulders a significant operational role for the U.S. Air Force and serves as a versatile emergency response resource for the state of Delaware.

Published in 2006; 128 pages; $21.99
Collections

A Delawarean’s war diary lands at the AMCM

It looks so innocuous: a small notebook worn with age, some of its pages loose, scraps of brittle newspaper sticking out from between its leaves.

In fact, this kind of notebook probably was owned by thousands of American fliers during World War II: it was a journal of their lives. They were lives lived during a vicious air war over the European continent, where neither side gave quarter to the other, where death could come in a white-hot burst of flak, or from bullets ripping through aluminum aircraft skin and human flesh and bone, or in a long, agonizing spiral down to an inevitable impact with the earth.

This notebook in particular, however, documents the experiences of U.S. Army Air Forces Technical Sgt. Thomas C. Farrow Sr., a Delaware native who fought the war and lived to tell of being shot down, incarceration as a prisoner of the Third Reich and that he came home and raised a family, Sellars said.

The Farrow collection is especially important to the AMCM because the senior Farrow was born and raised in Delaware and also was a German prisoner of war, Sellars said.

Farrow’s son not only donated his father’s diary, but other memorabilia, to include the British dress uniform jacket Farrow was given when liberated, his medals, a swastika-engraved spoon from the infamous Stalag Luft IV and even a piece of dark bread supplied to the prisoners.

In keeping with the Nazis’ practice of providing barely enough sustenance for Allied prisoners, the bread is mostly made of sawdust, Sellars said.

However, it’s the diary Sellars cherishes over the other items.

“I was most happy to have it because it contained his story,” she said. “It had everything that he’d written before he was shot down. He just seemed a typical young soldier; he took photos, he kept the names and addresses of his buddies, he cut out pictures of pretty girls and put them in his diary. And it all came to a screeching halt when he was shot down.”

The best part of the tale was that Farrow not only survived parachuting into hostile territory, he completed what has become known as the Black March and that he came home and raised a family, Sellars said.

‘I didn’t want them to get lost’

Like many war veterans, his father rarely discussed his wartime experiences, Farrow Jr. said.

“He didn’t talk about it much until later in life,” Farrow recalled. “When he got involved with the Veterans of Foreign Wars, he started to open up a little bit.”

That involvement led to his father’s co-founding Delaware’s ex-POW chapter and occasionally speaking to veterans groups and others.

But as a teenager growing up in the 1960s, World War II was not a part of his life, Farrow said.

“I remember he had a bayonet on the wall at our house and I saw some other stuff, but it just didn’t connect with me,” he said. “I’d ask him about it and he said he had pulled it off a German when he was liberated.”

After his father died, Farrow collected his memorabilia and started researching the war and his father’s role in the fighting.

“I’d go into his log book and tried to imagine him doing what he’d written about,” he said. “When I was growing up, I just never knew, but I learned more from interviews he did and stories than I actually learned from him.”

Farrow realized some of his father’s physical ailments, such as continual digestive troubles, were the result of poor food in the prison camps and the sparse rations available during the Black March.

In one of those rare times where his father did open up, Farrow asked him why he’d enlisted.

“He said it was the thing to do back then,” he said.

Despite his wartime experiences, his father retained a healthy outlook on living and his family was the most important thing in his life.

“My dad believed in family and he did everything in his power to make a better life for us,” Farrow said.

The senior Farrow also had an involvement in the earliest days of what eventually became the AMC Museum: the restoration of the B-17 Shoo Shoo Baby. The aircraft was meticulously restored to flying condition by a group of volunteers at Dover Air Force Base before being flown in 1988 to the National Museum of the United States Air Force.

“When they were refurbishing the Shoo Shoo Baby, my father went up to Dover AFB once a week,” Farrow said. “I used to go with him. I could almost see into his mind as they were putting that plane back together. You could see the cogs turning in his head as he was reliving some old memories.”

As for donating his father’s memorabilia to the AMC Museum, Farrow notes it was the proper thing to do.

“I didn’t want them to get lost,” he said. “It is important that they be preserved.”
Tech. Sgt. Thomas C. Farrow Sr.

A highly personal tale of war — and survival

Now a part of the AMC Museum’s collection of World War II memorabilia, Thomas Farrow’s diary recounts his service from October 1943 until his 26th and final mission of his first tour, on April 10, 1944.

Neatly printed entries detail everyday life as well as each bombing mission, which Farrow denoted in the margins with a tiny drawing of a falling bomb. He also noted the names of the officers with whom he flew, his transfers and promotions, newspaper clippings and a map of Europe.

May Jobson. The couple were married in July 1943 at Rapid City, South Dakota.

Trained as a top turret gunner and flight engineer on a B-17 Flying Fortress, he was assigned to the 384th Bomb Group, part of the Eighth Air Force, stationed at RAF Grafton-Underwood.

Farrow was one of the oldest men on his crew; he was 27 years of age when he enlisted, almost two-and-a-half years older than his eventual aircraft commander, Lt. Maurice Booska.

Farrow flew 26 missions over Europe, completing his last April 10, 1944. He took advantage of an offer to receive a 30-day furlough in return for signing up for a second tour. He flew his first sortie July 19, 1944, but was shot down the following day.

Imprisoned for more than six months at Stalag Luft IV in what is now Tychowo, Poland, in February 1945 Farrow and the approximately 8,000 men in the camp were forced to begin what was later called “The Black March,” eventually ending up on the Elbe River, where they were liberated by British soldiers.

Discharged as a technical sergeant, Farrow rejoined the DuPont company, retiring in 1975 as a computer analyst.

In 1982, Farrow was co-founder and first commander of Delaware Chapter No. 1, American Ex-Prisoners of War. He also became active with the Veterans of Foreign Wars and in prisoner of war/missing in action issues.

Farrow died Aug. 7, 1993, in Lewes Delaware. Lois survived him by a little more than five years, passing in November 1998. Together they raised three children, and were grandparents to seven and great-grandparents to three.

A sea of mud

In the first entry in his diary, Farrow recounts his crew’s travel to the European Theater of Operations, including stops at Goose Bay, Labrador, and Greenland. He describes having to pull guard duty at his plane and a hunting trip with a Thompson submachine gun where he failed to bag any game.

Leaving for Iceland, Farrow spotted many icebergs in the North Atlantic thousands of feet below. The Icelanders, who Farrow described as “pro-Nazi,” made little in the way of attempts to befriend the Americans passing through their country.

“The towns are noted for their pastry shops,” he wrote. “The coffee is like syrup and hard to keep down.”

Farrow arrived in the United Kingdom Oct. 28, 1943, and spent the next three weeks with his crew in gunnery and plane identification training.

The base, Grafton-Underwood, was little more than “a sea of mud,” Farrow wrote.

Following a three-hour practice mission Nov. 19, Farrow wrote he finally had the chance to visit the nearby village of Kettering, a little less than four miles away.

“Drank Scotch, as it is plentiful,” he wrote.

As was general procedure, Booska flew his first mission Nov. 26, 1943, but as a copilot with a different crew, a sortie to Bremen.

He rejoined Farrow and the others to fly what was supposed to be their first mission, another raid on Bremen Nov. 29, but the mission was scrubbed; they finally took to the air Nov. 30, but a late takeoff canceled the mission.

(Continued on page 6)
(Continued from page 5)

“Could not contact the rest of the wing,” Farrow wrote. “Would not have had an escort or enough gas to return.”

The first mission
Finally, on Dec. 1, 1944, Booska’s crew put their training to the test.

“Our first mission target was Solingen, Germany,” Farrow wrote. The crew, with Booska at the controls of a B-17G nicknamed “Dynamite Express,” hit a non-ferrous metals plant.

“Flak,” Farrow added, “was a little more than moderate and practically no enemy fighter opposition.”

The group had a fighter escort to and from the target, he noted.

Farrow wrote the squadron’s lead ship, a B-17F piloted by Maj. Maurice Dillingham, “was lost” although records show the crew crash-landed the aircraft and were interned as POWs.

Farrow’s second combat credit came Dec. 11 on a mission to bomb the port of Emden. Their plane, “What’s Cookin’ Doc?” flew as a spare, but the crew was unable to link up with their unit, the 384th Bomb Group. Instead, they joined with the 381st to complete the mission but were hit by flak at least six times.

Farrow noted the wiring in the left electric shoe of his heated suit had burned out during the flight, forcing him to leave his station in the top turret.

A hoped-for Dec. 14 mission to Berlin was scrubbed, but a Dec. 16 sortie, again to Bremer, encountered “very intense flak” resulting in two holes punched in the plane’s right wing.

Farrow got a respite from the fighting with a two-day pass that allowed him to visit some of his mother-in-law’s relatives in Coventry.

In his first mission of 1944, Farrow and his crew qualified for their first award of an Air Medal. “It was a long one, and we lost our lead ship,” he wrote.

A Jan. 20 flight to attack rocket installations was scrubbed; the crew flew the mission the next day but failed to drop their bombs because of poor weather.

Farrow earned an oak leaf cluster to his Air Medal during his 10th mission, a run on Wilhelmshaven. His wife, Lois, sent a congratulatory telegram: “My darling, just heard the news of your award. Love you very much. I am very proud. Your wife always.”

The following day, Feb. 4, was a mission to Frankfurt where the crew experienced “plenty of flak both over the target and all the way back.”

Another mission to Frankfurt Feb. 8 resulted in the loss of four B-17s and flak damage to every plane in the squadron, Farrow wrote.

The sortie also marked the halfway point in the goal to reach the 25-mission standard that would qualify a crew to rotate back to the United States.

“Over the hump today!” Farrow noted.

The home front
Although he probably was not aware of it at the time, Farrow’s story was featured on the front page of the Feb. 17, 1944, issue of the Wilmington Journal-Every Evening newspaper. The article described Farrow as a “fighting, rip-roaring ‘chocolate soldier,’” adding that his letters home never mention his combat experiences but continually ask his family to send him chocolate bars.

Lois Farrow told the paper, “Tommy made no mention of any medal or fighting, but he did write in several parts of the letter for more chocolate candy.”

Farrow’s sisters said they’d sent so much candy overseas they’d lost count of the amount.

The crew’s 16th mission on Feb. 22 was a hard-fought sortie to Aschersleben, Germany, to attack an aircraft plant. The squadron was jumped by about 40 enemy aircraft, with only Farrow’s crew and one other returning home.

“This was a tough raid as we were under attack for a half-hour,” he wrote, adding that he was credited with a “probable” kill.

Farrow’s 22nd mission was to the well-defended German capital of Berlin.

“Flak was terrific both over the city and all the way back to the coast,” he wrote, although there was no fighter opposition.

“A long, tiresome mission and the first to Big-B,” he wrote.

Farrow was awarded a Distinguished Flying Cross for his 25th and next-to-last mission on April 9. The following day he recorded his 26th sortie, an attack on a Brussels airfield.

The crew completed their flight in less than four hours.

In all, Farrow and his crew had done their duty, beating the odds by flying through flak and surviving attacks by enemy aircraft more than two dozen times and emerging without injury.

But he had a decision to make: men who completed their tours would be rotated back to the United States either to train new airmen or to be reassigned to other aircraft, notably the newer B-29. Everyone knew Superfortress crews would be training for the eventual invasion of the Japanese homeland.

Or, Farrow noted, they could return to combat over Europe, receiving a 30-day furlough as a reward.

“It sounded good,” he wrote simply, and signed up for another tour.

On April 12, 1944, Farrow and several of his crewmates left Grafton-Underrwood and spent nine days awaiting travel back to the United States. He arrived in New York May 7 following an eight-day Atlantic crossing and was back in Claymont two days later.

The diary’s final entry notes Farrow’s return to Europe: leaving New York on June 30 and returning to Grafton-Underrwood July 10.

The gangsters from Chicago
Putting down his memoirs decades later, Farrow recalled his return to “a squadron of strangers,” where there was only one man left who had been there when he went stateside.

As fate would have it, Farrow and his crewmates almost did not make their life-changing July 20, 1944, flight, a mission to bomb aircraft plants in Dessau, Germany.

Arriving at their aircraft, a B-17G nicknamed “Section 8,” Farrow learned Engine No. 3 was not maintaining the necessary oil pressure.

As the mission’s flight engineer, Farrow exercised his prerogative to redline the aircraft, and got into a shouting match with the 384th’s engineering officer about the decision.

The matter was settled when Booska, who was piloting another aircraft as a group leader, persuaded Farrow to allow “Section 8” to fly. In return, Farrow was authorized to call an abort if the oil pressure acted up.

Engine No. 3 did exactly that, went into the sortie, deep in German territory, too late to turn back.

Without enough pressure to feather the windmilling propeller, “Section 8” lost speed and fell out of formation. An attack by six enemy aircraft blasted Farrow’s top turret apart, sending him, injured, to the deck.

The bomb bay and right wing were on fire when pilot Lt. Walter Grant ordered the crew to abandon ship; Farrow jumped from the nose escape hatch as the B-17 plummeted to the ground, crashing near about 30 miles southeast of Leipzig.

Farrow was knocked unconscious on landing, and awoke to find a farmer, a boy and a man in uniform “with a very large pistol” standing over him. He was marched to a nearby town and put in a jail cell where many came to peer at the “terror-flieger.” Later he and other captured crewmen were trucked to Leipzig, then put on a train to Frankfurt.

The city had recently been bombed by American and British forces and the civilian
Farrow

population was overtly hostile to the 20 or so captured airmen, Farrow wrote. The German guard told the men, in English, “If you value your life, you better run.”

The crowd threw bricks at the airmen as they and their guards made it to a trolley station and were taken to an interrogation center. To his surprise, Farrow learned the Luftwaffe had meticulous records on the 384th, and even knew Booska had flown as group leader that day.

About two days later, Farrow and the other prisoners were sent to Stalag Luft IV, arriving on July 30. At the train station they were met by a man Farrow would never forget: a red-headed German captain who screamed at the men and accused them of killing innocent children. They were, the captain told a gathering, “Gangsters from Chicago.”

Incited by the rhetoric, many in the crowd began chasing the men and those who could not keep up were slashed with bayonets or beaten with rifle butts. One man received more than 60 wounds, Farrow wrote.

After the war, Farrow learned even Gen. Dwight Eisenhower had heard of what aorable,” Farrow wrote. He and the others spent their first night in a barn.

The men slept other nights in the open on pine branches and often awakening soaked by rainfall. The prisoners were not allowed to light fires for warmth, as the German guards did not want to be spotted by British bombers passing overhead.

A month into the march, the prisoners had used up their rations and were surviving on two potatoes a day and a quarter-loaf of bread every three days, Farrow wrote. They soon found ways of stealing potatoes from farms they passed, he added.

Occasionally Farrow and a buddy would obtain additional food from Polish farmers. Water, which was rationed to one quart a day, had to be boiled before using; very little water was used for sanitation, he said. Body lice were common; many men, suffering from dysentery, often soiled themselves.

A newspaper article in Farrow’s diary recounted how he traded his $60 wristwatch to a German farmer for two loaves of bread. Farrow also had tea with a British anti-aircraft crew and found an article about the red-haired captain from Stalag Luft IV. He clipped the article and glued it into his diary, where it remains today.

In the foreground, a B-17G nicknamed “Section 8,” flies through fighter contrails along with another B-17, “Snuffy,” and an unidentified Flying Fortress. Farrow’s crew flew “Section 8” only once — the day they were shot down.

Sawdust bread and coal jam

Farrow reported his first months in the Stalag were routine, almost mundane. He lived in a single room with 24 other men. They slept on triple decked bunks and the only furniture was a table, a few chairs and a small stove.

American soldiers, used to a diet of about 3,500 calories per day, were reduced to about 900. Food included bread made from sawdust, jam and margarine made from coal, sugar from beets and dehydrated sauerkraut.

Red Cross parcels were distributed once a week, but each prisoner received only half the contents. The packages contained delicacies such as sugar, Spam, coffee, fruit and cheese, upping the prisoners’ by about 600 calories per day.

By January 1945, however, it was apparent Soviet forces, who were pushing the German army back through Poland were approaching the camp. The prisoners were split up, with about 5,000 being shipped to other camps within the Reich.

The remaining 4,500, including Farrow, would be marched overland to another camp.

What was expected to be a two-week march ended up lasting almost three months.

The Black March

Shortly after leaving Stalag Luft IV, a snowfall turned into a blizzard, making the march extremely difficult. By the end of the day, “we were cold, wet, exhausted and miserable,” Farrow wrote. He and the others spent their first night in a barn.

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A newspaper article in Farrow’s diary recounts how he traded his $60 wristwatch to a German farmer for two loaves of bread. Farrow said he shared the meal with others, but his dysentery was so bad he passed what he’d eaten in five minutes.

Almost daily, the prisoners were heartened by the sight of American bombers and fighters passing overhead.

“The noise was overwhelming and lasted more than an hour, but it made us feel good,” he said.

At the end of March, Farrow’s group of about 400 prisoners were locked into boxcars for two days before being taken to a large camp populated by Russian slave laborers. On April 2 they were told again to march away. Ordered to disrobe and shower, the prisoners were frantically warned by someone speaking Polish that they’d be killed if they went inside. Farrow didn’t understand at the time the Germans had used such facilities as part of their Final Solution in exterminating the Jewish populations of conquered countries.

The men, it turned out, were given actual showers, although without soap. Their clothing had been heated to kill lice and other pests, “but it didn’t do much good,” Farrow said.

Leaving the camp, Farrow saw what appeared to be a stack of bodies, later leading him to believe they had been at the infamous Bergen-Belsen concentration camp.

The group seemingly traveled in circles, sometimes retracing their steps to avoid the nearby front lines. Farrow recalled seeing a group of tanks being readied for battle; they returned to the area the following day to find them destroyed, the result of an Allied aerial attack.

“It was evident by now that the war would soon be over and that the Germans wanted to turn us over to the English rather than the Russians,” Farrow wrote. The prisoners were allowed more food and more rest as April wore on, he said.

On May 2, while stopping to rest, Farrow saw a German captain conferring with the POW’s leader and two guards. They left together and about two hours later returned in an English truck accompanied by English soldiers.

“For us, the war was over!” Farrow wrote. Farrow obtained the bayonet his son donated to the AMCM by disarming one of the German guards: “Someone else took his uniform jacket but I got his Nazi insignia,” he said.

But the danger was not over. The liberated troops still had to walk through abandoned German towns, some of which had been booby-trapped by retreating forces. Farrow also had tea with a British anti-aircraft crew and found an article about the red-haired captain from Stalag Luft IV. He clipped the article and glued it into his diary, where it remains today.

The former POWs were flown to Brussels, where Farrow obtained the British battledress blouse now in the AMCM’s collection. At Camp Lucky Strike — one of several Red Cross facilities named after popular cigarettes of the day — he was reunited with Booska, now a major, and three other members of his former crew.

Farrow summed up his recollections thusly: “Our march was the longest made by Allied POWs in the European Theater during the war. It has been referred to as The Black March in some official publications.

“There has never been, to my knowledge, an accurate accounting of how many died.”

Men died of starvation, exhaustion and disease. Many, unable to keep up with the rest, simply disappeared, probably shot by their German guards.

“In all, we covered 600 miles in 86 days in all kinds of weather, sleeping in barns or open fields,” Farrow concluded. To his knowledge, even though they were desperate to survive, none ever stole from another. All had one goal, and it was met.

“We shared what we had and are proud that we survived,” he said.
The AMC Museum Foundation received this note last month:

My husband, Clyde, was the LUCKY winner of the Hudson River/Manhattan Skyline flight donated by Michael Lee Foster. We took the trip on May 16. It was great!!! Michael Lee is a really super person; took good care of us. We decided not to use the limo service. When we told Michael Lee we were going to drive up the day before the flight and stay in a motel nearby, he suggested picking us up in Georgetown at the airport there. It was worth it. Thank you for everything.

-- Loretta and Clyde Seibert

What a great testament finalizing last fall’s record-setting 30th Anniversary experience. Besides Michael Lee Foster going “above and beyond,” the Dover Federal Credit Union had volunteered to cover the expense of the limo. Since the Seiberts didn’t use the limo, DFCU stepped up and helped cover the extra costs of flying from central Jersey down to Georgetown, Delaware and back. Do we have some great “Friends of the Museum” or what! Again, a sincere THANK YOU to the committee chairman, Rich Harper, donors, sponsors, AMCM staff, and, of course, our wonderful volunteers. That helps to keep it fun!

Yet again, our Air Mobility Command Museum has received Trip Advisor’s Certificate of Excellence! Last year we were No. 1 of 35 Things to Do in Dover. Their comparisons typically list museums, casinos, restaurants, racetracks, breweries – well, you get the idea. We’re STILL No. 1.

Back in 2013 we were excited to have more than 77,000 visitors. Our 2014 numbers exceeded 100,000, and 2015 brought over 113,000 visitors! Imagine our excitement when our counter showed the numbers for 2106 to be 129,475 visitors! Since the beginning of this year, each month’s visitor count has been above last year’s.

Our surveys tell us most of our visitors hear about the Museum from their families and friends. The internet and road signs are the second and third most popular ways to get the word out. Those surveys have saved us lots of advertising dollars over the past few years, but how fortunate we are to have our best advertisements in the Museum every day – our VOLUNTEERS!

Out of our 150 museum volunteers, 81 are tour guides, 50 are on the restoration crews and 13 work in the store. The rest cover the archivist, volunteer coordinator/scheduler and librarian roles. Finally, the AMC Museum Foundation also is made up of folks who dedicate their time and efforts to the AMC Museum, although with a few exceptions, it’s generally more of a “behind the scenes” volunteerism.

Each of those volunteers plays an important role in making that phenomenon happen. They’re retired and active, military and civilian, mechanics, electricians, construction workers, school teachers and even state legislators. Ranging in age from 18 to 96 (just one of our World War II veterans), those volunteers are here to have fun doing what they love to do and sharing that joy with our lucky visitors. Then those same visitors leave and share that enthusiasm with their families, friends and neighbors. And before you know it, we’re setting another record for visitor numbers and grabbing another TripAdvisor “Certificate of Excellence.” Well done!

... so back to “How are volunteers our advertisements?” Very simply answer; it’s the AMC Museum experience that our guests leave with. With a visitor’s initial entry into the Museum, they’re apt to run into a store volunteer or a wandering tour guide and get a warm welcome. As our tour guides show them what we’ve got and tell them some of the stories that go along with the exhibits, it can’t help but make an impression. And there’s no doubt that we have some of the finest restored aircraft of any museum in the world.

This combination of pride and professionalism from our volunteers has been sending our visitors home with an encounter they don’t soon forget – and they’re telling their friends. You’ve certainly read it here before – our Museum couldn’t exist without the backbone of our volunteer force.

The Museum staff and the Foundation have always been in complete agreement that the AMC Museum, quite frankly, would simply be a ramp with some hardware without the dedication, selflessness and hard work of our volunteers. Give them a “thanks” next time you see one. We cannot do it without them.
Since we’re in our annual fundraising period, it’s probably important to note that over the years, the Foundation has often been called upon to help with some of the day-to-day expenses of the Museum. One very important expense, since 2015, has been the Foundation-funding of an employee (AMC Museum restoration chief) who’s been a knowledgeable and skilled jack-of-all-trades for the Museum. Thanks to his knowledge, skills and initiative, his presence continues to take a huge load off the director and deputy director -- and the Museum wins.

On a fairly regular basis, because of the way the Museum is funded through the Air Force, there are instances when the Foundation will step up to fill shortfalls. One example might be that those shortages could cause our restoration volunteers to be ready to work, but not have the appropriate tools, hardware or other miscellaneous “stuff” to keep ‘em restoring. Those shortages might be caused by budgetary constraints, complicated procurement processes, or simply a short-notice requirement. We’re happy to step in – it’s what we do. But the Foundation tries to stay vigilant for great prices and smart buying. Rest assured we’re constantly fine-tuning that process to ensure that our spending is being properly managed.

Last year Foundation funding for the Museum also included some traditional advertising (including the 30th Anniversary), Museum website support (www.amcmuseum.org), vehicle support for two trucks, some 30th Anniversary expenses and of course, this great Hangar Digest.

Finally, we incur operating costs for the administration of the Foundation. Those include expenses like accounting fees (from an independent downtown firm), liability insurance, database management (contracted), membership management (contracted), and postage and office supplies.

You might also note, that just like all the other AMC Museum volunteers, all Foundation Board members serve voluntarily – NONE are paid. In the past, stipends have been approved by the Board and offered to treasurers, mainly to show appreciation of the many extra hours of work required to keep our books, write checks, deal with withholdings for taxes/benefits, gather accounting information to forward to our accountants, and coordinate with our store finances. We no longer do that, mostly because they wouldn’t take the money.

Let me introduce you to a few of our board members, to give you an idea of why they’re here, what they do and how much they enjoy their partnering with the Air Mobility Command Museum.

**Bob Mench**, a six-year board member, said it has been a great experience working with other board members, mostly former Air Force, but with a cross-section of business, professional, industrial and other government members – all who freely give their time and efforts.

“We are very proud of our Museum” Bob said. “It has been a pleasure and an honor to help raise funds to supplement the Air Force budget; money to supply anything from pickup trucks, storage sheds, and restoration supplies to hats, tee shirts and dinners for volunteers.”

And you can be sure that over these six years, Bob has consistently been one of our most dedicated, and fruitful, fundraisers.

**Former Dover Hardware owner Bob Berglund** has been a windfall to the Foundation for the 10 years he’s been with us. With 40-plus years in the retail trade business, and having had the opportunity to serve on several 501(c)3 boards, he’s been able to bring both perspectives to the Foundation, especially in the areas of retail sales and advertising.

“One of the great benefits to me” he said “is to enjoy the company of like-minded veterans ... the educational mission is so important to remind the public of the need for strong air power. If pride is one of the seven deadly sins,” he reminds us, “aren’t we all guilty about the Museum?”

Foundation board secretary (for 16 years), Phil White said the work “has been a very enjoyable experience in helping to preserve a bit of aviation history.” He went on to say that as a nonprofit organization, we’re able to supplement the Air Force funding received by the Museum and play “an integral part, although behind the scenes and seldom noticed, of keeping the Museum afloat.

“The joy comes in knowing the public can visit the Museum for FREE and leave having gained tremendous knowledge from the Museum’s outstanding all-volunteer tour guides. The restoration team and store volunteers also play an important part in making this Museum the most visited free attraction in the state for the past six years.” And of course he finished by saying that none of it would be possible “without both the 170-plus volunteers and the AMC Museum Foundation.”

Now how’s THAT for a cheerleader?

(Continued on page 12)
B-17-G No. 42-37788, “Hell’s Messenger,” cuts through the sky on another bombing mission. Built by the Douglas Aircraft Company, Farrow’s crew flew this aircraft for nine of their 26 missions.

Assigned to the 547th Bombardment Squadron (Heavy), the aircraft served from Nov. 7, 1943 until the end of the war.

Thomas Farrow’s identification tags, inscribed with his name, serial number, date of his last tetanus shot, blood type and religion. (This item is on display at the AMC Museum.)

Farrow used this large aluminum spoon, inscribed with the Luftwaffe insignia, during his time as a prisoner of war in Stalag Luft IV.
Thomas Farrow's "short snorter," made up of 19 American and foreign bills taped together. The bills were signed by people airmen flew with or met.

Farrow wore this crocheted cap, made of wool yarn, while a prisoner of war. It included ear flaps and a bill. (This item is on display at the AMC Museum.)

"Hell's Messenger" was damaged while on the ground Oct. 10, 1944, during a training mission when a fire was discovered in the port wing. The fire was contained to the wing and No. 1 engine, and the aircraft was back in service by Nov. 1.

"Hell's Messenger" survived the war after being assigned to 151 missions and receiving combat credit for 105.
In 1988, Foundation Vice President Paul Gillis was asked by his neighbor to help work on the B-17 Shoo Shoo Shoo Baby restoration. After helping with the top turret installation he started filming engine runs – and also became an expert at propping engines. Already a well-established “go-to” guy in the 512th Military Airlift Wing, Paul then was asked to be operations officer for the project.

On the day the restored B-17 was to be flown to Wright-Patterson AFB, Ohio, Paul had expected to fly in the C-130 escort, but instead was asked if he’d like to fly in one of the escort P-51 Mustangs. Not a bad welcome into the Museum family. After his retirement from the Air Force Reserve, Paul accepted an invitation to join the Foundation; he said it was a great opportunity to pursue his interests in history. It was also a great opportunity for the Foundation and the Museum to take advantage of his rock-solid dedication and his underutilized engineering training.

A Volunteer-of-the-Quarter in 2012, Paul has updated most of the Museum’s lighting displays and added LED lighting to many of our aircraft, even wiring some with solar power. That’s important, to us and to him, but it’s not the only reason he’s here.

“I really like talking to the people about Air Force history and our aircraft, especially the occasional World War II vet,” he said. In talking about a loadmaster he’d taken aboard a C-119 one afternoon, he said the Korean War veteran “just stared at the back of the plane for a few minutes and then proceeded to tell me and his two sons about dropping the bridge to save the Marines at the Chosin Reservoir. He was one of the six who did it.” Small world.

So there you have it in a nutshell; you see some of what the AMC Museum Foundation does, who we are, and how much we’re a part of the Air Mobility Command Museum. We’re working hard to keep our Museum a “must see” attraction for the state of Delaware. We’re trying hard to have fun, whether it’s talking with a veteran who’s made history on our aircraft or talking a local business into donating some money to help support our grand cause. We’re happy to keep supporting our great volunteer force, whether it’s with blue aircraft paint or blue golf shirts.

So when that letter comes in the mail asking you to support this year’s AMC Museum Foundation fundraiser, first take some time to come out and take another visit. Tap into some of those stories that our guides so love to share. Be amazed at the craftsmanship involved with our restorations. Take pictures. Stop by the store and see what unique gifts we have for that hard-to-buy-for special someone. Then go home and tell your family, friends and neighbors what a great time you had – and tell ’em why it was so great.

And then sit down and send us what you feel like we’re worth. Y’all have a great summer!

Gunship crews plan Dayton reunion

The 18th AC-119 Gunship Reunion will be held in Dayton, Ohio, from Sept. 28 to Oct. 1.

Retired U.S. Air Force Lt. Col. James L. Dunn said air and ground crews who served with the gunships are welcome, as well as “friends and families as well as anyone whose bacon we saved.”

Dunn was one of seven navigators with the 1st Military Airlift Squadron and the 39th Military Airlift Squadrons flying the C-133 under the 436th Military Airlift Wing at Dover Air Force Base, Delaware. When the Air Force retired the Cargo-masters, he switched to the AC-119K and was sent to Southeast Asia.

Dunn returned to Dover AFB following his overseas tour.

The reunion features several key activities:
- A special tour of the restoration hangar at the National Museum of the United States Air Force at Wright-Patterson AFB, Ohio.
- A memorial service at the new AC-119 Gunship Association memorial bench.
- Dinner Under the Wings at the NMUSAFO the night of Sept. 30.
- A Sunday tour that includes the Wright Memorial Hill and the overlook of the Huffman Prairie where Wilbur and Orville Wright built the first practical airplane. The tour includes a stop at the Dayton Carillon Historical Park.

The AC-119 Shadow and Stinger gunships served with the 17th Special Operations Squadron from June 1969 to September 1971 primarily at Phan Rang AB, the 18th Special Operations Squadron from January 1969 to December 1972 at Nakhon Phanom Royal Thai AFB, and the 71st Special Operations Squadron from December 1968 to June 1969 at Nha Trang Air Base.

To learn more and to register, visit www.ac119gunships.com.
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Send this coupon plus $8 for each set (check or money order) to:
Air Mobility Command Museum, 1301 Heritage Rd., Dover AFB, DE 19902
Your AMC Museum Goes CRUISIN’!

The Lone Wolf Outlaw Cruisers held its 11th annual PT Cruiser show at the Air Mobility Command Museum, bringing together dozens of car lovers from Delaware and surrounding states.

He's Taking Care of Business: Barry Gregory channels his inner Elvis through this tribute to the King of Rock and Roll. The car is festooned in and out with images of Elvis including a gear shift knob in the shape of Elvis' head, a sound system to play Elvis' music and three flat screen monitors to watch Elvis movies.

Dennis Tidwell not only loves to drive his 2002 PT Cruiser, he's also a major "Star Trek" fan, as shown by his custom license plate. The Hamilton, New Jersey, native and his wife also adopt abandoned Greyhounds, naming them after Trek characters.

Cindy and Thad Heflin, of Fredericksburg, Virginia, shop for new items to add to their PT Cruiser. The couple also toured the AMC Museum during the Cruiser show, with Thad noting his father served in the US Army Air Forces during World War II.
Dave Evans of Smyrna shows off his Walt Disney-themed 2002 Cruiser. The car’s previous owner was a fan of all things Disney, and had the car custom decorated with scenes of Goofy in traditionally goofy situations, as well as a number of “hidden” appearances by Mickey Mouse.

Dave Smith, of Cape May Courthouse, New Jersey, shows off a miniature drive-in movie display on the rear deck of his 2005 Cruiser. “I’ve always loved the drive-in and miniature Matchbox cars,” Smith noted. He has the display wired for lighting and the “screen” actually is a digital monitor that plays DVDs. A light inside the miniature projection booth actually flickers, just like the real thing.

Air Force retiree Robin Thompson, now of Bedford, Pennsylvania, brought her dog, Lucas, and her aquamarine colored 2001 Cruiser back to Dover for the show. Thompson was stationed at Dover before retiring in 2000. “When I first saw the Cruisers, I thought they were cool cars,” she said. “I always wanted a classic car and this looks like a classic.”

Larry Forcier came to the show — “I never miss it,” he said — all the way from Warrick, Rhode Island. He’s put more than 300,000 miles on his 2001 Cruiser and his traveled to all of the lower 48 United States during his retirement. The display shows a gathering of miniature PT Cruisers.
Museum restoration expert Eric Czerwinski adjusts the strap on a pararack underneath the museum’s C-47. Members of the museum’s restoration staff are working to recreate the aircraft as it was on June 6, 1944.

Former US Navy ordnance engineer Chris Hassler of Annapolis, Maryland, explains the Museum’s B-17’s bombing mechanisms. Hassler brought friends and family members to make use of what he called “a rainy, nasty day.”

Siblings Morgan, Kasey, Joey and Amanda Ratcliffe, of Camden, Delaware, examine a Morse code rig brought in by AMCM tour guide Virgil Robinette.

Dominic Nelson, 2, of Bel Aire, Maryland, tries out one of the AMCM’s simulators with grandparents Ron and Sandra Kubacki of Hamilton Square, New Jersey. “He’s at the age where he loves planes and you’ve got some great planes here,” Mr. Kubacki said.

Aleïña Roper, 2, can’t quite reach all the controls for the C-133, but she keeps trying. “She just loves airplanes,” Mom Leilena Roper explained.

Kyle Wilson, 6, of Middletown, Delaware, is a frequent visitor to the AMCM: his June 17 trip was his fifth visit to the Museum in two years.
The AMCM’s collection of giclées for sale at the Museum store attracted the attention of John Keevan of Millsboro, Delaware, while he was waiting for his family to arrive. “My great-grandson is excited,” Keevan said. “It’s all he’s been talking about.”

Len Serio of the Sussex County, Delaware, Aeromodelers Club stands watch over the club’s display of flying model aircraft. All are propeller driven, except one turbo-powered aircraft, he said. The club comes to the Museum twice a year to show off members’ aircraft and to talk about the fun of flying these huge model planes.

Kyle Bouika of Felton, Delaware, gingerly makes his way down from the cockpit of the AMCM’s C-133 Cargo-master. His May 20 visit was his first: “It’s pretty cool,” Bouika said of the Museum.

Steve Longenfelder and son Walker pause outside the Vietnam War exhibit at the AMCM. They and the rest of the family had gone to Ocean City, Maryland, to see the town’s St. Patrick’s Day parade.

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**New names added to AMCM’s Commemorative Garden**

An additional 18 memorial bricks were added to the walkway at the Air Mobility Command Museum’s Commemorative Garden in conjunction with Memorial Day 2017.

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

- AMC Museum volunteer Robert Leicht, 1,100-plus hours
- Maj. Gen. Kathryn Johnson, Dover, MXGPOY’16 (Two bricks)
- Luzetsky, Past, Present and Future
- Mr. Kenny Carter, Head Coach, DSU Football
- SPS Eugene Ore, Army, 6-67 to 8-70, Vietnam 1968
- Col. Robert King, APS 71-75, 79-80, MSG/CC 2004-06
- AMC Museum volunteer Charles Grant, 1,000-plus hours
- AMC Museum volunteer Polly Steenhagen, 1,000-plus hours
- AMC Museum volunteer Francis Urick, 1,000-plus hours
- AMC Museum volunteer Billie Westergard, 1,000-plus hours

- AMC Museum volunteer Dennis Gaughan, 1,000-plus hours
- C. Sturgeon, Landings, 1976-2017
- In honor of Daniel R. Sitterly
- In loving memory, William Maroon, Nov. 4, 1940 to Sept. 23, 2016
- Robert L. Maier, Korean War Veteran
- Jon, Susan, Kelly and Blake Cathey, Feb 67-Aug 92, Navigator/WSO 41st MAS, 3rd MAS, 67th TFS, 67th TFS

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

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<th>BUSINESS/ORGANIZATION</th>
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<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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<td>4-inches by 8-inches 1 to 3 lines — 15 characters and spaces on each line $125</td>
<td>8-inches by 8-inches 1 to 6 lines — 15 characters and spaces on each line $250</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) ___________________________________________________________ E-mail ________________________________
City ___________________ State _____ Zip __________ Phone ____________________ ☐ Notify me of my brick’s location

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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
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Photocopy this form if you’d like to order more than one.

Questions? Email member shipamcm@comcast.net.

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<td>Flight crew member benefits plus recognition in the Hangar Digest newsletter, name engraved on plaque</td>
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<td>Squadron commander benefits plus two museum coffee mugs</td>
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<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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Courtesy Randall Munroe