

Hangar digest

VOLUME 12, ISSUE 2

APRIL-JUNE 2012

“... above and beyond the call of duty ...”

The AMCM Hall of Heroes

*Recognizing those who gave
the full measure of devotion*

Page 12


Also in this issue:

**AMCM receives Vietnam
POW memorabilia**

FATS: the talking C-5 of Dover AFB

**Tickling the GI funny bone:
a salute to military comic strips**

**Parting thoughts from AMCM
curator Jim Leech**



*Baker Bennett Bleckley Bong Carswell Castle Cheli Craw Davis Day Dethlefsen
Doolittle Erwin Etchberger Femoyer Fisher Fleming Goettler Gott Hamilton
Howard Hughes Jackson Jerstad Johnson Jones Kane Kearby Kingsley Knight
Lawley Levitow Lindbergh Lindsey Loring Luke Mathies Mathis McGuire
Metzger Michael Mitchell Morgan Pease Pitsenbarger Pucket Rickenbacker
Sarnoski Sebille Shomo Sijan Smith Thorsness Truemper Vance Vosler Walker
Walmsley Wilbanks Wilkins Young Zeamer*



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

Viewpoints in this publication are those of the contributing authors and do not necessarily reflect the opinions of the AMC Museum Foundation or of the Museum's staff.

Subscriptions are free and are mailed via nonprofit standard mail to paid-up members of the AMC Museum Foundation Inc.

Contributions. Reader comments, articles and ideas are solicited for future issues. Mail to The Hangar Digest, P.O. Box 02050, Dover AFB DE 19902-2050; fax 302-677-5940; or email amcmuseum@us.af.mil.

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

Photos are by Jeff Brown, except as noted.

A pair of military policemen keep watch at the main gate at Dover Army Airfield on Thursday, April 15, 1943. (AMCM collection)

Air Mobility Command Museum

Mission Statement

The mission of the Air Mobility Command Museum is twofold:

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

AMC Museum Staff

Director
Mike Leister

Curator
Jim Leech

Operations Manager
John Taylor

Archivist
Lt. Col. Harry E. Heist, USAF (Ret.)

Collections Manager
Deborah Sellars

Educator
Dick Caldwell

Museum Store Manager
Jim Stewart

Volunteer Coordinator
Janice Caldwell

Librarian
MSgt. Bob Wikso, USAF (Ret.)

Membership Manager
Deborah Sellars

Website (www.amcmuseum.org)
Hal Sellars

AMC Museum Foundation Board of Directors

President
Col. Don Sloan, USAFR (Ret.)

Vice President
Lt. Col. Paul Gillis, USAFR (Ret.)

Secretary
Lt. Col. Phil White, USAF (Ret.)

Treasurer
Col. Leonard Heavner, USAF (Ret.)

Members
Bill Ayrey
Robert Berglund
David Bever
Bettie Campbell
Jim Douglass
Mike Frebert
Chaplain, Lt. Col. John Groth, USAFR (Ret.)
Melody Heavner
Bob Mench
CMSgt. Ed Perkowski, USAF (Ret.)
Larry Tasker

What is the Air Mobility Command Museum?

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

Building 1301 was built in 1944 and used in World War II by the 4146 Base Unit as a secret rocket development site at what was known as the Dover Army Airfield. During the 1950s through 1970s, the area was home to various fighter squadrons serving the base. Following several years of inactivity, the facility was renovated to house the AMC Museum. The Museum consists of the former hangar, administrative offices, shop and heating plant, and now counts more than 30 planes as part of its inventory.

Building 1301 was placed on the National Register of Historic Places in 1994.

Although located on Dover AFB proper, entrance to the Museum may be made from Delaware Route 9, south of the base. Admission to and parking at the Museum is free and military identification is not required. The Air Mobility Command Museum is open from 9 a.m. to 4 p.m., Tuesday through Sunday, every day of the year except Thanksgiving and Christmas.

For more information, call 302-677-5939.

*The Hangar Digest is printed and mailed by the
Farley Printing Company, Dover, Del.*

From the Director

Vice presidential china enhances Museum's new VC-9

While I'm typing this I'm listening to a world class concert by the Langley Winds. They are performing to a very appreciative audience in our main hangar. If you missed it you should make sure you are signed up for our electronic newsletter. Simply go to our website, www.amcmuseum.org, click on the e-newsletter link and enter your email address. It's that simple. We don't sell or exchange lists so you won't get spammed. By being on our list, you'll never worry about missing out on one of our Hangar Flying sessions or our free concerts.



**AMCM Director
Mike Leister**

There is something about listening to fine classical and patriotic music under the wings of vintage aircraft that makes even a rainy Friday night a special occasion.

Our volunteers have moved the aft fuselage of the CG-4A Waco glider over to the Massey Airport in Massey, Md., to start covering it with fabric. Our restoration team is great but we don't have the depth of knowledge needed for fabric work so the help from the pros at Massey is invaluable. We only are covering three sides of the

fuselage so visitors will be able to see everything in its proper place and get an idea of just how fragile these wood and string warriors really were.

We came >this< close to making it onto a new National Geographic series about America's Hidden Treasures but since we already know what is in our collections and because they wanted something more "exciting" than our airlift artifacts we did not make the final cut.

Since our last newsletter, Jim Leech grabbed the initiative and moved both the Case airborne tractor and the Converto Dump trailer into the hangar and placed them on display next to the Clark bulldozer we put on display in December. What an exotic display. Neither the National Museum of the U.S. Air Force nor the Army's Airborne & Special Operations Museum has all three of these rare pieces of equipment. As I write this, Jim still is working here but it won't be long until we can't count on his "make it happen" skills. We will survive but we will have to be very innovative, not a new skill here, but one that we will have to employ more often.

In mid February, Robert Spiers, historian for the 89th Airlift Wing, aka the Presidential Wing, at Joint Base Andrews, Md., made a special delivery to the Museum, a setting of vice presidential china. Since our VC-9 that had been Air Force Two spent the last six years of its career mostly transporting the first lady and other dignitaries

the special china had been replaced by nice but plain white china. Now we will be able to recreate a proper place setting. A soon as we acquire the proper display cabinet to keep it safe we will place it on the table in the VIP suite.

The concert story just got better. On the way out the gate after locking up I saw someone walking down our driveway. Now remember this was a cold, wet February night. I stopped and asked what was up. The young man, John, is an Air Force Reservist on a two week deployment to Dover from Pittsburgh. He subscribes to our e-newsletter and decided to come to the concert even though it meant a four mile walk to get back to his room. I gave him a ride to billeting and we talked; he loves the Museum and follows our progress at home between trips to Dover. I've often said we have great volunteers, now it seems we have some pretty dedicated friends as well.

A big project on the immediate horizon is installing a proper extended radar nose on our C-121 Constellation. Hank Baker, our volunteer extraordinaire, drove to Auburn, Maine, to borrow what probably is the only existing radome extension fitting from the Lufthansa restoration project so we could manufacture one for our own use. We have the long radome, now with the fitting. We can install them as soon as we get a patch of warm weather.

— Mike

The Langley Winds thrill music lovers at AMC Museum concert



What better place to hold a concert than in the shadow of the AMCM's B-17? Members of the Langley Winds include, on the stage, from left, SSgt. Jeffrey Boehmer, SSgt. Grace Rattay, SrA Aaron Weibe, MSgt. Julie Stockdale, A1C David Halperin, and, to the right, A1C Dan Omer and SSgt. Cynthia Rodriguez.



SrA Aaron Weibe impressed a crowd numbering more than 100 with a demonstration of his acoustic guitar skills during the Feb. 25 concert. A four-year veteran of the Air Force, Weibe, who calls Annapolis, Md., home, plays approximately 100 concerts annually.

Cruisin' with the Curator

Looking at the AMC Museum from my rearview mirror

Well folks, this is going to be a bit different reading than previous episodes.

As Mike mentioned in the last Hangar Digest, my position here at the Air Mobility Command Museum is on the termination list as part of Department of

Defense spending cutbacks. April 30 is my retirement date and after 25 years with the Museum, I'll close the door to my office for the last time. So for this trip, if you all don't mind, I'll not be taking any passengers in the PT Cruiser.

Backing out of my parking space I look at the "curator" sign and think back over the years spent since starting the Museum in 1986. It began as an idea and slowly flourished into what has become widely known in the Museum community as the benchmark for how to do it right.

Imagine we're heading over to the main base for just a minute, because there's something there I want to share with you.

The Museum formerly was located on the main base in hangars 789, 790 and 791. We lost 790 and 791, our display hangars, when they were demolished to make way for the new aircraft maintenance complex, leaving 789 as our display hangar. Until then it had been our restoration facility.



AMCM Curator
Jim Leech

We were "asked" to relinquish use of that hangar in 2010 and it now is used by the base for storage, an end of an era. Decisions back then made way for us to relocate the Museum to its present site.

Let's see, OK, here it is, my old parking space behind 789. As I leave the Cruiser and walk around the outside of the hangar, vivid images come to mind. I think of the planes restored inside and the volunteers who gave thousands of hours of their time to preserve history. A lot of those folks no longer are with us but their work always will remain evident in the planes that make up this Museum. The hangar is locked as I try to enter, but that doesn't matter. I know what it looks like after many years spent inside. I stop to touch the metal siding and for a moment, close my eyes and personally thank those that gave. Since I'm on the base, I make a quick drive over to Hangar 1315 that now is our storage/restoration facility. Oh, by the way, we're losing that facility in the near future. Some call it progress. I'll reserve comment. We have bay seven and eight in this facility and most of the work is in bay eight, our restoration site.

The CG-4A glider has been the main tenant here since we moved our restoration work from Hangar 789. It's coming along quite well and in the glass half-full mode; hopefully this time next year it will be on exhibit in our main hangar. But today there is no one working here and maybe for me it is better that way. It is quiet and as I look around at all the tools, machines and parts, I remember when or how we came about

getting them and again, the volunteers who over the years, using this equipment, turned out such excellent work.

It is early Sunday morning and I took a slow ride among the planes on our display ramp prior to opening the Museum and sitting at my computer to "pen" my last article for the Digest. I stopped at each plane, reminiscing about its arrival, what we had to do to make it presentable and the people who put their blood and sweat, literally, into each plane. It's been said in many articles just how special these men and women are but unless you are close to them on a daily basis, words cannot begin to do justice to their accomplishments. I have learned a lot from them over the years and thank each and every one of them for supporting the Museum.

My trip is just about over. It has been a great ride. I've had many dreams in my life; some came true and others fell short. The Museum has been a dream come true. With the short notice termination of my position and very little time for planning, my dreams for the future are a bit misty right now. I want to thank all of you for standing beside me and our operation and helping make it a premier attraction not only in Delaware, but the world over.

For now folks we'll ride together no more. I'm heading out of the Museum parking lot and down Heritage Road. At the end I'll be making a right onto Memory Lane.

A heartfelt thanks to all. I couldn't have done it without you.

— Jim — signing off

The stripes that weren't: AMCM displays unusual USAF chevrons

It's been more than 20 years since the Air Force made its last major change in enlisted rank insignia, placing the stripes for senior NCOs above the insignia for the other grades.

The move was made to distinguish these ranks from those of junior NCOs and airmen.

But it's been 60 years since another change was proposed, a change that would have set off the airmen ranks from the NCO.

The proposal would have had airmen in grades E-2, E-3 and E-4 wear insignia with horizontal stripes instead of the familiar up-swept chevrons. The proposal came about from a 1952 proposal intended to enhance the Air Force's NCO ranks, which at the time ranged from E-5 to E-7.

The Air Mobility Command Museum has three sets of these extremely rare insignia.

Then-Chief of Staff Gen. Hoyt S. Vandenberg approved the idea but put off implementing it until 1956.

But the plan came to a screeching halt that year when Vandenberg's successor, Gen. Nathan F. Twining, rejected the idea.

"No change to be made in insignia," was Twining's brief, official pronouncement.

The Museum's first set of these historic artifacts was donated in 2005 by retired Master Sgt. Jeffrey M. Hughes, who paid \$20 for the set after finding them on eBay. Sets of the proposed stripes still turn up on eBay, the most recent having a starting price of \$250.



The Museum since has obtained two more sets of the never-implemented chevrons.

Museum Collections

AMCM receives Vietnam POW memorabilia collection

Nov. 28, 1965 dawned ominously over Tahkli Royal Thai Air Force Base, Thailand. Flying conditions were poor for the American F-105 pilots fighting the Vietnam War, with low dark clouds stretching from horizon to horizon. The mission for the day: an attack run on Yin Bai, a target deep inside North Vietnam.



**Brig. Gen.
Jon A. Reynolds**

Just two days earlier, Capt. Jon A. Reynolds had been looking over a listing of the 24 MIA pilots from Tahkli and wondering who would be 25th.

He found out 48 hours later while flying over Yin Bai. An explosion crippled his Thunderchief, forcing him to eject from the plane while traveling more than 450 mph. Landing in a tree, his jawbone broken and both arms shattered, Reynolds was quickly taken prisoner.

More than seven years later, including several months in solitary confinement, Reynolds was released by his North Vietnamese captors, along with almost 600 additional POWs. He went on to complete his Air Force career, retiring as a brigadier general in 1990.

Now 75 years old, Reynolds recently donated a number of items related to his 31-year career and to his 2,630 days in captivity to the Air Mobility Command Museum at Dover Air Force Base.

The decision was an easy one.

"A whole lot of things came together," he said, noting one factor was the upcoming 40th

anniversary of his release in February 1973.

"I'm living in Delaware and I'm the only former Vietnam POW in Delaware," Reynolds added. "I'm familiar with the Air Force history program, I know it's well run.

"And Dover AFB has a good example of the Air Force museum system."

Over the years, Reynolds, who is a member emeritus of the National Air and Space Museum, took advantage of the opportunity to visit a number of Air Force museums holding POW exhibits. His interest in history was rekindled during his captivity, particularly because his jailers gave the prisoners little news about the outside world.

The POWs didn't even learn of the successful July 1969 Apollo 11 lunar landing until almost six months after it happened.

Reynolds later made up for his gap in knowledge by earning a PhD. in military history from Duke University.

Consequently, he feels a particular interest in keeping the public in touch with the events of past generations.

The donated items range from a pair of socks he was wearing the day he was taken captive to a box of POW bracelets. These metal bracelets, worn by many Americans during the war to keep faith with the prisoners, were engraved with a POW's name, rank and the date he was lost.

After his repatriation, Reynolds received dozens of bracelets with his name on them. One was inscribed to him, "Returned with joy and gratitude."

Museum Collections Manager Deborah Sellars has been working with Reynolds to catalog the collection.

"I feel very humble that he chose us to take care of his memoirs," Sellars said.

But Reynolds also kept a few things he

considers particularly important.

One is a cup he had during his time in prison; another is a label from a bottle of beer he was given upon his release. A third is particularly precious: a POW dictionary, written by hand and secreted inside a bar of soap. The POWs received little reading material and anything they could use to relieve the mind-numbing boredom of captivity was of utmost importance, Reynolds said.

The key to survival was communication, through tapping on walls, helping everyone stay on the same page, Reynolds said in a speech before the Dover Capital City Rotary Club.

"That's what being a POW in Vietnam was all about," he told the group. "It was resisting the Vietnamese's efforts to get us all onboard, on their side."

Other POWs kept busy intellectually by building their dream homes in their minds, doing mathematical calculations, learning prayers and poems, and, in their last months in prison, teaching about such diverse subjects as history, sailing and wine.

Although he never set out to become what he calls a "professional POW," Reynolds speaks about his experiences several times a year to veterans groups, students, and civic organizations.

Reynolds hopes the preservation of his mementoes and their eventual display will teach current and future generations not only about the Vietnam War but about how humans deal with adversity.

Reynolds told the Rotarians neither he nor the other POWs released in 1973 consider themselves particularly heroic. Instead, it is those killed, wounded or still missing deserve that honor.

"Those people are the heroes," he said.

Some items donated to the Museum by Brig. Gen. Reynolds:

- Shirt, sweater, running shorts – rarely used except for the sweater, when nighttime temperatures in North Vietnam reached the low 30s.
- Bag with wallet, toothpaste, cigarettes given to POWs just before their release, ironically, as "gifts from the heroic people of Vietnam."
- Propaganda photos – taken by East German photographers; they were the first indication that Reynolds was being held captive.



AMCM Collections Manager Deborah Sellars catalogs one of Reynolds' K-2B flight suits, worn before his capture in 1965. The donated suit includes unit and major command patches, as well as rank and nametag patches.

Reynolds photo:
AMCM



FOUNDATION NOTES By Don Sloan

Welcome to spring!

Please join the Friends of the Air Mobility Command Museum at **Jonathan's Landing** for the **8th Annual AMC Museum Foundation Golf Tournament** on **Thursday, 12 July 2012**. The proceeds from this tournament will help us to fulfill the mission of the AMC Museum as an aviation and aerospace, education, scientific, cultural, historical, and inspirational facility for the general public and the Air Force community.

Registration will be from 11:00 to noon. The four-person scramble tournament will begin with a shotgun start at noon. **You may make up your own team.** Tournament prizes will be awarded at dinner following the round.

Your cost includes golf with cart, buffet dinner, snacks/beverages, prizes, and hole-in-one prizes to include a car sponsored by Townsend Chevrolet and \$10,000 from Ameriprise. It's \$85 per person, \$75 per active duty military officer, and \$55 per active duty enlisted personnel. Join us for fun, food, and prizes!



We also are seeking individuals and local enterprises to be Hole Sponsors for this event or to donate prizes. If you choose to sponsor a hole, a 24-by-36-inch sign will be placed on the golf course tees noting you as a sponsor.



All sponsors are recognized in our handout brochure and at the buffet dinner following the round. They will be highlighted in our Museum e-newsletter (*which reaches more than 1,000 people*), on the Museum website under "Latest News" following the tournament and finally, in our quarterly *Hangar Digest*.

The cost to sponsor a hole is \$100. As you can see, being a sponsor not only helps the AMC Museum, but it provides you with considerable recognition and advertising and is tax-deductible. Help us help you!

Once again the Air Mobility Command Museum will hold our annual educational Youth Summer Camp for youngsters interested in aeronautics and the U.S. Air Force.

The students will learn about the history and science of flight, get to fly a simulator, do a preflight on an actual aircraft, and finally, they'll have the option of a flight around the Dover Air Force Base flight pattern in a Cessna 172, a single-engine trainer.

Jeff Spiegelman is our director for the Air Mobility Command Museum's aviation summer camp. Jeff achieved a M.A. in Military History from Norwich University and a B.S. from Ithaca College. He currently teaches for Wilmington University and Delaware Technical and Community College. He formerly was a U.S. Navy contractor working as a college instructor. Jeff has been a volunteer at the AMC Museum since 2005.

Teens in the advanced class will have the opportunity to learn about museum restoration, aircraft engine mechanics, and aircraft design.

Each class runs for a week. They are half-day, with times from 8:30 to 11:30 for ages 9 to 11 and from 12:30 to 3:30 for ages 12 to 15. The advanced classes, for ages 15 to 16, will be from 8:30 to 11:30.

The flight will be with the Dover Aero Club on Thursday, with Friday being the backup, or "weather day."

The cost for the basic class (ages 9 to 11 and 12 to 15) is \$100 and for the advanced class (15 to 16), it's \$125. The optional flight is an additional \$25. The basic class start dates are June



25, July 16, and July 30. The advanced classes will begin Aug. 6. We'll use Aug. 13 as an overflow class if enough folks sign up.

We've had a great response to our Summer Camp over the past few years. Please note the availability of classes and flights are size-limited so please sign up quickly at www.amcmuseum.org or at the AMC Museum at Dover AFB.

You can email any questions to educationamcm@comcast.net.

Look for another Foundation Raffle to kick off this summer, with the drawing to be held at the AMC Museum Foundation Mixer, planned for September.

Our good friend, artist David Godek, has been hard at work on another painting. He recently volunteered to paint a 1941 Stearman N2S3 flying over Dover Army Air Field, circa the early 40s. While Stearmans never were assigned to Dover, more than 8,500 of them were built in the 30s and 40s. They were America's primary trainers for the Army Air Corps/Army Air Forces and the U.S. Navy for World War II, during the timeframe that David's amazing background depicts.

This particular Stearman in the painting, N747RB, is a part of that past history in David's view of the field, which, incidentally shows the ramp and hangar that currently is home to your Air Mobility Command Museum. Need more incentive? If you win the raffle, you'll not only win this original Godek canvas, but you'll also win a local sightseeing flight in the same Stearman portrayed in the painting, flown by your servant and humble pilot, me – and yes, I know "humble pilot" is an oxymoron.

As many of you know, in the past, we've raffled paintings and we've raffled a Stearman flight, but never a combination of the two. Look for tickets at the Museum Store or get in touch one of the Foundation Board members. You also can get more info at www.amcmuseum.org.

LEARN ABOUT FLYING
AT THE
AIR MOBILITY COMMAND MUSEUM

SUMMER
FOR AGES 9-16 **CAMP**

- » **LEARN** THE HISTORY OF FLIGHT
- » **DISCOVER** HOW AN AIRPLANE WORKS
- » **SEE** HOW LIFT IS MADE WITH A WIND TUNNEL
- » **FLY** A SIMULATOR
- » **PREFLIGHT** AN ACTUAL AIRCRAFT
- » **HAVE THE OPTION** OF A FLIGHT AROUND THE BASE
IN A DOVER AFB AERO CLUB PLANE

JUNE 25-29 | JULY 16-20 | JULY 30-AUGUST 3
ADVANCED CLASS - AUGUST 6-10 | OVERFLOW - AUGUST 13-17

8:30 to 11:30 a.m. for ages 9-11
12:30 to 3:30 p.m. for ages 12-15

\$100 for a week of half-day classes, \$25 for optional flight
\$125 for a week of half-day advanced classes, ages 15-16

AMCMUSEUM.ORG FOR MORE INFO AND SIGN UP FORM



In the images above, you see David's March picture with the background completed. The second shows the painting nearly finished, with the Stearman colors filled in.

There's a lot going on this summer at your AMC Museum! C'mon out and enjoy the fun!



Funny business

Military humor and comic strips: laughing at ourselves

And then there was the young airman working late one night in the headquarters building when he saw his commander at the classified document shredder with a piece of paper in his hand.

"Airman, my secretary has gone home for the night," the officer said. "Do you know how to work this?"

"Yes, sir," the airman replied.

He took the paper, turned on the machine and fed it in.

"Thanks," the commander said. "I just need one copy."

That old story probably has made it from one side of the planet to the other and no matter how badly it's told, usually will get a laugh.

But why? The reasons are as different as each person who hears it or sees it drawn into a comic strip: it's something ordinary unexpectedly transformed into something surprising.

And that's the definition of a joke.

It's rare we go through an entire 24-hour period without finding something to laugh or smile about. Cartoons, jokes and funny stories have been around since the dawn of recorded history, and probably before. Scholars have theorized humor is a necessary part of a well balanced mental outlook and scientists who study laughter and its effects on the body— they're called gelotologists, by the way — theorize that humor and mirth can help ease pain and anxiety.

Humorists always are looking for things at which they can poke fun, usually finding



W.C. Pope's "Desert Haircut" cartoon, from "Pope's Puns," now is offered on T-shirts and mousepads.

their best material from simple, everyday situations. They've found particularly fertile ground in the military, a deadly serious occupation that nonetheless seems to be a veritable cornucopia of funny material.

Humor can offer relief from the stress of wartime, sometimes by poking fun at those in charge, relating the unintentional consequences of a misunderstood order or just examining how ludicrous a particular situation might be.

And it takes someone with experience to understand those situations and to distill them into something that can tickle the funny bone of the most hardened warrior.

One way is to take those situations and turn them into artwork — a cartoon.

Many military comic artists are veterans who know just what they're talking about.

"When I joined the Air Force, I joined a collection of military quirks, bureaucratic snafus and old military traditions, which all lend themselves to great cartoons," said retired USAF Reserve Master Sgt. William Pope in a March 2012 interview with *The Patriot*, the base paper of Westover Air Reserve Base, Mass.

Pope, who was responsible for numerous comic creations during an active duty and reserve career and who now continues drawing as a civilian at Westover Air Reserve Base, did his work for one reason only: his fellow troops.

"I think most people join the military to be a part of something bigger than themselves, so when I draw a cartoon that connects with airmen it not only gives them a smile but lets them know they aren't experiencing this unique military experience alone," he said.

Figuring out what is and what is not funny is no laughing matter, said Staff Sgt. Austin M. May, who created "AirForceToons," published weekly in the *Air Force Times*.

"To me, funny is more often than not something that everyone has dealt with, usually to a degree of irritation or pain, but now [they] can look at and laugh, knowing we've all been there," he said.

May can provide a laundry list of irritations a good joke or cartoon can relieve, things few civilians must deal with: bad duty stations, alerts, family separation, the threat of imminent death or injury, losing friends, reflective belts, deployments, random urinalysis and even chow hall food.

"Actually," he said, "chow hall food these days is pretty good, but we still make fun of it."

Willie and Joe

For Pope and May, perhaps no one stands higher in the pantheon of military cartoonists than Bill Mauldin, who as a soldier during World War II had his cartoons about life at the front published in the *Stars and Stripes* newspaper. Mauldin told of Army life through two infantrymen, Willie and Joe, ordinary dogfaces who fit the word to a T: dedicated to their mission, they also suffered the same hardships and indignities as the real soldier.

Willie and Joe became a symbol of the American fighting man, albeit one not seen before. Where Hollywood movies and the Army itself tended to present the soldier almost as superhuman, Willie and Joe slogged through ankle-deep mud, ogled women, slept in barns, got drunk on liberated French cognac and generally handled the hardships of war with a weary resignation.



Bill Mauldin, creator of Willie and Joe, was honored with a commemorative postage stamp in 2010. (Courtesy USPS)

"I don't make the infantryman look noble because he couldn't look noble if he tried," Mauldin wrote in his 1945 autobiography, *Up Front*. "Their nobility and dignity come from the way they live unselfishly and risk their lives to help others."

Although trained as a rifleman, Mauldin initially worked on the one-panel Willie and Joe cartoons in his spare time. When picked up by *Stars and Stripes*, the strip was distributed throughout the European theater, drawing almost universal praise from soldiers who looked upon the downtrodden pair as two of their own.

Mauldin later told author Studs Terkel he based the pair on a group of riflemen from Oklahoma he characterized as "laconic good ol' boys."

"They're not happy doing what they're doing, but they're not totally fish out of water, either," Mauldin said. "They know how to walk in the mud and how to shoot."

But the strip wasn't popular in some headquarters — one in particular — and Mauldin

(See Cartoons on page 9)

Cartoons

(Continued from page 8)

admitted the rare cartoons he did about the brass “had a definite insubordinate air about them.”

In March 1945, Lt. Gen. George S. Patton, who often fined soldiers if they were not wearing ties or needed a haircut, accused Mauldin of being “anti-officer” and threatened to ban Stars and Stripes from his area of responsibility unless Willie and Joe cleaned up a bit. Mauldin’s response was a dig at the general, with a traveling Willie and Joe deciding to take a several hundred mile detour to stay out of “the old man’s” AOR.

What followed was a headquarters meeting between the sergeant and general, ending with Patton remarking the two now “understood each other.”

Mauldin saw it somewhat differently.

“I came out with my hide on,” he told a Time magazine reporter. “We parted friends, but I don’t think we changed each other’s mind.”

Mauldin was awarded the 1945 Pulitzer Prize for his cartoon showing war weary troops herding German POWs through a destroyed town. The cartoon was accompanied by an ironic quotation taken from a recent news article: “Fresh, spirited American troops, flushed with victory, are bringing in thousands of hungry, ragged, battle-weary prisoners.”

After the war, Mauldin continued his cartoon work winning another Pulitzer in 1959. Aside from Willie and Joe, perhaps his most famous cartoon was that of a sobbing Abraham Lincoln following the assassination of President John F. Kennedy.

Although set in World War II, Willie and Joe’s appeal is almost timeless: substitute desert sand and current combat or battle uniforms for French mud and olive drab uniforms and the pair easily could be imagined taking part in mounted patrols outside Kabul.

“Not only were his cartoons funny and thought provoking, he obviously had been in those same muddy foxholes in Europe,” noted Pope. “But the drawings were more than cartoony, they were more in the realm of illustrations.

“His work inspired me because it was more moody, more realistic than other cartoonists.”

The Sad Sack

Willie and Joe were the best known of the pencil and ink fighting men in World War II, but there were dozens of other cartoonists whose work graced wartime military newspapers throughout the United States and in

theater. Many were quite amateurish, but they reflected the off the wall situations newly drafted soldiers, sailors and Marines faced as they trained for combat.

Although totally different in tone from Mauldin’s work, “The Sad Sack,” drawn by Sgt. George Baker and published in the Armed Forces weekly Yank also gained a tremendous following. Told in pantomime, the strip followed a hapless and perpetually unlucky private as he was put upon by everyone of every rank.



Sgt. George Baker’s Sad Sack, published in Yank magazine.

Writing after the war, Baker said that he, like Mauldin, decided his creation would not be a cheerful medal-bedecked soldier.

“The state of mind of a soldier was more important to me than his outer appearance, so therefore my character looked resigned, tired, helpless and beaten,” he said.

While Baker’s drawing was more comical than Mauldin’s gritty Willie and Joe, the Sad Sack’s trials and tribulations proved equally popular. Because Yank was published in 21 editions in every theater of the war, Baker said he also had to keep the strip general in nature.

“The ideal type of idea for the Sack’s purpose was one in which any soldier seeing it could recall or visualize the same thing happening in his own particular unit,” he wrote.

The wartime version of the strip ended with Baker’s own separation from the Army, the last panel showing a gleeful Sack, a big smile finally on his face, skipping out of the separation center with his discharge orders in hand. After the war, Sad Sack appeared in comic books after Baker sold the rights to the character. This version of Sad Sack was intended more for children, abandoning the wartime aspect of the original.

Miss Lace: a real paper doll

Milton Caniff, who created Air Force pilot Steve Canyon in 1947, drew the earlier “Terry and the Pirates,” where young adventurer Terry Lee and his friends fought in the Army Air Forces; Caniff got technical assistance from a staff officer assigned by Gen. Hap Arnold.

But Caniff also produced a comic strip on the side, “Male Call,” which he provided free of charge to more than 3,000 military newspapers. The strip featured a beautiful yet

mysterious central character, Miss Lace. The strip’s somewhat risqué tone, combined with Lace’s suggestive style of dress, was not intended for the civilian readership and did not see publication in the United States.

Sophisticated in the ways of the world yet with an aura of innocence, Lace held parties and dinners for servicemen stationed at unnamed base in the Far East. While sporadically seen with an officer, Lace seemed to prefer boosting the egos of the lower ranking enlisted men, all of whom she called “general.” With an occasional chaste kiss on the cheek or a whiff of her exotic perfume, Lace entranced lonely servicemen, calling up memories of their own girls back home.

Miss Lace once even went so far as temporarily abandon her typically slinky wardrobe for a housedress and apron, turning herself into a typical 1940s housewife when a homesick soldier asked to be served a home baked apple pie.

“Well, this is war,” she sighed as the serviceman asked the favor. “Come to my place late tomorrow night – I gotta watch my reputation!”

Miss Lace faded into comics history several months after VJ day, but with Steve Canyon, Caniff went on to even greater fame. Canyon’s adventures, which lasted until a year following Caniff’s 1988 passing, reflected so favorably upon the Air Force that Chief of Staff Gen. Nathan F. Twining spoke of the fictional colonel as a member of his command.

Here’s Jake!

While Steve Canyon provided a generally realistic view of the Air Force, a much more skewed version gained fame under the hand of John H. “Jake” Schuffert, a World War II B-24 gunner, radio operator and budding artist who spent his down time decorating the sides of 15th Air Force aircraft.

During the Berlin Airlift, Schuffert claimed the cartoon corner of the Airlift Times, a newspaper devoted to those flying the Airlift.

“Schuffert’s cartoons were good for at least one laugh each day to the thousands of men who were struggling with dirty planes and difficult and crowded living conditions

(See Cartoons on page 10)



Milt Caniff’s tantalizing Miss Lace

Cartoons

(Continued from page 9)

while keeping the aircraft running,” wrote Combined Airlift Task Force commander Maj. Gen. William H. Tunner. “Many a man has looked from them to his own ‘insurmountable’ problems with a wry smile and allowed things could have been worse.”

Schuffert stayed with the Air Force, retiring in 1963 as a master sergeant. He came back as a civil service employee and continued drawing one-panel cartoons for a number of military publications, including “Airman” magazine, where his artwork was displayed for more than 50 years. His work also appeared for years in the Airlifter, the weekly newspaper of Dover Air Force Base, Del.

Set at the fictional Boondock AFB, the panels showcased his penchant for poking fun at airmen of all ranks, sparing no one.

“I think the reason the cartoons are popular is because I was in the Air Force and understand the life of the bluesuiter,” Schuffert told “Airman” in October 1998.

There is only one nationally syndicated cartoon today with a military storyline, Mort Walker’s “Beetle Bailey,” which still is going strong after 61 years.

Currently there are no Air Force-themed comics published in civilian newspapers. Those that can be found only seem to be in local base newspapers, specialized publications such as AMC’s Mobility Flyer, and the Air Force Times.

W.C. Pope’s “Pope’s Puns” and Austin May’s “AirForceToons” are two examples of widely known, wholly Air Force-centered comic strips. “Pope’s Puns” has been published since 1992 in “Citizen Airman,” “Leatherneck” and other military related mag-

azines and May’s “AirForceToons” has appeared weekly in the Air Force Times since spring 2009.

A former AWACS technician, May is a self-taught artist whose prior works include “Box D Blues,” a strip about life at RAF Mildenhall, U.K., his current duty location.

Like Pope, May counts Bill Mauldin as one of his inspirations because of his tendency not to sugarcoat the military experience.

“A lot of older military comics gloss over the harder parts of our lives, but Mauldin didn’t, and although it made his leadership mad, it made the troops laugh and that’s what this is all about,” he said. He often draws inspiration from those around him or, more often, just has to look in the mirror.

“Sometimes I just make things up and sometimes I just pull this stuff from everyday life in the Air Force,” he said. “However, the truth is more often than not, when I make a comic about an airman doing something stupid, it’s based on my past, either my friends or something I did myself.”

Pope agrees that the type of cartoon exemplified by Willie and Joe, with an emphasis on detail and finding humor in real-life combat situations probably is a thing of the past. There’s also a need to avoid stereotypes and concentrate more on the surreal.

It’s doubtful Mauldin would have pictured a camel munching on Willie or Joe’s unkempt noggins.

But that’s not necessarily bad, Pope feels.

“There are fewer and fewer outlets for cartoons, so to get published you have to play by the rules and not offend anyone,” he said.

“As far as I’m concerned, cartoonists have to be less mean and come up with more creative gag ideas, so it’s a good thing.”



Jake Schuffert pays tribute to Milt Caniff's Steve Canyon.

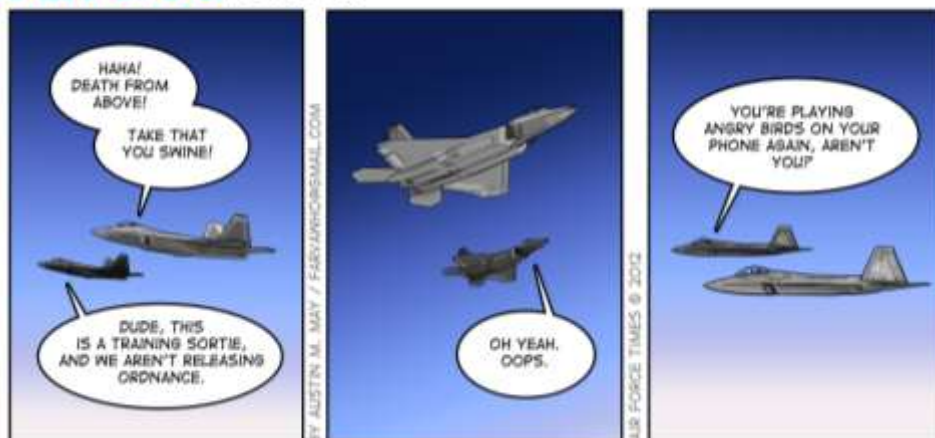


W.C. Pope's take on the hazards of birdstrikes — or is that Batstrikes?



Bill Mauldin's favorite cartoon.

AirForceToons



The AMCM has many examples of military comic strips on its shelves, including issues of “Yank,” a 1945 edition of “Male Call,” Jake Shuffert’s “Air Lift Laffs,” published in 1948, and Bill Mauldin’s 1945 collection of Willie and Joe strips, “This Damn Tree Leaks.”

George Roof

FATS: A talking C-5 that brought grins to Dover airmen

From the beginning of aviation, airplanes have had nicknames. They have their official names such as the A-10 Thunderbolt II, the C-124 Globe-master II, and the B-52 Stratofortress.

And then there are the unofficial monikers, bestowed,

for better or for worse, by aircrews and ground maintainers: the A-10 became the Warthog because of its odd profile, the C-124 was christened Old Shakey due to its tendency to quiver and quake in flight, and the B-52 became the BUFF, an acronym that's better left unexplained in a family publication.

And then there's the C-5 Galaxy. When the huge aircraft debuted in 1970, it quickly drew comparisons to the Fat Albert cartoon character. With the military's penchant for acronyms and abbreviations, Fat Albert eventually became just "FATS," a name many old timers still use today.

Because the name was so popular, it only seemed natural a comic strip featuring an anthropomorphic C-5 would find its way onto the printed page. And so it was that the Airlifter, the official newspaper at Dover Air Force Base debuted FATS, a strip written and drawn by now retired Chief Master Sgt. George Roof.

Although he had drawn for many years, it was a job as a Dover AFB squadron safety NCO that showcased Roof's artistic skills and soon he was creating safety posters for the entire base.

"I just got known for doing the posters and in those days before clip art if they needed something special, they came to me," he said. In addition, Roof also became known for creating artwork for memorial programs when casualties from the USS Stark and USS Iowa were brought to Dover.

Because of this work, Roof eventually came to the attention of the 436th Military Airlift Wing's public affairs officer, who wanted something to make the base newspaper unique, namely a talking C-5.

It sounded like a great idea, but there was one problem.

"I didn't really want to do it," Roof said. "I was doing a lot of things on the base and

in the community, but he would not take 'no' for an answer."

FATS premiered in 1987 and was an immediate highlight in the weekly Airlifter. While many of the strips contained satirical jabs at various situations on base or in the world in general, Roof often aimed at the funny bone when detailing FATS's various adventures.

Most ideas for the cartoons came from Roof's own experiences or from what he saw around him.

"It was mostly local events, local news or just dark GI humor," he said. "Whatever happened to be noteworthy."

Roof considers the ability to laugh one of the most vital of emotions, adding it's important to be able to look at life and see the funny side once in a while.

"If you can't laugh at yourself and some of the things that happen to you, you're living a very dull life," he said. "It's like snubbing your nose at your very existence."

Humor is especially important in military life, and Roof's contribution to keeping spirits up with FATS's cartoon adventures was recognized twice at the Air Force level, three times at 21st Air Force and once at the

Department of Defense.

Unfortunately, all good things must come to an end, and so it was with FATS. After three years, the strip ended in November 1990 and Roof donated his original artwork to the AMC Museum, where it is maintained by collections manager Debbie Sellers.

Sellers, herself a former C-5 mechanic who served at Travis AFB, Calif., said the Museum staff was pleased to receive the collection.

"I love the C-5," Sellers said. "These cartoons illustrate the affection Air Force troops have had for the C-5."

Today, Roof lives in Magnolia, Del., just a few miles from Dover AFB. A noted outdoorsman, he runs a successful taxidermy business.

And although FATS was just a small part of a 29-year military career, he looks upon it with great fondness.

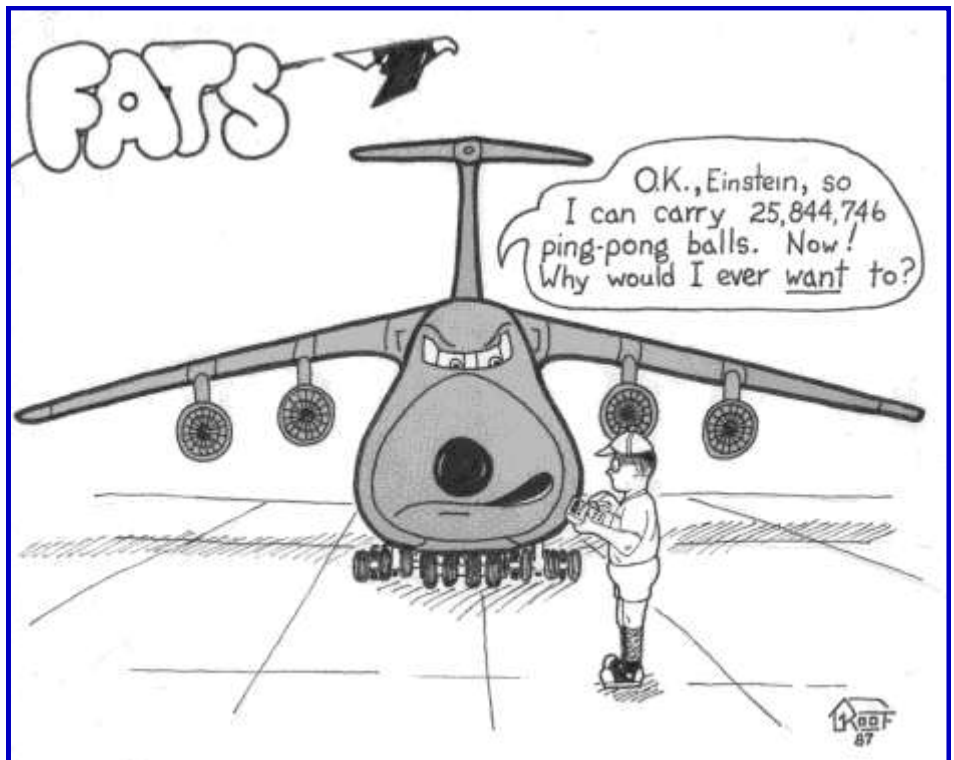
"Maybe someday someone will look back on FATS and ask, 'What inspired this?' and look at the date on it," he said. "Then they'll look it up and see what was happening in the world and why I did that particular cartoon."

"I thought the FATS cartoons were timely and I was delighted to have done them,"



Dover Post photo

George Roof



In one of the first FATS cartoons from 1987, Roof poked fun at some of the bizarre statistics the Air Force used to describe just how much a fully loaded C-5 could carry.

Medal of Honor

One man's tribute to service above and beyond the call

The word "hero" is one that seems overused today, sometimes being applied to people who don't necessarily deserve the label.

For retired U.S. Air Force Master Sgt. Ron Gough, however, the word has a special meaning when it comes to those who have received the nation's highest award for valor, the Medal of Honor. Gough, 62, originated the Hall of Heroes at the Air Mobility Command Museum in 1991, and the display now is considered a must-see exhibit for all visitors.

The Museum's Hall of Heroes, which begins at the main entrance and conducts visitors to the main hangar floor, contains displays on more than 100 MOH recipients.

The Hall is an outgrowth of Gough's first Medal of Honor display, envisioned seven years earlier while an instructor at the 21st Air Force NCO Leadership School.

"I wanted to enhance our military studies lesson plans and for my own sake," Gough said. "We had no mention of the Medal in our lesson plan, we didn't study the recipients or learn who they were and how they had received the Medal."

Gough was able to secure a small set of lithographs of Army Air Corps and Air Force MOH recipients, but had no place to display them.

Up until the beginning of the Civil War, the United States had no formal recognition for service members who distinguished themselves in battle. The first came into being when President Abraham Lincoln established a naval MOH in December 1861, which was followed in July 1862 with a separate award for soldiers.

At first, criteria for the medal were not clearly defined. The medals were awarded only to enlisted personnel for "gallantry in action, and other soldier-like qualities." This also applied to civilians taking part in the war effort, which in 1865 led to the award of the medal to Dr. Mary E. Walker, a surgeon's assistant during several major battles who also served four months as a Confederate prisoner of war.

Walker remains the only woman to receive the Medal of Honor.

Changes through the years eventually clarified the requirement the medal be presented only to military personnel and eligibility criteria was extended to make officers eligible for recognition. The design of the medal also evolved, from a metal device hanging from a bar to the current award, which is the only American military award worn from a neck ribbon. A separate design for the Air Force MOH was approved in 1963, more than a decade after the Air Force was formed as a separate service.

The Museum's Hall of Heroes has two Air Force Medals and a ribbon-bar version of the Naval Medal, awarded to Ensign Henry C. Drexler, which is on loan from the state of Delaware. The rare peacetime Medal was granted after Drexler was killed in October 1924 while attempting to extinguish a bag of burning gunpowder aboard the USS Trenton. Drexler's parents donated the Medal, as well as their son's uniform epaulettes and ceremonial sword, which also are on display.

The expansion of Gough's original collection

began in earnest in 1984 when he met Air Force MOH recipient John Levitow while serving on President Ronald Reagan's second inaugural committee. Gough and Levitow became friends after Levitow learned of his passion for creating a MOH display at Dover AFB.

"I told John I wanted to build a display for Army Air Forces and Air Force recipients and he offered his assistance," Gough said. "He said, 'If you need something, call me.'"

In 1985, Gough was reassigned to Dover's Field Training Detachment, where he found both the space and permission to display his rapidly growing collection of photos and memorabilia.

Because Gough's collection of lithographs and paraphernalia was displayed only at the FTD, it was rarely seen by visitors. That changed when the AMCM moved to its current site.

"[Museum Director] Mike Leister called me up and said he had an entire hallway to use, if I wanted it," Gough recalled. "Needless to say, I was very excited. The rest is history."

Today, the Hall of Heroes is lined with photos of Medal recipients from all services, some autographed, in oaken frames. In addition, to the three Medals of Honor, a display case contains examples of various military decorations awarded to U.S. personnel. The case also contains Levitow's nametag, ribbon rack and crew wings, donated before his death in 2000, as well as citations, books and even state license plates awarded MOH recipients.

Gough updates the Hall as he receives new information or memorabilia, sometimes taking down older displays as new ones are put up.

"I just don't have the room for any more," he said. The most recent addition was a display recognizing U.S. Marine Corps Cpl. Dakota Myers, for action in Afghanistan in September 2009.

A number of MOH recipients have visited the Hall of Heroes, some privately, others as part of public ceremonies.

"The primary purpose [of those ceremonies] is to allow our airmen to see and talk to these living examples of history," Gough said, "and for them to interact with our airmen."

"The recipients have told me they're humbled by seeing their pictures on the wall, and they're appreciative of the effort to keep alive the stories of the bravery of the men – and one woman – whose narratives are told here."

Today, almost 30 years since he first came up with the idea of honoring MOH recipients, Gough still stands in awe of these extraordinary people, people to whom the word "hero" sometimes doesn't begin to describe them.

"It's a humbling experience, to learn their stories and to meet with them," he said.



Hall of Heroes curator Ron Gough spruces up the display case for the Hall's Air Force Medal of Honor. Distribution of examples of the Medal of Honor are tightly controlled and all are inscribed on the reverse to prevent their being sold illegally.

around and about the AMC MUSEUM



Photo by Roland Balik

Mark Hitzig and his mother, Ashley, examine a spacesuit provided by ILC-Dover for the AMCM's Hangar Flying program, presented Feb. 5 by ILC historian Bill Ayrey.



Mason Shulties, 11, of Hartly, and grandpa Ron Pippin of Greensboro, Md., contemplate the purchase of a C-130 model kit during a Feb. 11 visit to the AMCM store.



Korean War U.S. Navy veteran Paul O'Brian, left, and World War II U.S. Coast Guard veteran Joe Battista, both of Yonkers, N.Y., look over the Hall of Heroes display.



Boy Scouts Corey Keen, 16, Ryan Harris, 15 and Kenny Virdin, 12, of Clayton, Del. Troop 239, examine the bomb bay of the Museum's B-17, Sleepy Time Gal.



SrA Ethan Jensen crosses the finish line in 57 minutes and 32 seconds during Dover AFB's annual Ruck March, Feb. 25.



Peggy Bennett of Ocean View, Del., visited the Museum Feb. 18 and decided to make a donation toward the Museum's up-keep. "They've changed it a bit since I was here last," said Bennett, who brought her great-grandson Shane Simpson with her. "It looks pretty good."

PAVE A PATH TO HISTORY IN COMMEMORATION PARK

WITH ONLY ONE BRICK . . .

. . . you can accomplish two things — become a permanent part of history in Commemoration Park and join the AMC Museum Foundation in supporting the museum.

And what a great idea — there are so many reasons to order your brick today!

- Offer tribute to or memorialize a loved one.
- Give a holiday or birthday gift.
- Commemorate a special date.
- Recognize a special group.
- Show your personal or business support for the AMC Museum.

To acknowledge the purchase of your brick, you'll receive a certificate of recognition suitable for framing or presenting to the person you've honored. Bricks may be purchased by individuals, businesses, groups, or organizations.

INDIVIDUAL		BUSINESS/ORGANIZATION	
4-inches by 8-inches	8-inches by 8-inches	4-inches by 8-inches	8-inches by 8-inches
1 to 3 lines — 15 characters and spaces on each line	1 to 6 lines — 15 characters and spaces on each line	1 to 3 lines — 15 characters and spaces on each line	1 to 6 lines — 15 characters and spaces on each line

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

BUSINESSES — Have your logo engraved on a brick! Designs must be pre-approved by the engraving company.

Call the AMC Museum Store at 302-677-5992 for more information.

Mail form and payment to:

**BRICK PROJECT MANAGER
AMC MUSEUM FOUNDATION INC
P.O. BOX 02050
DOVER AFB, DE 19902-2050**

Name (Mr. Mrs. Ms. Rank) _____

Address _____ E-mail _____

City _____ State _____ Zip _____ Phone _____ Notify me of my brick's location

Payment Method Check VISA Mastercard American Express Discover

Name as it appears on card _____ Phone (Needed for credit card payment) _____

Credit Card Number _____ Expiration Date _____

Signature (credit card only) _____ **Amount Enclosed \$** _____

Line 1

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Line 2

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Line 3

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Line 4 (For 8-inch by 8-inch bricks only)

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Line 5 (For 8-inch by 8-inch bricks only)

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Line 6 (For 8-inch by 8-inch bricks only)

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Please order the size brick I've checked below:

- Individual 3-line \$65
- Individual 6-line \$125
- Business 3-line \$125
- Business 6-line \$250

Photocopy this form if you'd like to order more than one. Questions? Email member shipamcm@comcast.net.

THANK YOU!

BECOME A MEMBER!
SUPPORT THE AMC MUSEUM

MEMBERSHIP CATEGORY	ANNUAL DUES	BENEFITS
Crew Member	\$30	Membership certificate, member card good for 10% off purchases in the Museum store, quarterly Hangar Digest newsletter, *Museum pin and challenge coin
Flight Crew Member	\$50	Crew member benefits plus *challenge coin for each family member (maximum five)
Squadron Commander	\$100	Flight crew member benefits plus recognition in the Hangar Digest newsletter, name engraved on plaque, invitation to annual museum mixer
Group Commander	\$250	Squadron commander benefits plus two museum coffee mugs
Wing Commander	\$500	Group commander benefits plus one crew member membership for friend, *signed and numbered aviation print, *museum golf shirt personalized with name and donor category
DONOR CATEGORY	DONATION	BENEFITS
Lifer (Life Member)	\$500	Wing Commander benefits
Eagle Donor	\$1,000	Wing Commander benefits plus special engraved plaque for your home or organization. All Eagle Donors receive further benefits and recognition. Please contact the museum at 302-677-5938 for more information
Bronze Eagle Donor	\$2,500	
Silver Eagle Donor	\$5,000	
Gold Eagle Donor	\$10,000	
Platinum Eagle Donor	\$25,000	
		*Initial and 5-year anniversaries

Sign me up as a Friend of the AMC Museum at the following level:

- Crew Member
- Flight Crew Member
- Squadron Commander
- Group Commander
- Wing Commander
- Lifer
- Eagle Donor
- Bronze Eagle Donor
- Silver Eagle Donor
- Gold Eagle Donor
- Platinum Eagle Donor

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

Name (Mr. Mrs. Ms. Rank) _____

Address _____ E-mail _____

City _____ State _____ ZIP _____ Phone _____ (Required for credit card)

Payment Method Check VISA MasterCard American Express Discover

Name as it appears on card _____

Credit Card Number _____ Exp Date _____

Signature (credit card only) _____

This is a gift membership for:

Name _____ E-mail _____

Address _____ Phone _____

City _____ State _____ Zip _____

Extra benefit for flight crew members and above:

Number of coins (maximum of five) ____

Extra benefit for Wing Commander members and above:

Shirt size (circle) Small Medium Large XL XXL

Name to be embroidered on shirt _____

Questions?

Email us at:
 membershipamcm@comcast.net.

Mail application and payment to:

**MEMBERSHIP MANAGER
 AMC MUSEUM FOUNDATION INC
 P.O. BOX 02050
 DOVER AFB, DE 19902-2050**



AMC Museum Foundation, Inc.
P.O. Box 02050
Dover AFB, DE 19902-2050

Nonprofit Org
U.S. Postage
PAID
Dover, DE 19901
Permit No. 17

Thank you for
your support!

PARTING SHOTS ...



Cartoonist Bob Stevens provided this humorous look back at World War II in his 1987 book, "If You Read Me, Rock the Tower!" Stevens, a 22-year Air Force veteran and pilot, was a cartoonist for the Army Times and Stars and Stripes



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