



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



The Crew of the "Spirit of Freedom" at CGAS Borinquen (Formerly Ramey AFB), Aguadilla, Puerto Rico. Back Row L to R: Joe Tesoriero, Earl Block, Michael Shay, Jim Reed, Steve Grubesich, Frank Benson. Front Row L to R: Foundation President Tim Chopp, Scott Hinton, Foundation Vice President Kevin Kearney, Airlift Veteran Bill Morrissey, and Berlin Candy Bomber Gail S. Halvorsen.

TEAMWORK PRODUCES SUCCESSFUL PUERTO RICO MISSION

"SPIRIT OF FREEDOM" INVITED BACK IN 2009

By Timothy A. Chopp, Foundation President

Despite the wind and the cold, the C-54 "Spirit of Freedom" departed Robert J. Miller Airpark, Toms River, NJ, on Sunday, the 18th of March, 2007, as planned, to begin the historical return to the former Ramey Air Force Base in Aguadilla, Puerto Rico. (The journey to Ramey required 5 stops enroute to pick up donated fuel as well as additional flight crewmembers.) All of the stops were made according to schedule and on March 20th, 2007, at approximately noon, the "Spirit of Freedom" departed the Fort Lauderdale Executive Airport in heavy rain for the 6-hour flight to the Rafael Hernandez Airport, formerly Ramey Air Force Base. There were 9 uniformed flight crewmembers aboard, 2 Maintenance Specialists and 1 guest.

Heavy with fuel, the "Spirit" climbed slowly to 7000 feet on a southeast course for Nassau on New Providence Island. Within 40 minutes the rain was behind us but heavy clouds persisted for the

(Continued on page 2)



(Continued from page 1)

next 3 hours as the "Spirit" lumbered towards our destination with a 20-knot headwind. Scott Hinton, one of our new first officers, was assigned to flight planning and weather analysis for the overwater legs of the mission. Scott did his homework and predicted if we would climb to 9000 feet, the winds would be better. So after 2 hours of flying to burn off some fuel and reduce our weight, permission to climb was granted by Miami Center and



THAT'S BETTER... The "Spirit" passes over one of many beautiful Tropical Islands of the Carribean.

destination, and after 6 hours of flying, we had a visual of the long 12,000 foot runway where B-29's, B-36's and B-52's of the Strategic Air Command once stood guard over our nation and

the "Spirit" was nursed to 9000 feet. Although the clouds persisted, the ground speed did improve considerably. Gradually, the clouds began to give way where we were on top and in blue sky for short periods of time, but this would not last as we would continue to fly in and out of Alto Cumulus clouds and rain showers for the remainder of the flight.

Our route after Nassau was along airway Amber 555 which took us to Stella Maris, then Grand Turk Island, then Idaho Intersection located 55 nautical miles Northwest of the Borinquen VOR navigation facility. The VOR is located on the Rafael Hernandez Airport, our destination. Now in communication with San Juan Approach Control, we were approved for a slow descent through clouds to 2000 feet and upon

reaching 2000 feet we were below the bases of all clouds. At approximately 10 miles from destination, and after 6 hours of flying, we had a visual of the long 12,000 foot runway where B-29's, B-36's and B-52's of the Strategic Air Command once stood guard over our nation and ready to strike anywhere in the world. From here in 1948, 16 C-54's of the 334th Troop Carrier Squadron were summoned to join the Berlin Airlift. This was one of the many reasons why we made the trip, to honor the 334th and those who served. It was a great feeling for all of the crew to see for the first time this famous base in paradise, as it is often called.



BRRRR..... Snow on the Ground shows just how cold it was in NJ as the crew goes through the preflight briefing and safety



WE MADE IT! The Hangars of the now Rafael Hernandez Airport appear underneath the "Spirit" as she does an arrival flyby.

As the "Spirit" was nearing 4 miles out and positioned to enter a left base leg to perform a flyby prior to landing on runway 8, we could not help but notice several moderate rain showers moving from south to north across the airport. During the flyby, we flew into a shower about midfield, but as we made a left turn to return to land, we flew out of the shower and were in the clear on our downwind leg again to runway 8. With landing gear down and before landing checklist complete, the "Spirit" touched down on a wet runway. During the ground roll, we were back in the rain. It was planned to display the American Flag out the left cockpit window and the Puerto Rican Flag out the right cockpit

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The Berlin Airlift Historical Foundation is a non-profit, tax exempt corporation which meets the charitable requirements of Section 501 (3) (c) of the Internal Revenue Code.

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(Continued on page 3)



window during our taxi to the US Coast Guard facility, but due to the rain this was not possible. Unfortunately, the rain became increasingly heavier and hampered our off-loading of crew and baggage.

The entire crew made our way through the rain to the Coast Guard hangar at the US Coast Guard Air Station Borinquen. There in the hangar we were greeted by Ken Coombs, president of the Ramey Air Force Base Historical Association, Lt. Commander Juan Lopez, assigned project officer for the event, and Lt. (jg) Mary Martin, also assigned project officer for the event. By this time, night was nearly upon us and the rain was quickly turning into a tropical downpour that lasted for several hours.

After the initial introductions, Ken and Bonnie Coombs took us to the Officers Club where, upon entering the reception room the crew was given a standing ovation by approximately 125 members of the Ramey Air Force Base Historical Association. It gave all of us a warm and friendly feeling as well as satisfaction that

our efforts to fly the "Spirit of Freedom" for this important event was appreciated by all. Ken Coombs introduced Tim Chopp, President of the Foundation and Aircraft Commander of the "Spirit of Freedom", to the audience. Tim then introduced each of the crew and asked Gail Halvorsen to say a few words. We may have arrived as strangers, but when we departed 5 days later, we left many good friends. During the reception, we had the opportunity to meet the Base Commander of the US Coast Guard Air Station Borinquen, Captain Tom Wade. It did not take long to see that Captain Wade was a gem of an officer and why he is in command. We thanked him for hosting our arrival and parking at the Coast Guard facility. During the remainder of the evening, we ate and received our housing assignments for our stay.



Base Commander Tom Wade poses with Foundation President Tim Chopp and US Customs Agents Ortiz and Santiago at CGAS Borinquen (Formerly part of Ramey AFB).



The "Spirit of Freedom" safely tucked away in the cavernous hangar of CGAS Borinquen. You can see crewmembers getting the "Spirit" ready for the visiting children and guests from the Ramey Air Force Base Historical Association.

our purpose of history, education, and remembrance about the Berlin Airlift and Ramey Air Force Base. Although we stayed 5 days, our primary mission took place on Thursday, the 22nd of March, when the open house and educational activities took place inside the US Coast Guard hangar. Hundreds of school students visited the "Spirit of Freedom". The photos and captions that follow will explain the activities that took place.



For me personally, I marveled at the fact that we were there, after almost 2 years since I was asked about the possibility of flying the "Spirit of Freedom" to Ramey Air Force Base. I now have connected the many faces with the voices I talked to over the telephone during the planning and preparation for this mission. I now have landed on the runway that C-54's of the 334th Troop Carrier Squadron used when they departed in October of 1948 to participate in the Berlin Airlift. I now have seen this famous Strategic Air Command Base where B-29's, B-36's, B-47's, and B-52's flew thousands of missions to protect our great country. Now our mission is before us: To make this historic return of the C-54 a memorable event, and fulfill





LIKE RIDING A BIKE Berlin Candy Bomber Gail Halvorsen showing students how to make candy parachutes while Foundation Volunteer Frank Benson looks on.

Dear
Col Halvorsen
and the Crew of the C-54

Thank you so much for
letting us see the spirit of
freedom to me it was
a privilege to be there
by all of the am I actually get
you have done the one thing
that made the operation more
like the Operation Little Vittles,
giving all of those kids
sandy was really amazing to
me you guys are true heroes
for all the accomplishments

Sincerely,
Ashia Quintana

Dear Crew of the C-54

Thanks for showing us, Ramey 8th grade around
the planes I really enjoyed your story, I didn't know
there were still VVA planes that still flew after
fifty nine years. They must be better cleaned and
fixed up every week, to keep the C-54 in good shape
You all also told us about the Berlin Airlift, how
you flew just the soviet side of Berlin and dropped
supplies to all those starving people.

I heard you made over a two hundred seventy eight
thousand and two hundred twenty two flights were made.
Also carrying two million, three hundred twenty six thousand
four hundred and six tons of supplies and food. The people
stuck in Berlin must be thought of all your heroes.

I read alot and looked at everything. I also liked that
guy on the screen, the dog that went on pilot of mission
with all of you. I enjoyed everything else that was on that
plane. I looked at the Coast Guard helicopters. I was
trying to compare the technology in an old plane that
was built in World War Two with a helicopter that was
built recently. I saw the Border Patrol helicopter, and
the ARMY helicopter. Also the Coast Guard plane. Everyday
on the Airbase I see the Coast Guard plane, and
helicopter. My dad is a CG Physician Assistant and he's training
to be an air medic.



Foundation Vice President Kevin Kearney, CGAS Borinquen Executive Officer CDR Patricia McFetridge and Foundation President Timothy Chopp pose together during the open house.



Foundation President Timothy Chopp and Foundation Volunteer Joe Tesoriero working with Ramey School Children at CGAS Borinquen.



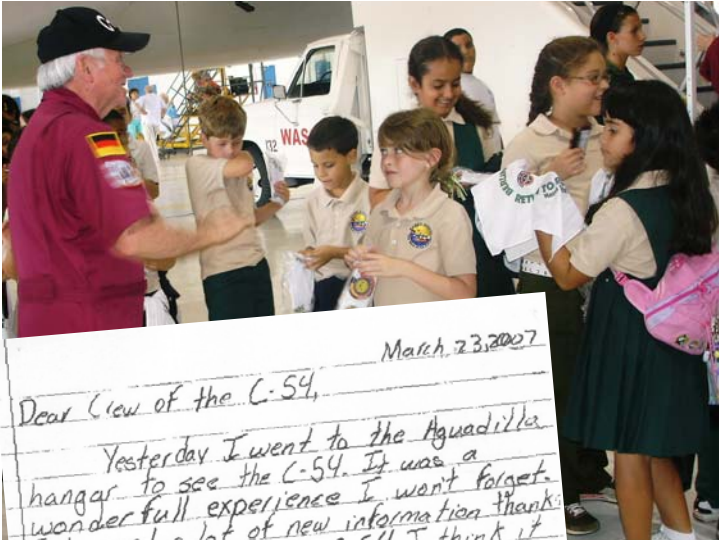
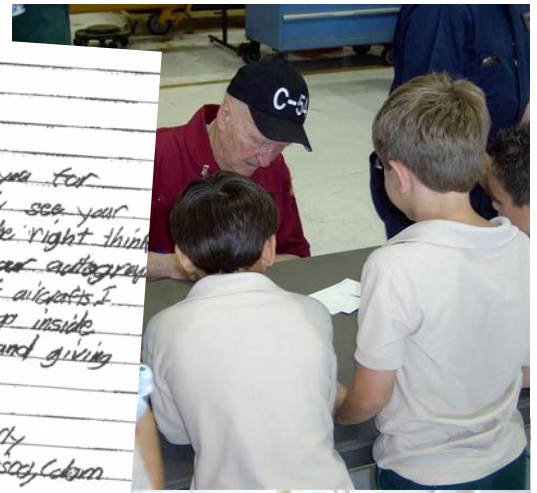


Airlift Veteran Bill Morrissey tells the airlift story to some of the children of the Ramey School before boarding the "Spirit of Freedom".

Dear Crew of the C-54,

I would like to thank you for your courage. I got to personally see your aircraft. Thank you for doing the right thing. I also got a chance to get your autograph. You had a magnificent display of aircraft. I enjoyed that I got a chance to go inside each one. Thank you for being there and giving us a good time.

Sincerely,
Fennasay, Colman



March 23, 2007

Dear Crew of the C-54,

Yesterday I went to the Aguadilla hangar to see the C-54. It was a wonderfull experience I won't forget. I learned a lot of new information thank to the crew of the C-54. I think it is a wonderfull idea to inform people about the war. Thank you for your time and cooperation and for teaching us your experiences. It was very interesting to hear actual experion and to see the people who survived such a terrible but very important war.

Sincerely,
Bicorador Fennas



Foundation Vice President Kevin Kearney and Foundation President Timothy Chopp guiding students from the Ramey School in a lesson in candy parachute making.



March 23, 07

Dear Crew of C-54,

On March 22, 06 we Ramey School visited the CG Hangar and saw a piece of history: the aircraft used for the Berlin Air Lift. There we saw many air crafts, but the one that got my attention was the C-54. When I entered, I read as much as I could. I enjoyed the dog the history, everything about it. When I saw the veterans (you guys), I was so pleased to see people who made a difference in the world. When I grow up, I want to make a difference with people and animals. I want to make a difference. I want to make guys fording everything you did; save lives, give food and of course give candy bars to the children. Thank you for giving us this once in a life time experience.

Sincerely,
Amy
Animer Quiriones
From Ramey School



Foundation Volunteer Steve Grubesich leads a group of schoolchildren in a parachute tying activity





Adriana Tout learns how to tie candy to a handkerchief parachute from Retired Col. Gail Halvorsen March 22 during an open house at Coast Guard Air Station Borinquen, Puerto Rico. Colonel Halvorsen, also known as the Berlin Candy Bomber, flew C-54 Skymasters during the Berlin Airlift and parachuted candy to children from his airplane. Adriana, 8, is a Ramey School third grader. (U.S. Air Force photo/Tech. Sgt. Ben Gonzales)



REVIEWING THE TROOPS Lt. (jg) Mary Martin and Base XO CDR Patricia McFetridge talk to the children from the Ramey School about the C-54 and the Coast Guard during the event at the former Ramey AFB, now CGAS Borinquen, Puerto Rico.



WHO'S HAVING MORE FUN? Berlin Candy Bomber Gail S. Halvorsen having a great time talking with the children of the Ramey School



THE BERLIN CANDY TOSSER? Berlin Airlift Candy Bomber Gail Halvorsen tosses a candy bar laden parachute into the air to demonstrate how the parachutes worked during "Operation Little Vittles" 59 years ago.



WHAT'S UP DUFF? Col. Gail Halvorsen signs an autograph for Ramey AFB Veteran Duff Neely on March 22, 2007.



"SPIRIT OF FREEDOM" PARTICIPATES IN UNEXPECTED EVENT AT CLEARWATER, FLORIDA



CAPT. SAMUEL P. MARTIN III
(WWW.VIRTUALAIRMUSEUM.CA)

The Foundation is most grateful to the US Coast Guard for their cooperation and help over the past several years. In addition to allowing the "Spirit of Freedom" to park on their ramp in Puerto Rico, they also allowed the "Spirit of Freedom" to park on their ramp at the US Coast Guard Air Station Clearwater, Florida, following the return from Puerto Rico. The "Spirit" would remain parked until the next event scheduled at Eglin Air Force Base, Florida, 10 days later. While the "Spirit" arrived at the Clearwater facility the evening of March 25th, it wasn't until the following day we were informed of a most important presentation being conducted at the Clearwater Air Station. As it turns out, the award of the Legion of Merit was being presented (posthumously) to Captain Samuel P. Martin III of the US Army, for saving 18 lives following a Sabena DC-4 Airline crash on September 18, 1946, at Gander, Newfoundland. Foundation President, Tim Chopp, was contacted by the Coast Guard to see if the "Spirit of Freedom" could be used as a back drop for the ceremony. Tim, without hesitation, jumped at the chance to do more to thank the Coast Guard for their most gracious help over the years and returned to Clearwater, from Tampa, to set up the "Spirit". The story about Captain Martin is most interesting as it involves 2 C-54's and Floyd Bennett Field. Here is the story:



On 18 September 1946 the Belgian Sabena Airways four engine DC-4 (C-54) aircraft OO-CBG with forty-four people on board crossed the Atlantic and was scheduled to land to refuel at Gander Airport in Northeast Newfoundland. Air Traffic Control lost contact with the airliner. After determining it had not landed elsewhere, ATC declared an emergency and contacted the Coast Guard Air Detachment Operations Center for assistance.



The Coast Guard Air Detachment in Argentia, Newfoundland launched PB-1G (B-17G) 77247 and PBY 5As 34008 and 48314 to begin a wide area search. PB-1G 77247, under command of LT(jg) Charles E. MacDowell, searched an area at sea where reports had been received of a possible crash. PBY-5A 34008, under command of LCDR James N. Schrader, and 48314, commanded by LCDR Larry L. Davis, searched inland, centering on Gander Airport.

Rugged Terrain. Rubber dinghies making their way to the crash site. (Courtesy www.virtualairmuseum.ca)

An inbound TWA flight located the possible crash site about 60 miles from Gander and remained overhead until PBY-5A 48314 reached the scene and confirmed it was Sabena OO-CBG, and that indeed there were survivors. The area was heavily wooded and the ground proved to be a very large bog. As the aircraft could not land at the crash site, emergency supplies were dropped by parachute to the survivors. A PBY-5A, with a US Army Medical Team under the command of Captain Samuel P. Martin from Ft. McAndrew at Argentia, was landed at Wolf Lake, about five miles from the crash site. With experienced woodsman from Gander Airport, Dr Martin and the medical team began the hazardous trip down a river from the lake to an area near the crash site. Dr. Martin's team then made their way by foot through the boggy area to the DC-4 and the survivors.

Dr. Martin stated that many of the severely injured would not survive the rugged overland up-river trip and that some other way had to be found to extract the survivors and rescuers. The Coast Guard decided to use helicopters to carry out survivors. The nearest helicopters were located at the Coast Guard Air Stations, Brooklyn, NY (Floyd Bennett Field) and Elizabeth City, NC. In fact, these were the ONLY helicopters operating in the USCG at the time.

This would be their first large scale rescue which helped prove the helicopters amazing capabilities. The fabric covered HNS-1 39051 and the metal clad HOS-1 23470 were disassembled. Along with the pilots, maintenance personnel and spare parts, the disassembled helicopters were loaded onto two USAAF C-54 aircraft for the flight to

(Continued on page 8)



(Continued from page 7)

Gander Airport. They were reassembled and tested. in less than forty-eight hours. Meanwhile, the two PBY-5As dropped more supplies including tents, medical supplies and lumber at both the crash site and Gander Lake. The lumber was used to construct platforms for the tents and for the helicopters to land upon so they would not sink into the bog.

With the helicopters reassembled, repeated flights between the crash site and Gander Lake, rescued the survivors. The eighteen survivors were placed in wire stokes litters attached to the outside of the HNS-1 and inside the hastily modified HOS-1, then flown one at a time to Wolf Lake where they were further

stabilized by the US Army Medics. The survivors were then loaded into life rafts, towed out to the PBY-5A on the lake, taken aboard the amphibian and flown to Gander Airport where they received more detailed medical care. The helicopters and PBY-5As made numerous trips before all eighteen survivors were rescued and flown to Gander Airport.

The rescuers buried the twenty-six fatalities there at the crash site, now officially known as St. Martin in the Woods in honor of Captain Samuel

P. Martin, M.D., U.S. Army Medical Corp, who had so tirelessly tended to the injured. A memorial has been erected at the site with plaques listing the survivors and fatalities, and honoring Captain Martin.



USCG Sikorsky HNS-1 practicing ship landings at CGAS Brooklyn (Floyd Bennett Field) This appears to be taking place just outside of Hangar B, as you can see the Hangar Row and what is now the Ryan Center in the background.



C-54 to the rescue! A Coast Guard Helicopter being loaded onto a USAF C-54 at CGAS Brooklyn (Floyd Bennett Field)

NOT ALL FUN: MAINTENANCE CONDITIONING TO THE RESCUE



CHANGE YOUR OIL, SIR? Foundation Vice President Kevin Kearney taking an oil bath while working on the "Spirit" at CGAS Borinquen

Our historic return to Ramey Air Force Base was not without problems. Thanks to the keen eyes of 2 extra mechanics, brought along for unexpected mechanical problems, a defect in the form of a hole burned through a cylinder was discovered. On Wednesday the 21st of March, Joe Tesoriero and Frank Benson noticed discoloration around a #8 cylinder and further investigation revealed the hole. As the majority of the crewmembers are experienced with inspections and maintenance during the winter months at Floyd Bennett Field in Brooklyn, NY, they immediately went to work to change the cylinder (we always carry 2 spare cylinders with us) following the March 22nd event. Our team gave a 100% effort to replace the cylinder working long hours each day. With the cooperation of the US Coast Guard in allowing us to use their hangar and equipment, the "Spirit" was back in service and ready for the scheduled departure on Sunday. Our best flight crewmembers are those who receive maintenance conditioning working as part of our maintenance team. A sincere thank you to each

crewmember who helped with the cylinder change in Puerto Rico. A job well done.



THERE IS NO "I" IN TEAM....

Some of our Foundation Maintenance Personnel caught on camera working to repair the C-54 "Spirit of Freedom" at Aguadille, PR. Seen here are Tim Chopp, Frank Benson, Joe Tesoriero, and Kevin Kearney.



TO PUERTO RICO AND BACK: THE QUEST FOR FUEL

Four-hundred gallons of fuel an hour in the climb, and 200 gallons an hour plus at cruise. That's what the C-54 "Spirit of Freedom" consumes. If it weren't for good patriots recognized in this article, the historic return of the C-54 to Ramey Air Force Base would not have taken place and hundreds of school children would have been disappointed. The quest for locating sources of donated 100LL aviation gasoline for the mission to Puerto Rico began months before the planned departure on March 18th, 2007 from New Jersey. The last provider came through less than one week before departure. With aviation



*Foundation President
Timothy Chopp shakes
the hand of
Winchester Regional
Airport Manager*

gasoline at record high prices, we all need to say a sincere thank you to these folks, as well as offer a patriotic salute for their generous support when help was needed. The "Spirit of Freedom" departed New Jersey on March 18th, 2007 and made several stops to take on the required fuel for the mission. Here is the way it went:

March 18, 2007 - The "Spirit" departed the Robert J. Miller Air Park for Winchester, Virginia and took on 1000 gallons of fuel donated by the patriots of Winchester Aviation and the Winchester Regional Airport. Special thanks goes to airport manager Renny Manuel who has been a real Saint over the past several years helping to keep the "Spirit of Freedom" flying.

March 18th, 2007 - The "Spirit" departed Winchester, Virginia for Elizabeth City, North Carolina and took on an additional 1000 gallons of fuel donated by the patriots of Eastern Aviation Fuels of New Bern, North Carolina. Special thanks goes to Robbie Stallings for his help and cooperation.



The crew spent the night at Elizabeth City, NC as guests of DRS Technical Services. We thank patriot Jeff Berry, VP and General Manager, for his support to sponsor our flight crew for the night.



March 19th, 2007 - The "Spirit" departed Elizabeth City, North Carolina for Sanford, Florida and burned off 1000 gallons of fuel enroute. We took on 500 gallons of fuel donated by the patriots and professionals of Starport Aviation, Inc. Special thanks goes to patriot George Speake of the Sanford International Airport for his kind cooperation. George also was kind enough to pick up Gail and Lorraine Halvorsen and Bill Morrissey at the Orlando International Airport so they could join the mission there.



March 19th - The C-54 departed Sanford for Orlando, Florida, arriving at the Orlando Executive Airport and remained overnight parked at the beautiful Showalter Flying Service facilities. We took on 700 gallons of fuel donated by Showalter Flying Service and CONOCO. Special thanks to our good friend and super patriot, Bob Showalter. Bob has helped the Foundation over the past several years during our participation at the annual Sun N Fun event. It is always a pleasure to visit Showalter Flying Service where courtesy and professional service is the standard.



We spent the night in Orlando as the guests of the FMC Corporation, builder of the Halvorsen Cargo Loader manufacturerd in Orlando, Florida. Special thanks to patriots Brady Walther, Program Manager of the Halvorsen Loader, and to Andy Wilson, Field Supervisor for the Halvorsen Loader for their help to sponsor the crew for the night.



March 20th, 2007 - Departure from Orlando, Florida for Fort Lauderdale Executive Airport. Took on 1000 gallons of fuel made possible by the generosity of George Witchell of Pinehurst, North Carolina, and Alec Maguire of Los Angeles, California. Thank you George and Alec for your patriotic support. Thank you for caring.

March 20th, 2007 - We departed Fort Lauderdale for Puerto Rico.

March 25th, 2007 - The "Spirit" departed the Rafael Hernandez Airport, Puerto Rico (Ramey AFB) for the return trip back to Orlando. We added 400 gallons of fuel prior to departure of which 200 gallons was donated by Western Aviation. Special thanks to Rueben Hernandez, President of Western Aviation for his support.



The total fuel donated was 4400 gallons. At a cost of \$5 per gallon for 100 Octane Low Lead Aviation gasoline, the Foundation would have paid \$22,000 just for fuel.

As for oil, the Foundation took two 55 gallon drums of Aeroshell W120 oil donated by the patriots of the Shell Oil Company. We thank the good people of Shell Oil for their continued support over the years.



The key to the entire mission was donated fuel. Without it, there would be no mission. It's the kindness and patriotism of the people above that allow the Foundation to operate. We hope more sponsors recognize not only the historic value of what we do, but the educational value as well. Thank you all!



CONTRIBUTION ACKNOWLEDGEMENTS: PATRIOTS ALL

by Tim Chopp, President

The Foundation recognized the opportunity and importance of honoring Ramey Air Force Base and the veterans who served there, as the base history includes sending C-54's to the Berlin Airlift. This fact of history provides a common bond between the Berlin Airlift Historical Foundation and the Ramey Air Force Base Historical Association. Patriotic supporters must also recognize this fact because I am overwhelmed at the number of contributors who responded to the call for help. As there was no corporate financial contributions at all, it was the contributions from those listed below that made it all possible. Fuel and funding were the two major obstacles that had to be overcome. We received just the right amount of fuel to make it work. As for funding, the goal of \$25,000 from the membership of BAHF and RAFBHA, I'm delighted to report that we nearly made the mark. We received \$23,680 from 98 contributors. It was the corporate support that was lacking. It was needed because it that would have provided the required funding to help get the C-54 home should a major mechanical problem occur when far from the shores of the US. Despite this, the decision was made to go, and we did. The result was a very successful **"mission of history, education, and remembrance"**, thanks to everyone who contributed. We owe each and every name a special thank you for caring. Here is the final list of contributors.

Helga Johnson	Belvidere, NJ	Gary V. Plomp	Daly City, CA
Joseph R. Chatt	Aguadilla, PR	Gary A. Walden	Dublin, CA
Dennis H. Bailey	Chester, VA	SMSgt. Jack L. Gilbert	Summerville, SC
William D. Wight	Silver Spring, MD	Sam and Paula Smichnick	North Belle Vernon, PA
Walter and Sharon Roessler	Avon Park, FL	Frederick L. Bennett	Wellsburg, West VA
Ted Raymond	El Mirage, AZ	Puerto Rico Airways	Brooklyn, NY
Al and Anna Winkler	Dallas, PA	Edward R. Miller	Philadelphia, PA
Duff Neely	Ricon, PR	Richard P. Bowen	Newark, DE
Paul and Nancy Hardy	Minden, NV	William Starr	Wyoming, PA
William and Betty Frew	Moon Township, PA	John O'Connell	Toms River, NJ
Colonel Clarence S. Parker	Valdosta, GA	Tom Walton	Pittsburgh, PA
Ltc. William Simon III	State College, PA	Mr. and Mrs. Fred Miller	Lady Lake, FL
Ltc. John F. Bessette	Springfield, VA	Eston "Lucky" Wilson	Dayton, OH
Cdr L. Robert Langley	Sumter, SC	William N. Sproul	Blawnox, PA
Richard P. Bowen	Newark, DE	Charles "Pat" Patterson	Hamilton, MT
Gail S. Halvorsen	Spanish Fork, UT	Marjorie J. Armstrong	New Castle, PA
<i>(Berlin Candy Bomber)</i>		Robert L. Moore	West Alexander, PA
Anthony and Nita Chopp	Washington, PA	Samuel Latorre	Chicago, IL
Mrs. William H. Tunner	Ware Neck, VA	Margaret Ramey Watkins	San Antonio, TX
<i>(wife of Gen. Tunner)</i>		Michael Shay	Morris Plains, NJ
Beryl D. Peck	Waverly, IA	Ed Rothermund	Washington, PA
Douglas Braeuer	Toms River, NJ	Albert Lowe	Charleston, SC
Mary L. Bash	Washington, PA	John Passanante	Cherry Hill, NJ
Thomas J. Murphy	South Bend, IA	Charles Vanderburg	New Boston, TX
Eugenia M. Lyle	Port Ludlow, WA	Ltc. Forrest E. Ott	Summerville, SC
Ralph G. Dionne	Dracut, MA	John "Joe" Rahll	Fort Lauderdale, FL
Tom Mechlin	North Palm Beach, FL	James H. Logue	Warner Robins, GA
Don Woit	Toms River, NJ	Earl Block	Long Branch, NJ
Ltc. Ivan L. McKinney	Bossier City, LA	Lawrence D. Thomas	Deatsville, AL
Jerry Heller	Burlington, WI	Edward H. Anderson	New Smyrna Beach, FL
Anna Amick	West Columbia, SC	William C. Perkins	Hollywood, CA
Jules and Mary Blazej	Winchester, VA	David R. Hafer	Auburn, PA
Lewis Stapp	Clearwater, FL	George Anthony	Fort Worth, TX
William L. Sweeney	Fort Walton Beach, FL		

(Continued on page 11)



(Continued from page 10)

Dale G. Wagner	Daphne, AL	Mitchell L. Bucklew	San Diego, CA
Thomas Caldwell	Catonsville, MD	Rosa and Laura Nieves	Aguadilla, PR
Charles R. Owings	Lumberton, NC	Don Mansfield	Herminie, PA
George E. Weekley	Selma, TX	Stephen and Lori Baker	Palmyra, PA
Glauco Bachi	Margate, NJ	Peter and Jane Kremers	Kalamazoo, MI
O Raymond Sellers	Sevierville, TN	Mark Meltzer	Palo Alto, CA
Colonel Richard A. Vogel	VA Beach, FL	Craig Richmond	Baltimore, MD
Martin I. Allin	Bolivar, TN	Mr. and Mrs. Alva Stone	Strongsville, OH
Charles Baggett	Fort Worth, TX	Charles E. Pemberton	Tallassee, AL
Ken and Bonnie Coombs	Andover, NH	Harry Montgomery	Bethel Park, PA
John A. Yohannan	Whiting, NJ	Dave Moucatel	Windermere, FL
James and Mozelle McKenzie	Inverness, FL	Don Stralka	Seminole, FL
Corky Bucklew	Mount Dora, FL	141 Air Control Squadron	Aguadilla, PR
Jason Pence	Falls Church, VA	Marshall Walla	Jefferson, TX
Eleanor M. Howard	Valdosta, GA	Bess V. Etter	Kyle, TX
Joseph Popielowski	Englishtown, NJ	Fr. Cannon Robert H. Long	
Stanley Sevilla,		Vicar	Spartanburg, SC
daughter Elizabeth and family	Pacific Palisades, CA		
Fleet Reserve Association	Mountain View, CA		

Thank you to each and everyone for caring enough to help. You made this great historic return of the "Spirit of Freedom" to Puerto Rico possible, not to mention the experience you made possible for hundreds of visitors.

We hope we did not leave anyone out who deserves recognition. If we did, we are very sorry. Please let us know and we will include your name in the next newsletter.

THANKS TO THE DEDICATED LEADERSHIP OF RAFBHA



The Foundation would like to comment on the great jobs Ken and Bonnie Coombs do for the Ramey Air Force Base Historical Association. Ken as President and Bonnie as Secretary, have their hearts in their work and the well being of the Association. They are both very

dedicated and have worked very hard over the past 10 years to ensure the growth and success of the RAFBHA. We, the Berlin Airlift Historical Foundation, are honored if the presence of the "Spirit of Freedom" at Ramey AFB Reunion has helped in any way to bring more meaning and purpose to the many thousands of veterans who served at this strategic base during the Cold War years.



DISCUSSING 2009: Berlin Airlift Historical Foundation President Timothy A. Chopp discusses future events with Ramey Air Force Base Historical Association President Ken Coombs underneath the C-54 "Spirit of Freedom, in the Coast Guard hangar at the former Ramey AFB, Puerto Rico.



CANDY DROP / FLYBY PLANNED FOR 2007 BAVA REUNION



It has been several years since the Berlin Airlift Historical Foundation has had the opportunity to participate in an annual BAVA reunion. When we learned that the 2007 reunion was to be held in Norfolk, we vowed to make the C-54 "Spirit of Freedom" available to the Berlin Airlift veterans. We want the members of the Berlin Airlift Veterans Association to see the



improvements that have been made to the onboard museum/exhibits that help promote the history of the Berlin Airlift and honor those who served. We are elated to have this opportunity and want to honor the Berlin Airlift veterans at the 2007 reunion with the following:

On Saturday, September 29, 2007, BAVA members are to visit the Wright Brothers' memorial at Kitty Hawk, NC. While there, with weather permitting and approval granted, the C-54 "Spirit of Freedom" will make several flybys. On the second flyby, 31 parachutes will be dropped to honor the 31 Americans who lost their lives in aviation related accidents during the Berlin Airlift. Following the flybys, the C-54 will land at the Dare County Regional Airport at Manteo, NC. The crew will then set up to receive the veterans later in the day after they visit the North Carolina Aquarium, which is located several hundred yards from the Dare County Regional Airport. We are looking forward to seeing the men we honor with every mission, the veterans of the Berlin Airlift.



C-54E "Spirit of Freedom" approaches Kill Devil Hill for a candy drop during the Centennial of Flight celebration in December, 2003.



Chutes Away! If you look closely, you can see 26 of the 31 parachutes that were dropped in honor of the fallen airmen of the Berlin Airlift.

For more information about the Berlin Airlift Historical Foundation and the C-54 "Spirit of Freedom", please visit our website at www.spiritoffreedom.org or e-mail Airlift48@aol.com



NARCO AVIONICS, INC. - 12 YEARS OF PATRIOTIC SUPPORT



NARCO

Once again the good patriots of Narco Avionics, Inc. of Fort Washington, Pennsylvania, have helped to keep the "Spirit of Freedom" airworthy with their generous support which began 12 years ago. The C-54 "Spirit of Freedom" is equipped with 2 products manufactured by Narco being the Model 910 Emergency Locator Transmitter, and the Model AT-165 Transponder. The Emergency Locator Transmitter, known as an ELT, is designed to emit an emergency signal for rescuers should the C-54 go down in a remote area. The AT-165 Transponder is used by Air Traffic Control to identify the C-54 from other aircraft when under the control of Air Traffic Facilities using radar to help guide aircraft. Narco has continued to donate all of the costs to keep the ELT airworthy and up to date with battery replacement, inspections, and repair. We are delighted to report the Model AT-165 Transponder is a new unit having replaced the older AT-150 model. Narco reduced the purchase price of this unit considerably to help the Foundation obtain the newer model transponder. We are happy to report we have had no problems of any kind for the past 14 years with the Model 910 ELT or the AT-150 or AT-165 Transponders. We want to thank Narco Avionics, Inc. and manager Marty Lockner for their generous support over the years. For reliable avionics, the Foundation highly recommends Narco Avionics. The fine professionals at their home facility in Fort Washington, Pennsylvania, will be happy to show you their fine list of products. Thank you Narco Avionics, Inc. We salute you.!

GARMIN UPDATES GPS DATA CARDS FOR PR MISSION



Thanks to Garmin AT, of Salem, Oregon, and Customer Support Manager Bill Parsons, the "Spirit of Freedom" departed the US for Puerto Rico with updated Data cards for our two GX-55 Garmin GPS (Global Positioning System) units. These units were installed in the "Spirit of Freedom" in 1998 and have performed well over the years. Periodically they do need to have the navigation data cards updated with new navigation information by removing the cards and shipping them to Garmin. Garmin has been most gracious to donate this service to the Foundation since the installation of the units. Thank you Garmin and Bill Parsons for your continued patriotic support. The Foundation hopes to upgrade the entire communication and navigation package in the "Spirit of Freedom" as soon as finances allow.

SPECIAL MISSIONS WILL REQUIRE SPECIAL SUPPORT

The world has changed considerably since the Foundation purchased the C-54 on December 22nd, 1992. Those changes include the importance and value placed on historical events, in our case the significance and effect of the Berlin Airlift on the world as well as the sacrifices people are willing to endure for their freedom. As the younger generation becomes more affluent, their support for the Foundation's purpose and historical mission begins to change as well according to their patriotic priorities. I feel the majority of our supporters recognize the Foundation is still very young and our staff works very hard to improve on every aspect of our being. The exciting fact is there is a lot of growth to be made. Part of this growth includes, from time to time, special missions that might appeal to the new patriots in hopes they will support educational activities of the Foundation. Puerto Rico was such a mission. The next special mission will be to honor the veterans of the Berlin Airlift at their reunion to be held in Norfolk, Virginia, September 29th to October 2nd, 2007.

The Foundation seeks and needs special support for this mission. You can read more about the planned candy drop in the announcement in this newsletter. In order to cope with a changing world, it may become necessary to include special missions to expand our purpose of history, education, and remembrance. May we rely on your continued appreciated support?



CANDY BOMBS ON READING, PA

by Foundation Vice President Kevin Kearney

This past June 2,3,4, 2007, we were very fortunate to have our own American Hero, Col. Gail Halvorsen attend the WWII Weekend at the Mid-Atlantic Air Museum as our Co-Pilot. While the Foundation and the C-54 have been a part of this event in year's past, this was Gail's first event at RDG. While we continued our tradition of imitating Gen. Douglas MacArthur's WWII C-54 *Bataan*, we also gave the crowd a sampling of what the immediate post-war years had in store for our United States Air Force. On Saturday and Sunday, the C-54 "Spirit of Freedom" and Col. Halvorsen gave the spectators a taste of what it must have been like to be a child of the Berlin Blockade by re-enacting one of Gail's (And then his squadron mates') signature candy drops. Thirty-one Hershey bar laden parachutes fell from the sky each day, each representing one aviation fatality suffered during the great "Operation Vittles."



Our esteemed Co-Pilot and Friend, Col. Gail Halvorsen gives the thumbs up from the cockpit of the C-54 "Spirit of Freedom"



I GOT IT! Helga Johnson finally gets the prized candy bar from "Der Shokoladen Flieger", Gail Halvorsen

(Photo: Kevin Grantham/Stan Piet)

One particular spectator knew EXACTLY what it was like to be a child in Berlin during the Blockade. Our dear friend, Helga Johnson of Belvidere, NJ, a WWII reenactor along with her husband Sven, was a little girl when then-Lt. Halvorsen and his counterparts littered the skies of her hometown with chocolate. (Sven and Helga own dozens of WWII vehicles and Sven is also on the Board of the Military Vehicle Preservation Association) As a result of this relationship that Helga has with the C-54, we have long been friends, and she refers to the "Spirit" affectionately as "My C-54!"

Unfortunately, Helga was one of the unlucky children who never got a chocolate from "Uncle Wiggly Wings". That is, until this year. It took 59 years, but she finally got to meet her "Chocolate Uncle" and one of the parachutes dropped went to Helga! How appropriate! There was never a warmer embrace than that of a Berliner and Col. Halvorsen. It is always an honor and a privilege to be witness to such moments of humanity.



THE CANDY MAN CAN! Thirty-one Hershey bar laden parachutes emerge from the "Spirit of Freedom" in tribute to the fallen airmen of "Operation Vittles"



THE CHOCOLATE PILOT AND THE BERLINERS
Berliners Lothar Zeidler and Helga Johnson flank the Berlin Candy Bomber, Gail S. Halvorsen at Reading, PA June 4, 2007.



Remaining C-54E "Spirit of Freedom" 2007 Appearance Schedule

This is only a partial listing, dates and locations are subject to change.

JUNE			
29	Dayton, OH	CONFIRMED	Wright-Patterson AFB USAF 60th Anniversary Tattoo
30	Goshen, Indiana	PENDING	
JULY			
7-8	Belleville, IL	CONFIRMED	Scott AFB Open House
21-22	Detroit, MI	PENDING	Selfridge AFB, Michigan
23-29	Oshkosh WI	CONFIRMED	EAA Airventure 2007
AUGUST			
	Searching for an event, at this time, we have no events confirmed for August		
SEPTEMBER			
1-3	St. Louis, MO	CONFIRMED	St. Louis County Fair and Airshow
8	Herndon, VA	CONFIRMED	Dulles Day Plane Pull
9	Brooklyn, NY	CONFIRMED	Floyd Bennett Field
15-16	Teterboro, NJ	CONFIRMED	New Jersey Aviation Hall Of Fame
22-23	Portland, ME	CONFIRMED	Portland Air Show
29-30	Norfolk, VA	CONFIRMED	Berlin Airlift Veterans Association Reunion
OCTOBER			
20-21	Richmond, VA	UNCONFIRMED	Chester County Airport
NOVEMBER			
	Searching for an event		
DECEMBER			
15-17	Elizabeth City and Manteo, NC	CONFIRMED	Annual Visit: School Students, Candy Drop and Santa Claus
18			Return to Floyd Bennett Field for 2007-2008 Winter Maintenance





C-54E "Spirit of Freedom"



C-97G "Angel of Deliverance"

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**

