**Air Mobility Command Museum Mission Statement**

The mission of the Air Mobility Command Museum is twofold:

- To present the history and development of military airlift and tanker operations.
- In a goal closely aligned with the first, to portray the rich history of Dover Air Force Base and its predecessor, Dover Army Airfield.

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**What is the Air Mobility Command Museum?**

Located in Hangar 1301 on Dover Air Force Base, Kent County, Delaware, the AMC Museum is part of the National Museum of the United States Air Force’s field museum system.

One of the reasons your AMC Museum continues to provide a great educational experience is that we stick very closely to our reason for being.

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

Hangar 1301 was placed on the National Register of Historic Places in 1994. Although located on Dover AFB proper, entrance to the Museum may be made from Delaware Route 9, south of the base. Admission to and parking at the Museum is free and military identification is not required. The Air Mobility Command Museum is open from 9 a.m. to 4 p.m., Tuesday through Sunday. It is closed on Mondays, Thanksgiving, 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.

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The AMC Museum 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.

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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.

Contact Editor Master Sgt. Jeff Brown, USAF (Ret.) via email at piffbrown1898@gmail.com.

Photos are by Jeff Brown, unless otherwise noted.

The issue’s cover:
Women in the Air Force today may be assigned any job in any specialty. But this wasn’t always the case: up until the 1970s most enlisted women worked desk jobs in administration, personnel or even clothing sales. At Dover AFB women were assigned to the 436th WAF Squadron Section for administrative purposes. In this edition, the former WAF commander and three former WAF airmen describe life at Dover more than 40 years ago.

Photo by Hal Sellars.
Air Force legacy
Dover AFB bids goodbye to a part of its history

Staff Sgt. Aaron Jenne
436th ABW Public Affairs


For 45 years, the Dover JEIM shop maintained and rebuilt these engines, stripping them completely to their components over a grueling 75-day process to diagnose and repair issues. They were equipped to work on 13 engines at once. Since the shop opened, base airmen rebuilt 5,601 engines.

The shop officially closed two years ago as the Air Force’s contingent of C-5A/B Galaxy aircraft were modernized into the C-5M Super Galaxy fleet but the lights stayed on as its members prepared the remaining engines to be sold.

“A gradual conversion of the C-5A/B legacy aircraft to the C-5M has meant many modern changes to include new engines,” said Kevin Morrow, aerospace propulsion engine mechanic supervisor for the 436th MXS. “The change to the GE CF6-80 engines used on the C-5M made the GE TF-39 engines built here at the Dover AFB JEIM shop obsolete.”

The new CF6-80 engines produce more thrust, are more fuel efficient and produce less noise pollution than the decommissioned TF-39s.

“It’s sad to see [the TF-39] go, but I’ve recently gone to a class on the new engine, and I can see how much the technology has changed,” said Daniel Weimer, 436th MXS aerospace propulsion engine mechanic.

“It’s time for this engine to be put down. Us old jet engine mechanics feel like we’re veterinarians for a dinosaur; we’re kind of useless.”

Weimer has worked at Dover AFB for 50 years, and on the TF-39 engine since it arrived at Dover. His career started at the “rickety, outside test cell on the far side of the base.” He saw the new JEIM shop being built, watched the first TF-39 engine as it was rolled in, and rebuilt the last one completed by the shop in March 2016.

While the JEIM shop was still rebuilding TF-39 engines for the Air Force’s C-5A/B fleet, the modernization process necessitated the engine’s reclamation process as early as 2012.

Through 2015 the engines were turned in to the Defense Logistics Agency and the Defense Reutilization and Marketing Office, where they were basically sold for salvage, Morrow said. The money gained from this process was recouped to the U.S. treasury.

Since 2015, 144 TF-39 engines were turned in through a joint process involving the Air Force and General Electric. The JEIM shop had to process an average of six engines each month to prepare them for transportation to a metals reclamation company in Monroe, North Carolina. This exchange allowed the Air Force to recuperate $1.38 million.

“There were some good times and some bad times,” Weimer said. “We blew up a few engines, and we had a few problems in the test cell. It’s all one big memory. There’s good and bad, but you learn from it. That’s the experience, and that’s what makes it so sad that this is going away.”

Unlike the engines, Dover didn’t say goodbye to all airmen in the JEIM shop. While some retired, others were headed to the C-5 Isochronal Inspection Dock where they brought with them their years of experience working on jet engines.

“I am proud to say that I was able to ‘crank wrenches’ with many mechanics, past and present, who have become part of the propulsion flight family, most specifically the ‘10 brothers in arms,’ or last men standing who have facilitated the closure of this shop,” Morrow said.

“I would be remiss in not mentioning their names: Daniel Weimer, Robert Burkhamer, Matthew Farren, Jeffrey Martindale, Michael Tatum, Travis Olsen, Chad Bryant, Master Sgt. Randy Bulloch, Staff Sgt. Lawrence Leonard and Senior Airman Dylan Bruce.

“The closure of the TF-39 shop is bittersweet, for we knew this day would finally come; however, we are all looking ahead with proactive feelings for the future.”

Driver Wesley Currin throws a tie-down strap over the departing TF-39 engine. Currin drove the engine to Monroe, N.C., where it was bought by a metals reclamation company.

512th Maintenance Group Superintendent Chief Master Sgt. Vincent Alois signs the TF-39 engine before its final departure.

Photos by SSgt. Aaron Jenne

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Learn more at www.amcmuseum.org
Dover AFB History

WAF at Dover AFB: Separate and definitely not equal

Despite the smiling faces presented in commercial advertisements of the time, being a Woman in the Air Force, or WAF, was not necessarily easy; women were facing changing times and an evolution of their roles in society and in the military.

This was true throughout the Air Force and at Dover Air Force Base as well.

Despite having officially been integrated into the Air Force since 1948, during the 1950s even official circles in Washington tended to downplay the need for female airmen -- some said the U.S. military should be all male -- and enlistment in the WAF was declining.

In fact, some claimed women’s roles in industry and the military had declined since the end of World War II, when women had been so important to our war materiel and returned to home and hearth.


“During World War II,” Anderson wrote, “American servicewomen were regarded as ‘soldiers in skirts,’ and were treated as such.”

But even when the military did try to recruit women, by the mid-1960s the daughters of those military women and the Rosie Riveters who kept American wartime assembly lines moving were being sought more for their good looks and femininity than their ability to serve in wartime, Anderson charged.

Gone were the days when female soldiers trained with rifles and camped out on nightly bivouacs, he said.

“But today, the tough training has been abandoned for frilly courses on makeup and hair dos,” he claimed.

In her book, “Women in the Military: An Unfinished Revolution,” Maj. Gen. Jeanne Holm noted the Air Force of the mid-1960s didn’t have a coherent plan on how to deal with the possibility of women being thrust into an armed conflict, particularly during the ongoing Vietnam War.

“In the Air Force, wartime planning guidance provided for WAF to be assigned anywhere in the world,” she wrote. “But when war came in Southeast Asia, no specific policy guidance was forthcoming from Washington.”

While Air Force women did serve in SEA, 90 percent of them were nurses who flew into Vietnam to evacuate wounded men.

Holm, who served two tours as director of the WAF, noted women wanted to serve, despite the dangers.

A female NCO, denied an assignment to Vietnam, told her, “If American women were half as fragile as the brass seem to think they are, we never would have conquered the West.”

It took the phasing down of the Vietnam conflict as well as rising female activism in the civilian world to start changing minds in Washington. Even so old prejudices remained and this chauvinism tended to limit the role women could expect to play while in uniform.

Taking charge

In May 1970, USAF headquarters told 436th Military Airlift Wing commander Brig. Gen. Fred W. Vetter Jr. to expect an influx of women at the base. While Dover’s directors of base administration and base personnel were senior WAF officers, these new arrivals would be different: young, new to the Air Force and -- most problematic -- unmarried.

As was the case at other bases, these single women would work in different organizations on Dover but be assigned administratively to an all-female unit. Vetter was ordered to locate housing for the women and appoint a female commander and first sergeant to take charge.

The Pentagon’s message told Vetter, “manpower authorization will be found within your command resources,” according to research by 436th Airlift Wing historian Douglass Miller.

Vetter selected newly assigned 2nd Lt. Virginia Logan to serve as commander of the 436th WAF Squadron Section, which would be activated Sept. 1 of that year. Logan, who had come to Dover on a joint assignment with her C-5 pilot husband, had just weeks to prepare.

“The first thing we had to do was oversee the renovation of two barracks buildings, to get them ready for the women,” the now retired lieutenant colonel said from her Ohio home.

Logan was given two World War II-era wooden barracks and started supervising their renovation. She got a lot of support from Brig. Gen. Kelton M. Farris, who succeeded Vetter in August 1970.

“He was a terrific leader,” she said. “He would come around and see what was going on.”

Although she wanted her female airmen treated on the same level as men, Logan realized there were some things that could not be ignored.

Giving the women a sense of privacy was one of Logan’s priorities and doing so was one of the first roadblocks she had to overcome. The issue: shower curtains.

“I told them they had to figure out how to put curtains in the showers, but they thought that was unnecessary,” Logan said. “I told
It wasn’t an easy transition into military life.
“After I was introduced to everybody, one of the staff sergeants said, ‘We’ve never had a woman up here and don’t want you here. We don’t think you’ll last long.’”
Initially, Kirchoff was required to wear her Class A uniform, which created unwanted attention when she had to climb stairs while wearing a skirt. One of the master sergeants noticed, and after that she was allowed to wear the WAF fatigue uniform, which included a blouse, slacks and low quarter shoes.
Eventually, things improved as people began to appreciate her work ethic.
“After a few weeks, they knew I worked hard,” she said. “I was quiet and followed orders. After a while, they became more like big brothers.”

I was tough
Georgia-born Lena Prine Pennypacker arrived at Dover in September 1971. Like Kirchoff, she came in from basic training having no formal training in her new career field.
“I already could type 98 words a minute, so they must have thought I didn’t need to go to tech school,” she said.
Assigned first to the Consolidated Base Personnel Office, Pennypacker later transferred to the Security Police squadron as an administrative specialist and eventually was put in charge of special security files.
“But it seemed the unit commander had other plans for her.”
“He decided I was going to be his first WAF security policeman,” she said. “He put me out on the gate and then on the flight line guarding airplanes.”
Pennypacker had only her field jacket and WAF “fatigues” to wear when she was sent outside.
“I threw a fit,” she recalled. “I told him I wasn’t a security policeman, I was admin. I told the commander if he wanted my stripes, he could take them.”
“He really could have hammered me but after that he left me alone,” Pennypacker added.
Pennypacker also would fight back against harassment she saw directed at her fellow WAF.
“I was raised between two boys and I was tough. I just didn’t put up with it,” she said.
Like the other women, Pennypacker was assigned both to her regular unit and to the WAF squadron section.
It could be a Jekyll and Hyde situation, she said.
“We had two commanders and two first sergeants,” she recalled. “We had to go to two commanders calls. We’d be assigned duties in our units and in the WAF squadron.
“We also had to pull Charge of Quarters and I hated that,” she said. “I thought if you’re old enough to go into the military, you don’t need a babysitter.”
She continued to pull the duty even after marrying in April 1973 and moving off-base.
“The men didn’t have a CQ, but the women sure did. I thought it was stupid.”

A social experiment
Chris Doughty Muszynski ran smack into a man with an attitude as soon as she set foot on Dover AFB in January 1972.
“I reported to a chief master sergeant, and he said, ‘Welcome to Dover.’”
“Then he said, ‘This is just a social experiment and I will make sure you don’t last.’”
Muszynski told the chief, respectfully, that she disagreed. But the chief didn’t care.
“He spit on the ground and said, ‘I don’t want any broads in my Air Force.’”
(See WAF page 16)

AMCM Sponsor Recognition Day set for Sept. 15

The AMC Museum Foundation will dedicate Saturday, Sept. 15 as AMC Museum Sponsor Recognition Day for all the sponsors who support our first Annual Summer Fundraiser. This “Summer Fundraiser” replaces our 12-year run of AMC Museum Foundation Annual Golf Tournaments.

Sept. 15 also is the AMC Museum Monthly Open Cockpit day. You’ll not only experience the historic aircraft on display, but you’ll be able to go on board, where knowledgeable tour guides will provide technical and historical information of the aircraft. Cockpit tours will be available from 10 a.m. until 3 p.m. The flight simulators will also be available for those who would like to test their flying skills!

As an added bonus, just for this Sponsor Recognition Day, the Museum’s Restoration Hangar door will be opened. This will allow the unique opportunity to get some insight on how our aircraft are painstakingly brought back, often from pieces, to pristine condition by our dedicated restoration volunteers. We’re currently working on our C-119B Flying Boxcar and the KB-50J Superfortress.

Special displays recognizing our Summer Fundraiser Sponsors will be on display in and around the Museum, and we’ll have food trucks for your dining pleasure.

Donating funds to the AMC Museum Foundation helps us fulfill the mission of the AMC Museum as an aviation and aerospace, education, scientific, cultural, historical and inspirational facility and also support the restoration and preservation of aircraft and artifacts.

So mark your calendar, invite your family and friends, and let us show you a great time at the Air Mobility Command Museum Sponsor Recognition Day!
FOUNDATION NOTES

Chief Master Sergeant Bryan A. “Skip” Ford is our newest AMC Museum Foundation board member. Chief Ford is superintendent of the 512th Maintenance Squadron here at Dover Air Force Base, Delaware. In his position as an Air Reserve Technician (ART), he serves as the senior enlisted manager and direct advisor to the commander on leadership matters, professional development, welfare, and morale. He also manages the health of the fleet and deployment of 18 C-5 and 13 C-17 aircraft at Dover.

Joining the Air Force in 1986, he's taken awards and honors since basic training. He worked in the 436th AMXS before joining the 512th Aircraft Maintenance Squadron in 1995, becoming an ART in 1999.

Serving as an aircraft crew chief, flying crew chief, crew leader, shift chief, section chief, quality assurance superintendent, maintenance flight chief and C-17 aircraft maintenance squadron superintendent, he's filled a lot of squares. He has served overseas in support of the UN Mission for Iran/Iraq Peacekeeping, Honduras Airlift, Operations Desert Shield, Desert Storm, Enduring Freedom and Iraqi Freedom.

Chief Ford was an active volunteer at the original Dover AFB Historical Center and subsequently the first active duty maintainer to be assigned to the AMC Museum staff in 1992. He was an integral part of the aircraft restoration team and built numerous exhibits still in use today. Chief Ford just completed a 22-year membership on the board of directors and instructor staff at the Delaware AeroSpace Education Foundation.

He is a Leadership Central Delaware alum and is on the Polytech High School Craft Advisory Council for Aviation Studies. Chief Ford is the chapter captain for Team Red, White and Blue Dover DE, an international veteran’s service organization. Chief Ford is married to Rebekah and has four children, Allie, Katie, Nick, and Jack.

Needless to say, we’re very happy to have Skip on board.

We’ve had some major donations the last few months through some understandably interested parties. Take a look at their websites to get an idea of their organizations. You might even be tempted to join yet another aviation club!

The TAC Tankers Association welcomes all former military members who were associated with KB-29s or KB-50s as aircrew, ground crew or administrative personnel.

To find out more about them, visit www.tactankers.com.

The Airlift/Tanker Association is dedicated to ensuring American military forces continue to have the mobility capability required to implement U.S. national security strategy. International in scope, the association has chapters and members throughout the world. Association membership includes active duty, reserve and retired military personnel, both officer and enlisted, as well as civilian and industrial supporters of the air mobility mission.

Visit www.atalink.org/content/ to learn more.

Orbital ATK designs, builds and delivers space, defense and aviation-related systems to customers around the world. Their main products include launch vehicles and related propulsion systems; satellites and associated components and services; composite aerospace structures, tactical missiles, subsystems and defense electronics; and precision weapons, armament systems, and ammunition.

They’re at www.orbitalatk.com.

Hangar Digest editor Jeff Brown wrote a short piece in this issue about the family running Charlie’s Hot Dogs. There’s a short YouTube video (https://tinyurl.com/Charlies-Hot-Dogs) that lets you hear his philosophy, wrapped up in humility. It’s hard to say too much about the way Charlie Boehm and his family have been supporting the AMC Museum. They are the kind of folks you like to meet; folks who continue to go above and beyond. The relationship began when we started to experiment with having food trucks at the Museum during Open Cockpit Days and it’s certainly blossomed since. They donated all the food to November’s Veterans Day event and they’ve brought soup to the volunteers all winter, almost on a weekly basis. A veteran himself, Charlie epitomizes “Support Our Troops.” Pay him a visit next time you’re on base. Tell him “thanks,” not only for his service but for his graciousness and selflessness – but be prepared to have him throw it right back at you!
I was able to get an update on David Godek’s painting of our incoming C-119B, AMCANCO Special. The homework required is pretty intense for someone who strives to make historical paintings that are historically correct – which seems to be a David Godek specialty.

At first glance, the background looked like a photograph, both in detail and color! I found it interesting that he makes often makes the sketches from photographs, and then simply fills in the blanks. Okay, not “simply” at all. The way the paintings take form from tubes of oils is a display of Dave’s amazing artistry skills.

I’m looking forward to the finished product – we’ll try to keep you updated. I’ve gotta say, landing airplanes just seems a whole lot easier to me.

Speaking of our C-119B, the bench just arrived last week. You are NOW able to add your name to our Korean War veteran aircraft bench. Many of you have made $100 donations to get your name or the name of a friend or family member on one of our aircraft benches on the AMC Museum ramp.

Each plaque has the names, but if you use your QR (Quick Response) code app, your cell phone will take you to the list of names PLUS the many comments available on the website. That, in my opinion, is the best part of our bench program.

The website is https://amcmuseum.org/support-the-museum/aircraft-bench-program/.

Here are a few excerpts, in their own words:

C- 5A, Paul E. Roy Jr., FE, 436 MAW, Donated By Paul E. Roy, Jr. I was an Initial Cadre Instructor with the C-5 program, assigned to the 9th MAS, April ’71. Eventually, I was upgraded to flight examiner. Assigned to the 436th MAW Flight Simulator branch as NCOIC of the Flight Engineers for five years. My last two years was as Wing Stan-Eval Flight Engineer. Overall, I was on the C-5 for 18.5 years. I logged 5,812 hours of C-5 time. I felt like I grew up with the C-5, as we experienced numerous system modifications over the years. For me, it was an honor and privilege to have been a crew member on this most amazing airlifter of our time.

C-141A, Dennis P. McCorry, N, 4 MAS, Donated By Dianne McCorry. My husband, Lt. Col. Dennis P. McCorry (Retired) served as a navigator on the C-141A from May 1973 to May 1977 as an Air Force captain at McChord AFB in Washington state. He also served as a second and first lieutenant at Dover Air Force Base from 1967 to 1971 as a member of the F-106 aircraft maintenance crew. He was thrilled when we visited the AMC Museum in 2003 to see the aircraft timeline including the F-106. My husband passed away in December 2009 and is buried in Arlington National Cemetery. Our family remains as proud of him today as we were when he pinned on his second lieutenant insignia. The AMC Museum is a wonderful tribute to military members and their families.

C-119m Andrew Turlington, P, 18 SOS, Donated by Andrew Turlington. I watched C-119s fly over our backyard into Bolling AFB when I was a child in the mid-50s. It was certainly easy to recognize with the unique twin boom configuration. I flew the K model “Stinger” gunship in Southeast Asia on trail interdiction and ground support missions, mostly in Laos. The K model proved very dependable in combat and was a much-improved aircraft with the addition of the J85 jet engine pods and improved props.

Great stuff. We’re looking forward to seeing some of the C-119B stories from our Korean War veterans out there.

Spring is here! C’mon out and see what’s new at the AMC Museum! Don’t forget Open Cockpit Days, every third Saturday of the month.
Featured aircraft

The C-45 Expeditor: a plane with many faces

The Air Mobility Command Museum’s C-45 Expeditor may be a small aircraft, but it’s got a big history.

The plane started its career in 1943 and since that time changed hands at least a dozen times. It’s been built, rebuilt, re-registered, involved in at least six accidents, cannibalized and finally, restored.

It came to the AMCM in April 1989 and is considered on loan from the U.S. Marine Corps Museum in Quantico, Virginia.

And like the Museum’s C-45, the aircraft type has had a long and sometimes confusing history. Both the civilian world and the military found many uses for the plane, and as a result, it had many variations and different incarnations.

The Expeditor was World War II’s military version of the very popular Beechcraft Model 18 aircraft, which had served the civilian world as a light commercial transport.

The Model 18 was so successful Beechcraft kept the design in its inventory for more than three decades. In all, more than 9,000 Model 18s in 32 different versions were built over that time, including the C-45.

According to research by Russell Munson published in the February 1982 edition of Flying Magazine, although the Model 18 made its first flight in January 1937, its origins date to three years earlier and the Bureau of Air Commerce, one of the forerunners of today’s Federal Aviation Administration. The BAC wanted aircraft manufacturers to produce a small twin-engine aircraft its airline inspectors could use to travel across the country.

But officials at the BAC also felt such an aircraft could be used for passengers at a time when public air transportation was in its infancy, with the government wanting to encourage development of small feeder airlines that would bring business to larger airfields.

Unlike its larger counterparts, the new aircraft needed to seat only a half-dozen people and have a crew of two, but the BAC’s requirements, including installation of an automatic pilot and controlled-pitch propellers, outlined what essentially was a smaller version of some of the era’s well-equipped larger passenger aircraft.

Although the Beechcraft company had been in business only three years and had produced just one successful aircraft, it presented to the BAC a plane that was lighter and smaller than other entries in the competition.

According to Munson, although the Model 18 failed to win the government’s backing, economic factors -- this was the period of the Great Depression -- slowed development of the feeder market. Still, the aircraft proved popular and became even more so with continual improvements including installation of more powerful engines.

With what appeared to be an inevitable conflict with Germany and Japan in the late 1930s, Beechcraft, like many other businesses, took advantage of an upswing in interest by the United States military, which was looking for an aircraft just like the Model 18.

The first military variation of the aircraft was dubbed the F-2 and used for photo reconnaissance missions. The US Army Air Corps ordered 69 of these aircraft, which could carry two to four aerial cameras.

The second version of the Model 18 became the C-45, which was envisioned primarily as a staff transport aircraft.

Beginning with the initial order of 11 C-45 aircraft in 1939, the Air Corps eventually received more than 1,300 of the planes, most of which were designated the C-45F.

The Model 18 also was manufactured as the AT-7, nicknamed the Navigator; it was introduced in 1943 and used for navigator training. The plane included an astrodome and had room for three trainees. There were 577 AT-7s built.

The AT-11, dubbed the Kansan, was brought into the inventory in 1941 and used as a trainer for bombardiers and gunners. About 1,582 Kansans were constructed, including 36 modified as AT-11As, used for navigation training.

The US Navy and US Marine Corps also purchased Model 18s, using them under different labels such as JRB-1, JRB-2, JRB-3, JRB-4, SNB-1, SNB-2 and SNB-3. These aircraft essentially performed the same
functions as their U.S. Army Air Corps counterparts.

A short history

The Museum’s C-45G began life as an AT-11 Kansan bombardier trainer, tail number 42-37174, manufactured in Wichita and delivered in March 1943. It immediately was assigned to the Childress Army Airfield in the Texas panhandle, one of four bombardier schools in the state. There trainees learned the use of the top-secret Norden bombsight during an 18-week training regimen.

By 1948, the aircraft had been placed in storage following the war and dropped from the Air Force rolls by 1952. But it found new life as one of 900 aircraft rebuilt in the 1950s under a US Air Force contract with Beech.

According to Australian aviation historian Geoff Goodall, these obsolete C-45, AT-7 and AT-11 airframes were flown or brought by rail to the former Herington Army Air Field north of Beech’s Wichita, Kansas, plant. The planes were torn down, with the wings and tail sections being reconditioned at Herington then sent to the Beech plant where they were mated with new fuselages, center sections and landing gear.

The improvements included new avionics and cockpit systems, and separate braking systems and flight instruments for the pilot and copilot. These changes resulted in aircraft that flew faster, longer and with improved fuel consumption.

These new and improved models were given new contract numbers as well as new Air Force designations. Beech remanufactured 468 aircraft into C-45G models with an autopilot and new Pratt & Whitney R-985 engines. There were an additional 432 aircraft converted to the C-45H standard, virtually identical to the G model, except without the autopilot feature.

After its upgrade, the Museum’s C-45 only remained on the rolls for four years, alternating between bases in Ohio, the District of Columbia, Nevada, and Michigan. In August 1957, it went into storage at Davis-Monthan AFB, Arizona, where it remained for eight months before being sold to legendary aviator and test pilot Vance Breese.

Breese kept the aircraft only for two years before selling it to Air America, a civilian airline operating in Southeast Asia, which carried out many clandestine missions for the Central Intelligence Agency.

Historian Robert Parmerter, author of “Beech 18: A Civil and Military History,” considered the authoritative work on the Beech and its many variants, shows the plane, now carrying a civilian registration, was the first of its type used by Air America. In 1960, the cabin seats were pulled and an auxiliary fuel tank installed. Sometime in 1974, a unique system was installed to provide additional fuel: 55-gallon drums positioned on wooden cradles. Extra fuel was dumped through a hole in the floor.

Over a little more than a decade, it served in numerous roles in Laos, South Vietnam, and Thailand. During those years the plane also suffered a number of accidents, including being hit by a cable hanging from a passing jet.

By June 1971 the plane no longer was airworthy and was, being used for spare parts to keep other aircraft flying.

By 1975, Parmerter learned the plane was in Taiwan awaiting a date with the scrap yard after the assistant deputy director of the U.S. Marine Corps Museum in Quantico, Virginia, asked Air America to donate the aircraft.

“It would cost Air America more to return it to the U.S. than it is worth,” wrote the letter’s author, whose name has been redacted from a formerly classified document. The Marine Corps had agreed to pick up and return the plane to the United States at its own expense, the letter added.

It took several years, but by June 3, 1978, the C-45 was placed on static display outside the 1st Marine Air Division headquarters at Quantico Marine Corps Base, Virginia. Although impressive, the display was not historically accurate, Parmerter notes as it carried early World War II markings and was painted overall a pale blue.

The aircraft remained in Virginia until April 1989, when it was placed on loan to the AMC Museum and subsequently restored to its current condition.

‘A great airplane’

Although the AMCM’s C-45 no longer is flight worthy, many examples of the Beech Model 18 remain in service today.

One such aircraft is a former Navy trainer that’s part of the Commemorative Air Force’s Mile-High Wing in Broomfield, Colorado.

Founded in 1957, the all-volunteer group maintains numerous World War II aircraft at locations throughout the country, flying the planes to keep their achievements in the public memory.

Retired USAF and Air National Guard Col. Jay Gates flies a restored SNB-5, one of the US Navy’s designations for the Model 18, out of Mile-High Wing. His aviation heritage includes his father, a World War II pursuit pilot, and stretches back to his grandfather, who flew with the 27th Aero Squadron in France during the First World War.

He describes the Model 18 as “a great airplane.”

“It can fly far and carries plenty of gas,” Gates said in a telephone interview.

“The thing about it is that it’s a twin-engine, tail-wheel airplane,” Gates said. “It’s not difficult to fly, but it can be challenging until you get used to it.”

The plane has great flying characteristics in Colorado’s skies, he added.

“It can climb pretty high, and what’s important for us here,” Gates said.

Maintenance also is relatively uncomplicated as well.

“For the most part, it’s easy to work on,” Gates said. “But you have to remember its 75 years old and you have 75-year-old technology built into it.”

The Mile-High Wing’s SNB-5 undergoes a rigid maintenance routine when it’s not in the air during the winter. Working in the plane is a real labor of love, he added.

“Every airplane has its little idiosyncrasies,” Gates said. “But most of the airplanes built for World War II were built very simply because it would be an 18-year-old who was going to fix it.”

There usually are two to three people working to keep the Mile-High Wings aircraft in flying trim, he said.

“It’s not difficult to work on, but sometimes it’s challenging because you don’t have too many people who have worked on these old aircraft.

“But a lot of our guys have been around warbirds, especially this type of airplane.”

Gates, whose 15-years of experience in World War II vintage aircraft include the B-17 Flying Fortress and B-24 Liberator, admits a fondness for Beech’s Model 18 and its many variants.

“I just love to fly it and everyone I know who flies it loves to fly it,” he said.
45 Expeditor
Bringing back the past
Restoration work continues on historic aircraft

Time.
It’s the enemy of all airplane restoration efforts. Time means physical decay, the destruction of metals, fabrics, glass, and plastics that make up an aircraft. It also can mean the loss of knowledge and information about how an airplane was manufactured and maintained.

AMC Museum Restoration Chief Les Polley is fighting time every working day, not with just one aircraft, but while endeavoring to restore two ships that played a vital role in the history of the United States Air Force.

The first is a C-119, tail number 48-0352, dubbed the AMCANCO Special. The plane, the second-oldest Flying Boxcar in existence, is the only surviving member of a group of aircraft from the 314th Troop Carrier Group that airdropped eight 1.5-ton mobile bridge sections during the Korean War’s Battle of Chosin Reservoir.

Four sections were successfully pieced together, creating a structure that allowed a group of about 30,000 U.S. Marines and United Nations troops to escape advancing Communist Chinese forces.

With the eventual phasing out of the C-119 by 1974, many were sold to foreign governments, private contractors or simply scrapped. After the Am Can Co Special ended its career in 1966, it was relegated to a remote part of Edwards AFB, California, where it sat for years, slated to be sold as scrap.

It wasn’t until the wing historian at Little Rock AFB, Arkansas, now home to the 314th’s successor, the 314th Operations Group, did some research that the plane’s true history was uncovered.

Working with Museum personnel and Worldwide Aircraft Recovery of Bellevue, Nebraska, a Dover AFB C-5M aircrew brought parts of the C-119B plane to the AMCM in late 2016. The remainder still is at Edwards.

“Logistically, we could not bring the rest of the aircraft here [via C-5M],” AMC Museum Director John Taylor said, “so the rest will be trucked here in the September-October 2018 time frame.”

What’s left includes the fuselage, wing box, and two engines, according to Taylor. Gauges and other instrumentation in the plane’s cockpit also need to be replaced.

“It’s been completely gutted,” he said.

Taylor also is coordinating with Dover AFB contracting personnel to prepare paperwork for the reassembly of the historic Flying Boxcar. Once assembled by a commercial contractor, the restoration process will be done in-house by the Museum volunteer restoration team. Taylor hopes to combine the C-119 work with another ongoing project by Worldwide, the reassembly of a KB-50J tanker aircraft. The plane had been on static display at MacDill AFB, Florida, for more than 20 years.

Unlike the Flying Boxcar, Dover has received all of the KB-50J, and Polley’s restoration team already is hard at work doing repairs before the plane is reassembled.

But they’ve found the job is much more involved than originally thought.

“We’ve completed work on the outer wings and we’re starting on the inner wings,” Polley said. “But we’ve got a lot of work because of the amount of damage we’ve found.”

Constant exposure to Florida’s salty air has wreaked havoc on the wing’s aluminum surface and inner structures, the restoration chief explained. Of particular concern are the main spars, he added.

The metal in the wings actually is 7075 aluminum, an alloy that includes zinc as a primary element. As such “it really limits our repair capabilities,” he said.

“It’s really strong, but it’s brittle when it’s heated,” Polley said, a characteristic that restricts what areas can be welded during the repair process.

Some areas will be sanded down and replaced with a putty-like commercial aluminum filler. Parts of the wings origi-
nally covered in fabric have been replaced with sheet aluminum as well.

The AMCM’s restored KB-50J never will fly again, but that wasn’t the plan to begin with, Polley said.

“It won’t be airworthy, but that will work for us,” he said. AMCM visitors will see a plane looking exactly as one in the refueling fleet appeared a half-century ago.

The restoration team also is busy at work searching for replacement parts for the interior of the airplane. Even though the public usually won’t be able to climb around inside the restored KB-50, Polley intends to make everything as authentic looking as possible.

The volunteers’ work also is bolstered by archivists at the Boeing Company, who dug through their files and provided copies of original construction blueprints.

“Those were very helpful, in fact, invaluable,” Polley said. “They show us the location of things that we’d only be able to find by cutting holes in the wings.”

**Shoo Shoo Shoo Baby**

**Dover’s ‘Baby’ meets the Belle from Memphis**

A historic encounter between two World War II warbirds took place in mid-March as the B-17F Memphis Belle was moved from a restoration hangar at Wright-Patterson AFB, Ohio, to its new berth at the National Museum of the United States Air Force.

The Belle replaces the NMUSAF’s current B-17G, the Shoo Shoo Shoo Baby (sometimes referred to simply as Shoo Shoo Baby), which had been on display at the Ohio museum since October 1988. The plane had been flown there under its own power from Dover AFB, Delaware.

The museum hopes to add another Flying Fortress, a B-17D, nicknamed the Swoose, in the near future.

The changeover was a bittersweet experience for AMCM Foundation board of directors member Mike Leister. The 10-year restoration of Shoo Shoo Shoo Baby from virtual wreck to airworthy aircraft led to the establishment of what now is the AMC Museum.

“I have mixed feelings about Shoo Shoo Baby leaving NMUSAF,” Leister said. “On one hand it would have been awesome to have the three most notable surviving B-17s all in one location.

“On the other hand, more people visit the Dulles facility of the National Air & Space Museum than NMUSAF.

“The other downside is there are no current plans, that I am aware of, to actually move Shoo Shoo Baby out of storage and put it on display at Dulles,” he said.

Rob Bardua, of the NMUSAF’s public affairs office, confirmed Shoo Shoo Shoo Baby will remain at Wright Patterson AFB for the time being.

“Once the Memphis Belle was moved inside the World War II Gallery March 14, Shoo Shoo Shoo Baby was towed to the restoration hangar, and placed in storage until it is transferred to the Smithsonian’s National Air & Space Museum,” Bardua said.

“Shoo Shoo Shoo Baby will not fly again,” he added. “It will be transported to the [National Air and Space Museum at Dulles Airport in Washington, D.C.] at a time of their choosing.”

Leister remains hopeful Shoo Shoo Shoo Baby will find a good home where the public again can learn about this venerable warbird and others like it.

“In the long run it will all work out,” he said.
Women’s History Month

‘Rosie’ honors Dover’s female aircraft maintainers

Air Force women long ago outgrew the appellation of being the “weaker sex,” showing they can march alongside their brothers-in-arms in whatever challenge they’re given.

This change perhaps is no more evident than in the aircraft maintenance career field in today’s Air Force.

Although women were instrumental in building aircraft while men were serving in World War II, it wasn’t until more than a generation later they were given the chance to really show what they could do as members of the military.

The accomplishments of female aircraft maintenance technicians were honored March 22 with the unveiling of a Dover C-17 Globemaster III, sporting Rosie the Riveter-themed nose art.

Similar to the famous World War II poster, the new Rosie carries a wrench while rolling up her sleeves and exhorting her sisters to “Keep ‘em Flying.”

The piece, created by world-renowned artist Greg Hildebrandt, pays tribute to past, present, and future dedicated female maintainers, whose efforts and professionalism ensure mission readiness across the Air Force.

“This is about all lady maintainers,” said 512th Maintenance Squadron superintendent. Chief Master Sgt. Bryan “Skip” Ford said. “I want them to all know how much we appreciate what they do on a daily basis. The successful ones are phenomenal mechanics and great people.”

Ford, who recently joined the AMC Museum Foundation board of directors, had tried unsuccessfully for years to get a Dover bird named in the spirit of Rosie the Riveter.

Naming an aircraft requires consent from Air Force headquarters, but nose art, as he learned from an AMC Museum associate, can be approved at a lower level.

Ford took that path after seeing Hildebrandt’s work and thinking it was the perfect way to honor female aircraft maintainers.

And Hildebrandt was equally happy to help.

Hildebrandt already had gathered lifelong honors for his work when in 2009 he decided to create artwork similar to that decorating the World War II aircraft of his youth. Like the famous Memphis Belle, those planes carried renderings of pretty girls, the very symbols of what the young men were fighting for, Jean Scrocco, Hildebrandt’s wife and agent, said.

“When he was a kid, he used to see the pinup calendars from the 1940s,” Scrocco said. “What he loved about them was the beauty of the women, so he began that series to show how beautiful the women are.”

The image of Rosie was one of Hildebrandt’s 105 creations in his American Beauties Retro Pinup series; he waived his usual fee to allow the Dover project to go forward.

“Women just don’t get the recognition they deserve,” Scrocco said. “So this one is special.”

Early in March, Ford received permission from the Air Mobility Command to put Rosie on a C-17, meeting his goal of unveiling the artwork before the end of Women’s History Month.

The Globemaster chosen for the honor also is special in that its dedicated crew chief for the past five years has been Master Sgt. Christine King of the 712th Aircraft Maintenance Squadron. King is responsible for all maintenance on the plane and is charged with keeping it combat-ready. She is backed by assistant crew chief Tech. Sgt. Brinnae Wigley.

Hildebrandt and Scrocco came to Dover several days after the dedication ceremony and got a first-hand look at the Rosie nose art, now a permanent fixture on the Globemaster.

“Greg told me, ‘This will be one of the greatest honors of my career and my lifetime,’” Scrocco said. “He was in tears when he said that.”

“For him to be standing at Dover Air Force Base and to see his girl on one of the planes was one of the biggest thrills of his life,” she added.

Hildebrandt’s involvement with Dover may not be over just yet, Scrocco said, adding that a tour of the Air Mobility Command Museum left her husband equally enthralled.

“We loved it,” she said of the AMCM.

“For him to be standing at Dover Air Force Base and to see his girl on the planes was one of the biggest thrills of his life,” she added.

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“We loved it,” she said of the AMCM.

“Greg told me when we came home that if he has the time he may do a painting for the Museum. Even though he’s booked two years in advance, he may do it.”
AMC Museum honors

Charlie loves his hot dogs — and Dover’s airmen

Charlie Boehm Jr. has two ambitions in life: to honor the United States military and to serve up good grub to America’s servicemen and service women.

He’s accomplishing both goals, not only with his little hot dog restaurant tucked away in the Dover Air Force Base Exchange but by a weekly donation of free soup to volunteers at the AMC Museum.

The AMCM Foundation board of directors in March recognized Boehm’s dedication and generosity with a presentation on behalf of the entire museum team. The tribute, an overhead shot of the Museum complex, occupies a special place at Charlie’s Hot Dogs, surrounded by other memorabilia and mounted newspaper clippings about the base and its people.

A former member of the New Jersey Army National Guard and a retired telephone company computer technician, Boehm feels the need to do whatever he can for those in uniform.

“It’s just something in my blood,” he said. “I’ve always had a soft spot for the military.”

Boehm kicked off his business about 10 years ago in Millsboro, Delaware, about 40 miles south of Dover AFB. Although things were going well, Boehm just felt something was missing.

He contacted officials at the base and with the Army and Air Force Exchange Service and eventually was given permission to sell his wares from a small cart in the Exchange parking lot.

“I was very successful in Millsboro, but it was a no-brainer to come to Dover,” he said. “I like taking care of our airmen and soldiers. They go through a lot for us.”

He later was offered a space in the Exchange complex itself and opened Charlie’s Hot Dogs in June 2016.

Since then he’s seen a steady stream of customers looking for an alternative to the base dining hall and a commercial burger restaurant.

In addition to the all-beef Sabrett-brand New York franks on the menu, Charlie’s offers various kinds of sausages, kielbasa, pork roll, potato salad, cole slaw, and cheeseburgers.

He also serves up scrapple, a Delmarva favorite.

Boehm does much of the cooking and is assisted by son Charlie III and his wife, Ann.

“Business is booming,” Charlie III said. “People are happy with our food and we’re happy serving the military and our veterans. “Our goal is that people leave with a smile on their face.”

People attending the AMCM’s Open Cockpit Day events, where volunteers open up a number of the Museum’s aircraft for sightseers to visit, also have an opportunity to sample Charlie’s wares. Boehm donates 15 percent of his profits during each event back to the Museum.

Father and son run the business six days a week, putting in about 12 hours per day, not including buying supplies and making the 80-mile round trip between the base and home.

But it’s worth it.

“We’re here for the airmen,” Boehm said. “We can’t do enough for them.”

Son and father show off the AMCM’s tribute to their joint business, presented March 15 by Foundation board member Rodney Moore.

New names added to AMCM’s Commemorative Garden

An additional 16 memorial bricks have been added to the walkway at the Air Mobility Command Museum’s Commemorative Garden in conjunction with Memorial Day 2018.

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

William Carrow, I-FE Loadmaster, 142 MAS, 62-71, DE ANG
John C. Cheban, I-FE Loadmaster, 142 MAS, 62-71, DE ANG
Moe Donnellan, USAF/NY ANG, SSgt, 1957-1970, In honor of our grandfather, our hero
Timothy Horn, CMSgt, U.S. Air Force
Chuck Hutchings, AMC Museum Volunteer, 1,000-plus hours
Bill Landmesser, AMC Museum Volunteer, 1,000-plus hours
Michael Morris, USA, USN, ANG, loving father and friend

Ted M. Marshall, TSgt, 95 FIS 512 AMS, 1965-1977, Dover AFB, AMCM 12 years
Mark Mougel, AMC Museum Volunteer, 1,000-plus hours
Alan Naman, AMC Museum Volunteer, 1,000-plus hours
Les Polley, AMC Museum Volunteer, 1,000-plus hours
Harry J. Schmitt, 1st Lt., USAF, 1956-1958, 98th FIS
Gene Somma, AMC Museum Volunteer, 1,000-plus hours
Don Steenhagen, AMC Museum Volunteer, 1,000-plus hours
Chalmers “Wally” Walters, SMSgt, Shemya Friend

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

Continued from page 5)

But Muszynski wasn’t having it. “I told that chief I’d see women flying one day,” she said.

And she did. Muszynski stayed in the Air Force, retiring in January 1998 as a senior master sergeant.

Especially at the beginning of her career, she knew she’d have to work harder than the men to overcome prejudice against women. Many felt the term “WAF” was detrimental to both women and the Air Force, she said.

“As long as you were called a WAF, you weren’t integrated. We thought that did a lot of damage,” Muszynski said.

“It was like they kind of considered you to be something temporary the more they called attention to it,” she said.

Women didn’t deserve that kind of attitude, she added.

“We were young, ready to please, ready to serve and we walked into an environment that didn’t want us,” she said.

“I was really happy when they did away with that term.”

Despite some of the early animus toward women, Muszynski has seen things change, for the most part.

“I think we still have a long way to go as far as leadership positions,” Muszynski said. “You’ve seen career fields open up, even in combat.”

In her career, Muszynski had done things, including being sent into a combat zone during Desert Storm, that for a woman would have been unheard of when she enlisted.

And her prediction to that crusty old chief back in 1972 has come true: women today are serving in every career field, and one day, said, “In the past 25 years we have seen great changes in policy and attitude toward women in the Air Force. Each change, particularly in the past few years, has brought us closer to real equality in treatment, opportunity and responsibility.”

Also in June 1973, the Department of Defense bowed to a Supreme Court ruling and authorized Air Force women, married to civilians, to draw quarters allowance.

With advances in policy and law, Air Force leaders eventually saw the handwriting on the wall and in February 1975 announced all WAF units would be shut down by June.

No longer would single women be assigned to squadron sections that would oversee their “housing, counseling, off-duty supervision, morale and welfare,” according to an article in the Dover AFB “Airlifter” newspaper.

“The new system will give the duty commander full responsibility for women assigned to the unit,” the article said.

As Dover’s WAF squadron section was phased out, a resident consultant for women—a female line officer—and a female dormitory manager was selected, and 1st Lt. Alfred MacArthur, commander of the base headquarters squadron section, became custodial commander of the WAF.

For Dover’s WAF, it was the end of the beginning.

Changing times

Responding to continuing public pressure in the 1970s, the Air Force slowly began liberalizing rules for its women.

In 1971, women could apply for a waiver to remain in the service instead of being subject to an automatic discharge for pregnancy. In October of that year, they began training as security police officers.

Women made another stride forward in August 1972, when Col. Norma E. Brown was named commander of the 6970th Air Base Group at Fort Meade, Maryland.

Addressing an Air Force Association meeting in September 1972, WAF director Brig. Gen. Jeanne Holm said women had been increasingly assigned jobs once filled only by men.

“If anyone had told me a few years ago the Air Force would have women with families, missile maintenance officers, women generals, most of which would have scoffed a the idea,” she said. “It could never happen . . . but it has happened and there is more to come.”

By November 1972, 237 of the 242 enlisted airmen career fields were open to women, while all but five were closed to women officers. More than 16,500 women were serving in the Air Force at the time.

In June 1973, Holm’s successor WAF director Col. Billie Bobbitt, said that after that year, Air Force women no longer would observe June as the anniversary of the 1948 Women’s Armed Services Integration Act, which created the WAF.

In response, Logan, who by then had been promoted to captain, said, “In the past 25 years we have seen great changes in policy and attitude toward women in the Air Force. Each change, particularly in the past few years, has brought us closer to real equality in treatment, opportunity and responsibility.”

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Errata ...

Strive as we do for accuracy in these pages, slipups do happen, and so we note the following corrections from the January-March 2018 edition of the Hangar Digest:

- On Page 4, parts of the KB-50J, dismantled by Worldwide Aircraft at MacDill AFB, were brought to Dover AFB by truck.
- On Page 6, Steve J. Krok, of Union, N.J. was omitted from the listing of those who donated at least $100 to the AMCM’s 2017 Fundraising campaign.
- On Page 8, the photograph erroneously identified Charlie Tanner as Mike Leister. We tend to blame it on the gremlins; although we don’t hear much nowadays about these mischievous imps from World War II, it’s obvious they’re still around.

These corrections have been made in the online version of the Hangar Digest, available at the Museum’s website, www.amcmuseum.org.
Connor Johnson, of Wilmington, Del., and grandfather Rich Sherwood, of Milford, Del., examine the AMCM’s enlisted history hall. Sherwood’s father served in World War II, and wore a uniform like that on display, he said. As for Connor, he was impressed with his Museum tour: “I think it’s fun,” he said.

Payton Dulin and grandmother Ruth Adkins, of Dover, Del., visited the AMCM March 17 with Flat Stanley. Adkins’ daughter, school teacher Allie Wright, of Plano, Texas, sent Adkins the famous cartoon character and asked her to document his trip to the Museum.

Doug Orr gets a close-up look at Kevin Wysopal’s B-17 model as he and Casey Wood visit the Museum’s Flying Fortress, Sleepy Time Gal. The couple hail from Delaware County, Pennsylvania.

Emma Brady and her dad, Rusty, of Woodside, Del., gaze at entries on the Medal of Honor wall in the Museum’s Hall of Heroes. Rusty was visiting the AMCM with his brother, Steve Jackson, a retired Air Force flight engineer. “He’s going to show us what he did on the C-5 and walk us through one,” Rusty said.

Julie Hoffman, of Smyrna, Del., snaps a shot of daughter Cecilía. Mom said Cecilía’s big brother, Ethan, “… is very much into the Air Force and loves spending time here.”

Members of the Dover Air Force Base Honor Guard line up just prior to the beginning of the city of Dover’s 30th annual St. Patrick’s Day Parade. The honor guard is a frequent participant in many activities within the city of Dover.
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Questions?
Email us at: membershipamcm@comcast.net.
Thank you for your continued support!

DRAWN FROM REAL LIFE: This actually happened when your editor, as a young airman fresh out of tech school, returned home for a short leave. The cartoon was featured in a 1973 edition of the Dover Air Force Base “Airlifter” newspaper, sketched by his mother, Carolyn Brown.

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