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. Contact Editor Master Sgt. Jeff Brown, USAF (Ret.) via email at piffbrown1898@gmail.com. Photos are by Jeff Brown, unless otherwise noted.

The AMC 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.

AMC Museum Staff

Director
John Taylor
Senior Archivist
Lt. Col. Harry E. Heist, USAF (Ret.)
Photo Archivist
SMSGt. Larry Koewing, USAF (Ret.)
Collections Manager
Deborah Sellars
Educator
Tricia Upchurch
Museum Store Manager
Kelly Hurlburt
Volunteer Coordinator/Scheduler
Paul George
Librarian
MSGt. Bob Wikso, USAF (Ret.)
Membership Manager
Deborah Sellars
Website (www.amcmuseum.org)
Hal Sellars
AMCM Social Media Manager
Guy Gola

AMC Museum Foundation Board of Directors

President
Col. Don Sloan, USAFR (Ret.)
Vice President
Lt. Col. Paul Gillis, USAFR (Ret.)
Treasurer
Mrs. Chris Godek
Members
Mr. Robert Berglund
Mr. Carleton E. Carey Sr.
Lt. Gen. Bob Dierker, USAF (Ret.)
CW4 Jim Fazekas, USAF (Ret.)
Mr. Skip Ford
CMSgt. Paul Roy, USAF (Ret.)
Col. Jim Schultz, USAF (Ret.)
MSgt. Phyllis Scully, USAF (Ret.)

Chaplain
Chaplain (Lt. Col.) John Groth, USAFR (Ret.)
Restoration Chief
Les Polley

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 Delmarva Printing, Salisbury, Md.
Restoration
C-119B and KB-50: it’s all coming together

Things are coming together -- literally -- for the Air Mobility Command Museum’s restoration crews.

Newly-installed 436th Airlift Wing commander, Col. Joel W. Safranek visited the Museum Sept. 5, along with vice commander Col. Matthew E. Jones, to have a firsthand look at the facility and to learn about its operations. Director John Taylor credited Safranek with arranging the funding necessary to complete reassembly of the historic C-119B.

Worldwide Aircraft Recovery, of Bellevue, Neb., which disassembled the plane and brought it to Dover from Edwards AFB, Calif., will be working to rebuild the plane, Taylor said.

Worldwide President Marty Batura and his crew soon will return to Dover to tackle the Flying Boxcar’s reassembly.

“Once he does that, the long restoration process will begin,” Taylor said. However, restoration crews discovered a surprising amount of deterioration inside the plane, due to its having been out in the California weather for the past few decades, Taylor said.

“It’s in a little bit worse shape than we thought,” he said.

Because of the corrosion, reassembly probably will take place during the spring/summer 2019 timeframe with restoration work, including a new coat of paint, continuing to bring the aircraft up to display-ready condition.

This means a delay in plans to formally unveil the restored aircraft, along with the appropriate ceremonies, until at least 2020, he said.

The aircraft was stationed in Japan when it was called to drop a series of mobile bridge sections to U.S. Marines trapped at the Chosin Reservoir. It is the second-oldest Flying Boxcar in existence and the only surviving aircraft from that operation.

Taylor also reported Worldwide was completing the reassembly of the KB-50, recently acquired from MacDill AFB. A lot of cleanup still is needed to finish the rehabilitation work; restoration chief Les Polley said the aircraft is about 80 percent complete.

Funding for much of the work on the KB-50 is coming from a $25,000 donation from the TAC Tanker Association.

To learn more about that group, all former military personnel associated with the KB-29 or KB-50, visit https://www.tactankers.com.

A very wide turn was needed to bring the C-119’s fuselage to the Museum.

The team from Worldwide Aircraft Recovery took a giant, three-dimensional jigsaw puzzle — the Museum’s new KB-50 — taking it apart in Florida and putting it back together in Delaware.

New names added to AMCM’s Commemorative Garden
An additional 14 memorial bricks are being added to the walkway at the Air Mobility Command’s Commemorative Garden in conjunction with Veterans Day 2018

Col. Ethan Griffin, 436th AW Commander, 5 Aug 2016 - 30 May 2018
John P. Mann, 436th FMS, 1967-1971
Janet VanHorik, AMC Museum Volunteer, 1,000-plus hours
In memory of Sgt. Robert Blue, 436th OMS Det. 2, 7650th ACI Sq., APO New York
Ashley V. Fritz, Captain, U.S. Army, DO
John E. Klock, USMC Cpl, US Army Sgt
Maj. William C. Voigt, C-54 Pilot, USAF, Berlin Airlift
Gene VanHouten, MSgt, USAF, USAF, Flight Engineer, C-124A 49-258, 3rd SSS, BAFB, La., Nov. 1950-June 1961
Gene VanHouten, MSgt, Flight Engineer, KB-50J, 421st AREFS, Yakota AB, Japan, July 1963-July 1964
Gregory A. Smith, Command CMSgt., 2018 Guest Speaker SNCO Induction Ceremony
In memory of Maj. George Stricklin, C-133 Pilot, Sept. 1963, Love, Wife and Son

(Because of formatting requirements, the information presented in this listing may not exactly match the inscriptions on the bricks.)
Phil White wraps up 17 years on AMCMF Board

Phil White admits he was kind of down on the Air Force as he went through his initial pilot training.

That’s a startling admission from someone whose association with the Air Force has spanned more than a half century. But White, who until recently served as secretary to the AMC Museum Foundation’s board of directors, admits it’s true.

It was 1963 and White was a married college graduate, already well established in the civilian workforce.

Then a letter from his local Selective Service Board arrived.

“The Vietnam War was going on,” he recalled. “I was a civilian just shy of 26 years old when I got my draft notice. I went up for a physical and was told that in three weeks I’d be in the Army.”

Not liking that vision of the future, White instead went to see the Navy and Air Force recruiters. He chose the latter.

“I figured I didn’t have too many options,” he recalled.

White didn’t know it as he signed his paperwork, but he was just getting started on a lifelong career that would put him in the cockpit of the world’s biggest aircraft, flying missions to remote parts of the planet.

**Airplanes at Evansville**

Members of White’s family had established a small military tradition while he was growing up during World War II in Evansville, Ind., along the banks of the Ohio River.

One of his uncles served in the Navy in the South Pacific, where he almost was the casualty of a kamikaze attack, the other was drafted into the Army in 1942.

His father was a civilian meteorologist posted in Evansville who volunteered for the war effort as a weather observer on an old ship anchored in the Atlantic. The Weather Bureau converted six old Coast Guard cutters into floating weather stations, with two on duty at a time.

The elder White would issue forecasts from his desk, and then be up at 4:30 to do it all over again.

“I’d be up at 4 a.m.; I couldn’t shower anymore. I’d end up studying until midnight because all we had was a bathtub. I had to be out at the base at 5:30, and it would be half a day of academics and the other half flying.”

“I kept thinking, I’d been out of college for four years and I wasn’t used to studying anymore. I’d end up studying until midnight and then be up at 4:30 to do it all over again.”

Dad and I would watch them on their initial takeoff, right out of the factory.”

**‘I wasn’t used to studying’**

White entered Officer Training School in October 1966 at Lackland Air Force Base, Texas, and emerged three months later with a second lieutenant’s commission.

“We never thought of ourselves as ‘90-day wonders,’” he said. “Maybe those guys from the Air Force Academy thought we were, I don’t know.”

Fifty-three weeks of undergraduate pilot training at Vance AFB, Enid, Okla., followed. It was not his favorite time in the military, White recalled.

He was married, living off base and his first wife did not like the arrangements.

“She didn’t work, had to stay at home and didn’t have a car. She was not a happy camper,” he said.

The daily training routine was no picnic either, White said.

“I’d be up at 4 a.m.; I couldn’t shower because all we had was a bathtub. I had to be out at the base at 5:30, and it would be half a day of academics and the other half flying.”

“We never thought of ourselves as ‘90-day wonders,’” he said. “Maybe those guys from the Air Force Academy thought we were, I don’t know.”

Fifty-three weeks of undergraduate pilot training at Vance AFB, Enid, Okla., followed. It was not his favorite time in the military, White recalled.

He was married, living off base and his first wife did not like the arrangements.

“She didn’t work, had to stay at home and didn’t have a car. She was not a happy camper,” he said.

The daily training routine was no picnic either, White said.

“I’d be up at 4 a.m.; I couldn’t shower because all we had was a bathtub. I had to be out at the base at 5:30, and it would be half a day of academics and the other half flying.”

“I kept thinking, I’d been out of college for four years and I wasn’t used to studying anymore. I’d end up studying until midnight and then be up at 4:30 to do it all over again.”

White stuck it out, however, graduating in February 1968. That’s when things began to look up.

Assigned to the Operation Looking Glass project out of Offutt AFB, Neb., White delighted in flying the EC-135 that served as an airborne backup to the Strategic Air Command’s command post.

“We’d fly for 8 and one-half hours a day, and there was always a plane in the air, 24 hours a day,” he said.

Each plane had a general officer on board who was entrusted with the authority to retaliate for any Soviet attack in the event other command centers were knocked out of commission.

The program itself lasted almost 30 years.

**‘Just a bigger airplane’**

Being as it was the latter part of the 1960s, however, after almost four years at Looking Glass, White received the almost inevitable orders for Southeast Asia. There, he learned, he’d be taking on a combat role, flying the Cessna A-37 Dragonfly light attack aircraft.

But fate intervened.

“I got those orders the day after Thanksgiving, 1971,” White recalled. “By Monday they had been canceled because I wasn’t allowed in a combat zone because of my high-security clearance from Looking Glass.”

Instead, after a short stint as a reconnaissance officer at Osan Air Base, Korea, White was chosen as an aide to 314th Air Division
Destinations


Dealing with the niceties of high-level protocol and doing the legwork for a soon-to-be two-star general officer was an unusual assignment for a man used to flying every day.

"It was really unique," White said. "Everywhere he went, I went. I got to sit in on classified briefings and I traveled a lot. But it was an enjoyable tour."

White's Korea tour ended as the Vietnam War was in its final phases, meaning the Air Force had a surplus of junior pilots who needed more cockpit time. That meant senior pilots, who had more than 3,000 hours in the air, would be assigned staff positions.

White was sent to Kelly AFB, San Antonio, to work with the Air Force's security services, a job that also entailed a lot of time away from home.

Thankfully, that job ended with a return to the cockpit.

"I got orders to Dover to fly the C-5," White said. "It was during the transition time from the C-141, but I hadn't flown for more than three years. So they sent me to Oklahoma for three months training before I got to Dover."

White quickly rediscovered the joy of piloting.

"It's true what they say about getting on a bike even if you haven't ridden one for years," he said. "It's the same with flying. Once you have the basic motor skills you just adjust for a bigger airplane."

Destination Tehran

World events resulted in one of White's more memorable missions during the Iranian Revolution.

"We had been flying some pretty routine missions including one to Saudi Arabia," he said. "We expected to be heading back to Dover when we were ordered to go to Tehran."

Rioting between supporters of Mohammad Reza Shah Pahlavi and the Ayatollah Ruhollah Khomeini were putting American dependents in danger, and the State Department had ordered them out of the country.

Once they were on the ground, White's crew was to load up the women and children while the C-5's engines were still running.

"You didn't want to have shut down the engines and then not have them start," he said. But getting into Iran's embattled capital proved difficult, not because of the fighting but because of the weather, he revealed.

"It was very foggy, and we made three approaches without ever seeing the runway," he said. "We went into a holding pattern until the weather improved a little and on the fifth try we could see just enough of the runway to land."

White's crew loaded up as many of the dependents as possible and immediately got back into the air.

"That mission gave us a lot of satisfaction because we had been able to help others," he said. "It was more interesting than just hauling cargo."

It was a mission that tested both the C-5 and its crew.

"We flew nonstop from Amarillo [Texas] to Tehran, a 21-hour mission," he said. "We had to do an aerial refueling off Newfoundland and again near Spain because no country would let us land for fuel because we were taking weapons to a third-world power."

"We were really tired when we got there," he said.

After his time at Dover, White was assigned to another staff job at Military Airlift Command headquarters at Scott AFB, Belleville, Ill. Following that four-year tour, he returned to Dover as a liaison between the Air Force and Delaware's Civil Air Patrol.

Now a lieutenant colonel, White knew the job meant he'd probably never get promoted to full colonel, but that didn't matter.

"I loved the job and I loved it because I got to fly Cessnas," he said. White kept the CAP job until his retirement in August 1991.

After a short stint as a substitute high school teacher, White returned to flying by teaching aviation skills for Wilmington College (now University) in Delaware. Afterward, he managed the civilian air terminal at Dover Air Force Base as well as a small civil airport near the tiny town of Cheswold, Delaware.

The latter position gave him a chance to hobnob with NASA-CAR pilots and car drivers who flew into Dover twice a year to race at the nearby Dover International Speedway. He also met many Hollywood, music and political figures including Wayne Newton, Hall and Oates, Newt Gingrich and Steve Forbes.

'The best non-paying job'

White retired for good in 2001 -- or so he thought.

"I had a friend who was on the Museum's board of directors and he said they needed a secretary. He suggested I take the job," White said.

White knew about the Museum which only was a few years old at the time, and was impressed with the strides it already had made toward becoming a full-fledged field museum.

Still, he was hesitant.

"I didn't really want to do it," he admitted. "I was enjoying myself playing golf. But I still had an interest in airplanes and so I decided to do it."

Thus began a 17-year association with the AMC Museum that included chairmanship of the annual Golf Tournament Fundraiser, the Foundation's largest money-raising event.

In all, White estimates the golf outings brought in more than $84,000, including more than $10,000 raised in a single tournament.

His commitment was such that he and Anne also attended virtually every event hosted by the AMCF board, noted board President Don Sloan.

"His continued and consistent dedication to the AMCM Foundation and to the Museum itself as a volunteer and secretary has simply been outstanding," Sloan said.

White reluctantly brought his stint with the Museum board to an end early in 2018. Slowed down by a knee operation and the need to care for an ailing Anne prompted the decision.

He has no regrets, however.

"This was the best non-paying job I ever had," he said. "It's been great seeing the Museum grow from infancy to what it is today, the most visited free attraction in Delaware."

White gives tons of credit to the Museum's many volunteers who, like himself, do the job because they love the Air Force and they love airplanes.

"You've got the people who do all the restoration work and then you've got all the tour guides," he said. "The restoration guys work behind the scenes and they're so critical to the operation. If they didn't make our airplanes look good, the Museum would not be what it is."

"We've also got the best group of tour guides and you cannot find a more knowledgeable group. Not to be left out are the superb Museum store volunteers, who actually are the Foundation's largest money-makers."

"Together, these three key elements make the Museum what it is today."
“Once you’re in, you can’t get out,” our longtime Foundation board member, Secretary Extraordinaire and friend, Phil White, once said. But alas, unfortunately for the Museum and the Foundation, Phil IS getting out. His most obvious contribution has been as secretary for the Foundation. He took the position, tackled it head-on and has done an amazing job of documenting the Board’s activities for more than a decade and a half. The position is deceiving and sounds easy, but as one of the few who has done the job on the rare occasion when Phil was absent, let me assure you, it is not.

But Phil didn’t stop there. His love of, and dedication to, the Museum and the Board always has been very evident throughout these 17 years. His always-significant involvement in so many functions was always productive and cheerful. He often enlisted help from the love of his life, Anne. In 2016, John Taylor presented him with the coveted AMC Museum Volunteer of the Quarter.

Perhaps Phil’s other greatest contribution was his unrelenting commitment to running the Foundation’s Annual Golf Tournament, chairing it for most of his 17 years as a board member. Part of his genius was being able to tap previous board members to work on his committee. He excelled at getting golfers, hole and tee sponsors, food and beverage sponsors and volunteers to work the event. Always successful, his last year saw record profits for the Foundation. And he made that organizing look like fun!

We’ll miss having Phil around the board meetings, we’ll miss his work at events and behind the scenes, but mostly we’ll miss his great attitude. “I like doing it,” he said when he received his Volunteer award. “Probably half the people at the AMC Museum are former military and the other half are interested. I enjoy the camaraderie.” Thank you, Phil and Anne White. We wish you the best.

Here’s an update on three new AMC Museum Foundation Board members, two “oldies” and one rookie. Our election saw Paul Gillis and Carlton Carey each re-elected for another three-year term. At our October meeting, we welcomed Phyllis Scully to the board. Here’s some info on them.

Paul Gillis has been a stanchion of the Foundation since his initial entry to the board in 2006. As vice president, he’s still the guy who knows what’s going on everywhere in the Museum. His flying career saw him piloting KC135s out of Plattsburgh AFB, N.Y., C5s out of Dover and Saberliners out of Philly. By the way, a Saberliner is almost 44 feet long — the cargo compartment of the C-5 is 121 feet long — just sayin’.

At Dover as an air reserve technician, Paul was the wing’s stan/eval pilot, served as an operations officer, and was tagged to be Dover’s senior “test pilot,” flying check-outs of new avionics and flight control/engine issues. Just like at our Museum, he was a good guy to have around. Besides staying busy here, he and his wife, Carol, are very involved with their church in Camden. Good to still have him on board.

Welcome back to Carleton Carey, a native resident of Dover. Married to Blanche for 54 years, he has been in sales and marketing for 48 years. He served in Dover’s city government for 22 years, five years on the utility committee, 10 years on the city council and seven years as Dover’s mayor.

A Civilian Police Academy graduate, he was the Delaware Volunteer Fireman’s Association’s Fireman of the Year in 1999 and inducted into the Delaware Fire Service Firefighters Hall of Fame in 2000. As a member of Robbins Hose Co. No. 1, for 58 years, he has served as its assistant chief, deputy chief, fire chief, vice president, and president.

He served 12 years on the State Fire Prevention Commission, is president of the League of Local Governments and the Economic Development Council. He’s a board member of the Blood Bank and a member of the Council on Police Training, the Inter-Agency Council on Homelessness, the Prostate Cancer Coalition and the Central Delaware Chamber of Commerce. Carleton has been recognized as an Honorary Wing Commander of Dover Air Force Base.
Our new addition is retired first sergeant MSgt. Phyllis Ryan Scully. Retired after serving 21 years in the United States Air Force Reserves, she began her military career as a chapel management specialist at Lackland AFB, Texas.

While earning multiple associate degrees in Applied Sciences, including Social Services, Personnel Administration, and Instructional Technology, she continued her military career as a chapel management technician and Drug and Alcohol Abuse Control NCO at McConnell AFB, Kansas. In 1983, she began her position as a Non-Commissioned Officer Leadership School instructor at Kadena AB, Japan, as the Chief of Military Studies and continued her work as a Drug and Alcohol Abuse Control NCO.

In 1987 Phyllis continued her role as a Non-Commissioned Officer Leadership School Instructor at Dover as the Chief of Communications, Director of Protocol, Chief of Leadership and Management, and a Drug and Alcohol Abuse Control NCO.

In 1990 she began serving as first sergeant of the 326th Airlift Squadron here at Dover. In 1994 she earned her bachelor’s degree in Human Resource Management from Wilmington University and earned her Juris Doctor at Widner University School of Law in 2003.

A Delaware public servant for 28 years, Phyllis has been in law enforcement as a probation and parole officer and supervisor for 14 years. Since 2004 she has served Delaware as a deputy attorney general prosecuting for the Drug Unit, Domestic Violence Unit and currently in the Child Support Unit. Phyllis lives in Wilmington, is married to Thomas Scully, has two children Lauren and Blake, and two grandchildren, Tyler and Emma.

We’re looking forward to her future contributions to the Foundation and the AMC Museum.

Last year the Foundation received a substantial donation check from Chevron Corporation, thanks to the efforts of a Foundation member and previous volunteer, Harry Bright. Typically, our process sees a “thank you” letter go out to the donor to recognize their contribution. Unfortunately, since this check came in from a corporation, and Harry’s individual involvement wasn’t immediately known, we dropped the ball. We later found out about his efforts but still didn’t put the information together; hence there was still no “thank you” or even an acknowledgment to him.

It was only after Harry was renewing his Foundation membership last month we finally were able to make the connection and realize our error. It’s always good to get feedback – even if we’ve messed something up. We can’t fix what we don’t know about.

So we’re very appreciative of Harry’s patience, but also for his dedication to the AMC Museum by getting his company to make such a great donation. Finally, Harry Bright, THANK YOU!

We just finished our first Annual Summer Fundraiser. Taking the place of our past golf tournaments, we had some challenges, but still managed to gather 57 sponsorships! That’s slightly over half of what we got at our last golf tourney – we miss you, Phil White – but considering our obstacles, and lessons learned, we’re prepared to do much better next year.

Please check out our sponsors at https://amcmuseum.org/support-the-museum/annual-summer-fundraiser/. If you see a business or person you know, let them know that you appreciate their support. We particularly want to thank Delaware State News and Dover Post for their in-kind donations of their full-page recognition of all our sponsors! Well done.

Thanks to former board members Rodney Moore and Bob Czeizinger for their work in beginning the campaign. After they left the board, Paul Roy took over. He also led all the board members in the number of sponsors he got. Ever champions of the Museum, Bob Mench and past-board member, Mike Phillips were close behind. Those of you who’ve gone out to “grip and grin” and then ask for money for a cause can appreciate what a great effort it takes. Thanks to all for a successful program.
The Good Samaritan
C-131: A special plane to those who flew her

Admittedly, the Air Force’s C-131 Samaritan never gets a lot of love. While it rarely made headlines during its career with the Air Force, the Reserves or during its service with foreign military services, most airmen would agree it was a good, dependable short-to-medium range aircraft.

And that’s about it.

But none of this means the Samaritan failed to make its mark while a part of the Air Force inventory. Far from it.

The aircraft first was used primarily as a medical transport; a large loading door could admit 37 sitting casualties or 27 stretchers.

When the Air Force began to develop the gunship concept later used on the AC-47 and the AC-130, the C-131 airframe served as the test bed for the project.

Like several aircraft developed for the fledgling U.S. Air Force, the C-131 had its roots in the civilian airline industry. Developed by Convair, it started out as part of the CV-240/340/440 series of twin-engine commercial airliners that first flew in 1948.

Soon thereafter, Convair was contracted to build a military trainer version of the aircraft, designated the T-29, which was modified to train Air Force navigators, bombardiers and electronic warfare officers.

The first Samaritan, the C-131A, was delivered to the Air Force in 1954 not only as a medical transport but in its later years for carrying high-ranking military and other officials between bases.

A bit of history

The AMC Museum’s C-131D arrived at Dover June 20, 1989, flown to the then-Dover AFB Historical Center from McEntire ANG Base southeast of Columbia, S.C. It was the first aircraft in the collection brought to Dover under its own power.

“We obtained it originally because Dover AFB had a VT-29 and they are essentially the same aircraft,” recalled former AMCM Director Mike Leister.

Curiously, however, while a timeline display at the AMCM shows the VT-29 at Dover from 1968 through 1976, the plane does not show up in base historical records.

436th Airlift Wing Historian Douglass Miller searched official histories of previous base organizations, including the 1607th Air Transportation Wing and the 436th Military Airlift Wing and found no reference to either the VT-29 or C-131.

“There is one documented example of a C-131 at Dover: one was on display during the base’s May 1955 Armed Forces Day open house. Medics with the 1607th Hospital were on hand to show the public how the plane could be used to evacuate wounded personnel. The Museum’s Samaritan, initially was given civilian registration number N8460H, but was redesignated with tail number 55-0295 when assigned to the Air Force’s 3800 Air Base Wing at Maxwell AFB, Ala., in December 1954.

The aircraft served as an Air University staff transport until June 1975 when it was transferred to a Nebraska Air National Guard unit due to budget restraints on active duty Air Force units. It remained there only 11 months before being reassigned to McEntire in March 1976.

The Samaritan equated itself well with the South Carolina Guard, with a story in the base newsletter quoting a flight engineer as saying it had a good maintenance record, marred only by an occasional engine outage. Even then, it flew well on one engine, he added.

The newsletter also noted the unit had a problem finding the 100/130 octane gasoline used in the two Pratt and Whitney R-2800 engines. The Air Force had discontinued using the high-powered 115/145 AVGAS and the Samaritan’s pilots sometimes had to refuel at civilian airports.

The R-2800s tended to use a lot of oil as well.

“Hobs as much oil as fuel,” one pilot commented, “but it also drips out a lot.”

Even today, almost 30 years after its engines were shut down for the last time, the AMCM’s Samaritan still leaks from its cowlings.

A versatile aircraft

AMCM volunteer retired Lt. Col. Mike Phillips is crew chief for the C-131D, and knows the aircraft well, having flown its cousin, the T-29 in the early 1970s at Mather AFB, Calif.

“The T29 was essentially the same as the C-131,” Phillips recalled. “The only way you could tell the difference, at least on the outside, was that the crew entry door on the T-29 is on the right hand side of the airplane, on the 131 it’s on the left.”

“The cockpit, the instruments, the engines, are the same on both airplanes.”

The aircraft was easy to fly and reliable, although dealing with some of the 1950s constraints on active
technology in the cockpit sometimes proved challenging, he recalled. The main mission of the T-29s was training, Phillips said. The aircraft was equipped to teach Air Force navigators and bombardiers as well as electronic warfare officers, he said. "The airplane was versatile because of what was in the back," he said.

Today, Phillips is concerned with keeping the C-131D in good shape. He and several other members of the restoration crew, including Larry Phillips, Les Potter, Gary Burris, Les Stiller, Ron Bauer and Les Polley revamped much of the plane’s interior between 2007 and 2009. "The interior was pretty rough" a good two decades after the aircraft had arrived in Dover, he recalled. They refurbished the cockpit, repaired a leaking hydraulic tank, cleaned the instruments, repainted where they could, and reupholstered its seats.

Because it was set up as a passenger aircraft, there’s a lot of extra cloth material inside that tends to get musty. The Samaritan was the first of the Museum’s aircraft to use solar powered vent fans to help prevent mold and mildew in the interior.

Installed by volunteer Paul Gillis, the solar cell panel is on top of the left engine nacelle, pretty much invisible to the casual visitor, he added. "It’s not a sexy aircraft, but it’s a part of aviation history," Phillips said of the C-131. "It brings back a lot of memories of my first operational airplane, where I was an aircraft commander and in charge of it."

"I remember all of the people I flew with and I still stay in touch with them, and that was almost 50 years ago."

**The maternity special**

Retired pilot Maj. John C. “Jack” Shield of Rock Hall Md., 82, flew the Samaritan on what were called maternity missions while stationed at Rhein Main AB, Frankfurt, Germany.

He came to Dover in 1957 as an enlisted survival equipment specialist, and returned in 1960 after graduating Officer Candidate School to serve as a C-133 pilot.

Shield went to Germany in 1966 to work as a controller at the base command post. To maintain his flying skills, he was detailed to pilot the Samaritan.

"In Germany, the C-131 was configured with litters instead of seats," he recalled. "We flew all over Europe, picking up military wives and bringing them back."

In those days, pregnant spouses often were flown to the huge military hospital at Weisbaden Air Base because many smaller Air Force bases and Army posts did not have adequate maternity facilities, he said.

The Samaritan was the perfect platform for those types of missions because it was a stable platform and rarely had mechanical issues.

"It was a commercial airplane, a twin-engine transport, that was taken over by the Air Force," he said. "Most of our maternity flights, we’d go out in the morning and then we’d come back. It was all pretty routine."

"It was easy to fly and it didn’t break down very often," Shield said. "It was a good airplane that served its purpose."

**It was my baby**

The Samaritan’s last flight in 1989 was a bittersweet occasion for 71-year-old retired Lt. Col. Walley A. Turner. A major at the time, he was in the copilot’s seat with Lt. Col. Vic Hannon as pilot when they delivered the plane from the 169th Tactical Fighter Group at McEntire ANGB.

Coincidentally, Turner and Hannon had brought the aircraft to McEntire 14 years earlier. Learning the Air Force was decommissioning its inventory of C-131s, arrangements were made to send the plane to Dover instead of selling it for scrap.

"The most cruel thing in the world is to see an airplane that has served its country so well and so long to be flown out west, but in the bone yard and ripped apart," South Carolina National Guard Chief of Staff Brig. Gen. Frank Rogers said at the time.

"We’re glad it is going to Dover where it will be on static display forever," Turner recalled that many fighter units including the 169th had at least one C-131 for use by distinguished visitors, including the state adjutant general.

The wing had a crew dedicated to flying and maintaining the Samaritan and Turner was its designated pilot, he said.

Turner considers the plane both reliable and easy to fly. "It was set up as an airliner, pressurized, and had comfortable-type seats compared to flying in a C-130," he said. "It wasn’t terribly fast, but it was a pretty dependable airplane."

Turner estimated that because of budget restrictions, the plane only flew a few hundred hours per year. "I enjoyed flying the C-131 because it flew well," he said. "It was really stable, though I would have liked to have had more modern navigation aids. We tried to get them, but there were never funded."

A crew of three -- himself, a copilot and a flight engineer who doubled as a steward -- was the standard mission complement, Turner said. The latter would prepare coffee, snacks and in-flight meals, if needed.

In the air, the aircraft handled well, he said. "It was very stable and so you didn’t have to constantly fight it," Turner said.

"Concentrating on flying takes a lot of energy and can be very fatiguing, but that wasn’t an issue with the 131, making it more fun to fly."

"I enjoyed flying the C-131 because it flew well," he said. "It was really stable, though I would have liked to have had more modern navigation aids. We tried to get them, but there were never funded."

"I was glad that other people would be able to see it, learn its history and learn what was accomplished with it."

"I just was pleased to know people would get some knowledge of the airplane instead of it just being thrown aside."

And what does he think about the C-131 being considered by many as a "forgotten airplane"?

"I don’t disagree with that," Turner said. "Most of those types of aircraft never got a lot of attention. They stay in the background if they’re not a fighter or if they’re not in combat. Cargo planes don’t make the news very often, and they’re probably remembered mostly by the people who flew them."

"Concentrating on flying takes a lot of energy and can be very fatiguing, but that wasn’t an issue with the 131, making it more fun to fly."
D ‘Samaritan’
Our AMCM members: they keep us soaring high

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

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

Crew Member


Flight Crew Member


Squadron Commander


Group Commander


Life Member

Jim Williams, of Highland, Md., donated the emblem of his old unit, the 1607th Communications and Electronic Maintenance Squadron, to the AMCM in June. The plywood sign once decorated the outside stairway on his barracks at Dover AFB. Williams served in the Air Force from 1962 until 1966.

Collections manager Debbie Sellars has many holiday-related items in the AMCM's vaults, including this unused Christmas card featuring the C-124 Globemaster II, the C-133 Cargomaster and the C-141 Starlifter. The card is marked with the emblem of the 1607th Air Transport Wing, predecessor to today's 436th Airlift Wing at Dover AFB.

“I think the card was used for Christmas 1965,” she writes, based on the fact the three aircraft were simultaneously stationed at Dover beginning in 1966 and that the 436th was stood up in January 1966.

“Oh the other hand the C-141 supposedly didn't arrive at Dover until 1966 but maybe they wanted to put all three on the card anyway,” she said. “I really don’t know.”

Also of note is that the inside of the unaddressed card expressed “Seasons Greetings,” instead of “Merry Christmas,” she said.
Community support

First Summer Fundraiser brings in 57 sponsors

A successful museum operation depends on many factors, with the backing of the nearby military and civilian community being a big part of that support. The AMC Museum is grateful to be able to count on the businesses and private individuals listed below as we continue our efforts as part of the National Museum of the U.S. Air Force’s field museum system serving the residents of Kent County and the state of Delaware.
To see the complete sponsor listing and signs online, visit https://amcmuseum.org/support-the-museum/annual-summer-fundraiser. Be sure to let them know you appreciate their support.
Guide John DelFlavio shows visitors around the AMCM’s engine barn, including a landing gear from a Dover F-94 that crashed in 1954. From left are Nemo and Joe Cao, of Philadelphia and Lori and Bill Harding of Bethany Beach, Del., and Bloomsburg, Pa.

Ray Monroe of Joppa, Md., snaps a quick photo from the top of the steps leading into the AMCM’s KC-135. “I’m retired from the Navy, and I just wanted to see some Air Force stuff,” Monroe said.

T.J., Derek and Michele Druckenmiller, all of Hamilton, N.J., take a break aboard the Museum’s KC-135 during the August Open Cockpit Day. Tour guide Ron Papineau explained everything about the Stratotanker to the family.

Museum tour guide Billie Westergard discusses the Museum’s B-17, with Paolo Lancellotti and Primo and Sue Toccafondi, of Milton, Del. Paolo is staying with the Toccafondi family during a summer trip from his native Italy.

Rashimi Hammock of Clayton, Del., points out a display item to his son, Rahseer, while a mannequin of Gen. Howell M. Estes Jr. looks on. “We came here to look at the airplanes,” Hammock said. “It will help broaden my son’s horizons.”

Stephanie Gimbar of Lincoln, Delaware, and kids Eva and Liam made a point of visiting during September’s Open Cockpit Day. Husband Eric took some time to check out the cockpit layout of the Museum’s C-7 Caribou.
Veterans Bill Wolf and Bud Sweigert visited the AMCM from Reading, Pa. Sweigert was one of a group of Pennsylvania Air National Guard airmen who re-opened the dormant Dover AFB in 1951.

Father and son Mike and Calvin Peoples, of Lancaster, Pa., examine the underside of the Museum’s C-131D. “We had read about how they open up the airplanes once a month and decided to come down,” Mike said.

A group of 4-H exchange students from Kentucky visited the AMCM during the summer to meet with their Delaware counterparts. One highlight of the trip was the opportunity to try out the seating accommodations in the Museum’s C-47 Skytrain.

John and Lucy Hill of North Granbury, Conn., chat with guide Frieda Herman at the Museum’s new information kiosk. John, who served in the Air Force from 1960 to 1964, said the couple were on their way home when they made the decision to stop at the AMCM.

Museum volunteer Bill Judd trims the grass alongside the Museum’s access road. In addition to his duties as an aircraft restoration technician, Judd enjoys taking on grounds keeping duties.

Les Stiller, Marty Martel, and Gene Somma contemplate construction plans for a new workbench in the AMCM’s restoration hangar.
Become a member!
SUPPORT THE AMC MUSEUM
Prefer to sign up online? Visit: store.amcmuseum.org/memberships

**MEMBERSHIP CATEGORY** | **ANNUAL DUES** | **BENEFITS**
--- | --- | ---
CREW MEMBER | $30 | Membership certificate, member card good for 10% off purchases in the museum store, quarterly Hangar Digest newsletter and challenge coin
FLIGHT CREW MEMBER | $50 | Crew member benefits plus challenge coin for each family member (maximum of five)
SQUADRON COMMANDER | $100 | Flight Crew member benefits plus recognition in Hangar Digest newsletter, name engraved on plaque
GROUP COMMANDER | $250 | Squadron Commander benefits plus two museum coffee mugs
WING COMMANDER | $500 | Group Commander benefits plus one crew member membership for friend, signed and numbered aviation print, museum golf shirt personalized with name and donor category

**DONOR CATEGORY** | **DONATION** | **BENEFITS**
--- | --- | ---
LIFE MEMBER | $500 | Wing Commander benefits
EAGLE DONOR | $1,000 | Wing Commander benefits plus special engraved plaque for your home or organization. All Eagle Donors receive further benefits and recognition. Please contact the museum at 302-677-5938 for more information.
BRONZE EAGLE DONOR | $2,500 | 
SILVER EAGLE DONOR | $5,000 | 
GOLD EAGLE DONOR | $10,000 | 
PLATINUM EAGLE DONOR | $25,000 | 

FLIGHT CREW MEMBERS & ABOVE, NUMBER OF COINS:

- [ ] 1
- [ ] 2
- [ ] 3
- [ ] 4
- [ ] 5

WING COMMANDERS & ABOVE, SHIRT SIZE:

- [ ] S
- [ ] M
- [ ] L
- [ ] XL
- [ ] XXL

NAME EMBROIDERED ON SHIRT

- [ ] I do not wish to receive any benefits

NAME (MR, MRS, MS, RANK)

ADDRESS

CITY | STATE | ZIP

E-MAIL

PHONE (if credit card purchase)

CREDIT CARD NUMBER

EXP DATE

CVV CODE

SIGNATURE (please sign for credit card payment)

PAYMENT METHOD

- [ ] VISA
- [ ] MASTERCARD
- [ ] AMERICAN EXPRESS
- [ ] DISCOVER
- [ ] CHECK

(PAYABLE TO: AMC Museum Foundation)

MAIL APPLICATION AND PAYMENT TO:
Membership Manager
AMC Museum Foundation, Inc.
1301 Heritage Rd
Dover AFB DE 19902-5301

E-MAIL QUESTIONS TO:
membership@amcmuseum.org

Donations are tax deductible in accordance with IRS regulations.
Pave a Path to History
IN OUR COMMEMORATION PARK!

With one brick you can accomplish two things: become a permanent part of history in the AMC Museum’s Commemoration Park and join the AMC Museum Foundation in supporting the museum. Engraved bricks laid in Commemoration Park are a permanent path to history!

There are many ways to use your brick:
★ offer tribute to or memorialize a loved one
★ as a holiday or birthday gift
★ to commemorate a special date
★ as recognition for a special group
★ to show your personal or business support for the museum!

Visit amcmuseum.org/brick to order your brick today!

Is your name on the bench?
AIRCRAFT BENCH PROGRAM

Donate $100 to the AMC Museum Foundation Bench Program and have your name printed on a plaque on the bench of your choice. We’ll also recognize you in the museum’s quarterly newsletter, Hangar Digest, and on our website.

The benches are already on our ramp near their respective aircraft to complement the static displays. These 8-foot-long benches are high-quality plastic-coated rolled steel with cast aluminum legs.

Visit store.amcmuseum.org/bench to learn more and order online! A print and mail version is available as well.

INDIVIDUAL
4” x 8” 8” x 8”
1 to 3 LINES 1 to 6 LINES
$65 $125

BUSINESS/ORGANIZATION
4” x 8” 8” x 8”
1 to 3 LINES 1 to 6 LINES
$125 $250

ADD YOUR INSCRIPTION TO ONE OF OUR BENCHES FOR JUST $100
C-5 GALAXY
C-141A STARLIFTER
C-141B STARLIFTER
C-130 HERCULES
C-124 GLOBEMASTER II
C-9 NIGHTINGALE
VC-9C AIR FORCE TWO
C-54 SKYMASTER
KC-97 STRATOTANKER
C-119G FLYING BOXCAR
C-119B FLYING BOXCAR
A-26 INVADER
AN-2 ANNUSHKA
KC-135 STRATOTANKER
C-133 CARGOMASTER
C-47 SKYTRAIN
B-17 FLYING FORTRESS
Thank you for your continued support!

Explore the AMC Museum’s E-store!


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