



"A MISSION OF HISTORY, EDUCATION, AND REMEMBRANCE."

Berlin Airlift Historical Foundation

# NATIONAL SUPPORT GROUP NEWS

NEWS FROM AROUND THE WORLD SUPPORTING THE SPIRIT OF FREEDOM

TO: FOUNDATION SUPPORTING MEMBERS, BERLIN AIRLIFT VETERANS, HISTORIANS, EDUCATORS AND PATRIOTS OF THE UNITED STATES, GREAT BRITAIN, FRANCE AND GERMANY

VOL 1

2006

## 2006 BRINGS MANY IMPROVEMENTS AND A NEW BEGINNING.

By Tim Chopp, Foundation President.



This photo taken on January 3rd, 2006. A prototype portion of the new display cases now being installed at Arcadia, Florida. This photo sent to us by Dexter Aviation, the contractor performing the work.

Make no mistake about it, you the supporting members and contributors of our National Support Group have made it possible to make 2006 a year of dramatic improvements to the C-54 "Spirit of Freedom". I like to look at these improvements as a butterfly emerging from a cocoon. Thanks to your generous support over the years, we have functioned as a team with confidence, belief, and trust. We have come a long way together and now it's time to evolve the C-54 "Spirit of Freedom" into a better and improved educational museum, exhibit for the purpose of history, education, and remembrance.

Planning has been underway for the past year on ways to improve our mission and educational museum/exhibit inside the C-54 "Spirit of Freedom". It is imperative to keep moving forward in a changing world, for those that remain passive may be left behind. We have been operating the "Spirit of Freedom" for 12 years and with the same basic interior. We do not want our exhibits to become stale, so it is for these reasons improvements are being made. As of this writing, the C-54 "Spirit of Freedom" is now parked in

Arcadia, Florida, where Dexter Aviation has been contracted to begin refurbishing the interior.

Two 33-foot long cases are being installed above the cabin windows. These will be used for the display of additional Berlin Airlift history. Other improvements include the removal of the three heavy, 6-foot long cases presently in the cabin, and replacing them with seven, redesigned, light weight, 4-foot long cases. Two of them will be used for storage and five for display. A new specially designed runner is being added as well as new engine covers and storage bag. Foundation members are creating a diorama of Tempelhof Airport to be installed at the rear of the "Spirit of Freedom". A floor mounted console radio with a new sound system is also being added. It will be powered by a 12-volt battery and have the capability to play hundreds of songs without any adjustments. This will be a welcomed improvement for our flight crews. The Vittles Boxer Dog display is also being upgraded.

Perhaps the best potential improvement of all, is the installation of three Avatars. We hope to install one this winter and evaluate its effectiveness and durability before committing to the purchase of two more. See the article titled "*Spirit of Freedom may be enhanced by 3-D Humans*" to learn more about Avatars.



A 1936 Zenith Console Radio that will be playing Airlift-period music aboard the "Spirit of Freedom". This radio was donated by the Capra Family of Washington, PA and refinished by Foundation Volunteers Kevin Kearney and Steve Grubesich.

With these improvements, we are hoping to increase the "Spirit's" popularity and that will result in a greater demand for the C-54. These changes will enable the "Spirit" to become a more interesting and effective museum, exhibit, and educational tool. Your continued support is needed throughout the year. With your patriotic support, we can continue making improvements as we evolve into a better and more effective organization. Thank you for your continued support..

### ATTENTION EVENT PLANNERS AND PROMOTERS !!

The best way that you can help the Foundation progress with the Boeing C-97 "Angel of Deliverance" program is to schedule the Douglas C-54 "Spirit of Freedom" at your event for 2006. You will be adding an excellent historical and educational showpiece to your event and at the same time your help will keep the "Spirit of Freedom" flying. Searching for events takes a lot of time and energy that can be used for the C-97 project. The "Spirit of Freedom" is, and will always be, the "Flagship" of the Foundation. When the "Spirit of Freedom" is busy, good things happen.



## HELP WITH FUEL: THREE PATRIOTS STEP UP TO THE PLATE



Foundation President Timothy Chopp shakes the hand of Winchester (VA) Regional Airport Manager Renny Manuel in appreciation for her continued patriotism and support of the "Spirit of Freedom"

As spring for 2005 was approaching, we were joyful and optimistic that winter would finally come to an end and blue skies would prevail. Unfortunately, as March came to an end, the singing of "Happy Days Are Here Again" was somewhat muted due to the rapidly rising fuel costs that began in early April. The first event for the "Spirit of Freedom" in 2005 was at Moody Air Force Base, Georgia, scheduled for April 8,9, and 10, followed by EAA Sun 'N Fun at Lakeland, Florida, the following week. The problem, how to pay for 1250 gallons of aviation gasoline to fly to Georgia and Florida, and keep the event funding in the black? The Foundation immediately began searching for answers. After reaching out and asking for help to overcome this obstacle, three patriots responded by offering a combination of fuel being donated as well as fuel being offered at their cost. As a result of their generosity, fuel costs for the flight to Georgia to begin the 2005 event season were reduced from \$3800 to \$1200. The Foundation owes a sincere thank you and recognition to the following patriots for their generous support to help reduce the spending of the Foundation's hard-earned funds.

**60<sup>th</sup> Year**




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**Big Sky Aviation of Millville, New Jersey.** Thank you Doug and Beth Smithson for your continued support.

**Winchester Regional Airport and the City of Winchester, Virginia.** Thank you Renny Manuel, Airport Manager. You have always helped us when help was needed. Thank you.

**Showalter Flying Service of Orlando Executive Airport, Orlando, Florida.** Thank you Robert Showalter once again for your generosity. You are a true patriot. Your facility at ORL is beautiful.

## BETTY FREW: BEAR LADY OF MOON TOWNSHIP, PA

It's always a pleasure to return to the Wings Over Pittsburgh Air Show. The professionals of the United States Force's 911th AW, who fly the Lockheed C-130's, do a great job to make this event happen at their facility at Greater Pittsburgh International Airport. Not only do we have the opportunity to once again visit our friends of the 911th AW, but we also look forward to a visit from Betty Frew, known as the "Bear Lady of Moon Township," because of her large collection of stuffed bears.



**Betty Frew at the Wings Over Pittsburgh Air Show on July 9th, 2005.** Betty is presenting her latest donation, an all white bear for the cockpit window for the C-54 "Spirit of Freedom". Flight crew members from left to right are: Steve Grubesich, Jim Reed, Tim Chopp, and Howard Keenan.



**Mascot Bear Lynn with his pals** on the glare shield of the "Spirit of Freedom". The white bear on the left is "Sparky", presented by Champion Spark Plugs several years ago.

The flight crew of the "Spirit of Freedom" made contact with Betty several years ago when she came aboard on a routine tour to see the exhibits and museum. She could not help notice our mascot Bear Lynn and his pals sitting on the glare shield in the cockpit. The following year, Betty presented the Foundation with additional bears and again last July when she presented us with an all white bear for the cockpit window. Betty is a wonderful person to talk to, very quick witted, and has many jokes and riddles to tell. Thank you Betty for your generosity to keep Bear Lynn happy with new pals. We look forward to seeing you again, hopefully at Wings Over Pittsburgh 2006 !

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## ROBERT MAGUIRE JR: COMPASSIONATE HERO HONORED

When the Foundation received a telephone call on July 12, 2005, requesting that the "Spirit of Freedom" be present at a memorial service to be held at the Santa Monica Airport on July 20th, we were at first quite skeptical. As a matter of fact, the Foundation gave the names of other C-54 operators (primarily fire bombers) who would be closer. Our concern was, being far from home and suffering a major breakdown would be devastating to the Foundation as we still had the second half of our event season before us. The call was dismissed for a few days until, once again, another call came in from the same party with the same request. Again, the Foundation tried to explain our position of the risk involved and that another C-54/DC-4 closer would be better. The caller then asked this question: "Are you the organization that operates the same C-54/DC-4 that is on the web site [www.spiritoffreedom.org](http://www.spiritoffreedom.org) that has the name "Spirit of Freedom" above the windows?" Our answer was "yes, we are". The caller responded with "That's the airplane we want and probably the only appropriate airplane to represent the achievements of a great man and humanitarian." Having heard that, we began to ask questions about this event. It was a memorial service for Robert Maguire Jr., a great humanitarian, and an operation he started called Operation Magic Carpet. After learning more about Robert Maguire Jr., we agreed that it would be appropriate to have the "Spirit of Freedom" present at the memorial service, and so, preparations began for round trip flight time of 23 hours to Los Angeles and back.



CAPT. ROBERT F. MAGUIRE JR.



YEMENI JEWS RIDING INSIDE A DOUGLAS DC-4 DURING "OPERATION MAGIC CARPET"

Maguire, a Portland, Ore., native of Irish and British descent who was raised as an Episcopalian, was a World War II veteran working for Alaska Airlines in 1948 when the company agreed to fly Jewish refugees from Yemen to the newly established Jewish state in their Douglas DC-4's.

The American Joint Distribution Committee contracted the Alaska Company to join the airlift, dubbed "Operation Magic Carpet," after the Imam of Yemen agreed to let virtually the entire Jewish population leave the country.

The operation was not made public out of concern that Arab states, battling Israel at the time, would shoot down the planes as they crossed 3,000 miles of territory.

As many as 28 pilots flew at any one time. They were shot at but no planes crashed and no lives were lost during approximately 380 flights.

When Alaska Airlines withdrew from the program several months later, Maguire kept it going by creating Near East Air Transport (NEAT) with purchased or leased planes. Maguire told the Los Angeles Times last year that he was motivated by adventure more than money, but he never forgot the gratitude of the Yemenite Jews.

They would sing and offer blessings as they flew into Israel. It was so touching you almost don't want to remember," he said. The Jewish community never forgot, however. Israel's first prime minister, David Ben-Gurion, called Maguire "the Irish Moses."

Last year, Maguire was awarded a medal of valor from the Simon Wiesenthal Center in Los Angeles.

Rabbi Marvin Hier, the center's founder and dean, noted that most of the pilots for Operation Magic Carpet were Israelis.

"It wasn't his conflict," Hier said, adding, "He risked his life every single day."

Before Operation Magic Carpet, Maguire helped fly Jewish refugees from China to Israel under a contract with relief organizations and the United Nations. After the operation, he took thousands more Jews from Iraq and Iran to the new country in what was dubbed "Operation Ali Baba."

### OPERATION MAGIC CARPET: MAGUIRE HISTORY SLATED FOR C-97

Thanks to the kindness of Robert Maguire III and his family, the Foundation received many display items relating to Operation Magic Carpet and Robert Maguire Jr. These articles were used for the memorial celebration on July 20th, 2005, and were shipped to the Foundation several weeks later. As Operation Magic Carpet took place at the beginning of the Cold War era, it is fitting that it be displayed inside the C-97 along with other Cold War history which is quite extensive and covers a 40 year period. Due to the fact Robert Maguire Jr. flew the C-54/DC-4 for the operation, some of this history will also be displayed inside the "Spirit of Freedom" showing the other uses of the C-54/DC-4 as an airlift transport. This is one of the benefits of having the 2 display cases installed above the windows inside the C-54, to allow the room to display additional history. Ironically, Operation Magic Carpet took place at the same time as the Berlin Airlift, and the accomplishments of Robert Maguire Jr. can be related to the names of our great transports. He certainly had the *Spirit of Freedom*, and to the many refugees he helped return to Israel, he was their *Angel of Deliverance!*



## CALIFORNIA TRIP TO HONOR ROBERT MAGUIRE JR.

The memorial service to honor Robert Maguire Jr. was scheduled for July 20, 2005, at the Santa Monica Airport just west of Los Angeles. A crew of four flight crewmembers met at the Washington County Airport in Washington, Pennsylvania, to begin the journey. The four were Timothy A. Chopp, Bob Peters, Jason Capra, and Steve Grubesich. The flight departed on Saturday, July 16th, 2005, late in the afternoon for Terre Haute, Indiana, where the crew would spend the night. Airport manager Dennis Dunbar, and the patriots of Terre Haute Air Center, did the best they could on fuel prices which we appreciated very much. Foundation Vice President Ed Ide, drove to Terre Haute from Newton, NC to provide administrative assistance where needed. The total on board for the flight to California was now 5.

The "Spirit of Freedom" departed Terre Haute mid-morning on Sunday, July 17th, for the 6 hour flight to Albuquerque, New Mexico. Due to the record breaking heat (120 degrees plus) being reported in Arizona and Southern California, plus severe thunderstorms forecast in the afternoon along the entire route, the crew decided to spend the night in Albuquerque and cross the Southern Rockies enroute to Los Angeles the following day in the cooler morning hours. The highlight of the overnight at Albuquerque was the privilege to visit with Airlift Veteran James Spatafora and his wife Ellie. We all had a great visit at the airport and would have liked to spend more time with them, but work had to be done to prepare the "Spirit" for the 4 hour flight to Los Angeles.

On Monday, the 18th of July, the crew arrived at the airport before dawn's early light, and was airborne at daybreak under a cloudless sky. The flight to the Van Nuys Airport just north of Los Angeles was breathtaking as the "Spirit of Freedom" flew over plateaus, canyons, the Winslow Crater, and all of the other beautiful sights the Southern Rockies have to offer. Arrival at the Van Nuys Airport was at 1:00 PM California time.

Our most gracious hosts were there to meet the crew and instant friendships developed. The crew was greeted by George Witchell, Alec Maguire, and Tammy Graf, all of Vision Air Aviation LLC, who hosted the "Spirit of Freedom" and crew while at Van Nuys Airport. It did not take long for Bob Peters and George Witchell to discover that they are both USMC veterans and George Witchell's son is now enrolled in the Fork Union Military Academy in Virginia, where Bob Peters also attended! What a small world!



*The memorial celebration in honor of Robert Maguire Jr. is in progress and can be seen through the left side forward passenger window. The "Spirit of Freedom" arrived on cue when the hymn "Amazing Grace" was being played on the bagpipes.*

The flight crew was treated like royalty with lodging, transportation, and meals provided by Vision Air. They were most gracious and generous to all of the crew. The following day took on a more serious nature to stay focused on why we were here, to honor a great man. The first order of business was to get the "Spirit of Freedom" cleaned and prepared for the memorial ceremony the following day. Courtesy of Vision Air Aviation, they sent a professional cleaning crew out to clean the "Spirit of Freedom". Using a waterless procedure, the professional cleaning crew swarmed all over the "Spirit" and cleaned and polished every surface imaginable until it looked like it had just been delivered from the factory.



*During a practice flight to Santa Monica Airport, in preparation for the memorial ceremony the following day, the crew was honored to have Robert Maguire III, standing on the right, and his son, Alec Maguire, standing on the left.*

In the meantime, Tim Chopp and Alec Maguire drove to Santa Monica for a meeting and briefing for the big event that would be held on the ramp the following afternoon. Afterwards, they returned to Van Nuys Airport and the entire crew had the privilege to meet Robert Maguire III, the son of Robert Maguire Jr. Mr. Maguire III is the the man who invited the "Spirit of Freedom" to participate in the memorial ceremony for his Dad. The highlight of the afternoon was a practice flight to Santa Monica Airport with Robert Maguire III in the Flight Engineer's seat, and George Witchell and Alec Maguire on board. The flight did not land at Santa Monica, but passed overhead then cruised to the northwest of Los Angeles before

returning to Van Nuys for the night. Robert Maguire III really enjoyed the flight and remarked how he used to fly with his Dad in the DC-4 while sitting in the same seat. It brought back many good memories for him and we were elated to help him remember that time in his life.

On the morning of July 20, 2005, the crew arrived at the Van Nuys Airport filled with excitement and anticipation of the mission scheduled for the afternoon. Alec Maguire, son of Robert Maguire III, would be flying with the crew. (Alec is a helicopter pilot for Vision Air Aviation and knew the area quite well. It's good to have an expert on board when flying in Los Angeles airspace.) The mission called for the "Spirit of Freedom" to hold over Beverly Hills, only 3 miles from the Santa Monica Airport, until called by the tower to land. The actual landing was to take place when the hymn "Amazing Grace" was being played on the bagpipes during the memorial ceremony, so timing was everything for this mission.



*The Los Angeles 405 Freeway as seen from the "Spirit of Freedom".*



Knowing that this was a time critical flight, in addition to the fact the "Spirit of Freedom" flew 3,000 miles to be the backdrop to the memorial celebration, the crew checked and rechecked the C-54 to be sure all was ready.

It's times like this when the Foundation President and aircraft commander of the "Spirit of Freedom", Tim Chopp, becomes highly focused on the mission. He becomes acutely aware of what he preaches, and that is, be aware of the "power of powerless people", that is, the unexpected little things that can throw the schedule off and ruin the important role of our mission. For example, an auto-accident on the way to the airport, the ground power unit not showing up on time, a crewmember not being where he should be, the preflight inspection being incomplete, or an engine that won't start. It's amazing how something insignificant and out of our control can ruin a planned departure. The Foundation tries to discipline our crewmembers to play the way they practice so they are always focused on their specific jobs without interruption. In this case, with only a little anxiety, all four engines started and the departure went smoothly. After takeoff, the "Spirit of Freedom" turned south to hold over Beverly Hills and waited for Santa Monica's call to land. The holding pattern over Beverly Hills placed the famous Hollywood sign about 2 miles off of the left wing. It was a great view of Los Angeles.



**July 20th, 2005: Santa Monica, California.** Members of the flight crew saying goodbye and thank you to Robert Maguire III.

(From L to R) Steve Grubesich, Tim Chopp, Robert Maguire III, Jason Capra, and Foundation Vice President, Ed Ide.



**Who says you can never go home again?** An interesting photo taken at Santa Monica Airport the evening of July 20th, 2005. In addition to Tim Chopp adding fuel to the #1 Aux tank, the Quonset building that can be seen just behind the wing is the only building remaining from the great Douglas Airplane Factory. The C-54 "Spirit of Freedom" was built at this factory in 1945.

After about 6 laps around the holding pattern, our time had come. Santa Monica tower called us and we were cleared to land. The landing was made to the southwest on the single runway that was only 5,000 feet in length. The point of touchdown was very close to the location where the memorial ceremony was taking place. The crew could see the area off to the right as the "Spirit of Freedom" continued the landing roll. The "Spirit of Freedom" had returned to its' birthplace, Santa Monica, California. The area for the memorial ceremony consisted of 200 seats in a roped off area and included a podium and floral decorations. All eyes were upon the "Spirit of Freedom" as she was taxied into position just to the right of the waiting crowd. As the engines were shutoff, the crew could hear the applause from the audience and in the background you could hear the bagpipes playing the hymn "Amazing Grace." We did it, we arrived on cue. We pulled it off!

The crew remained on the "Spirit" until the conclusion of the memorial ceremony. At that time, boarding stairs with the phrase "Fly Douglas" on the side panels were rolled into position, and relatives and friends of Robert Maguire Jr. were invited aboard to inspect the "Spirit of Freedom". The crew

enjoyed the rare privilege of meeting many of the actual Jewish refugees Robert Maguire Jr. flew into Israel. It was a very poignant moment.

Once everyone had the opportunity to tour the "Spirit of Freedom", the entire crew enjoyed dinner and conversation with our hosts and guests at a large designated hangar. The hangar walls were decorated with historical panels reflecting the accomplishments of Robert Maguire Jr.. Many of these panels were donated and shipped to the Foundation as part of our Cold War History to be displayed inside the C-97 "Angel of Deliverance".

After bidding farewell to our new found friends and thanking them for making it possible to fly all the way to California, the crew serviced the "Spirit" with fuel and prepared for departure. However, there was one more treat in store. Michael O'Leary from *Air Classics Magazine* had arrived and wanted to take photos for a magazine article on our return to Van Nuys. As the sun was setting, the "Spirit of Freedom" departed Santa Monica for the return flight to Van Nuys. During the flight, the crew from *Air Classics* took air-to-air photographs. After a good night's sleep at Van Nuys, the following morning the crew brought the "Spirit of Freedom" to life and took off at 7:00 AM for the long flight back east, having the satisfaction of completing the mission as planned.

The Foundation would like to thank the following for making this unexpected mission to California possible:

**The patriots of Vision Air Aviation, especially George Witchell, Alec Maguire, and Tammy Graf,** thank you very much for all you did for us during our stay, you made the visit very special.

**David Price** for helping with affordable fuel at Santa Monica Airport. David Price also participated at the memorial ceremony by flying his great looking P-51.

**Maguire Properties and especially Robert Maguire III,** from the bottom of our hearts, thank you for your generosity and for inviting the "Spirit of Freedom" to the memorial ceremony to honor your late father, Robert Maguire Jr.. It was our pleasure to honor a true patriot and humanitarian. We are proud to learn of his accomplishments and role in this history that began at the beginning of the Cold War era and look forward to sharing it with the public. On behalf of the Berlin Airlift Historical Foundation, we salute Robert Maguire Jr. and Robert Maguire III!



## "SPIRIT OF FREEDOM" EXHIBITS MAY BE ENHANCED BY 3-D HUMANS



**An Example of an Avatar Animated Virtual Person**

The Foundation is very interested in the possibility of having 3 Avatars on board the "Spirit of Freedom" to bring life to some of the exhibits and more interest to our visitors. An Avatar is a computer generated, 3-D interactive character that is made visible on a screen, sometimes these are called virtual humans. This is not just a video of a person being displayed on a screen, but much, much more. Developed by the Virtual Lifeforms-HapteK team, the Avatars allow an infinite variety of information to be presented to visitors of the "Spirit of Freedom". The 3-D characters can be programmed for any



**Computer Generated Airman** who is featured in the Berlin Airlift display at Maxwell Air Force Base.

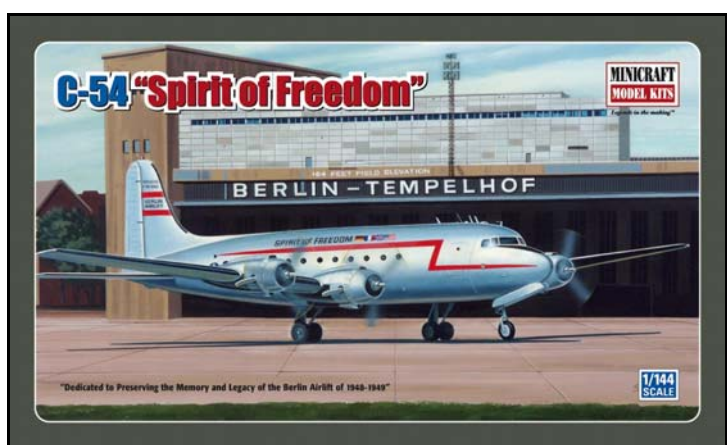
language or dialect, scripts, and emotions. They can be programmed to see the audience and provide new and interesting information in time segments ranging from a few seconds to tens of minutes each time visitors walk by. Themes or specific interest items can be highlighted and incorporated into the Avatar's speech and actions, thus keeping the exhibits fresh and alive for every visitor regardless of how many times they return. Each Avatar character can be a re-creation from a person in history, or fictional person. With patented software, new presentations can be incorporated within minutes with no filming, residuals, or other additional expenses.

Presently, the Foundation is sending an evaluation team to Maxwell Air Force Base, Montgomery, Alabama, to get a first hand view of the Avatar (named Airman Avatar) now in use at the new "Berlin to Baghdad" exhibit of the Enlisted Heritage Research Institute, located at the Gunter Annex. The Foundation wants to evaluate how its effectiveness as an educational tool, how easy it is to operate, and if it's durable enough to withstand the rigors of our event season. When satisfied, the Foundation would like to install one and get some operating experience and reaction from our visitors. Then pending the outcome, two more would be purchased. The three characters would represent the following: A general greeter to visitors as they board the "Spirit of Freedom", the Berlin Candy Drop, and the GCA, or Ground Controlled Approach that was part of Air Traffic Control, known then as the Airways and Air Communications Service or AACS. Look for updated information on the progress of this exciting innovation being aboard the "Spirit of Freedom".



*Another Example of an Avatar animated person*

## MINICRAFT MODELS: TRUE TO THEIR WORD



### FROM THE BOX:

The "Spirit of Freedom" is a flying restoration of a Douglas C-54 Skymaster U. S. Air Force cargo transport used in the Berlin Airlift. Model has the distinctive lightning bolt flash along the fuselage seen on many planes in the humanitarian effort, along with the "Spirit of Freedom" flags and emblems found on the actual plane. Other features include four detailed engines, movable propellers, and crisply detailed landing gear with wheel chocks, clear astrodome and cockpit windows with optional windshield decals. 1/144 Scale. Finished size is 10 " wide x 8 " long.

**CONTACT YOUR LOCAL HOBBY SHOP AND GET ONE TODAY!**

The Foundation is happy to report that it recently received a generous contribution of \$2526, courtesy of Minicraft Models of Elgin, Illinois, and their model outlets throughout the United States. It was August of 2004 when Minicraft Models introduced their 1/144th scale model kit of the C-54 "Spirit of Freedom." In an effort to help support the Foundation, David Huff, owner and president of Minicraft Models, promised a donation to the Foundation for each "Spirit of Freedom" kit sold.



From Minicraft President David Huff:

*As you know, the "Spirit of Freedom" has been part of Minicraft's "Keep Them Flying Aviation Heritage" series. Although Minicraft is issuing the check, the funds are from the entire modeling community which consists of all the retail outlets which handle our products, the wholesalers who supply them, and, most importantly, the consumers, model makers, and history buffs who shop and buy our products around the world.*

In addition, David Huff has also extended his generous patriotic support to provide Kevin Kearney and Steve Grubesich with accessories for the diorama of the

Berlin-Tempelhof Airport that will be installed at the rear of the "Spirit of Freedom". The diorama will include approximately twelve C-54 Minicraft Models.

To David Huff, Norma Huff, Minicraft Models, and their model outlets throughout the United States, thank you very much for your generosity and patriotic support. On behalf of the Foundation, we salute you.





**VALDOSTA, GA: A MISSION TO HONOR A HERO**

Airlift Veteran Bill Morrissey did a grand job coordinating the plans for us to meet with Mrs. Eleanor Howard and her son, William Riley Howard. This took place during the "Spirit of Freedom's" visit to at Moody AFB, near Valdosta, Georgia, on April 9th and 10th. This was a special meeting for us, because Eleanor is the wife of Captain William Howard, who is one of the fallen heroes of the Berlin Airlift. His son, William Riley, was 9 months old at the time of his death. Captain William Howard died on August 24, 1948, when two C-47 transports collided near Hanau, Germany. His final resting place is located at the Sunset Hill Cemetery, Valdosta.

On Saturday the 9th, the flight crew met with Eleanor and her son William Riley for the first time and were delighted to have them tour the "Spirit of Freedom," highlighting the memorial on the forward bulkhead that displays her husband's photograph. They were both very pleased to see and learn what the Foundation does to promote and preserve the history of the Berlin Airlift. During her visit, plans were made to honor Captain William Howard with a flyby over the Sunset Hill Cemetery with the "Spirit of Freedom" on Monday, April 11th, with Eleanor, her son, and several of her friends on board. It would be a special day for all of us.


When the Moody Air Force Base event ended on Sunday afternoon, the "Spirit of Freedom" was repositioned to the Valdosta Regional Airport in preparation for the Monday morning activities. After a thorough preflight inspection, the crew stood by, awaiting the arrival of our special guests. It wasn't long before Eleanor, William Riley, and several of their friends arrived. After introductions and a short safety briefing, we all boarded the "Spirit of Freedom" for the flight to honor Captain William Howard.

The "Spirit of Freedom" took off and made a slow turn to the north towards the city of Valdosta. We were fortunate to have with us, Colonel Clarence Parker, a retired USAF pilot who helped guide us to the Sunset Hill Cemetery and point out the grave site of Captain William Howard. It was a solemn moment for all as the "Spirit of Freedom" made two passes over the cemetery to honor this fallen hero and to let him know he is not forgotten. Upon returning to the Valdosta Regional Airport, we had a great time talking to our guests. They all appreciated the flight very much. During our conversation, we learned that Eleanor Howard wrote a book titled "A Time of Love", and is a story that begins in January of 1943, when she first met William Howard, and ends in September 1948, when she and William Riley returned home after Captain Howard's death. She gave each of the crew a signed copy of her book which is very heart warming to read. As a special gift to the crew, she gave us a tin of homemade cookies, which were mostly eaten by co-pilot Jason Capra during our flight to the EAA Sun 'N Fun event at Lakeland, Florida. (Hey, he's a growing boy!)

It was a real pleasure to meet Eleanor Howard, William Riley Howard, and their close friends. It was also a pleasure to meet Colonel Clarence Parker and have him aboard the "Spirit of Freedom." Thanks to the efforts of Eleanor Howard since our meeting, the Foundation has received generous contributions from Eleanor and her friends which we appreciate very much. To our patriotic friends in Valdosta, Georgia, we salute you and look forward to seeing you again!



*Eleanor Howard (middle left) and her son William Riley Howard (Middle right) posing with Airlift Veteran Bill Morrissey (L) and Foundation President Tim Chopp (R) on April 11th, 2005, after returning from the flight over the Sunset Hill Cemetery to honor Eleanor's husband and William's father, Captain William R. Howard.*



**Airlift Hero Captain William R. Howard**

*A native of Mississippi, Captain William R. Howard was born on July 18, 1920. He attended the Mississippi State College in Starville, MS. Following the Pearl Harbor attack he enlisted in the US Army Air Force and graduated from Moody Field Air Base, Georgia on May 20, 1942, and was made an instructor. He then was assigned to Del Rio, Texas instructing in B-26 Transition Training as well as B-24 Transition Training at Fort Worth, Texas. He was ordered overseas from Pratt, Kansas on March 19, 1944, in the first Bomb Group to go overseas during World War II, He was attached to the 40th Bomb Group, XX Bomber Command station in Karachi, India and China. He returned to the US on March 5, 1945 and was stationed at Randolph Field, Texas. He served as part of the occupation forces in Germany from April of 1946 until his death on August 24, 1948 while flying the Berlin Airlift. During his military service he was awarded the following decorations and citations:*

**Army of Occupation Medal and Clasp**  
**World War II Victory Medal**  
**Distinguished Unit Citation**  
**Philippine Liberation Ribbon**  
**Distinguished Flying Cross**  
**Air Medal with four oak leaf clusters**  
**Asiatic Pacific Theater Ribbon**  
**American Defense Service Medal**  
**American Theater Ribbon**  
**Berlin Airlift Medal**



## FOUNDATION RECEIVES 4 AWARDS IN 2005

When the "Spirit of Freedom" is on public display and the weather is cooperative, the Foundation is proud to display the many awards that it has collected over the years. These awards represent the pride, hard work, and dedication required to keep the C-54 operational. The Foundation is happy to report the following awards were presented in 2005:

April 15, 2005 Sun and Fun, Florida	EAA Preservation Award
May 15, 2005 Lumberton, NC	Best Transport
July 30, 2005 Oshkosh, WI	EAA Judges Choice Transport
December 8, 2005 Floyd Bennett Field, NY	NPS Paul Rizzo Award ****



\*\*\*Note: The Foundation is honored to receive the Paul Rizzo Award presented by the Gateway National Recreation Area of the National Park Service that includes Floyd Bennett Field, Brooklyn, New York. The award recognizes those who have made significant contribution toward the appreciation of aviation history at Floyd Bennett Field, New York City's First Municipal Airport and Naval Air Station. The award is named in honor of Aviation Pioneer Paul Rizzo, who created the first landing strip on Barren Island, which is now Floyd Bennett Field. On behalf of the Foundation, we salute the National Park Service and the Gateway National Recreation Area for their excellent work and thank them for the Paul Rizzo award.

## DOUBLE ENGINE INSTALLATION - ENGINES DOING FINE

The Foundation is happy to report that the two Pratt & Whitney R-2000 engines installed last winter are operating very well. These engines were installed in the # 2 and # 3 positions on the "Spirit of Freedom" (inboard engines). They were both used engines. The # 2 engine, when installed, had 109 hours since overhaul, and the # 3 engine had 39 hours since overhaul. With a busy event season for 2005 that included a mission to California, the "Spirit of Freedom" logged 123 hours of flight time and the engines performed flawlessly. During the course of the event season, our flight crews watched these engines carefully and inspected the oil screens approximately every 10 hours of flight time for metal particles and other contaminants to ensure that all was well. Using such fine products as Champion Sparkplugs and W120 Aeroshell oil is always a plus for efficient radial engine operations. We have never experienced a sparkplug failure of any kind using Champion Sparkplugs, and the W120 Aeroshell oil has done a great job keeping the internal workings of our engines clean.

## "VITTLES" DISPLAY UPGRADED WITH PAINTING BY KURT MILLER

An article titled "Air Dog" by Don Vaughan appeared in the May 2005 issue of Military Officer Magazine. The article was about Airlift Veteran Russ Steber and his boxer dog, Vittles. With the article was an excellent illustration of Vittles created by illustrator Kurt Miller. It didn't take long to realize this illustration would enhance greatly our display of Vittles inside the "Spirit of Freedom". So with the kind help of the good patriots of Military Officer Magazine, we were able to contact Kurt Miller directly, who gave us his kind permission to use his illustration of Vittles for our display and for this newsletter. As you can see, Kurt Miller is very talented and does excellent work. On behalf of the Foundation, thank you Kurt Miller and your studio, KMI Studio, for your cooperation to use the illustration of Vittles to enhance our historical display of Vittles. To learn more about Kurt Miller and KMI Studio, visit his web site at: [www.kmistudio.com](http://www.kmistudio.com)

In addition to the painting, a replica harness for Vittles has been manufactured by Corporate Secretary Kevin Kearney and J. P. Stevens High School Family & Consumer Sciences Teacher, Patricia Digioia-Laird. This harness will complete the replica parachute/harness combination started last season with the beautiful parachute replica made by Beachwood Canvas of Island Heights, NJ.



**This painting of "Vittles" was created by Kurt Miller of KMI Studio and is being displayed with his permission.**



## TWO NEW C-97 ANGELS ADDED!



**Edward Z. Miller** of Philadelphia, PA Contributed \$5000.00 to become our 11th "Angel of Deliverance" for the C-97 Program

The Foundation is elated to report that we have now added two more names to our C-97 "Angel of Deliverance" roster. The Foundation recognizes donors who contribute \$5000 to the C-97 program by naming them an "Angel of Deliverance". The names of the Angels will be added to a permanent plaque to be mounted inside our magnificent Boeing C-97G, the "Angel of Deliverance". We now have a total of 11 Angels for this program which began in March of 1999. The two new names added to the list are Robert B. Burns, Ltc USAF Ret., of Charlotte, NC, and Edward Z. Miller of Philadelphia, PA. Ltc. Robert Burns has been a long time supporter of the Foundation. He is lifetime member and a strong supporter of the C-97 Program. He has a long and distinguished career with the USAF that includes C-97 flying experience as well as a Commanding Officer of C-97 units. Ltc Burns became Angel #10 in 2005. The Foundation wants to present a Biography of Ltc. Burns in a future article of the National Support Group News. To help get 2006 off to a good start, Edward Z. Miller became Angel # 11. Edward became a supporting member of the Foundation in July of 2003. He was born in Philadelphia in 1929. His military experience was with the USAF from

1948 to 1955 and served as a loadmaster on C-46, C-47, and C-119 type aircraft. During the Korean War, Edward was assigned to MATS flying missions from Elmendorf AFB to Korea. When asked why he contributed \$5000 to the "Angel of Deliverance" Program, he stated *"I want to help keep the C-97 flying and available to the public, so they can see what their forefathers flew to help preserve our freedom"*. Well put, Ed.

We salute Ltc Robert B. Burns and Edward Z. Miller for their continued patriotic support. Edward Z. Miller will receive a personal plaque recognizing him as Angel # 11. Ltc. Burns received his plaque several months ago.

### "ANGELS OF DELIVERANCE"

1	Randy McConahy	Freehold, NJ
2	John Enggren III	Forked River, NJ
3	Yvette Straet	Brussels, Belgium
4	Harold and Ruth Jorgensen Smock	Silver Springs, MD
5	Marjorie J. Armstrong	New Castle, PA
6	John P. Amtower	Gettysburg, SD
7	Zadalee Furlano	Deceased
8	Kevin and Tara Askew	Toms River, NJ
9	Jason Pence	Falls Church, VA
10	Ltc. Robert B Burns	Charlotte, NC
11	Edward Z. Miller	Philadelphia, PA

## CANDY LADEN PARACHUTES: THE CAVALRY HAS ARRIVED

Its hard to believe, but it was just slightly more than a year ago when the Foundation began offering the reenactment of the Berlin Candy drop as part of our visits to various events. Up to that point, Ed and Laurel Ide were most gracious enough to provide the parachutes and candy when the need arose. Putting together 100 parachutes with candy attached is a very time consuming task, and they did a great job providing this service. Laurel would attach each string to the canopy using her sewing machine. As Ed's business was growing, Laurel and he simply did not have the time to engage in any more parachute making. So, the word went out to find a replacement parachute provider. As luck would have it, the answer came when performing a Candy Drop at the Cincinnati Lunken Airport sponsored by Noah's Ark Animal Shelter and its' owner and founder, Peggy Beckner. Learning of our predicament, Peggy and her cousin, Michael Carter, negotiated an agreement with the Foundation to not only provide the parachutes, but to work with the Foundation to develop a standard parachute for our needs. A parachute with strings tied to the corners and a candy bar attached is not good enough. The Foundation wants to create custom parachute with the our logo. A silk-screened photo of the "Spirit of Freedom" and room for the name of the event or names of sponsors should also be included. The strings need to be attached through an eyelet for strength as well as a simple but effective way to attach the candy. This all may seem simple when only one parachute is being made, but over the course of the event season, the Foundation requires hundreds of parachutes. In addition to a standard parachute for routine candy drops, the Foundation is working with Peggy and Michael on a special, high quality, custom parachute for sponsors. These would be tailored to each individual sponsor and of such a quality to be displayed in their home or office. We look forward to working closely with Noah's Ark Animal Shelter to provide and improve our parachutes for the re-enactment of the Berlin Candy Drop started by Colonel Gail. S. Halvorsen in 1948 as an act of kindness.

### ANOTHER METHOD: STATIC CANDY DROPS

Sometimes due to reasons such as space limitations, liability, limited personnel, or budget restrictions, an airborne reenactment of the Berlin Candy Drop is not possible. However, the Foundation has used an alternate method that has many pluses over the traditional airborne drop. Colonel Gail Halvorsen, the Berlin Candy Bomber, brought this method to our attention several years ago and it works very well.

The method is to drop each parachute out the cockpit window of the C-54 to the waiting child. The benefit of this is that parents are able to photograph Gail Halvorsen releasing the parachute as well as photograph their child catching the parachute.

If a group of children are waiting, a specific child can be pointed out to catch the next parachute. In this manner, each child will have a turn at receiving his or her own parachute. This eliminates the danger of being hurt as compared to a larger group of children racing to get one. The Foundation has used this alternate method several times and it works well. Since there is no flying involved, there is no need to request additional funds for this purpose. The only additional expense is for the parachutes and candy.



*At the "Fly In-Cruise In" event at Marion, Indiana on September 3, 2005, Colonel Gail Halvorsen has just released a candy laden parachute to a waiting child as his Dad photographs the moment. The Colonel released 125 parachutes within 90 minutes at this event. The purpose of the event is to raise funds to support the High School Band with new musical instruments, etc. It is a marvelous one day event that includes a pancake breakfast and family entertainment. Thank you Ray and Judy Johnson for having us back. You are super patriots!*



## ANNUAL "CELEBRATING CHRISTMAS THE WRIGHT WAY" A SUCCESS

Working with the fine patriots of the Outer Banks of North Carolina, it has been a team effort to cultivate our annual Holiday Season Event surrounding the yearly December 17th anniversary of the Wright Brothers first powered flight in a heavier-than-air flying machine. The Foundation finds it an honor and privilege to end our flying season with this event, in which we have now participated for the past 6 years. As with each of our events, we have made many wonderful and valuable friends and look forward to returning each year.

The "Celebrating Christmas the Wright Way" event is challenging due to the fact it involves two separate airports that work together to make it happen. They are located in Elizabeth City and Manteo, NC. Both airports have separate agendas, and while only about 30 miles apart, it does create an increased workload for our flight crews to ensure that everything is going according to plan. Another factor is the weather. In mid-December, the weather at the North Carolina Shore can be anything from warm and balmy, to freezing with gale force winds. Over the past six years, we have experienced all of this and everything in between. When the "Spirit of Freedom" made its' first appearance over the Wright Brothers Monument in 1999, the ceiling was 1200 feet, visibility 3 miles in moderate rain, and the wind was a steady 35 knots gusting to 60 knots. The annual ceremony held the morning of December 17 at Kitty Hawk will not be cancelled due to weather.



**On behalf of the Foundation,** Gail Halvorsen presents an autographed copy of our history book to Scott Hinton, Airport Manager of the Elizabeth City Regional Airport. Scott is a recently retired C-130 pilot from the US Coast Guard. He will be working hard to ensure next years visit will be bigger and better. Thank you, Scott.

The Foundation is happy to report that this annual event was a big success and will be even better next year. As in the past, the Berlin Candy Bomber, Gail Halvorsen, as well as Airlift veteran Bill Morrissey, once again made their journey across the US. They conduct educational talks with the hundreds of school students before the kids board the "Spirit of Freedom". The schedule of events this year was as follows:

December 15 and 16 at Elizabeth City Regional Airport, NC. "Spirit of Freedom" used for student educational tours and public tours. Depart Elizabeth City for the Dare County Regional Airport, Manteo, NC, late afternoon on the 16th.

December 17th. Fly over the Wright Brother Monument in the morning and return to the Dare County Airport to be on public display.

December 18th. Open for public tours until early afternoon. Perform Berlin Candy Drop and fly in Santa Claus. End of event.

One big factor that added to the success of this event was the interest and hard work of the two airport managers, both first year managers. They are retired Coast Guard C-130 pilot, Scott Hinton, now manager of the Elizabeth City Regional Airport, and Tom Long, who came all the way from Oregon to manage the Dare County Regional Airport at Manteo, NC. Both of these patriots and their staff did all the advanced planning, secured sponsors, provided excellent lodging for the crew, and co-operated to the fullest to make "Celebrating Christmas the Wright Way" a meaningful experience for their respective communities. Thank you Scott and Tom for having us.



**High School students** looking at the display pertaining to the Boeing C-97 and other heavy lift transports of that era. This display teaches what the United States was planning should the Airlift have continued into 1950 and beyond.

We also want to thank Bob Trick and the National Park Service as well as the First Flight Society for including the "Spirit of Freedom" in the annual flyby of the Wright Brothers Monument. It means a great deal to us. We owe a thank you to Connie Brothers, Chairperson of the Dare County Airport Authority, for carrying the ball while Tom Long made his arrival at Manteo. Finally, a very special thanks and big hug and kiss from all the flight crew to Karen Edmonds, who works very hard to provide meals for the flight crew while at Manteo. Karen is a Berliner, and a very dear and sincere person. Karen and her family

provided a complete Christmas dinner for the flight crew on Sunday afternoon at the Dare County Airport, just one of the six meals she provided upon arriving at Manteo on December 16th from Elizabeth City.



**Colonel Gail S. Halvorsen, USAF Retired, the Berlin Candy Bomber.** Colonel Halvorsen deplaning from the "Spirit of Freedom" giving a thumbs up approval for another successful reenactment of the Berlin Candy Drop he started in 1948. This photo taken at Manteo, NC on December 18, 2005.



**PHOTOS FROM ELIZABETH CITY AND MANTEO...DECEMBER 2005**



**Students entering the "Spirit of Freedom" for the first time.**



**High School students make their way across the ramp at Elizabeth City, NC, to the waiting "Spirit of Freedom" for the completion of their educational presentation.**



**A happy C-54 flight crew greets Santa Claus as he makes his arrival at the Dare County Regional Airport on Sunday, December 18, 2005. As always, it was a fun time for all, especially the children.**



**Gail Halvorsen delivering his "Message of Hope" to High School students in the terminal building at the Elizabeth City Regional Airport on December 15th, 2005.**



**The Candy Bomber, Colonel Gail S. Halvorsen, USAF Retired.** Gail is talking to high school students from the Pasquotank High School before they board the "Spirit of Freedom".



**Airlift Veteran Bill Morrissey** giving his talk to high school students at Elizabeth City Regional Airport. Bill spent over 40 years of service in the world of Air Traffic Control, both with the US Air Force and the Federal Aviation Administration. Bill has been a flight crewmember on the "Spirit of Freedom" for 10 years and is one of our best crewmembers for making presentations.



**Loadmaster and Airlift Veteran Bill Morrissey** seen here in the lobby of the Dare County Regional Airport Terminal building. Bill is briefing his passengers in preparation for a Sponsor/ VIP flight over the Wright Brothers Monument.



**High School students looking at our display about "Vittles, the Boxer Dog"** who accompanied his owner, an airlift pilot, on over 100 airlift missions. We now have "Vittles" in his own display case.



## REMEMBERING BOB PETERS, A FRIEND TO ALL.....

Sadly, on September 24, 2005, the Foundation received word that our long time friend and recent co-pilot Bob Peters had passed away. For those of you who may not remember Bob from Foundation activities, you may remember him as the nice gentleman with the Southern accent who flew that Grumman Wildcat to airshows for years. Yes, that is how we met Bob, got to know Bob, and became longstanding friends with him. We were all elated that he chose to join the Foundation and serve as Co-Pilot on the C-54, and were always glad when Bob was onboard!

### Foundation President Tim Chopp Remembers Bob Peters:



One of the big disappointments of my life would have been not having the opportunity to cross paths with Bob Peters. While I first had the pleasure to meet Bob about nine years ago, when he flew the CAF Grumman F4F Wildcat to the Norfolk NAS Air Show, it wasn't until the spring of 2005 that we really struck a common bond and became friends. Bob was an excellent pilot and was friendly, courteous, kind, gentle, honest, intelligent, and above all, very enthusiastic. Bob signed on with the Foundation as a first officer (co-pilot) on the C-54. After getting Bob qualified in the right seat, I had the good fortune to share several events with him in 2005, including the unexpected flight to Los Angeles in mid July. During the short time since Bob began flying in the C-54, it became apparent that Bob knew what it takes to keep the "Spirit of Freedom" flying.

Having Bob with the Foundation was like having the NFL's leading rusher on your football team!

Foundation President  
Timothy A. Chopp

Bob had already gained valuable experience in public relations, sales, advertising, and above all, fund raising, having been responsible for the total operation of the Grumman Wildcat for over 11 years.

**Bob Peters**, proudly wearing his Foundation flightsuit, poses in front of the "Spirit of Freedom" during the 2005 Airshow season. We'll Miss You,

Having Bob with the Foundation was like having the NFL's leading rusher on your football team. The Foundation had big plans for Bob Peters. We lost a great asset and valuable gem in Bob and we will miss him. On behalf of the Foundation, we send our deepest regrets and sympathy to Irene, Paul, Amy, and their families. As Bob often said, Good Bye Good Buddy!!

### Perhaps the most telling recollection is that of Bob's longtime friend, Frank Blanchard:



Foundation President Tim Chopp talking to Bob Peters' family. Far right is daughter Amy Pierce, then son Paul Peters, and Bob's wife Irene. It was a pleasure to meet them at the "Celebrating Christmas the Wright Way" event.

I can't recall when Bob and I first met, other than it having something to do with flying or aviation, which should come as no surprise to anyone fortunate enough to have met the man. It's not how long you've known an individual, but did it become a lasting friendship. In this case, not only did it result in a true friendship, but more importantly a bond that only God could have created. One that even his passing couldn't terminate.

Bob Peters, The Man! That's how I'll always remember our times together, and try to imagine what he was like as a teenager. I look back on the many times, almost always on Tuesday morning of each week in the month, when he would say to me, "I remember my days at Parris Island, when the D.I.'s word was gospel, and the thought to question it never crossed a Marine Boot's mind!" or, "I'll never forget the day I got the tattoo,

that was the dumbest d \_ \_ n thing I ever did." I bring up Tuesday's because it was our day to spend some quality time together over several cups of coffee. Many a 'War Story' was told, not only by Bob, but I got in my share as well. As the morning wore on, the topic of the conversation invariably turned to airplanes.

Let's pause for a moment, and go back in time. Either while in the Marines, or shortly after his discharge, I don't recall which, he took flying lessons, earned his private pilot's license and in time got his multi engine rating. It was this rating that would, in the last year or so of his life, earn him a position that was to become not only the highlight of his flying days, but was something of a salvation for him.



One of Bob's best friends is Frank Blanchard also of Norfolk, Virginia. Frank is now a Lifetime member of the Foundation and is willing to help the Foundation in any manner, especially for photography work. We had the good fortune to see Frank and his wife Jenny at Manteo, NC in December. Here is Frank with Gail Halvorsen and Bill Morrissey. Frank is a top notch patriot.

There were two things in his life of which he was most proud. He came by my house, some 10 years back, grinning like a 16 year old who just gotten his driver's license. The first words out of his mouth were, "Good Buddy, I'm typed in the Wildcat!" At first I had no idea he was referring to a restored world War Two fighter. Then he showed me a picture of himself flying it. From that point on, I shared a small part of that airplane with him, helping with it's maintenance as well as doing airshow pictures for him. That F4F-3 Wildcat, or "Cat" as he affectionately called it, had become as much a part of his family as if it had been alive. Then one day, not a Tuesday, he stopped by my house. He had come by to tell me of the loss of his beloved "Cat." (It was involved in an accident when Bob was not flying it). From that day up until just over a year ago, Bob's enthusiasm for flying had seemed to diminish. It had begun to take it's toll, healthwise as well as mentally, on him. Then one day, also not a Tuesday, he stopped by, and the Bob I once knew was back. He began to fill me in on his change in attitude.



Amy Pierce, daughter of Bob and Irene Peters. Amy really enjoyed the opportunity to sit in the same seat her father sat in when he was co-pilot on the "Spirit of Freedom". We all felt Bob was with us at that moment. (Photo taken at Manteo, NC.)

He said Tim Chopp had approached him about taking over as First Officer on the Berlin Airlift Historical Foundation's C-54. A child at Christmas couldn't begin to come close to the excitement I witnessed that morning. We even finished off the pot of coffee! Tim, and the Foundation had given Bob his life back. This was, I believe, the proudest event in his life. It's as though God said to Tim, "Bob's a good man, and he deserves a little more time for people to say, it was an honor, and a privilege to have known him. Although we, as mortal human beings can't see him, that doesn't mean he isn't at every walk around, briefing or sitting in the right seat on every flight! We all are better people for having known you!!



For over ten years, Bob Peters was well known as the man who flew the Grumman F4F Wildcat for the Commemorative Air Force (CAF) based at Hampton Roads, Virginia. Bob loved



Bob Peters (Middle) having a laugh with Crewmembers Jason Capra (L) and Steve Grubeshich (R) at (AFJ) Washington County Airport, Pa. this past summer.

### TWO RETIRED MARINES FROM WORLD WAR II.



On the left is our own Bob Peters of Norfolk, Virginia who passed away on September 24th, 2005. The Foundation lost a friend and great asset in Bob Peters.

On the right is Joe Foss, the famed USMC pilot who shot down 26 Japanese aircraft, was awarded the Congressional Medal of Honor, became a Brigadier General in the Air National Guard, became the Governor of South Dakota, was the first Commissioner of the AFL Football League as well as the first President of the American Fighter Ace Association.



## MY FIRST IMPRESSIONS

New Foundation Flight Crew member, George Weekly



George Weekly, new Flight Crew member. George lives in San Antonio and is an experienced C-97 Flight Engineer and Instructor.

There's an old saying that if you say your prayers and take vitamins every day, good health and happiness will come to you. I have been doing this for years, but something was missing from my life. Retiring from the Air Force after 28 years as a flight engineer, I pursued a second career in clock repair. This was an exciting career, but after 20 years, I sold the business and asked myself, what's next?

One day I picked up my mail and there was a complementary issue of *General Aviation News*. I glanced through the magazine and much to my surprise, there was an article about the Berlin Airlift Historical Foundation. I read the article over and over growing more excited each time. This was especially true when I read about the plans for the C-97.

During my Air Force Career, I spent eight or nine years flying the KC-97 E, F and G versions for SAC (Strategic Air Command) and then a C-97G for another three years in Germany. With many fond memories of the KC-97 aircraft, I read on. The next thing I knew, I was on the phone with Tim Chopp and shortly thereafter I met with Tim in person twice, while he was visiting Texas. One thing led to another and now, I have a complete Berlin Airlift Historical Foundation flight suit!

The next adventure was a trip to New York to see the C-97 at Floyd Bennett Field. What a glorious sight! The "Angel of Deliverance" with her airlift paint job (1st Strategic Support Squadron). All of the switches, levers & knobs are just as they were fifty years ago. Since then, I have been back to New York once more for a four-day work session on the C-97. I can not wait for the day when we go flying out of Floyd Bennett Field in the C-97 and tell the story about this great aircraft's experimental role in the Berlin Airlift and its great contributions to the Cold War as troop carrier and SAC air refueler.

I had barely recovered from all of the excitement generated by the two trips to New York, when Tim called and asked me to be part of a C-54 mission planned just before Christmas. December 15 found me on my way to New Jersey and a date with the C-54. This was the first time I had ever been inside a C-54, but what a sight to behold. This group of dedicated workers have restored her to better than new condition. The next morning, I got to meet the rest of the crew which included Berlin Airlift Candy Bomber Gail Halvorsen, Airlift Veteran Bill Morrissey, Jim Reed and of course, Tim Chopp the Aircraft Commander. We were soon airborne and headed for Manteo Airport in North Carolina. It was here that I saw the operation that Tim had been describing, spring into action. *OK, zippers zipped, hats on, ascot on, shoes shined*, just like the good old days. Tim leads by example, so if you are in doubt, just look his way and do what he is doing.

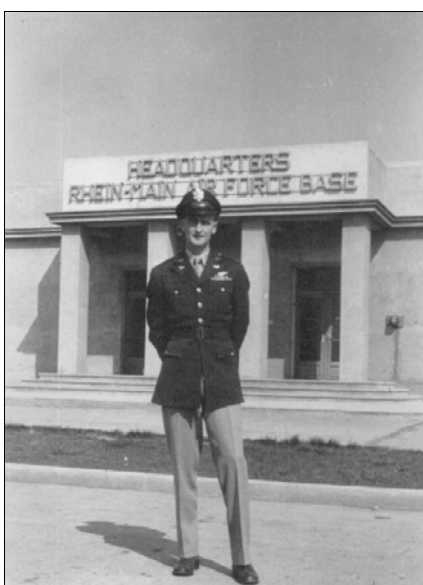
For the next two days, we conducted a few sponsor flights around the Wright Brothers Monument at Kitty Hawk as well as conducting aircraft tours for the many students who visited the aircraft to learn the story of the Berlin Airlift. In the afternoon of the first day, I rode over to Kitty Hawk to see where all of this aviation stuff started. What a thrill it was to look down what was the Wrights' runway and visualize that first flight. After we departed, we began winging our way to Florida where the "Spirit" will be getting a long awaited upgrade of the interior. This will only help us tell the Berlin Airlift story better.

As I was making my way back to San Antonio, I thought: What a Christmas!...one that I will never forget! Four preflights, six take-offs and landings and six hours of flight time. I feel that I have made a new friend in the C-54. As for Tim and the other crew members, I felt at ease with them all and enjoyed being a part of this most professional flight crew!

## MORE AIRLIFT MEMORABILIA AND PHOTOS DONATED

Last year, The Foundation was fortunate that Army Airlift Veteran Clegg Langley of Millville, NJ, donated a cache of airlift photos and memorabilia for display in the "Spirit of Freedom." This year, as a result of our visit to EAA Airventure 2006 at Oshkosh, Wisconsin, the Foundation was blessed with a visit from a gentleman named Steve Pate.

Steve's father, William H. Pate, was assigned as a pilot to the airlift from March 16, 1949 to August 18, 1949, after replacement training at Great Falls Montana. During his 5-month tour, Lt. Col Pate took many photographs documenting his experiences as an airlift pilot.



Airlift Veteran William H. Pate Posing in Front of the Headquarters Building at Rhein-Main Air Base, April 1949

Steven was so impressed with the C-54 "Spirit of Freedom" and the displays inside, he offered to donate these photographs along with his father's Occupation Medal with Airlift Device to the Foundation for display in the "Spirit".

When the photos arrived in NJ by mail, a quick thumb-through revealed that this was a very busy five months for William H. Pate. His photographs were taken at nearly all of the airlift-related locations in Germany and the U.S..

The photographs include: *Great Falls Montana, Rhein-Main Air Base Frankfurt, Celle, Tempelhof Airport and several showing bombed out Berlin.*

As we did in our last newsletter, we will share these photos with you over the next few pages of the newsletter. Fortunately, back in 1949, Lt. Col. Pate wrote captions which include a description and location on the back of each photo.

Thank you, Steve Pate, for your kindness in sharing your father's experience with us, so that we may share it with the public. We salute you, Steve, for your patriotism, and we salute your dad, Lt. Col. William H. Pate (Ret.) for his 23 very busy years serving America!



Lt. Col Pate's service took him far and wide over a period of 23 years.

### His service includes:

Asiatic-Pacific Theater during WWII 1942-1946  
Berlin Airlift - Germany 1949  
Korean Conflict 1950-52  
Japan 1955-1958  
Vietnam 1964-1965  
Air Defense Command 1965-66.

### Decorations:

Air Medal  
Air Force Commendation medal with 1 Bronze Oak Leaf Cluster  
Presidential Unit Citation  
American Campaign Medal  
Asiatic Pacific Campaign Medal with 4 Bronze Service Stars  
World War II Victory Medal  
Army of Occupation Medal (Germany) with Berlin Airlift Device  
Medal for Humane Action (Berlin Airlift)  
National Defense Service Award  
Korean Service Medal with 6 Bronze Service Stars  
Armed Forces Expeditionary Medal (Vietnam)  
Air Force Longevity Service Award Ribbon with 4 Bronze Oak Leaf Clusters  
Armed Forces Reserve Medal with one Hour Glass Device  
Philippine Liberation Ribbon (WWII)  
Philippine Independence Ribbon  
United Nations Service Medal  
Republic of Korea Presidential Unit Citation



## **THROUGH THE LENS OF HISTORY: Photos from Airlift Veteran William H. Pate**

They say that a picture is worth a thousand words, so it makes sense to present a glimpse of the day to day activities of "Operation Vittles" through the eyes of the people who made it happen. In this second installment of **"THROUGH THE LENS OF HISTORY"**, we are featuring a collection of photos taken by Airlift Veteran William H. Pate. These photos were graciously donated by his son, Steven Pate, who we met in July 2005. We are fortunate that Lt. Col. Pate took the time to write captions on the back of each photo describing the subject, location, and date when it was taken.

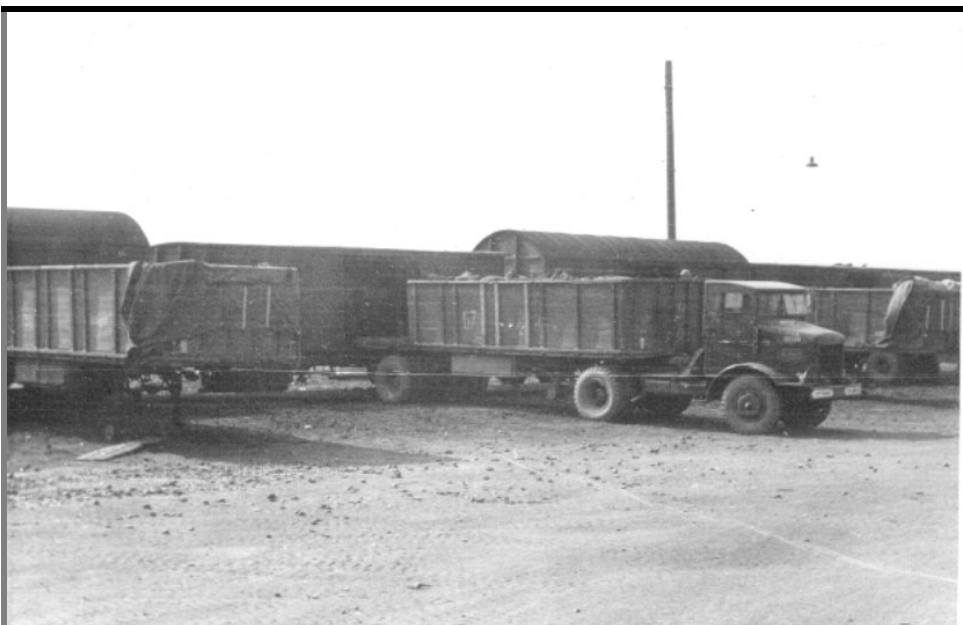
All of the captions were taken from the back of each photo and were written by William Pate nearly 60 years ago!



**The wing is full of gas, so when they burn, they really burn!** (Rhein-Main April 1949)



**Ships lined up at Tee Hof (Tempelhof) to be unloaded.** (April 1949)



**Trucks loading from Boxcars at R.R. prior to loading planes at Rhein-Main.** (April 1949)



**Control Tower at Celle** (April 1949)  
*Can you see Foundation Volunteer and Airlift Veteran Bill Morrissey in the windows at the top?*



**Taxiing to the unload ramp at T-Hof.** (Tempelhof Airport - April 1949)



**Just Landing at Tempelhof.** (April 1949)



**THROUGH THE LENS OF HISTORY: Photos from Airlift Veteran William H. Pate**



**15 TC Sqdn. Ship 31 Being Loaded & Fueled for another Tee-Hof Run (April 1949)**



**The Bigger and Better C-74 (Rhein-Main 1949)**



**#10 Struggles for Altitude with 10 tons bound for Berlin! (May 1949)**



**"Vittles" operations from Fassberg, Germany. (May 1949)**



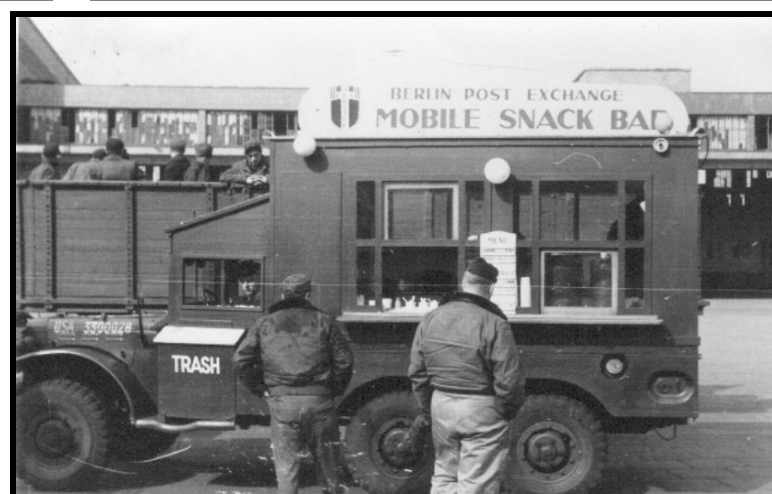
**Operations at Celle, Germany. (May 1949)**



**Showing the 3 Runways at Tempelhof - Berlin. (May 1949)**



**Occasionally her legs give way, but you can't blame her, the way she works, [maybe she's] just tired. (April 1949)**



**Snack wagon at Tempelhof. (April 1949)**



## PATRIOTS WITH A HEART: OUR PRODUCT SUPPORT FRIENDS

It would be tough going for the Foundation to remain in operation without the generous product support from several patriotic corporations. Over the years, we have become accustomed to the fine and reliable products and services that help keep the C-54 "Spirit of Freedom" flying, and soon our Boeing C-97 the "Angel of Deliverance".

We thank the following for their continued support when help was needed and wish them all a great year for 2006. We salute each and everyone of you!



**Consolidated Instruments and Avionics of Teterboro, New Jersey** - Not only professionals in their work, but outstanding and pleasant people. The Johannessen Family has worked hard to make **Consolidated Instruments and Avionics** a trusted name for quality service. They have supported the C-54 for the past 7 years.



**Goodyear Tire and Rubber Company** - In the history of the Foundation, the first company to provide product support was Goodyear when they most generously donated tires for the C-54 in 1994. Tires that are best in quality and reliability come from Goodyear. ***The "Spirit of Freedom" is on the roll with Goodyear tires.***

**Propeller Service of Miami, Inc. / Aviation Propellers, Inc.** - Paul Gaither, an icon in the aviation propeller industry. Paul and his professional technicians have supported the C-54 "Spirit of Freedom" for the past 10 years and is happy to help with the C-97 as well. Paul and his family have provided reliable propeller service for many years. You can depend on their quality of workmanship and integrity.



**Champion Aerospace of Liberty, South Carolina**- The spark for the "Spirit of Freedom" is provided by Champion Spark plugs. The kind patriots of Champion Aerospace have provided sparkplugs to the Foundation for the past 8 years for the C-54 as well as a supply for the C-97. How good is the Champion Sparkplug? Consider that there are 112 sparkplugs on the C-54 and the Foundation has never experienced a sparkplug failure of any kind since we began using Champion Sparkplugs 8 years ago. ***Dependability when you need it comes from Champion Spark Plugs!***



**PRC DeSoto, Inc.** - PRC DeSoto has provided sealant and adhesives to the maintenance of the C-54 for the past 10 years. Their fine products are used for sealing the C-54 fuel tanks. PRC DeSoto also donated all of the paint for the C-97 and recently donated all of the paint for the repainting of the C-54 "Spirit of Freedom". ***PRC DeSoto: Fine products from a patriotic company.***



**Narco Avionics, Inc.** - For the past 10 years, Narco Avionics, Inc. of Fort Washington, Pennsylvania, has provided servicing and product support for the Narco Model 910 Emergency Locator Transmitter installed on the "Spirit of Freedom". An inspection, battery replacement, and operational check is required every 2 years by the FAA. John Pagan and his professionals have the patriotic spirit to help keep the "Spirit of Freedom" flying.



**Garmin AT**- Updates to the DATA Cards and repairs to our two GX55 GPS Receivers in the C-54 will continue to be provided by the Garmin AT Corporation. Their kind and patriotic support began in 1998. We hope, in the future, to find a way to upgrade all of our avionics in the "Spirit of Freedom".



**AeroShell Aviation Products** - For over 10 years AeroShell has provided fresh oil during the winter inspection cycle to prepare the C-54 for the event season. A most important contribution from a great company. Thank you AeroShell, your support is critical! ***AeroShell: THE name in Aviation oils.***



**Royal Lubricants** - Has donated necessary hydraulic fluid to the Foundation for the past 8 years. Since the Douglas C-54 has an extensive hydraulic system, this product support is vital to the operation of the "Spirit". We appreciate their patriotism and support over the years, thank you **Royal Lubricants!**



**Simple Green Cleaning Products** - Their cleaning product has been helping to keep the "Spirit of Freedom" looking good for the past several years. Their excellent cleaning product makes the job easy. We appreciate their patriotism and support over the years ***"KEEP IT CLEAN WITH SIMPLE GREEN"***



**American Cooler Service, Inc.**- This group of professional has donated its talents to keep our C-54 oil coolers airworthy for the past several years. Located in Arlington, Texas, **American Cooler** is always happy to help to keep the "Spirit of Freedom" flying. They do top quality work!



**Snap-On Tools** - For the past few years, Snap On Tools Dealer, Bob Horn of Island Heights, NJ has donated tools, compression testers, and tool boxes for the C-54 and C-97. Bob continues to be a patriotic supporter of the Foundation and the **Snap On** products he has donated have proven themselves to be the best!



**Annin & Company** of Roseland, New Jersey has donated 4 flags to the Foundation. Annin & Company is the oldest and largest flag manufacturer in America. Their web site is: ***www.annin.com*** Thank you **Annin & Company** for your patriotic support!



## UPDATE FROM OUR BERLIN CHAPTER

Dieter B. Ramthun, Berlin Chapter President

Congratulations on another successful year for the Berlin Airlift Historical Foundation. During the year, Tim kept us informed with emails and phone calls about the various airshows which the "Spirit of Freedom" attended, the restoration process of the C-97 "Angel of Deliverance" and all the other important activities within the foundation.

However it was again a year during which we hoped to see the return of the C-54 to our beloved Tempelhof Central Airport, a sight and sound which many older Berliners miss very badly. This was not to be. However, a highlight for the members of the Berlin Chapter were two visits from "Uncle Wiggly Wings", Gail S. Halvorsen to Berlin!

In April we had a wonderful get together with him. His second visit was in September for the presentation of his book, "Kaugummi und Schokolade"



**Berlin Airlift Candy Bomber Gail Halvorsen** addresses the Berlin Chapter of BAHF at one of their meetings during 2005 in Berlin, Germany.

(Chewing Gum and Chocolate), the German version of the "Berlin Candy Bomber" book. This was held in the main hall of Tempelhof Airport, and was attended by more than 200 guests from politics, business and the press. We, the members of the Berlin Chapter had an exciting time. Both events were very delightful for us and full of memories. We pray for more such opportunities for Gail to spend some time with friends and well wishers in Berlin, not to mention all those other veterans who played their part in the Berlin Airlift!

We also hope to begin making preparations for a visit of either the "Spirit of Freedom" or the "Angel of Deliverance" for the 60th anniversary of the Berlin Airlift in 2008. This could also be the last chance to fly into Tempelhof Airport! The planning for the single airport "Berlin Brandenburg International" at the former East German airport at Schoenefeld is still going on, but as of this writing there is no foundation laid yet and still some court cases to go. If it goes through, the new airport would mean the end of Tempelhof which is said to be around 2010.

With the withdrawal of the U.S. Air Force from Rhein Main in 2005, more and more sites that were part of the Berlin Airlift will disappear. We hope this doesn't happen until the Berlin Airlift Historical Foundation is able to fly into Tempelhof for a final salute! It is fitting for such a historic site where the shadow of communism ended. Thousands of Berliners and those who are grateful for what the Western Allies did for us, would love see those aircraft once again flying over the City of Berlin!

To all members, friends and supporters of the Berlin Airlift Historical Foundation a healthy and successful year 2006 from Berlin!



**"Kaugummi und Schokolade"** (Chewing Gum and Chocolate: The Memories of the Berlin Candy Bomber") This is the German version of Col. Halvorsen's Popular Autobiography, "The Berlin Candy Bomber"



This picture was taken during Col. Gail Halvorsen's visit to the German Museum of Technology Berlin (16.04.2005)

L: Hendrik Flaig (Air Berlin Boeing 737 Capt.) M: Susanne Regel R: Dieter Ramthun, Berlin Chapter President

## DAVID R. HAFER: HAS THE SPIRIT TO HELP

Lifetime member David Hafer of Auburn, Pennsylvania, was very enthusiastic this summer in his desire to meet Gail Halvorsen and also provide help at various events. After contacting the Foundation to ensure the schedule was as planned (always a good thing to do), David winged his way, via the airlines, to Indiana. He did this so that he could meet Gail Halvorsen at the Marion, Indiana "Fly in Cruise in" event on Sept. 3rd. While his visit was very short (just a matter of hours) he did provide help by talking to the many visitors as they deplaned through the rear exit of the "Spirit of Freedom". David's next journey to help was very demanding and required considerable effort on his part. Traveling by bus, David rode all night from Auburn, Pennsylvania to Elizabeth City, North Carolina to once again help out with the hundreds of school students who visited the C-54 on December 15, 2005. His return home would, once again, find him riding all night so he could be back to work on time. David was very helpful to the flight crew and did a great job talking to the students. Thank you, David for your great effort and support.!



**September 3rd: Marion, Indiana, early morning.** David Hafer with Airlift veterans Gail S. Halvorsen and Bill Morrissey.



# Boeing News



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## 12 Awards Given For Ideas; Arnold Of 909 Tops List

William E. Arnold, Shop 909, is richer this week as a result of winning the top suggestion award. Arnold suggested an improved method of trimming corrugations used in the wing leading edges, and a new-type saw fixture to use in the operation.

As a result of his selection, Arnold is eligible for the "Man of the Month" award.

Completing the list of a dozen suggestion-award winners were the following:

Alan C. Renn, Dept. 540, suggested the use of a different type of electrode holder in production and experimental welding. This holder enables welders to produce better quality work on small jobs.

William L. Rice, Shop 904, suggested a fixture to be used on a cylindrical grinder to check rapidly the bed alignment when setting up work.

William J. Sample, Shop 304, suggested a relocation of some of the Cannon plugs in the B-50, C-97A and "377" nacelles. The change results in better installation and saves rework.

Clemens C. Schaeffer, Shop 809, suggested a method of salvaging calculator parts to be used as spares for repair work. It's a money-saving idea.

Gaius S. Buxton, Shop 110, suggested adding an air-hose outlet for drying parts after etching, plating and stripping. By having the outlet close to the work area time is saved.

James W. Amis, Dept. 540, suggested a fixture to be used on the overhead cranes to lift the power unit for the Curtiss Electric propellers. The fixture saves assembly time.

Harold M. Coffield, Shop 308, suggested a device to open the cowl latches without damaging the latch or cowl.

John L. DePolo, Shop 310, suggested an improvement in the design of the overhead lights in the main-cabin aisle of the Stratocruiser. The change makes the light easier to construct, and improves its quality.

Fay E. Hudson, Shop 807, suggested a new type of...

(Continued on Page 2)

## Telephone? 'Cruiser Has It Too!



ANY NUMBER in the nation can be reached over this telephone, installed in United Air Lines Stratocruisers. It's for use of passengers when the plane is on a landing field, awaiting takeoff—via plug-in to the local city telephone system. Kay Bowes, secretary, tries a New York number while Bob Watt, engineer, explains that it's just like the phone in your home.

## PAA EXPLAINS FOUR TURN-BACKS IN 'CRUISER'S ATLANTIC FLIGHTS

(Editor's Note: After newspapers and radio carried reports of four Pan American Airways Stratocruisers having turned back on transatlantic crossing because of malfunctions, PAA prepared a memorandum for its employees to keep them informed about the plane and the circumstances surrounding these turn-backs. Believing Boeing employees have an equal interest in the performance of the Stratocruiser, we are reprinting part of the memorandum.)

The press has given a perhaps inevitable degree of over-emphasis to turn-backs which have involved our Boeing Stratocruisers in the past few weeks. The over-emphasis has been due to the following factors: (1) Prominence of the

passengers on the first turn-back on July 7. (2) Unusual interest in the subject of safety resulting from the KLM and Standard Airlines accidents. (3) Interest in the new airliner. Here the public connects the mechanical malfunctioning of the Stratocruiser with the difficulties that happened to the Constellations and the DC-6s when they were new.

Because our engineers believe there is no reason any of us should share the concern that has been shown by some of the press, it is thought timely to lift the curtain of the engineering story of this airplane and discuss matters which ordinarily would not be expected to interest you.

### THE AIRPLANE

The Boeing Stratocruiser represents a very long step forward in the art of aircraft manufacturing. Our competition will never be

able to match the service we can give with this airplane unless they buy Stratocruisers, too.

The Stratocruiser is not, in a very real sense, a new airplane. Its basic components—wings, landing gear, tail assembly—traveled more than 341,000,000 miles as the B-29. Its engines have long powered the Boeing B-50. More than 13,000 hours of flying have been put on the engines in the B-50 and the advanced model of the C-97. The engines have also been used on the Constitution, the Mars and the AM-1, the XC-99, the Packet, the Flying Wing and the Globemaster, among other planes.

Up to the middle of July, Pan American had flown the Stratocruiser 1,000,000 miles, giving its engines more than 4000 hours of use. Altogether the Stratocruiser has flown more than a million and a quarter miles, counting Boeing

(Continued on Page 3)

## Bargaining-Rights Case Ends Here; Goes To National Board

Testimony gathered at the local National Labor Relations Board's hearing to determine bargaining units and rights within the Boeing plants will be sent back to the Board in Washington, D. C., for final decision.

## Everybody's Agog Over Boeing C-97 In Air-Lift Role

The C-97A Boeing Stratofreighter presently finishing its third month of service testing on the Berlin air lift has been equally impressive, for different reasons, to top Air Force "brass," to the air lift flight crews and to German civilians.

This is the word brought back to Boeing-Seattle from Germany by Walt Mortlock, one of two Boeing field service engineers who accompanied the test Stratofreighter overseas.

The other engineer, Ed Whitney, still is in Germany, keeping an eye on the airplane and on the service-test results.

"Up to the time I left, these results were generally favorable," Mortlock says. "The airplane was handicapped by a shortage of spares—we originally left the states with only a ten-day supply of spares. Only a one-month test was anticipated. In less than a week, the Stratofreighter will be going into its fourth month of service-test operations. All additional spares have had to come from the United States, which has kept the airplane grounded some of the time."

In operation, however, the big Boeing workhorse has consistently handled standard 40,000-pound loads, and has made three or four round trips a day between the American zone and Berlin. This performance, according to Mortlock, "hasn't done the airplane any harm." General Tunner, the boss of the air lift, specified that the Stratofreighter should be given no special maintenance or other preferential treatment. The job it has been doing, Mortlock says, has caused the Stratofreighter to be retained on the air lift far beyond

(Continued on Page 2)

The local hearing, which was held to set forth in record form the positions and desires of various unions involved, came to an end Tuesday evening. The hearing began on July 12.

The national Board will decide what the proper bargaining units are within the plants, and what groups of employees should be included in and excluded from these units. It will also be decided what unions will be placed on the election ballot, and when the election should be held.

The local hearing reduced the unions demanding jurisdiction over Boeing employees to two major unions and three minor groups. The major unions are Local 451 and Local 751, while the minor groups are the Washington State Nurses Association, the Technical Engineers and Architects' Association, Local 17, and the Seattle Professional Engineering Employees' Association.

The parties have until August 15 to file their briefs with the National Board.

The attempts of certain craft unions to intervene and be represented on the ballot in the election were denied.

In filing its petition for an NLRB election Local 751 requested that its bargaining unit

(Continued on Page 3)

## Driver's License Sale Is Slated to End August 5

Driver's license renewal service for Boeing employees will terminate August 5, according to Frank Braille, personnel relations supervisor.

Any person who applies for his license before that date may pick up his new license at his personnel office after August 5, Braille said.

Drivers' licenses currently are being renewed at the west end of the Plant 2 cafeteria and the Renton personnel office from 8:30 a.m. to 5 p.m. and at the Plant 1 personnel office from noon to 4:30 p.m.

Almost 5000 of the 7000 renewal applications have been processed and returned, Braille said.

## 2 More 'Cruisers Ready This Week; More Scheduled

Two new Stratocruisers were scheduled for delivery this week to Northwest Airlines and American Overseas Airlines. NWA's will be its third and now bears the designation 704—name to come later. AOA's is its second and bears the name *Flagship Holland*.

The fourteenth Stratocruiser for Pan American World Airways, the *Clipper Washington*, tentatively is scheduled for delivery during the second week in August.

Early autumn will mark the delivery of the first 'Cruiser for United Air Lines, as well as the first for British Overseas Airways Corporation.

The first UAL ship will bear the name *Mainliner Hawaii*, while the first BOAC plane, originally for Scandinavian Airlines System but purchased by BOAC from SAS, will be called *Speedbird Cathay*.



PLENTY OF DELIVERY is represented in this scene—five Boeing Stratocruisers which will mark, when finished, the three-quarters point [15 out of 20] for Pan American World Airways, and the half-way point for American Overseas Airlines [four out of eight]. Nearing completion at

the north end of Boeing Field, the big airliners are identified as follows: at left, the *Clipper Good Hope* [PAA]; in center, *Flagship Holland* [AOA]; in foreground, *Clipper Flying Eagle* [PAA]; at right, *Flagship Eire* [AOA]; and in the hangar, only its nose showing, the *Flagship*.





*This unique photo was taken by Ron Pagano at the Terre Haute, Indiana Air Show on July 23, 2005. The temperature that day reached 105 degrees. Once again, Dennis Dunbar and his staff put on a great event and we appreciate having the honor to participate. This photo was taken looking at the "Spirit of Freedom" through the folded wings of a F4U Corsair. Thank you Ron for this rare photo.*



*The Douglas C-54 "Spirit of Freedom" makes an air drop at the Celebrate Freedom event at Camden, South Carolina on October 29, 2005. This great event is centered around veterans and patriotism and is well organized and run by professionals of the Celebrate Freedom Foundation. Photo taken by Richard Eunice of Columbia, SC.*

## C-97 "ANGEL OF DELIVERANCE" PROGRESS UPDATE



**TOP:** Foundation volunteers cleaning our Grove IND 36 Carry Deck Crane, for removing and installing the large engines on the C-97.

**MIDDLE:** A Boeing Engine Sling: Designed to carry the P&W R-4360 engines of the C-97

**BOTTOM:** The elusive Boeing C-97 Vertical Fin Jack. Now we are able to fold and unfold the vertical fin with relative ease.

2005 may have been a very busy year for the C-54 "Spirit of Freedom", but that doesn't mean that the C-97 program was idle all year. Over the course of 2005, many advances were made towards operation of our big Boeing.

A self-propelled Grove IND-36 Carry Deck Crane was acquired, capable of lifting the heavy R-4360 power plants that are installed on the C-97. Without our own means, costs of removing or installing an engine, (Which has become routine on the C-54) are out of our control. Now, we are self-sufficient when it comes to that aspect of maintenance.

A Boeing engine sling and a Power Pack Hoist were located and acquired to assist us in the physical rigging of the massive Wasp Major engines. The right tool for the right job keeps it safe!

After extensive searching, we finally found the vertical fin jack! Now, the vertical fin can be folded over and unfolded by one man! Finding the jack, which is in excellent condition, is itself a miracle. Most everyone we've consulted that had C-97 experience has never heard of such a jack. Apparently, not many C-97 operators had the need to fold the vertical fin in order to fit it into a hangar. A lucky find, indeed!

As far as actual hands-on maintenance, the interior liner has been removed, in large part by Foundation Volunteer Raul Ontaneda. The interior structure has been inspected, and we are now undergoing various systems testing, not only to make sure it works, but to familiarize ourselves with the operation and quirks of each.

As this winter progresses, more and more attention will be paid to the C-97, as the C-54's Winter Inspection will be performed by our Maintenance Coordinator, Matthew Chopp, and his volunteers in Florida. If you are a Volunteer in good standing and would like to participate in maintenance this year on the C-97, please contact Foundation President Tim Chopp for scheduling.



## ATTENTION ADVERTISERS!

IF YOU WOULD LIKE TO PLACE AN ADVERTISEMENT OR A MESSAGE IN THE **NATIONAL SUPPORT GROUP NEWS**, PLEASE CONTACT THE FOUNDATION AT 732-818-0034 OR EMAIL [AIRLIFT48@AOL.COM](mailto:AIRLIFT48@AOL.COM)





**C-54 "SPIRIT OF FREEDOM" TAXIING FOR TAKEOFF FROM OSHKOSH, WI. IT HAD JUST EARNED A "BEST TRANSPORT AWARD" AT EAA AIRVENTURE 2006!**



**Boeing C-97G "Angel of Deliverance" is currently undergoing initial airworthiness inspection in order to prepare her for operation and public display.**

## SUPPORTING THE FOUNDATION, THE C-54 and C-97

There are several ways you can support the Foundation's mission of history, education, and remembrance, as well as help keep the C-54, the "Spirit of Freedom" flying and bring the C-97 "Angel of Deliverance" to life.

1. Register as a supporting member each year by contributing a minimum of \$50. We will place you on the mailing list as well as our general volunteer roster for project support, other than flight assignments.
2. Become a lifetime member for a one time contribution of \$500, your name is placed on the mailing list and also on the general volunteer roster for life with no annual contribution required.
3. Sponsor the C-54 or C-97 with a \$1000 one time contribution. Volunteer flight crewmembers are selected from our sponsors pending satisfactory completion of the selection process.
4. Make a two-year pledge to the Foundation to help get the C-97 "Angel of Deliverance" on it's "Mission of History, Education, and Remembrance".
5. Become a supporting Angel of the C-97 Program by contributing \$5000. Your name will be aboard the C-97 on a special recognition plaque, you will also receive a special plaque for your home, a model of the C-97 "Angel of Deliverance", a special T-Shirt and hat. To date, we have 11 Angels in the Program who have made a real difference in the progress of the C-97.

Make checks payable to:

Berlin Airlift Historical Foundation  
P.O. Box 782  
Farmingdale, New Jersey 07727

**DON'T MISS OUT!  
LEND YOUR SUPPORT TO THE FOUNDATION  
AND KEEP THESE RARE AIRCRAFT FLYING!**

**NAME:** \_\_\_\_\_

**STREET ADDRESS:** \_\_\_\_\_

**CITY, STATE, ZIP** \_\_\_\_\_

**TELEPHONE ( )** \_\_\_\_\_ - \_\_\_\_\_

*The Berlin Airlift Historical Foundation is a tax exempt, publicly supported charity as described in Section 501 (c) (3) of the Internal Revenue Code.*

*I want to help support the Foundation's mission of History, Education, and Remembrance.  
I have enclosed my check for \$\_\_\_\_\_.*

**CHOOSE YOUR SUPPORT PREFERENCE)**

- \_\_\_ GENERAL SUPPORTING MEMBER
- \_\_\_ LIFETIME MEMBER
- \_\_\_ C-54 AND C-97 SPONSOR \*( SEE NOTE)
- \_\_\_ TWO YEAR PLEDGE FOR THE C-97
- \_\_\_ THE "ANGEL" PROGRAM FOR THE C-97
- \_\_\_ I JUST WANT TO BE A CONTRIBUTOR

**\*NOTE:** ALL VOLUNTEER FLIGHT CREWMEMBERS ARE SELECTED FROM THE C-54 AND C-97 SPONSORS. THIS DOES NOT MEAN IF YOU DONATE AS A SPONSOR, YOU ARE ALSO SELECTED AS A FLIGHT CREWMEMBER. ALL FLIGHT CREWMEMBERS MUST SATISFACTORY COMPLETE A SELECTION PROCESS BEFORE BEING SELECTED. CONTACT THE FOUNDATION FOR MORE INFORMATION AS THE VOLUNTEER FLIGHT CREWMEMBER ROSTER IS LIMITED TO A SPECIFIED NUMBER OF CREWMEMBERS.