



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

STAY THE COURSE

BY TIMOTHY A. CHOPP FOUNDER/PRESIDENT



Navigating through the troubled waters of 2013 was a most difficult challenge. It would take a tremendous amount of newsprint to report the many obstacles that we encountered since our last comprehensive newsletter, so instead of reporting the negative aspects, I'll simply say that the experience gained by solving these many problems has been invaluable. The important fact is that we are still here slugging it out and I'm happy to say, we are continuing to make progress despite the obstacles.

While we continue to suffer from the economy and despite our old nemesis, "high fuel prices", the problem that is causing the most grief is the hangar we have had the privilege to use since 1998. The hangar, located in Brooklyn, New York, suffered severe damage from Super Storm Sandy. The future of the hangar is still unknown at this time. What we do know is that we have been officially advised to have everything we own out of the hangar by June 2014. This means all the items that we have accumulated over the past 22 years; such as tools, C-54 and C-97 parts, work stands, support and test equipment, a tug, a forklift, a crane, a office trailer, a storage trailer, aircraft jacks, a GPU, spare engines, aircraft tech manuals and aircraft records, and the C-97. Complying with this alone is consuming a tremendous amount of time, manpower, wear and tear on vehicles, and is costly. The Foundation purchased three 20' X 8' Storage Containers, at a cost of \$6,600 to help with this problem. In preparation for June, we have already moved many of the items into the boxes that now sit outside the hangar. Until a solution is found, the working conditions are like living out of a suitcase when working on the aircraft and performing the required aircraft inspections. Meanwhile, we are searching for a new home to perform winter maintenance and to protect our C-54 and C-97.

Despite this challenge, we must press on. We are planning to improve our handout material as visitors enter the C-54 to tour the on board Berlin Airlift Museum/Exhibit. Our Vice President, Kevin Kearney, "The K-man", designed a postcard that includes some history about the Berlin Airlift and contact information about the Foundation. The Post Card is in color and makes a great souvenir. In April, we plan to fly the C-54 to Mena, Arkansas to have it painted once again. There is an article in this newsletter about the paint project.

So the plan for 2014 is to stay the course and stick to the basics as to who we are and what our purpose and mission is. Contributors will continue to play an important role in our success and progress and as always, your contributions and confidence help sustain us through these difficult times. So lets move forward with renewed enthusiasm, and using the famous words spoken by Admiral David Farragut, "damn the torpedoes, full speed

**** On July 16, 1862, David Glasgow Farragut was made the first Rear Admiral of the US Navy. He was a mid-shipman at the age of 9 years old. He was also known as "Old Salamander" In August of 1863, during the Battle of Mobile Bay, the heavily guarded entrance was heavily filled with mines, known then as torpedoes. It was then he made his famous quote. Of 18 ships in his fleet, only one was sunk due to the mines.**



Thanks to our contributors in 2013

From the Directors, Officers, and Staff of the Berlin Airlift Historical Foundation, we say a sincere thank you to one and all who helped support the Foundation with your kind and patriotic contributions in 2013. You certainly were a bright spot in a year that the best word to describe it was dismal. As a result of your supporting contributions, you helped sustain the organization so we can continue our "Mission of History, Education, and Remembrance" about the great Berlin Airlift of 1948 and 1949, and help keep the Douglas C-54, the "Spirit of Freedom", airworthy.

PATRIOTIC SUPPORT FROM GEORGE'S AUTO & TRUCK REPAIRS, INC.

A valuable asset to our maintenance and inspection operation is our Hobart Ground Power Unit the Foundation purchased from the Hobart Brothers Ground Power Division in Troy, Ohio, several years ago. This GPU (short for ground power unit), provides 28 volt DC current for engine starting and ground testing of aircraft electrical systems. Our Hobart is a model Jet-Ex 5D powered by a 110 Horsepower Cummins Diesel engine capable of adjustable current limits from 300 to 2000 amps. It is a well made piece of equipment.

We began to experience operating problems with the diesel engine and needed to contact an expert who knows the Cummins Diesel engine. As the Hobart GPU was in the hangar in Brooklyn, NY, we were hoping to find someone in Brooklyn who would be willing to help us.

Enter George V. Marinello, owner of George's Truck Repair. Frank Benson, through his efforts and contacts located George. The Foundation contacted George and discovered his truck repair facility was only 3 miles from the hangar. George was kind enough to take his valuable time to visit the hangar and made a quick assessment of the Hobart. He asked that we transport the Hobart to his repair facility which we were happy to comply. A week later, George reported the engine problem is the fuel injector pump. He also stated he would be happy to donate his time to remove and install another pump to help the Foundation.

When the engine problem first occurred, we worried about another unexpected spending issue and are now very thankful to George Marinello for his time, his expert diesel knowledge, and his kind patriotic heart to help us get our Hobart GPU back in action. We have included George's contact information in this article and highly recommend that you call George at George's Auto and Truck Repair, Inc. for your repair needs. We salute George V. Marinello and say a sincere thank you.

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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.



BAHF FOUNDER TIM CHOPP INDUCTED INTO THE NJ AVIATION HALL OF FAME



On the evening of Tuesday, October 15, 2013, Berlin Airlift Historical Foundation Founder and President Timothy A. Chopp was inducted into the New Jersey Aviation Hall of Fame! It is a great honor to be recognized for a long aviation career and for creating the Berlin Airlift Historical Foundation. Tim's aviation career began when he was a teenager just out of high school. He began taking flying lessons at the Greene County Airport located at Waynesburg, Pennsylvania. To help pay for his flying lessons, Tim worked long hours at the airport doing all sorts of jobs such as painting hangars, cutting grass, washing airplanes, etc. After earning his Commercial Pilot Certificate, Tim volunteered for US Army Aviation and served 3 years of which 13 months was in Vietnam. Tim was not a pilot for the US Army, instead he was trained in aircraft maintenance and worked on a variety of US Army fixed wing aircraft.



Foundation President Timothy A. Chopp poses with his wife Carol and his Hall of Fame plaque commemorating his induction on October 15, 2013



Tim Chopp poses with his crew at the 2013 NJ Aviation Hall of Fame Induction on October 15, 2013. (L to R) Tom Rivera, Tom Munley, Tim Chopp, Steve Grubesich, Kevin Kearney, and Frank Benson

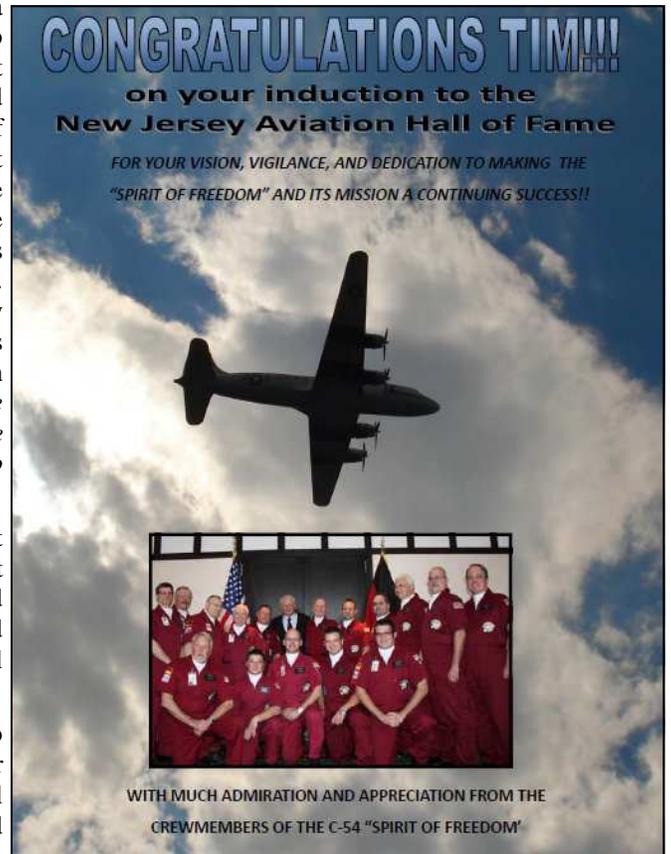
After returning from Vietnam, Tim started flying professionally, from pipelines to other tasks. If it required flying, Tim would do it. He became more proficient as time went on and acquired many ratings. Not one to rest on his laurels, Tim purchased a DC-3 and founded "World Citizens International Air Travel Club". Shortly after that, the DC-3 was upgraded to a Martin 404, which was then upgraded to a Lockheed Constellation. When the era of air travel clubs ended, World Citizens succumbed. Tim then went on to fly DC-3's for Vero Monmouth Airlines which brought him to NJ. After Vero Monmouth, Tim had a successful career flying corporate jets.

Beginning at an early age, Tim was a champion of the Berlin Airlift and for years was concerned why so many people never heard of it. He created the idea that an educational museum/exhibit inside a flyable C-54 was needed to sustain the memory of the Berlin Airlift and to honor those who served. Tim decided that this idea he had would stay just an idea if he didn't act on it. So, he acted. After many hours of hard work, Tim gathered a volunteer group and founded the BAHF in 1988. The first order of business? Find a

suitable aircraft. It took a while, but in 1992, he found the C-54 "Spirit of Freedom" for sale in Toronto, Canada, owned by Omni Aviation Associates, Inc. of Pontiac, Michigan. At the time it was just a cargo hauling C-54. Using the lessons learned from his air travel club days, Tim brokered a deal to purchase the airplane and began turning it into the Berlin Airlift educational museum/exhibit that he envisioned many years earlier. After a lot of hours of work by Tim and his team of volunteers, the "Spirit of Freedom" was born and hit the display circuit in 1994. Since then, Tim has been driven to constant improvement of the aircraft, the crews, the exhibits and the mission. In his stewardship, the C-54 has been on educational and historical missions for 20 years. It has been to California, Puerto Rico, Germany and everywhere in between. For these efforts, the Foundation and the "Spirit" have garnered many awards and much recognition. In 2010, German Ambassador Klaus Scharioth presented Tim with the "Order of Merit" at the German embassy in Washington DC. *"For his enduring commitment to preserve for future generations the legacy of the Berlin Airlift which, through the heroic efforts of the United States and her allies, saved more than two million blockaded Berliners from hunger, cold, and communist rule."*

He pointed out that since the creation of the New Jersey-based Airlift Foundation in 1988, Tim Chopp and his Spirit of Freedom have brought the story of one of the greatest humanitarian relief efforts of all time and of the lasting bond of friendship it created between the American and German people to countless audiences all over the United States as well as in Europe.

Still, what motivated Tim Chopp to start BAHF is still motivating him to improve its "Mission of History, Education, and Remembrance"! For these reasons he was selected as a 2013 inductee to the NJ Aviation Hall of Fame. A well deserved recognition! Congratulations, Tim! And thank you!



C-54 PAINTING: REDUX

It seems like just yesterday we had the C-54 painted, but that was nine years ago in December of 2004. Since then, weather and time has taken its toll on the C-54 exterior. The Foundation staff has been aware of this for the past several years and have been trying to bring the stars and planets together to have it repainted without having to spend \$20,000 in fuel and oil to fly to a location to get the job done, not to mention the cost to have it painted. To keep from needlessly spending our hard earned support dollars, our staff tries to find the optimum combination of factors to make it happen. First, look for events that take us close to the paint facility; second, a break in the event schedule so we don't miss any events while the C-54 is being painted, and finally, a paint facility that will recognize our needs as a charity and be willing to help us where they can.

In the summer of 2012, we actually had the right combination and flew the C-54 to Mena, Arkansas, following an event at Maxwell AFB, Alabama. The C-54 sat on the ramp at the paint facility for several weeks, however, due to unforeseen manufacturing issues, the paint was delivered too late as we had to fly the C-54 to Little Rock for an event at Little Rock AFB, then on to Scott AFB, Ill. Since then, the paint has been stored at the Crider Paint facility in Mena, Arkansas waiting for our return. This year, it appears the last 3 weeks in April will provide another opportunity to fly to Mena, AR following the spring events in Florida. We have a firm event the first weekend in May at the Spirit of Saint Louis Airport that will help defray some of the fuel costs to get back to New Jersey. The expenditure that will hurt us the most is the fuel to get to Mena, Arkansas, and then on to Saint Louis. We will be asking for your kind support for contributions to help assist with the costs of fuel and oil.

Thank you Roger Crider and the Crider Aircraft Paint Company

Many long time supporting members may remember when we first had the C-54 painted. That was in 1995 when we first became aware of the paint facility in Mena, Arkansas. The paint facility then was owned by the Goodner Brothers. The great job they did lasted for 12 years. The same paint facility is now the Crider Aircraft Paint Company owned by Roger Crider. We want to say a sincere thank you to Roger for taking on the job of painting the C-54 and for doing all he can to reduce the labor costs to help the Foundation. We look forward to arriving at the Crider Aircraft Paint facility in early April. Our hats are off to Roger Crider and his excellent aircraft painting company.



Akzo Nobel supporting the "Spirit of Freedom" with paint donation



Thanks to the efforts of our Vice President, Kevin Kearney, all of the paint to have the C-54 painted was donated by the Akzo-Nobel Aerospace Coatings Division of Waukegan, IL. Akzo-Nobel are the makers of Alumi-Grip paint which is the same paint used on the "Spirit" in 1995. It is a superior paint which shines great and washes clean. Kevin spent some time trying to contact them through emails and other means to secure paint to no avail. It was luck that he stumbled across a web inquiry form on the Akzo website which he filled out with little hope of anything happening. Shortly thereafter, while we were at Oshkosh 2010 that we received a reply from Ms. Trish Lewis, Marketing Coordinator for Akzo Nobel, expressing the desire to help. The little form worked! Kevin and Ms. Lewis coordinated with Roger Crider on the colors and delivery, etc. In addition, Akzo Nobel had to specially MAKE the paint for us!! Much appreciation to Ms. Trish Lewis and the good folks at Akzo-Nobel Aerospace Coatings for helping support the "Spirit of Freedom"!

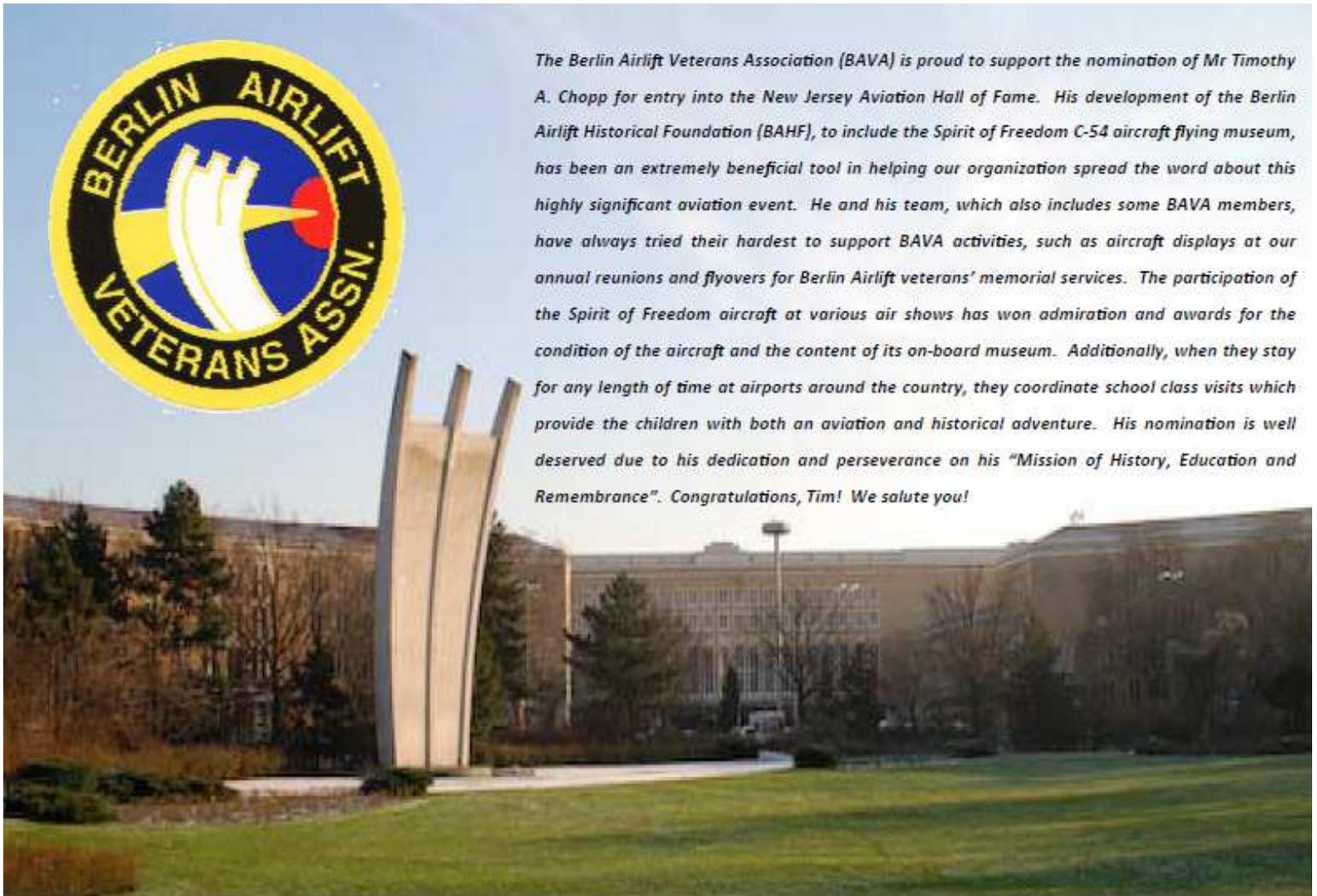


BERLIN AIRLIFT : NATIONAL HISTORY DAY PROJECT WINNER

Timothy Rise (left) and Andrew Borges (right) shown standing with their National History Day project on The Berlin Airlift. Andrew and Timothy are 7th grade honor students at Stimson Middle School in Huntington Station, New York. Their project, entitled "The Berlin Airlift: America's Responsibility to Protect the Rights of the Citizens of West Berlin", incorporated this year's National History Day theme of "Rights and Responsibilities." They won first place and will now advance to the regional level of competition at Hofstra University on March 9, 2014.



The Berlin Airlift Veterans Association (BAVA) is proud to support the nomination of Mr Timothy A. Chopp for entry into the New Jersey Aviation Hall of Fame. His development of the Berlin Airlift Historical Foundation (BAHF), to include the Spirit of Freedom C-54 aircraft flying museum, has been an extremely beneficial tool in helping our organization spread the word about this highly significant aviation event. He and his team, which also includes some BAVA members, have always tried their hardest to support BAVA activities, such as aircraft displays at our annual reunions and flyovers for Berlin Airlift veterans' memorial services. The participation of the Spirit of Freedom aircraft at various air shows has won admiration and awards for the condition of the aircraft and the content of its on-board museum. Additionally, when they stay for any length of time at airports around the country, they coordinate school class visits which provide the children with both an aviation and historical adventure. His nomination is well deserved due to his dedication and perseverance on his "Mission of History, Education and Remembrance". Congratulations, Tim! We salute you!



CANDY PARACHUTES HELP SPECIAL NEEDS HIGH SCHOOL PROGRAM EDUCATE OTHERS

Have you ever made a parachute from a handkerchief? You make one, and you say "gee, that was fun". Now make 200, or 300, or even 600. It quickly loses its fun flavor at about parachute #6, depending on your level of tolerance. Over the years we have had several good people help provide parachutes for our missions that include re-enacting the candy drops started by the Candy Bomber, Colonel Gail S. Halvorsen in 1948. The best of the best parachute makers were the Brightwell family from Cincinnati, Ohio. They made parachutes for several years taking it to a new level with an assembly line process, and produced a strong and reliable parachute that we named the "Brightwell Parachute". When the Brightwells phased out of making parachutes, the Foundation spread the word that a new source of parachute makers was needed. Enter Jennifer Pyne from North Carolina.



FLIGHT CREWMEMBER JOEL EKHOLM POSES WITH HIS GRANDCHILDREN MADISON AND ZACK PYNE AT THE 2009 MONROE, NC AIRSHOW.

WE ALL MISS YOU VERY MUCH JOEL!

Jennifer is the daughter of Joel Ekholm. We lost Joel on March 10, 2012. Joel remains one of our best loadmasters on the C-54, who could be relied upon to perform his job in a serious and professional manner. Performing Candy Drops was his specialty, and for those who don't know, it is the loadmaster that actually drops the parachutes from the C-54. His daughter, Jennifer, wanted to do more to honor Joel. Much to her credit, she saw an opportunity that would help the Foundation with reliable parachute makers and honor Joel as well. We are reminded that every time one of these parachutes are dropped from the "Spirit of Freedom", we will remember a fine man, friend, and excellent load master, Joel Ekholm.

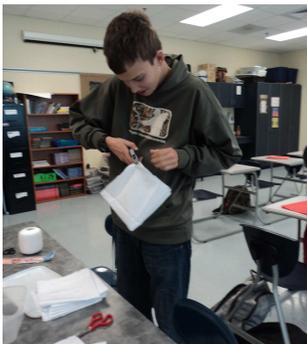
The following paragraphs are from Jennifer Pyne explaining our new source of parachutes:



D'MARCUS GRAYSON AND ASHLEY MORAN

If you've seen the Spirit of Freedom conduct a recent candy drop, you might be interested to know that the candy parachutes were made by a group of students with special needs. The students are part of the Occupational Course of Study (OCS) Program at Hickory Ridge High School in Harrisburg, North Carolina. One of the components of this program, in addition to providing workplace readiness skills, is to develop a school-based enterprise. School-based enterprises are designed to provide students an opportunity to apply and generalize academic skills they have learned in the classroom to the real world. In previous years, the students made and sold items such as holiday ornaments, greeting cards, and other gift items. Currently, the students operate a coffee shop out of their classroom, selling coffee, tea and hot chocolate to school staff.

When Jennifer Pyne and Christine Weedon, teachers of the OCS program, learned that candy parachute makers were needed, they immediately thought that the project would be a perfect fit for their students. Once it became official, the students began learning about the Berlin Airlift and the Spirit of Freedom. They were excited to participate in an enterprise that, in part, helps educate others about history. The students have been able to generalize skills from all academic areas to the construction of the parachutes. They have already supplied candy parachutes for two airshows and look forward to completing more orders. Hopefully, they will be able to



CORBIN FURR



NIA POWELL



TARA SNIDER



NE-QUAN DEAS

see their parachutes in action at an airshow in the near future.



BILL RUMPF: GONE TOO SOON

1952-2013

The Foundation and our volunteers were saddened to learn of the passing of Bill Rumpf this past October. Bill was a key maintenance volunteer and a Flight Crewmember on the C-54 "Spirit of Freedom".

We first met Bill at an event held at Floyd Bennett Field on October 20th, 2006. We took an instant liking to Bill and soon after he joined our ranks as a supporting member. Bill only lived a few miles from the hangar and over the years he became a great asset to the organization.

He was very intelligent and loved aviation. He spent many hours as part of our maintenance workforce working on the C-54 and C-97. He was looking forward to seeing the C-97 fly. In 2008, Bill took his evaluation flight in the C-54 to be considered as a flight crewmember and passed with high marks. He was being groomed as a load master on the C-54 and wanted to expand his experience to the C-97.



BILL RUMPF SITS ATOP THE #3 ENGINE OF THE C-54 "SPIRIT OF FREEDOM" DURING A WORK PARTY.



Photo by Ruud Leeuw

BILL RUMPF STANDING BETWEEN THE #1 AND 2 ENGINES OF THE C-97 "ANGEL OF DELIVERANCE" AT FLOYD BENNETT FIELD.

Many of our volunteers worked closely with Bill over the last 7 years and we all enjoyed his camaraderie, his sense of humor, and his general good attitude and outlook. He is missed dearly.

Bill was born on April 10, 1952 and passed away on October 12, 2013 at the young age of 61. We offer our sincere sympathy to his wife, Robin, and to his children and grandchildren. Bill was a key figure who gave it his all to help us through some tough maintenance years in the hangar. We know his spirit will fly with us on the "Spirit of Freedom" and the C-97, the "Angel of Deliverance". Thank you Bill Rumpf, may you rest in peace.



BILL RUMPF LUBRICATING THE NOSEGEAR ON THE C-97 "ANGEL OF DELIVERANCE". WILL MISS YOU PAL!



A CHALLENGING MONTH - SEPTEMBER 2013

On August 24 and 25, 2013 the Douglas C-54 participated in the excellent airshow at the New Garden Airport, Pennsylvania. Since New Garden is only a 2 hour and 20 minute drive from our home base at Toms River, NJ, we decided that it was better to drive home after the event and return on Monday to fly the C-54 home. On Monday morning, Tim Chopp, Tom Munley, and Frank Benson, departed Toms River in the Foundation's Ford F-150 truck and returned to New Garden. Tim and Tom would fly the C-54 and Frank would tow the boarding stairs back to Toms River. The 30 minute flight to our home base at the Robert J. Miller Airpark also was routine. After landing and a routine taxi to our parking area is when a muffled, rhythmic popping sound, revealed itself from the # 1 engine. It sounded very similar to a sparkplug being missing from a cylinder. At first, we thought it might be a sparkplug backing out of the cylinder or a possible crack in a cylinder. The next event was Winston-Salem, NC, scheduled for September 21, just 6 days shy of a month. If a cylinder change was required, we had plenty of time to get the job done. Two days later, it was decided to remove the oil screen and check it for metal. Much to our dismay, it was severely contaminated with metal particles. Further investigation revealed that the front cam ring had one bad lobe and was not opening the front row cylinder exhaust valves properly. It was very difficult to accept the fact that the only remedy was to replace the otherwise good running engine. The bright and serene Indian Summer days of September quickly turned into a much more involved ordeal.

Facing the inevitable, a quick trip was made to the hangar in Brooklyn, NY, to bring back a zero time engine that the Foundation bought several years ago. Then arrangements were made with Ocean Aire, the local operator and FBO of the Robert Miller Airpark, to borrow equipment and on occasion, manpower to help with the engine change. Despite the long hours and valiant effort by those who helped, the engine change was finally completed by September 24th, missing the Winston-Salem event by 4 days. In 20 years flying the C-54 to 489 events, this marked the first time ever that an event was missed due to a mechanical failure. This did not make for a cheerful day.

On the bright side of this unfortunate incident, we were lucky in many ways. During the weeks it took to replace the engine, and having to work outside, the September weather remained perfect with no rain or even cloudy days. Since there is never a good time to have an engine failure, you also might say this failure occurred at the wrong time but in the right place, at our home base. If this had happened away from home, it may have taken months to replace the engine as well as several more missed events. The next event following the Winston-Salem event was the Berlin Airlift Veterans Association Reunion in Montgomery, Alabama. We are happy to report the C-54 flew well to Montgomery for a very successful visit to honor the veterans of the Berlin Airlift. This was a very important event for the "Spirit of Freedom". See the report on the BAVA reunion in this issue by Ed Ide.

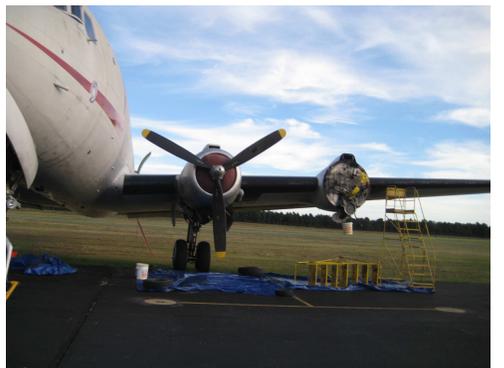
The Foundation wants to express its sincere thank you to all the team members who helped with the engine change. A special thank you is extended to all the great patriots of Ocean Aire, Inc. for their kind help and co-operation to help get the C-54 flying again by loaning equipment, tools, hangar space, as well as manpower.



FOUNDATION PRESIDENT AND A&P MECHANIC TIM CHOPP IS EXPLAINING HOW TO INSTALL COWL RING BRACKETS TO NEW VOLUNTEER RON PANKOW.



FOUNDATION VICE PRESIDENT AND A&P MECHANIC KEVIN KEARNEY AND CHIEF LOADMASTER STEVE GRUBESICH WORK ON THE REPLACEMENT ENGINE WHILE TIM GRABS ANOTHER HOSE TO INSTALL.



C-54 "SPIRIT OF FREEDOM" SITS ON THE RAMP AT MILLER AIRPARK WITH THE #1 ENGINE REMOVED.



TIM CHOPP MAKES FINAL RIGGING AND ADJUSTMENTS ARE MADE ON THE NEWLY INSTALLED ZERO TIME R-2000 ENGINE ON THE "SPIRIT OF FREEDOM"



RAMONA HIXON/ HELPING WITH DOCUMENTS

The Berlin Airlift Historical Foundation has been operating the Douglas C-54 for over 20 years and is granted this privilege by complying with the appropriate Federal Aviation Regulations pertaining to flight operations and maintenance. The original documentation in the form of manuals and reports was typed and copied on equipment that is now outdated. The Foundation has wanted, for many years, to have the Inspection Manual for the C-54 retyped in a new and professional looking format, but having the time always evades our good intentions. Then along came Ramona Hixon and her husband Carey, from North Carolina. Both became new supporting members in 2012. Both are retired from the US Coast Guard with extensive maintenance and flight experience. They both have participated with our C-54 inspections and maintenance issues while the C-54 was parked at the Elizabeth City Regional Airport as well as the Edenton Airport in North Carolina. During a familiarization ground school with Ramona and Carey on the Foundations Inspection Program, the Foundation president Tim Chopp, mentioned our desire to have the program retyped. From this encounter, Tim finds out that Ramona has extensive experience as well as excellent typing/computer skills having performed the same duty with the US Coast Guard. We are very happy to report our Continuous Airworthiness Inspection Program has been completely retyped in a new and very professional format and submitted to the FAA for approval. Ramona has also agreed to help with the airworthiness reports for the certification of our C-97. We want to say a sincere thank you to Ramona for her time, dedication, skills, and enthusiasm to improve the C-54 Inspection Program. We are honored and fortunate to have Ramona and Carey in our ranks. The Foundation would like to do a feature article about Ramona and Carey in a future report.

SHURTLEFF MEANS "CAN DO"

David Shurtleff was born near Portland, Maine, in 1972. During his life he spent 14 years in the US Marine Corp in the infantry. He began his flight training in 1990 while assigned to the US Naval Air Station near Memphis, Tennessee. He completed his flight training at the White Plains Airport in 1997. We first met David at the Elizabeth City, NC airport when he became a supporting member of the Foundation, that was 8 years ago. Shortly after, David moved to New York and has become a very effective member of our maintenance work force. David is very enthusiastic, anxious to learn, and not afraid of working long hours in the less than ideal conditions we often experience in the hangar.



DAVID SHURTLEFF

David is nearing his "on the job" work experience working on the C-97 and C-54, and will soon qualify to take the FAA written exams on general aircraft maintenance, airframe maintenance, and powerplant maintenance. Once the written exams are passed, he will then be eligible to take the practical exam to become a Certified Airframe and Powerplant Aircraft Mechanic. Two other Foundation members acquired their A&P Mechanic certificates in this manner that is in compliance with the FAA Regulations. Our Vice President, Kevin Kearney, and First Officer David Brightwell, both used their experience working on the C-54 and C-97 to obtain their A&P Certificates. Kevin used 100% of his experience, while David had maintenance experience elsewhere. The Foundation now has several members with 12 to 18 years experience working on our aircraft and would also qualify to take the exams. A survey revealed that the average cost to attend a full time Airframe and Powerplant Mechanic School would cost \$30,000 and take 14 to 18 months.

We asked David why he wanted to be a supporting member with the Foundation. David responded with; " I love history and feel it is important that people not forget about the Berlin Airlift. I want to help keep the C-54 airworthy so others may have the opportunity to see it fly. I enjoy the challenge to bring back to life a rare transport like the C-97." We also discovered David is also a certificated Aircraft Dispatcher, a certified Emergency Medical Technician, holds a Commercial Drivers License as well as a Boat Captain license. We are indeed fortunate to have David Shurtleff in our ranks. We hope to enjoy many years keep the "Spirit of Freedom" flying!





“SPIRIT OF FREEDOM” GREETES BERLIN AIRLIFT VETERANS AT ALABAMA REUNION

On Friday afternoon September 27 the members of the Berlin Airlift Veterans Association (BAVA) were re-united with one of the same type of aircraft they flew 65 years ago as the C-54E “Spirit of Freedom” greeted them at their re-union in Montgomery Alabama. Escorted by 35 flag bearing motorcycles of the Alabama Patriot Guard they were led by Alabama State Police and Montgomery City Police. The two chartered busses filled with Berlin Airlift Veterans and family members arrived at the “Spirit” with youthful excitement.

Getting off the busses parked about 100 feet from the Berlin Airlift Historical Foundation’s (BAHF) C-54E glistening in the afternoon sun, the veteran heroes of the airlift walked a double flag line formed by the Patriot Guard. Each of the members of BAVA received a hand shake and a “thank you” from the Guard members, many of whom are veterans of Vietnam, Iraq or Afghanistan. At the end of the flag line these remarkable veterans looked at the “Spirit” with youthful eyes and some brushed away tears, their faces were filled with memories.



THE CITY OF MONTGOMERY CHANGED THE STREET SIGN BETWEEN EMBASSY SUITES AND UNION STATION IN HONOR OF THE BERLIN AIRLIFT VETERANS ASSOCIATION REUNION AS SEEN ON THURSDAY, SEPT. 26, 2013, IN MONTGOMERY, ALA. (MONTGOMERY ADVERTISER, LLOYD GALLMAN)

In a rush to get aboard the foundations flying museum; several almost ignored President Tim Chopp and hurried up the steps to see the beautiful interior of the aircraft. They were greeted inside by Co-Pilot Bill Star. Others stood just staring at the wings, the wheels, the fuselage and the high rise tail with the two red stripes. From the looks on their faces you could tell that in their minds and hearts they were back in Germany during 1948 or ‘49 at the bases they flew from; Rhein-Main, Wiesbaden, Fassberg or Celle. One commented “I feel like I’m back at Tempelhof seeing this bird”

Some of the former pilots, Flight Engineers and Loadmasters walked around the aircraft as though they were performing a pre-flight inspection; touching what they could reach, pushing on the props and thumping the tires. Non-flying members like former air traffic controllers, cooks, guards and administrators were mostly in awe. Some confessed that they had never seen a C-54 up close even during the airlift because of their particular jobs.

Then the picture taking began and the stories unfolded. The wives’, sons and daughters and grandchildren finally saw what their family Patriarch had talked about over the years. Several times the words “those engines always dripped oil” were heard as the veterans talked to their families. Hearing this, others familiar with the trustworthy “Skymaster” just smiled in agreement.

On board the “Spirit of Freedom” some were seeing the interior museum for the first time, others, even former BAHF crew members were awestruck with the carpet, the revised display cases and the Avatar that greeted them. Unveiled for the first time was the magnificent crystal globe and brass plaque presented to the BAVA following their panel discussion at the Air Force Association Seminar held in February 2013 at Washington D.C. Their board voted to entrust this exquisite globe to President Tim Chopp and the “Spirit of Freedom” as the best place for it to be seen by the public. The mission of the Berlin Airlift Historical Foundation is near and dear to their hearts of BAVA members.



ROBERT BUTTS, LEFT, AND PHILLIP BUTTS TALK WITH TIMOTHY CHOPP, PRESIDENT OF THE BERLIN AIRLIFT HISTORICAL FOUNDATION, BEFORE THEY VISIT THE C-54, SPIRIT OF FREEDOM, AT DANNELLY FIELD ON THURSDAY, SEPT. 26, 2013, IN MONTGOMERY, ALA. (MONTGOMERY ADVERTISER, LLOYD GALLMAN)

The two hours allotted in the official reunion schedule for visiting the aircraft was not enough time as a happy “Spirit” was in abundance. Some veterans never came out of the aircraft as they shared stories with the many visitors from around the Montgomery area. The aircraft had arrived on Wednesday and tours began on Thursday morning with folks coming in a steady stream that continued from 10:00 a.m. to 6:00 p.m. right through Sunday. Members of BAVA that had driven to Montgomery used their cars to shuttle other veterans to the aircraft several times before and after the official



Friday tour with the patriotic escort.

Photos and autograph signing was an on-going process. The foundations handouts were readily accepted as people wanted to learn more about the "Spirit of Freedom" and the airlift. Copies of the book "Berlin Airlift, The Effort and the Aircraft" by Ron Davies were sold out. Most books and literature leaving the airport had numerous signatures inside the cover or on the pages that a BAVA member could relate to.

Colonel Gail Halvorsen (USAF Ret.) famous as the Berlin Airlift "Candy Bomber" has been a regular co-pilot aboard the "Spirit of Freedom" as his busy schedule allows. He was on the Montgomery tarmac for many hours talking with the visitors. He readily accepted interviews with some high school students who are working on projects about the Berlin Airlift. One retired Air Force Major General waited over an hour just to talk with him. He commented that he enjoyed "watching the Colonel" talking with the visitors and students, plus the many airmen from the USAF Air University at Maxwell AFB, easy to recognize in their flight suits or fatigues.



A STEADY FLOW OF VETERANS AND VISITORS AT THE "SPIRIT" DURING THE BERLIN AIRLIFT VETERANS ASSOCIATION REUNION IN ALABAMA.



TOM KRIEGER A MECHANIC AND C-54 PILOT DURING THE BERLIN AIRLIFT. POSES WITH THE BERLIN AIRLIFT HISTORICAL FOUNDATION'S C-54 "SPIRIT OF FREEDOM", AT DANNELLY FIELD ON THURSDAY, SEPT. 26, 2013, IN MONTGOMERY, AL.

While the "Candy Bomber" was busy meeting and greeting in the shade under the wing to escape a bright Alabama sun, his wife Lorraine was up in the aircraft talking with the visitors and telling about "Operation Vittles" and "Operation Little Vittles". "I'm having fun" she commented several times when offered a chair or a bottle of water, her smile was continuous. Numerous BAVA members were aboard sharing stories and reliving old times with the Montgomery folks.

Former BAHF Vice President Eddie Ide made several trips to Alabama to acquire the funding and develop press coverage for the aircraft and the BAVA re-union. One radio talk show hosted Eddie and he was followed two weeks later by the "Candy Bomber". The radio host, Greg Budell, said on the air "that in over 25 years of broadcasting, and after interviewing presidential candidates, Senators, Congressmen, movie stars and celebrities this hour talking to Colonel Halvorsen was the finest hour I've ever had in

radio."

Funding had been provided by Montgomery business's to honor the Airlift Veterans by bringing the C-54 "Spirit of Freedom" aircraft to the regional airport for the reunion. Supporting sponsors included; Hyundai Motor Manufacturing Alabama, Auburn University Montgomery, Montgomery Regional Airport, Montgomery Aviation, Baptist Hospital, Aviator Bar, Embassy Suites and the Montgomery Area Visitors and Convention Bureau. Employees from all of these sponsors visited the aircraft, some stayed for two or three hours.

Perhaps the most difficult task was rounding up the BAVA members to get back on the busses. These gentlemen, with an average age of 87, were filled with enthusiasm after being aboard the "Spirit". When they returned to the hotel along "Berlin Airlift Boulevard" (renamed by the city of Montgomery) the conversations continued. Having the "Spirit" for them to tour was the highlight of the 5 day annual reunion.

Foundation President Tim Chopp was re-elected to the Board of Directors of BAVA as the civilian representative and was honored at their annual farewell dinner with a supportive check to "keep on with the mission" and the C-54E " Spirit of Freedom"



FOUNDATION PRESIDENT TIM CHOPP POSES WITH BERLIN CANDY BOMBER GAIL S. HALVORSEN AND AN UNIDENTIFIED MAN AT THE BAVA REUNION IN MONTGOMERY, ALABAMA

The Berlin Airlift Historical Foundation would like to thank the following patriotic organizations for making this event possible:



OUR BEAUTIFUL AND RARE BOEING C-97, PROGRESS CONTINUES

by Timothy A. Chopp

Despite all the obstacles and hardships from the economy to working conditions, I am delighted to report great progress is being made with our Boeing C-97G, the "Angel of Deliverance". There is a good chance we could actually have it ready for engine startup by the end of June, 2014, and have it ready to fly by September, 2014. The massive hose replacement project has been steady for the past 18 months. Replacing every hose on the C-97 is no easy job, but a job where you really get to know the engines and airplane as you remove hoses and replace them with new ones. After removing several hoses, they are shipped to Herber Aircraft Services, Inc. in El Segundo, California, where new hoses are made and then returned to us. While the hoses are being made, we remove more hoses and by the time they are ready to be shipped, the previous order has returned. In some cases special tools had to be purchased to remove the hoses and in other cases, where the tools are no longer available, tools had to be made by a machine shop. This all takes considerable time, but a necessary job to insure our C-97 will be safe. There are a lot of hoses on the C-97, some as small as 1/4 inch diameter to the largest that is 3 inches in diameter.

Except for the airspeed indicators and a few placards, the instrument panel is completed. The flight instruments used by the military were all AC powered. We removed all of them and replaced them with DC powered instruments that include two brand new Attitude Indicators. Changing to more modern DC flight instruments will make repairs and replacement easier, is more light weight, and it is possible to remove two heavy inverters that will not be needed. All of this reduces the risk of failure.

It is important to remember the needs of the C-54 come first when it comes to the C-97. Pending no major issues with the C-54, here is what remains on the C-97 to have it ready to fly by the end of September.

1. All aircraft fire extinguishers must be sent out to be hydrostatic tested and refilled with CO2, then reinstalled in the aircraft. There are 8 large bottles in the aircraft system.
2. Main landing gear tires need to be replaced with new tires. There are four tires. We now have four new tires donated by Good Year. The nose gear tires were replaced in 2002 with DC-8 wheel and tires.
3. The # 3 propeller needs to be installed.
4. All engines need new sparkplugs and brought back to life.
5. The initial airworthiness inspection needs to be completed and signed off
6. The aircraft needs to be weighed to find out the new empty weight and center of gravity because of all the items removed that we don't need or want.
7. The Designated Airworthiness Representative will inspect the airplane and records and issue an Experimental Airworthiness Certificate for demonstration and exhibition, providing all is in order.
8. The C-97 will now be ready for test flight/training.



NEW HOSES INSTALLED ON ENGINES # 3 AND # 4. THE ORANGE COLOR IS KNOWN AS A FIRE SLEEVE THAT HELPS TO KEEP FLUID FROM CREATING A SPRAY SHOULD A HOSE FAIL AND BEGIN LEAKING. IT IS MADE OF A FIRE PROOF MATERIAL AND SLIDES OVER THE ACTUAL HOSE.



THE 28 CYLINDER PRATT AND WHITNEY R-4360-59B WASP MAJOR ENGINE. THERE ARE 56 SPARK PLUGS PER ENGINE.



NEW HOSES INSTALLED ON ENGINES # 3 AND # 4. THE ORANGE COLOR IS KNOWN AS A FIRE SLEEVE THAT HELPS TO KEEP FLUID FROM CREATING A SPRAY SHOULD A HOSE FAIL AND BEGIN LEAKING. IT IS MADE OF A FIRE PROOF MATERIAL AND SLIDES OVER THE ACTUAL HOSE.

The key to the whole time table is how well the engines will perform when they come back to life. Engines 1, 2, and 4, should perform as they did when we arrived at the hangar on May 10, 2002. It is engine 3 that is the unknown. It should be interesting and fun to bring our C-97 to life so it can begin its "mission of history, education, and remembrance about the Berlin Airlift and the Cold War era. Although the C-97 arrived late in the Airlift, primarily to be tested under actual airlift conditions, it

C-97 ● C-97 ●



was part of the history. Its purpose to the Foundation is to demonstrate the advances being made by the US Air Force toward heavy lift transports like the C-97 and the C-124. Historical records show that if the Berlin Airlift had continued into 1950, all the C-54's were slated to be replaced by 100 C-97's. The lifting capacity of the C-54 was 20,000 lbs, while the lifting capacity of the C-97 was 40,000lbs. Then of course, the increased speed of the C-97 is also a factor to consider plus new machines to increase the speed of loading and unloading with less human effort. All of this is interesting history to the public and helps gain support to sustain the Berlin Airlift Historical Foundation and our educational mission.

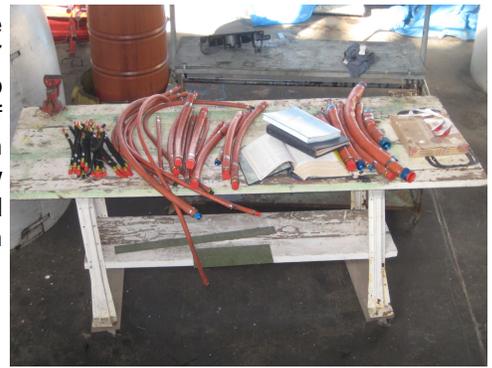
We're going to need more "Angel" supporters

As we approach the big day when our very rare and beautiful C-97, the "Angel of Deliverance" becomes operational, it will become essential that more support is received from our "Supporting Angel" Program. Due to the many issues created by the bad economy and high fuel prices, our "Angel Program" took a sideline for the past few years. Now that good progress is taking place toward our C-97 becoming operational, we need renewed interest to help with funding for such things as fuel, oil, travel, and insurance for the C-97.

Our C-97 Program began in 1996, when our C-97 was purchased for \$125,000. At that time it was parked at Moses Lake, Washington. It then was flown to Greybull, Wyoming, and stayed there for several years where some maintenance was performed and the aircraft painted in its present paint scheme. It was then flown to Aberdeen, SD, where it sat 5 months after suffering an engine failure in flight on its way to New Jersey. It was then flown to Millville, NJ where it sat another 5 months. On May 10, 2002, it was flown to the hangar in Brooklyn, New York where it has remained undergoing a major airworthiness inspection and modifications.

To become listed as a "Supporting Angel" , a one time \$5000 tax deductible contribution is required. The following is a list of "Supporting Angels" that made it possible to progress as far as we have from the early days at Moses Lake, Washington, to the hangar in Brooklyn, New York, overcoming many obstacles on the way. Their patriotic contributions made it possible.

Supporting Angel #	Name	Where from
1	Randy McConahy	Freehold, NJ
2	John Enggren III	Forked River, NJ
3	Yvette Straet	Brussels, Belgium
4	Ruth Jogensen Smock	Silver Springs, MD
5	Marjorie J. Armstrong	New Castle, PA
6	John P. Amtower	Gettysburg, SD
7	Zadalee Furlano	Lakewood, NJ
8	Justin Benson	Toms River, NJ
9	Jason Pence	Culpepper, VA
10	Ltc. Robert P. Burns	Charlotte, NC
11	Edward Z. Miller	Philadelphia, PA
12	Charles "Pat" Patterson	Hamilton, MT
13	Mark Meltzer	Palo Alto, CA



HOSES THAT NEED TO BE INSTALLED WITH HELP FROM THE C-97 MAINTENANCE MANUALS.



OUR C-97 COCKPIT. ITS GETTING THAT READY LOOK.



THE C-97 CREW THAT GAVE UP THEIR SUNDAY TO WORK ON THE C-97, (LTO R): FOUNDATION VICE PRESIDENT AND A&P MECHANIC KEVIN KEARNEY, OUR ELECTRICAL SPECIALIST BOB MEYERHUBER, STEVE GRUBESICH, FOUNDATION PRESIDENT AND A&P MECHANIC TIM CHOPP AND DAVID SHURTLIFF

Note: A plaque with the names of our "Supporting Angels" was installed in the C-97 before its first flight when it departed Greybull, Wyoming for New Jersey in 2001. The list remains there today. The list of "Supporting Angels" will be upgraded and will become a permanent special display of gratitude, honor, and recognition for your kind support.

C-97 ● C-97 ●



OUR LONGEST RUNNING EVENT, MANTEO/ KITTY HAWK NC

Returning to the Dare County Regional Airport in December of 2014, will mark our 15th consecutive year visiting this community for an event that is growing in popularity. Our first visit began in 1999 when we were invited, by then airport manager, Tim Gaylord, after he first saw our C-54 at the annual Sun & Fun event in Lakeland, Florida, earlier that same year in April. Weather along the outer banks of North Carolina can vary greatly to say the least. We recall well, our first visit in 1999, that entailed being on public display for educational tours at the Dare County Regional Airport, followed by the annual flyover of the Wright Brother Monument on December 17th. The weather for the educational tours was certainly acceptable with some sun, at times overcast, and little wind. The last day, which included the flyover of the Wright Brother Monument, the weather was a moderate cold rain, with ceilings of 1000 feet, and winds gusting to 60 MPH. I'm happy to report we did not cancel the flight and found ourselves the only airplane to flyover the Wright Brother Monument at 10:35AM as scheduled. It was exciting to say the least. During the 14 years participating in the flyover, our first visit in 1999 was the worst weather we encountered and were still able fly the mission. There have been a few occasions where heavy fog or low ceilings did prevent us from flying, however, each time this occurred, we did manage to honor the Wright Brothers with a flyover later in the day when the weather improved. It didn't take long to expand our mission to what



TWO FORMER BERLINERS, KAREN EDMUND, WE FIRST MET IN 1999 AND IS A KEY PERSON DURING OUR VISITS TO MANTEO. LOTHAR ZEIDLER A LONG TIME FRIEND AND SUPPORTING MEMBER OF THE FOUNDATION.



THE "SPIRIT OF FREEDOM" TAXIING FOR DEPARTURE TO BEGIN THE 2013 CANDY DROP AT THE DARE COUNTY REGIONAL AIRPORT, NC

it is today. In addition to having our Douglas C-54, the "Spirit of Freedom" open for public tours, our mission also includes a re-enactment of the Candy Drops started by Gail S. Halvorsen, the arrival of Santa Claus, and always on December 17th, the flyover of the Wright Brothers Monument at Kitty Hawk. We should state at this time that Gail Halvorsen has participated in this event several times over the years. Our visits to Dare County have been a wonderful and grand experience for the Foundation and one we hope will continue for many years to come. While it would have been nice to have the Wright Brothers make their first flight in the warmer summer months, versus the unpredictable month of December, we find visitors for tours and the Candy Drop in festive spirits as the Christmas and Holiday Season is only several days away. Downtown Manteo is decorated for the Holidays as well as the stores and restaurants. One

can't help but to feel good just being there.

The hospitality provided by the staff at the Dare County Regional Airport is top notch. Each year we are greeted with kindness and cooperation from all staff members to insure a successful mission.

Details such as crew lodging, crew transportation, fuel for the C-54, and sponsorship, has been primarily the job of Crystal Sidwell. She continues to do a great job. We also need to recognize and thank the now Acting Airport Manager, David Daniels, who not only has been working at the airport for 24 years, but ensured that of our



THE "SPIRIT OF FREEDOM" TAKING OFF FOR THE ANNUAL DARE COUNTY CANDY DROP.

needs were met for a successful 2013 visit. David's lineman and work staff always perform their jobs in a professional manner and have always insured the C-54 is secure during periods of high winds and providing ground support equipment when needed. These lineman and workers are; Donnie Murray with 27 years seniority at the airport, Stacy Ambrose with 24 years, Brian Mitchell with 20 years, Richard Paul with 7 years, and part time help from John Arendts and Kevin Good. The Foundation thanks each and everyone for your kind and generous help over the past 14 years. Where has the time gone ?



GREAT PHOTO OF THE PARACHUTES ON THEIR WAY DOWN.





During our 2013 visit, we had the pleasure of meeting George Wood, Chairman of the Dare County Regional Airport Authority. George was present during the Candy drop and was invited to occupy the jump seat in the cockpit of the C-54 during the actual drop. After the Candy Drop, Foundation President Tim Chopp and George discussed our visit for 2014 and exchanged ideas to insure future visits of the C-54 with additional sponsorships. We also want to thank George Wood and the Airport Authority for granting a 400 gallon donation of fuel and a drum of Aeroshell 120 oil, that was greatly needed for this mission to be a success.



There is one very special person who has touched our lives since we first had the privilege of meeting her during our first visit in 1999. She is a former Berliner and experienced the Berlin Airlift as a young girl. Her name is Karen Edmund. If there is ever an angel walking on earth it is Karen. Karen is now a resident of Manteo and spends countless of hours making arrangements to insure our crewmembers receive breakfast, lunch, and dinner from local restaurants during our visit. In addition, she helps to secure sponsors for the C-54 and gathers treats and snacks for visitors during the Candy Drop. These treats include cake, pie, ice cream, cup cakes, pop corn, soft drinks, etc., and are provided at no cost to the parents and children. Karen includes help from her grandchildren and friends and bakes a lot of the items herself. Over the years we have watched her grandchildren grow up and now her grandchildren have their own children.



Then there is Santa Claus, alias Fred Castellow. Fred lives in Kill Devil Hills, NC, and as Santa Claus, has made children excited and happy as he magically appears from the C-54 following the annual Candy Drop. When we depart for the Candy Drop, he is Fred Castellow. Before landing he transforms into Santa having to don his Santa garb while in flight. Many times we encounter turbulence since we are dropping from a low altitude. Its fun to watch Fred being bounced around like a BB in a Punch Bowl as he is getting dressed. Not only is Fred the best Santa we have ever seen, he is also a true patriot. Fred served with the US Air Force from 1953 to 1974 in Communications and Intelligence of which 13 years was in Germany. Thank you, Fred, for your valuable time and kindness to all the children you have made happy. Our visits wouldn't be the same without you.

So with this report, we say a sincere thank you to all those who have made our annual visit to Manteo and Kitty Hawk possible. We have fallen in love with this event and the friends we have made over the years. We are anxious to return in 2014 for our 15th consecutive year for a mission of history, education, and remembrance about the

great Airlift of

Berlin 1948 and



THE "SPIRIT OF FREEDOM" RETURNS FROM A SUCCESSFUL CANDY DROP

WHAT THE CHILDREN HAVE BEEN WAITING FOR, THE ARRIVAL OF SANTA!





C-54E "Spirit of Freedom"



© by Matthias Winkler - BAHF Member - ASMV-269, for photo use permission contact: mail@luftfahrtarchiv.com

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 () _____ - _____

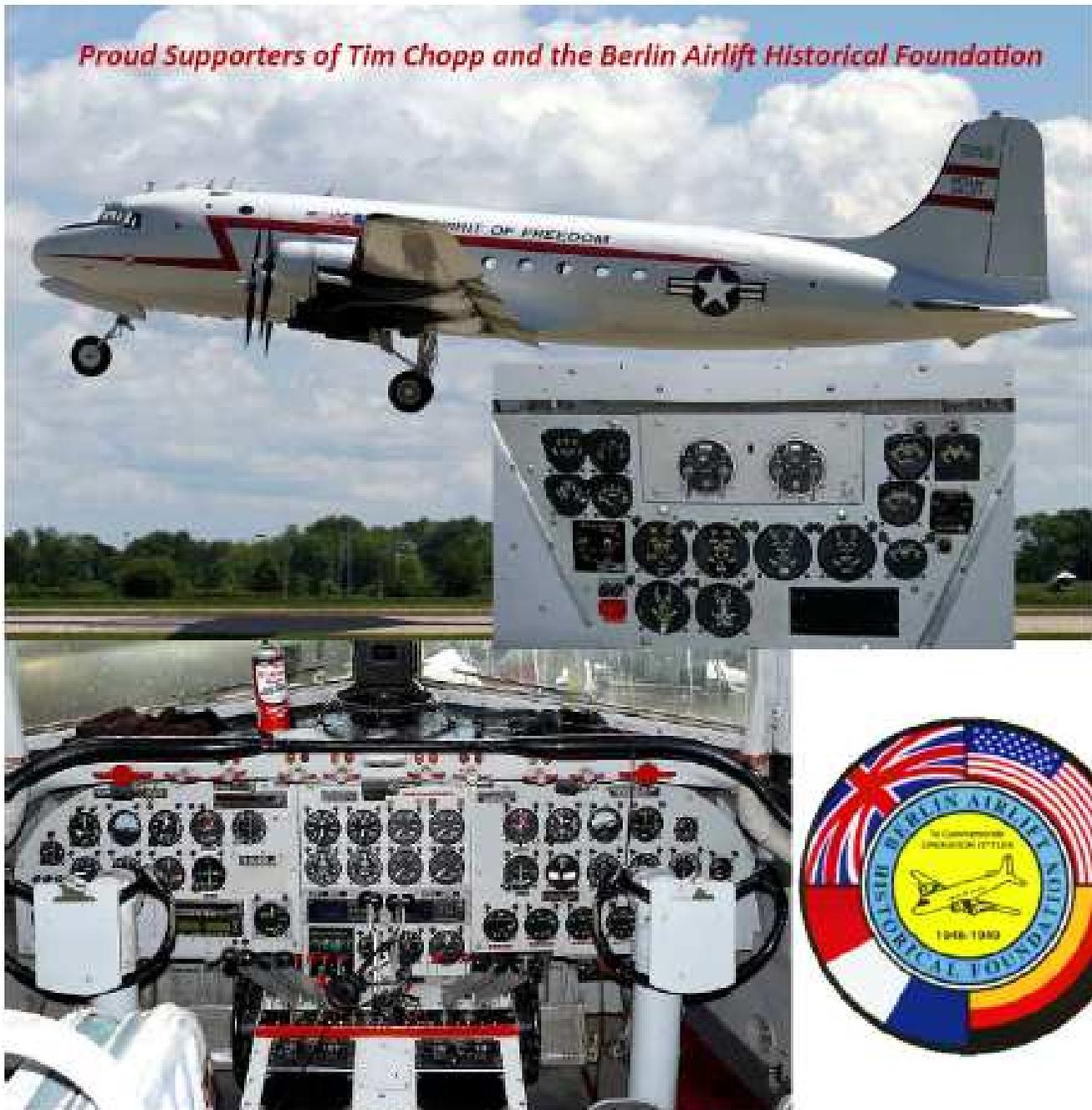
The Berlin Airlift Historical Foundation is a tax exempt, publicly supported charity as described in Section 501 (c) (3) of the Internal Revenue Code.

*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**
- THE "ANGEL" PROGRAM FOR THE C-97**





Supporting the "Spirit of Freedom" since 1998!

Consolidated Instrument & Avionics 510 Industrial Avenue, Teterboro Airport Teterboro, NJ 07608 USA

1-201-288-1189, Fax 1-201-288-8006

MARK MELTZER, LONGTIME SUPPORTER AND NEW C-97 "ANGEL"!

Here's an interesting observation. In the Bible, almost every time an angel appears to someone, the first thing the angel says is something like "Fear not!" or "Don't be afraid!" It kind of makes you wonder what about them is so scary! One thing is for sure, there's a kind of angel that doesn't inspire fear – the Foundation's C-97 Angels. C-97 Supporting Angels are those donors who show their patriotic support by giving at least \$5,000 to the C-97 program.



MARK MELTZER OR D.B. COOPER? ONE OF MARK'S MOST UNUSUAL JUMPS WAS EXITING A DOUGLAS DC-9 THROUGH THE AFT AIR STAIR DOOR.

The Foundation's C-97 is named *The Angel of Deliverance* because it was a bringer of deliverance. Whether it was deliverance from need by bringing food and equipment to troops or offering deliverance from fuel exhaustion to a thirsty B-47 over the north Atlantic, the C-97 was a Cold War workhorse. Our C-97 Supporting Angels bring deliverance from the monumental cost associated with getting *The Angel of Deliverance* back to flying status.

Recently we welcomed the newest member to the Angel team- Mark Meltzer. An aviation history buff, Mark has been a strong BAHF supporter since 1996. His email screen name, Boeing377, indicates that he is serious fan of Boeing's ultimate propliner, the model 377 Stratocruiser and its military equivalent, the C-97.

Mark took an early interest in electronics and read technical books voraciously. At age 12 he was earning steady money repairing radios and televisions. He converted a table radio to receive the aviation band and loved to listen to the airliners passing over. More than once he witnessed planes in trouble and remembers vividly a Pan Am

Stratocruiser calling in over the Woodside VOR with an engine fire warning and asking for expedited clearance to land at SFO.

Mark's father was a commercial fisherman and taught him the trade starting at age 11 during summer school vacations. At age 17 Mark was skippering a 40 foot commercial salmon boat and has fished albacore tuna between Midway Island and Japan on much larger boats earning his way through school. Mark was able to adapt aircraft radio navigation gear to boats including USAF surplus ADFs and LORAN A sets. The fascination with electronics continued and led to an EE degree from UC Berkeley with honors. Mark works in medical robotics and is an active ham radio operator, callsign AF6IM.

Although not a licensed pilot, Mark has an attraction to almost anything with wings. He has a substantial amount of time in command of alternative air vehicles such as powered ultralights, paragliders, and parachutes. He is 64 years old and is still an active skydiver having made his first jump in 1968 at age 18. Mark initially picked skydiving as his aviation hobby not so much for the thrill of freefall but for the opportunity to get cheap rides in classic aircraft. His logs include jumps from many surplus military transports including, C 45, C 47, C 54, C 60, C 130 and even one jump from the Collings Foundation's B 24 bomber. His rarest jumpship was an ATL 98 Carvair, a double deck modified C -54. Mark has mentioned more than once a strong desire to add the C-97 to his jumpship list and we will do our best to accommodate his wish. He has jumped from balloons, gliders, helicopters and even a DC 9 jetliner exiting through the ventral stairway opening.

Mark is married and has two children. His wife Sara teaches mathematics at a public college. "Sara is a great sport about my aviation addiction" says Mark. "She doesn't really share my deep interest in things with wings but embraces it fully attending numerous airshows, skydiving meets and even making a parachute jump herself. I am a lucky man", says Mark.

Another of Mark's passions is amateur radio, and we're not just talking run of the mill DX'ing or calling "CQ." He combines his love of skydiving with his expertise in electronics and amateur radio to conduct some fascinating experiments. It's not unusual for Mark to broadcast telemetry, including heart rate and

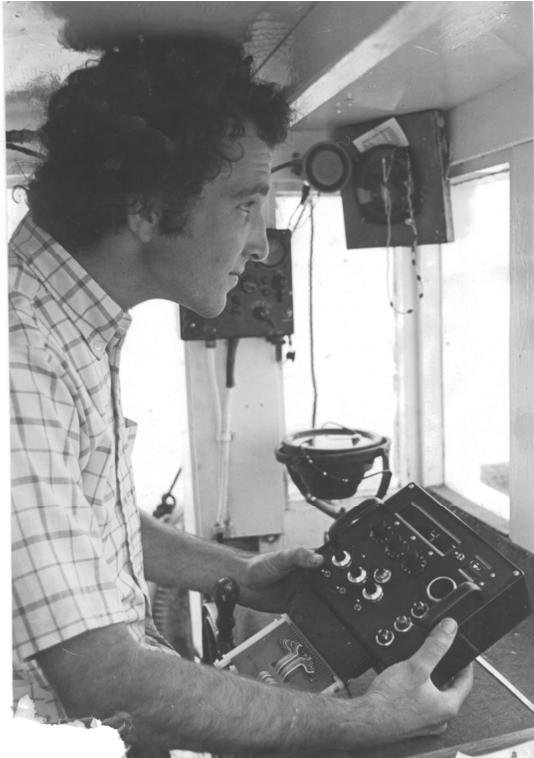


SUPPORTING ANGEL MARK MELTZER AFTER A JUMP FROM 14,000 FEET DURING WHICH HE SUCCESSFULLY TESTED HIS HAM BROADCASTING EQUIPMENT.



blood oxygen levels, from 14,000 feet. Now that's an antenna height that would be the envy of any HAM operator! He has talked to other HAM operators from near and far – while under canopy.

For a guy who often doesn't stay in an airplane for the whole ride, you may wonder what is behind Mark's love of aviation and his extraordinary support for the Foundation and its efforts. Mark's fascination with large piston engined transport category aircraft started when he was only five years old. His elementary school was located under an approach to SFO and gave him a steady stream of 1950s propliner to watch during recess. In first grade he learned how to identify every plane that flew over the school and could even distinguish the various models of Lockheed Connies. His favorite though,



MARK AT AGE 19 ON THE BRIDGE OF A COMMERCIAL FISHING VESSEL. NOTE THE OLD USAF-SURPLUS "COFFEE GRINDER" ADF. WHEN CONVENTIONAL INVERTERS SUCCUMBED TO THE SALT AIR, MARK DESIGNED AND BUILT HIS OWN SOLID STATE INVERTER TO POWER HIS AIRCRAFT-TO-BOAT CONVERSIONS.

was always the Boeing Stratocruiser. "I was 20 years old before I took my first airliner ride" said Mark, "but in my 5 year old's imagination I was aboard every Stratocruiser that flew overhead, strolling up to the spacious greenhouse cockpit to watch the flight crew or heading to the downstairs cocktail lounge to relax with the glamorous passengers."

Mark has a special interest in the use of aircraft for relief efforts and sees the Berlin Airlift as a shining example of the wonders that can be done with aircraft enlisted into humanitarian efforts. The Berlin Airlift is also of interest to Mark for the very same reasons.

Mark's interest in vintage aircraft is deep and he collects and reads flight and maintenance manuals for many airplanes of interest. He was able to review our plans to simplify the electric power busses on our C-97 since he was familiar with the systems and is an electrical engineer.

Last year Mark decided to become a C-97 Angel supporter and donated once again to reach that status. He is excited at the prospect of our C-97 flying again and he is very patient knowing how important it is to make the aircraft fully airworthy first. He lives in the San Francisco Bay Area and regrets that distance keeps him from lending a hand on the BAHF planes. He sees financial support as a way to participate in the restoration remotely and always appreciates the BAHF members who do what he calls "the real work". "It's a lot easier to write a check than to wrench on a 60 year old airplane every weekend" he says with a smile.

Mark notes that he approaches the selection of a recipient of his support the same way he would consider any investment – he looks for strong management and a track record of demonstrated results. "I saw many other groups trying to operate large aircraft fail after a season or two. If Red Bull or Breitling wants to fly a big propliner, they can use vast amounts of money to succeed. The Foundation, which relies primarily on

the hard work and donations from individual supporters, presents a much more challenging task and demands resourceful management. The way the organization is led, managed and inspired by my friend Tim Chopp, their long track record of successful and safe flight operations, the spectacular accomplishments they've made (such as the Berlin flight), the fact that they're in it for the long haul, these things inspired me and made me confident that my support was going to the right place." Mark notes that his support for the foundation doesn't end with the achievement of Angel status. "That's just the beginning!"

When compiling the roster of C-97 Angels, Foundation President Tim Chopp noted that Mark was the 13th member of this august group. Concerned that Mark might not like holding such an unlucky number, Tim asked if that was a problem. Mark's response?

"Fear not!"

Sidebar: Mark's donation to the foundation was a first-of-its-kind donation of stock. Donating stock in lieu of cash can be an attractive way to support the Foundation while maximizing tax benefits. Consult your tax professional for more advice, but if you have stock that has appreciated in value and you don't want to donate a significant portion of your gains to our Uncle in Washington, consider donating it to the foundation instead. For more information contact Foundation

Corporate Secretary Jeff DeKonty.



IS MT. CHARLESTON, NEVADA IN OUR FUTURE ? VERY INTRIGUING HISTORY

Scheduled for May of 2015, will be the dedication of a monument that has been in the making for the past several years. It will be located at the foot of Mt. Charleston, just north of Las Vegas, Nevada. The monument will be named the Silent Heroes of the Cold War National Monument and will serve to remember and honor those who gave their lives for our country during the turbulent Cold War era. There is also another purpose for the monument that relates to the Foundation and our Douglas C-54, the Spirit of Freedom. On November 15, 1955, a USAF Douglas C-54 departed Burbank, California, on a secret flight to Area 51. On board were high ranking civilian and military passengers involved with the new Lockheed U-2 Spyplane Project that was top secret. Due to disorientation by the crew, and inclement weather, the C-54 crashed 50 feet below the peak of Mt. Charleston killing all 14 aboard. As this was a top secret mission, information about the crash was kept secret for many years. Families with loved ones aboard were never told about the details until the information was declassified in 1998 by the CIA.

Several years ago, Steve Ririe, the chairman of the Silent Heroes of the Cold War Memorial Committee, contacted the Foundation to see if we would be interested to fly our C-54 to the dedication of the new memorial, when it was completed. Recently, Steve Ririe has once again reestablished contact with the Foundation to see if we are still interested, which of course the answer is a definite yes. The Berlin Airlift was the very first confrontation with the Soviets to begin the Cold War era, and being a part of that era, we would be more than honored to have our C-54 participate in whatever plans can be formulated. Pending no resources, other than funding, was available, it would take



Artist's rendering of the proposed memorial

SILENT HEROES OF THE COLD WAR

DECLASSIFIED



The mysterious military plane crash on a Nevada mountain peak — and the families who endured an abyss of silence for generations.

KYRIL D. PLASKON

\$53,000 to support our C-54 flying from New Jersey, to Nevada, and return. This would pay for 6200 gallons of aviation gasoline, 168 gallons of oil, rooms and transportation for the crew, and engine and maintenance reserves for the C-54.

It is well worth the time to learn more about the crash and the creation of the monument by contacting the web site at: www.coldwarmonument.org Once there, there will be several sites to visit, the one that gives a lot of information is titled Rye Reflections: A Cold War Monument in the making by Ellen Hamil.

There is also a book titled: Silent Heroes of the Cold War-Declassified by Kyril Plaskon. We will keep you informed of any progress on the possibilities of this important mission.

