



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

Berlin Airlift Historical Foundation

# NATIONAL SUPPORT GROUP NEWS

NEWS FROM AROUND THE WORLD SUPPORTING THE SPIRIT OF FREEDOM

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

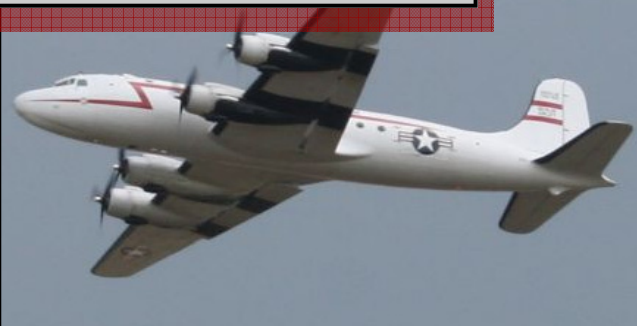
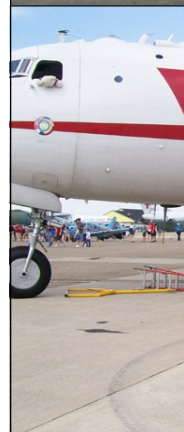
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## ATTENTION EVENT PLANNERS AND PROMOTERS !!

The best way that you can help the Foundation progress with the Boeing C-97 "Angel of Deliverance" program is to schedule the Douglas C-54 "Spirit of Freedom" at your event for 2010. You will be gaining an excellent educational and historical showpiece for your event and at the same time your help will keep the "Spirit of Freedom" flying. Searching for events takes a lot of time and energy that can be used for the C-97 project. The "Spirit of Freedom" is, and always will be, the "Flagship" of the Foundation. When the "Spirit of Freedom" is busy, good things happen.



## PRESIDENT'S MESSAGE

by Timothy A. Chopp, President, Berlin Airlift Historical Foundation

Allow me to begin by saying a sincere thank you to all who have supported the Foundation during this most difficult and challenging year. With your support, the Foundation continues to improve our "MISSION OF HISTORY, EDUCATION, AND REMEMBRANCE," about the great Berlin Airlift of 1948 and 1949, as well as keep our Douglas C-54, the "Spirit of Freedom" airworthy and active.

While we got off to a great start in 2009, after the annual Mid Atlantic Air Museum's World War II Weekend event in early June, everything came to a sudden stop. From June until late September, we had eight weeks without any events as many events were cancelled or scaled back due to the economy and poor funding. The Foundation did not receive an estimated support income from \$50,000 to \$70,000 because of the reduced activity. Hopefully, next year will be a better year for all. In the meantime, we welcome and appreciate your generous contributions.

Despite the reduced flying schedule for the C-54 "Spirit of Freedom" and the reduced income, the Foundation did move forward in several areas that would tip the scales on the side of a successful year. You will read in this newsletter the report of the Foundation acquiring a maintenance support vehicle, the purchase of 3 engines for the C-54, the reports of several very good missions, especially the mission to Puerto Rico in April of this year. We also have a very good relationship with the German Embassy in Washington D.C., because of our activities in 2009.

A few good A&P Mechanics signed on this year as supporting members with good attitudes, and the desire to help keep the C-54 airworthy, as well as help get the C-97 flying. We were able to spend more time working on the C-97 this summer and are making excellent progress. It is a great airplane.

I'm looking forward to the coming year with hope and optimism. Your kind and generous patriotic support will help the Foundation through the winter and on to new frontiers in the coming year. Thank you for caring. Keep the Faith.

### SUPPORT TRUCK MADE POSSIBLE BY \$25,000 BEQUEATH

After many years of borrowing, renting, and using personal vehicles to support the never ending transportation needs required by aircraft maintenance and operations activities, we are delighted to report the Foundation purchased from Sawyer Ford of Manteo, North Carolina, a 2003, Ford F150, truck in May of 2009. This purchase was made possible by a \$25,000 bequeath from Carl Skank of Norfolk, Virginia, who passed away in 2007. Carl was a very dedicated patriot who supported the Foundation for several years. Carl was a veteran of the US Air Force as an aircraft mechanic, but was not a veteran of the Berlin Airlift. When notified that the Foundation was slated to receive this gift, the Board of Directors made the decision that if we indeed receive this bequeath, most of it would be used to obtain a long overdue support vehicle, and pay for the insurance and other accessories the truck might need. It took nearly two years for the bequeath to arrive, but it did arrive. Sawyer Ford was chosen to search for a suitable truck as Doc Sawyer, owner of Sawyer Ford in Manteo, NC, has supported the visit of the C-54 to the Dare County Regional Airport for several years. As the Foundation is a charity, Sawyer Ford located a truck and reduced the price considerably from the actual value to help us. Once again, we want to thank Doc Sawyer and Sawyer Ford for their patriotic spirit and cooperation.

Since the arrival of the truck, the Foundation has used it to make two trips to Elizabeth City, NC, towing a trailer to deliver the C-97 flight controls for reconditioning, and one trip to Ypsilanti, Michigan, towing a trailer to pick up 3 R-2000 engines for the C-54 "Spirit of Freedom". It is also being used for the many trips to and from Floyd Bennett Field to support the C-54 and C-97. As the truck is equipped with a crew cab, it can carry up to 5 mechanics. This truck is proving itself to be a great asset to our maintenance operations. I'm sure Carl would be very happy with the use of his bequeath. Thank you Carl Skank and thank you Sawyer Ford for helping us move forward with our support vehicle



Foundation President Timothy A. Chopp



THE FOUNDATION'S SUPPORT TRUCK, A 2003 FORD F-150 TOWING THE FOUNDATION'S SUPPORT TRAILER LOADED WITH C-97 FLIGHT CONTROLS HEADED TO NORTH CAROLINA TO BE RECOVERED.



FOUNDATION PRESIDENT, TIM CHOPP, AND OUR CHIEF OF GROUND SUPPORT, FRANK BENSON, GIVE A THUMBS UP TO THE ARRIVAL OF OUR OWN GROUND SUPPORT VEHICLE.



## FATHER AND SON: THE HINTONS ARE GREAT ASSETS TO THE FOUNDATION

The Father: Scott Hinton, retired US Coast Guard C-130 pilot. He also spent several years with the US Army flying helicopters. Scott is now Airport Manager of the Elizabeth City Regional Airport in North Carolina and is a lifetime member of the Foundation and was selected to be on the roster as a flight crewmember. He presently is qualified as a co-pilot on the C-54 for domestic and international missions and has served in that capacity for 3 years. Scott helped fly our first mission to Puerto Rico in March of 2007. He is slated to qualify in the Boeing C-97 as a co-pilot. Scott is very enthusiastic, is very respectful, and has a strong desire to learn. He doesn't mind getting his hands dirty to help make a mission successful.

The Son: Jason Hinton, now at the age of 15, Jason has over 100 hours of flight time. He is a member of the Civil Air Patrol, Elizabeth City Composite NC-805, holding the rank of Cadet Master Sergeant. Just like his Dad, Jason has a strong desire to learn, is also very enthusiastic. He is looking forward to qualifying as a flight crewmember on the C-54 and C-97. Jason has gained the respect of other flight crewmember of the Foundation by one thing, he earned it by his attitude and desire to help. We are honored and privileged to have Scott Hinton in our ranks and look forward to young Jason joining our ranks in the future. We salute Scott and Jason Hinton!



**FATHER AND SON:** Scott Hinton (L) and Jason Hinton (R) working together to pack Hershey Bar Laden parachutes to be dropped from the "Spirit of Freedom" as one of many "Operation Little Vittles" reenactments of 2009

## TWO EXCELLENT CREWMEMBERS WITH THE RIGHT STUFF

The Foundation is fortunate to have First Officer David Brightwell and Load Master/Scanner Joel Ekholm as part of our flight crewmember team. Each has been selected because of dedication to duties, a desire to learn, and willingness to get the job done correctly and safely. Operation of the Douglas C-54 "Spirit of Freedom" and its missions requires a lot of work to be performed in a timely manner. These two men have proven that they have what it takes. They were selected for the mission to Puerto Rico because of their attitudes and job performance. Thank you, David and Joel, for helping to fly the "Spirit of Freedom" to and from Puerto Rico safely. We salute each of you!



Flight Crewmembers Joel Ekholm (RIGHT) and David Brightwell (LEFT) pose inside of the C-54 "Spirit of Freedom"

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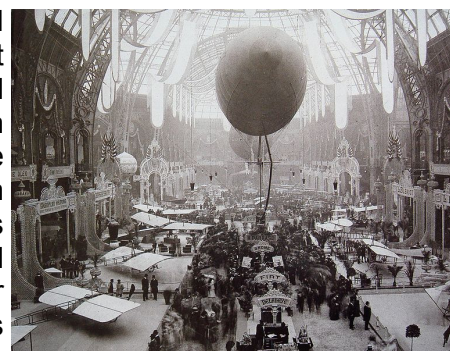
# History of First US Airshows 1910-2010

Celebrating 100 years in the United States



A Bleriot monoplane rounds a pylon at Reims, France in 1909 (NASM)

It is commonly believed that the first organized aerial display was produced in Germany in July 1909. After that the French aerial exhibition in August 1909 was successfully organized and well attended by people fascinated by flying machines and the aviators or birdmen as they were referred to in their day. It didn't take long for the concept of airshows to travel west to the United States. Two promoters were resolved to stage the first airshow in the United States targeting the early part of 1910. The choice was Los Angeles, CA for its favorable winter weather. Birdmen from the US and Europe were contacted by the early California Aero Club and by December 1909 the Dominguez Field near Los Angeles was selected for America's first air show. Organizers built grandstands for 50,000 to 60,000 people,



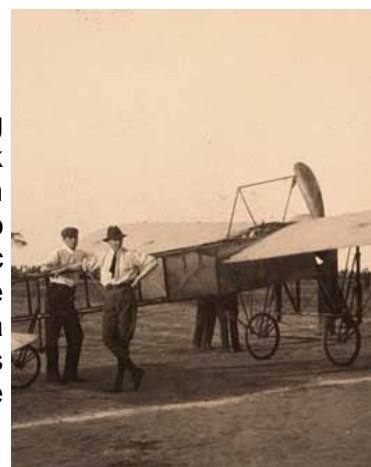
1909 French Aviation Exhibition

and aviators camp for lodging and an extended railroad track and platform to accommodate visitors to the rural site. The airshow drew many famous aviators most of whom were Americans the most prestigious being Glen Curtiss and dozens of other significant, but not as famous pilots. The Wright Brothers did not take part in the event but their lawyers attempted to prevent some from flying, including Curtiss, claiming ailerons on their aircraft infringed on the Wrights' patents. Notwithstanding these allegations, Paulhan and Curtiss still made their flights. It is estimated that 254,000 tickets were sold and gate receipts were \$140,000 and a local street car ran every two minutes. The birdmen competed for \$75,000 in prize money. Aviators were informed that they must not fly over the grandstand or assembled crowds risking penalties.



The ten day event in January was now complete and in the history books as Americas First Air Show.

As the success of the first show spread the second one was being organized by the Aero Club of Atlantic City, New Jersey. This event took place in July 1910 spanning about one week. Tens of thousands of on lookers traveled to Atlantic City and packed the boardwalk hotels to watch the now growing famous aviators or birdmen. Although Atlantic City was smaller, the Curtiss machine flown by Glen Curtiss and the Wright Brothers machine flown off a track built on the beach by a company demonstration pilot, dazzled and fascinated crowds. The news of their daring flights gave Atlantic City its place in history for the centennial of airshows.



SCENE FROM THE 1910 HARVARD AERO MEET

The third American airshow was the Harvard-Boston Aero Meet. It took place at Harvard Aviation Field in Atlantic, Massachusetts, in September of 1910. It was an event that offered aviators more than \$90,000 in prize money. Both the Wright Brothers and Glen Curtiss were there. However, it was Englishman, Claude White, who had ruled the show. The Massachusetts show stands out for giving New Englanders their first real glimpse of an airplane. Early female aviator, Harriet Quimby, was so inspired by this show that she pursued her pilots license. Sadly she lost her life two years later flying at the same venue.

The fourth and last major airshow in 1910 took place at a large race track on Long Island, Belmont Park, New York. It was for a week at the end of October and this airshow offered approximately \$75,000 in prize money. Many speed and altitude records were broken and new and

improved flying machines began to appear onto the scene. The meets most notable event closing airshows for 1910 was the quick dash. The quick dash took competitors from Belmont Park race track, in their little flying machines, over New York City harbor, around the Statue of Liberty and back. Some 75,000 people crowded around the track to witness the start and finish of this event. Not to mention the tens of thousands of people that were looking skyward to see and be amazed by these new flying machines. Just seven years after the Wright Brothers first flight.

For this reason New Jersey should stand proud of its connection with America's First One Hundred Years of Airshows. Now Atlantic City Airshow in August, pilots fly over the exact area that both the Wright and Curtiss machines flew 100 years ago.

For more information or questions about the 100th anniversary of airshows in the US, contact Andy Kondrach at [Airshows100@yahoo.com](mailto:Airshows100@yahoo.com)



COUNT JACQUES DE LESSEPS AND HIS WINNING BLERIOT. The French airman won the grand prize of the Belmont meet, the Thomas F. Ryan \$10,000 for the flight around the Statue of Liberty.



# 1910 100 YEARS OF AIRSHOWS 2010



New Jersey aviation enthusiast and long time friend and supporter of the Foundation, Andrew (Andy) Kondrach, of Hammonton, New Jersey hopes to bring attention to the centennial celebration of 100 years of airshows in America . Andy, co-founder and current chairman of the board of the Millville Army Air Field Museum , approached the New Jersey Aviation Historical Subcommittee, that he has served on for the past ten years, and brought forth the information of New Jersey 's role in our nations first airshows and agreed to chair a centennial committee. This subcommittee was organized by a few members of New Jersey 's aviation museums in order to take on special state wide historical projects that would otherwise go unnoticed. The committees first project was to prevent the original terminal building at Newark Airport from being demolished. The committee went to work and convinced the NY/NJ Port Authority to relocate a spectacular marble deco art building that had the nations first control tower on its roof. This mission was completed and it is now building #1 which is Newark Airports Administration building. Truly a national treasure. The subcommittees second event was the 100<sup>th</sup> Anniversary of Manned Powered Flight. Andy chaired this event for New Jersey to participate in the Centennial and created a logo with artist, Bob Rioux of New Jersey . (NEW JERSEY SALUTES 100 YEARS OF POWERED FLIGHT) December 17, 2003.

With the experience gained chairing the Centennial of Flight 2003 it just seemed natural to create a new logo for the 2010 commemoration of 100 Years of Airshows. That is exactly what has been done. The red, white and blue logo 100 Years of Airshows depicts the early days of balloon flight and the 100 years or so that preceded powered flight leading to a formation of jets turning skyward. The bottom of the logo points out the first four shows in 1910. The first one, Los Angeles , California in January, the second, Atlantic City , New Jersey in July, the third, Boston , Massachusetts in September and the fourth was Long Island , New York in October. To create the logo Andy worked with Penza Media of Hammonton, NJ and Design Advertising of Millville, NJ. Their suggestions and talents helped to make the logo a reality. This logo was designed for print media. The second logo, the multi color balloon logo, was designed by longtime aviation photo journalist and military patch/emblem designer, Don Spering of Mt. Holly , NJ . This logo has now been reproduced as an embroidered patch that will be available for sale to commemorate the 100 years.

Andy is an extremely passionate aviation enthusiast and particularly loves all forms of aviation but warbirds especially. He contributes this to the many stories he would hear from his father who served in WWII in the Army Air Corps as an aviation electrician. After becoming an A/P mechanic at Teterboro School of Aeronautics, Andy moved to Seattle, Washington to work for the Boeing Aircraft Company. When he arrived the first Pan Am 747 had just flown to New York .. He remembers hearing all the stories of all the great airplanes that were flown off of Seattle 's Boeing Field. This career was short lived due to layoffs in the 1970's. It was then back to New Jersey with gas lines and no aviation jobs available. Aviation jobs didn't continue but the love of aviation history did and in 1986 Andy and a handful of others started to organize the Millville Army Air Field Museum in Millville , NJ . Since that time Andy was honored by



Andy Kondrach poses with the two logos he designed to commemorate the 100th Anniversary of Airshows.

the state of New Jersey in 1995 with the Outstanding Service to Civil Aviation award. He served 10 years as the part time airport administrator for the Hammonton Municipal Airport , in Atlantic County , NJ . In May 2009, he received an Outstanding Service Award from the NJDOT and Mid-Atlantic Aviation Coalition for serving as administrator of Hammonton Airport .

After receiving his Outstanding Service Award he presented his 100 Years of Airshows logo to the attendees at the NJ Aviation Conference at Newark Airport . Many of those attending were amazed to hear the story of how NJ was part of the first four airshows in the United States . His full time occupation is a regional sales representative for Eastern Aero Supply Company of Millville , NJ which is a distributor of aircraft maintenance and pilot supplies.



## FUEL FOR PUERTO RICO: WHO? HOW?

If 2009 did not have enough problems to contend with, trying to get the required fuel for the C-54 for our most important mission to and from Puerto Rico certainly presented its challenges. The problem was more than just the fuel from Florida to Puerto Rico and back to Florida, but from New Jersey to Florida, then to Puerto Rico, then back to Florida, then have enough fuel to get to our next event. After many telephone calls to selected patriots who have the heart and desire to support our educational mission, we were able to secure the right amount of fuel at the right location. We are most appreciative to the following who stepped up and said " yes, we will help support the mission". A most sincere thank you to the following:

From StarPort Aviation of Sanford, Florida - 250 gallons

From the Delta Connection Academy, Sanford, Florida - 500 gallons

From Tracy Forrest and the South East Ramp, Sanford, Florida - \$250 to purchase fuel

From Showalter Flying Service, Orlando, Florida - 300 gallons

From George Witchell, Pinehurst, NC - 400 gallons

From the Fuel Desk, LLC, Shirley Gunn, Pres., Cumming, Georgia - 1200 gallons

From Winchester Aviation, Winchester, Virginia - 500 gallons

From Steve Brightwell, Cincinnati, Ohio - \$500 to purchase fuel

From Western Aviation Service, Corp., Ramey, Puerto Rico - 400 gallons

### *MESSAGES OF THANKS FROM THE FOUNDATION TO OUR FUEL CONTRIBUTORS AND SPONSORS:*

To Geoff Lane, manager of StarPort Aviation: Thank you, Geoff, for all you did for us while parked at your beautiful facility for several weeks. You were the perfect host and you and your professional staff took great care of the C-54. Thank you for the fuel and use of the stairs.

To Rachell Bragg, Public Relations for the Delta Connection Academy at the Sanford International Airport. It was our pleasure to park the C-54 on your ramp for several days so the hundreds of aviation students could tour the C-54 "Spirit of Freedom". It was an unexpected treat to tour your great school and see where hundreds of international future aviators are trained. Thank you and your entire staff for the opportunity to expand our educational message. Thank you very much for the fuel. Receiving the fuel was an unexpected gift from the Delta Connection Academy.

To Tracy Forrest and the South East Ramp: We were most grateful for your contribution to help buy fuel for Puerto Rico. We will always remember your kindness and generosity for the tour of your most immaculate facility. We look forward to our return. Say hello to Krysty for us.

To our long time friend and Patriot, Bob Showalter. Once again we owe you many thanks for your continued support over the years. I wish you could have experienced the good our visit to Puerto Rico created. As always, Bob, thank you for caring. Thank you for allowing us to use your beautiful facility at the Orlando Executive Airport on our return from Puerto Rico.

To Gerge Witchell: What an unexpected treat to see you at the Monroe, NC event. When we made our first visit to Puerto Rico in 2007, you made a sizeable fuel contribution, and now in 2009, you once again helped with 400 gallons when we needed it. Your the best, George. Thank you for being a caring patriot and for supporting the "Spirit of Freedom". Say hello to Alec for us.

To Shirley Gunn, President of the Fuel Desk, LLC,: I could not believe my ears when you told me on the telephone you would donate 1200 gallons to help get us to Florida and then on to Puerto Rico. We owe you a sincere thank you for your generosity and patriotism. Your support was timed perfectly to help solve a major fuel problem for the Foundation. We salute you.

To Renny Manuel, Airport Manager of the Winchester Regional Airport, Winchester, Virginia: Your continued support over the years has certainly been a key role to keeping the "Spirit of Freedom" flying. Never faltering, your kind and generous support is appreciated very much. You and your staff have always received us with open arms. Thank you for supporting the Puerto Rico mission.

To Steve Brightwell: It was a welcome surprise to talk to you via cell phone while taking on fuel in Puerto Rico. It certainly was kind of you to tell me to add another \$500 worth of fuel as a gift from you. Once again your desire to help the "Spirit of Freedom" is appreciated very much as well as your kind generosity over the past few years. Thank you Steve for being a patriot.

To Ruben Hernandez, President, Western Aviation Service, Corp., Ramey Puerto Rico: It was a pleasure to take the time to talk to you and your sons during our visit to your facility at the Rafael Hernandez Airport. Thank you for being a great host and for your cooperation with parking, as well as loaning us the boarding stairs. The fly in was great as well as the pig roast you provided to the public. A special thanks for the fuel you donated, and the discount for the fuel we purchased. We look forward to our return.

To George Speake, Vice President of Operations, Sanford International Airport: Thank you, George, as well as your entire staff for allowing us to use your fine airport facilities for the several weeks we used the airport for our Puerto Rico mission. You're genuine concern for the well being of the C-54 and the Foundation is appreciated very much. You helped solve many major problems with your cooperation and understanding. We salute you.

To Captain Melvin Bouboulis, Commander of the USCG Air Station Borinquen: Thank you for allowing us to visit your facility for the Open House and for the visitation of the local school students. It becomes very clear in a very short time as to why they call the USCG Air Station Borinquen the "Pride of the Caribbean". Thank you for the plaque that we will be honored to display during our educational missions. Thank you to Lt. Mary Martin, Assistant Operations Officer, Commander Tony Hahn, Executive Director, and Lt. Matt Matsuoka, for your help and cooperation to make our visit most enjoyable.



## PUERTO RICO MISSION A SUCCESS

### *Final List of Patriotic Contributors*

With appreciation and gratitude, we want to recognize and say a sincere thank you to each of the patriots listed below who provided financial support in the form of contributions to help make this most important mission a success. The final amount of financial support was \$11,217.00. We salute each and everyone for caring about this mission of Honor, Remembrance, and Celebration.

John Passanante, Airlift Veteran	Cherry Hill, NJ	2 contributions for the mission to PR
Earl Block	Long Branch, NJ	2 contributions for the mission to PR
Charles Vanderburg, Airlift Veteran	New Boston, Texas	3 contributions for the mission to PR
Gary and Sharon Walden	Dublin, California	
Bernd Ulken and family	Fly Creek, New York	
Lawrence Thomas	Deatsville, Alabama	Former C-54 Flight Engineer
Helga Johnson	Belvidere, New Jersey	* see note below
Ann E. Barnes	Orlando, Florida	Sister to Airlift Veteran, Harry Barnes
William Gosser	Portland, Oregon	
Ingrid Griffin	Freeport, Illinois	
Dr. Leonard R. Howell, Jr.	Valdosta, Georgia	
O Raymond Sellers, Jr.	Sevierville, Tennessee	
John Townsend	Lompoc, California	Airlift Veteran 61st Maintenance Sq
William L. Paul	Stockton, California	Navy VR-8 Flight crew and Maint.
Curran L. "Jack" Jones	Holland, Texas	Airlift Veteran 47 TCS
Hal Denny	Southern Shores, NC	
Jack L. Gilbert	Summerville, SC	Airlift Veteran Flt Eng & Maint.
Bess Vaughn Etter	San Marcos, Texas	* see note below
Paula and Don Lietz	Bayonet Point, FL	
William C. Perkins	Hollywood, California	Airlift Veteran 18th Weather Sq.
Stephen Brightwell	Cincinnati, Ohio	Made 2 Contributions
Marshall Walla	Jefferson, Texas	
Anna and Al Winkler	Dallas, Pennsylvania	
John F. Bessette	Springfield, Virginia	C-97 Flight Crew
Anna Othold	Centreville, VA	
Father Jack Fitzgerald	Pittsburgh, Pennsylvania	
Tom Walton	Pittsburgh, Pennsylvania	
Laura Conty Nieves	Aguadilla, Puerto Rico	We hope to see you again in April
Lothar E. Zeidler	Lakewood, New Jersey	* see note below
Richard R. Langhoff	Mattapoisett, MA	
Albert E. Brion, Jr.	Akron, Ohio	
Fred Castellow	Kill Devil Hill, NC	
Dan and Merrilee Carlson	Hastings, Minnesota	* See note
Ronald M.A. Hirst	Weisbaden, Germany	
Keith Kreager	Sandusky, Ohio	Made 2 contributions
Thomas G. Harrison	Denton, Texas	
Terry Bucklew	Coronado, California	
Gary V. Plomp	Gilroy, California	
Colonel Clarence S. Parker	Valdosta, Georgia	
Agnes Smith	Paulsboro, New Jersey	
Jules E. and Mary Blazej	Winchester, Virginia	
ML. Rafter and D.M. Rafter	Torrance, California	
Garred A. Giles	Aguadilla, Puerto Rico	
James and Sharon Crouse	Hendersonville, North Carolina	
C.B. Fraley III	Savannah, Georgia	
James and Mary O'Reilly	Wolfstown, Virginia	
Mr. and Mrs. E.L. Griffin	Anderson, South Carolina	
William and Jenny Oliver	Lafayette, Louisiana	
Duff M. Neely	Rincon, Puerto Rico	
Ken and Bonnie Coombs	Andover, New Hampshire	
Linda Moore	Savannah, Georgia	Made 2 contributions
Carmen M. Hawk	Aguadilla, Puerto Rico	
Albert E. Brion, Jr.	Akron, Ohio	
Jack and Sally Meagher	Southern Shores, North Carolina	
Joe Rahl	Pompano Beach, Florida	Airlift Veteran C-54 Pilot
Anna Amick	West Columbia, South Carolina	
Ralph D. Rouse	Pickerington, Ohio	World War II Veteran
David R. Hafer	Auburn, Pennsylvania	
William Sproul	Blawnox, Pennsylvania	Airlift veteran Hq.
Clarence R. Josefczyk	Maynard, Ohio	
Ruth Conrad	Jersey City, New Jersey	
Lt. Colonel Ivan L. McKinney	Bossier City, Louisiana	USAF, AACS/Navigator
Albert Lowe	Charleston, South Carolina	Airlift veteran 29th TCS

*(Continued on page 8)*



(Continued from page 7)

Charles Baggett	Decator, Texas	
Charles D. McManus	Levittown, Pennsylvania	Now active duty USAF
Bill and Diana Dade	Hillside, New Jersey	
Gary T. Walker	Bridgeton, New Jersey	
Ed Anderson	New Smyrna, Tennessee	
Samuel Latorre	Chicago, Illinois	
Earl High	Cary, North Carolina	
Roger LaVin	Leesburg, Florida	
Ovidio Pugnale	Beaver Creek, Ohio	
Bucklew Insurance, Inc.	Mount Dora, Florida	
Vern Jobst	McHenry, Illinois	
Berlin Airlift Veterans Association	Baltimore, Maryland	Veterans of the Airlift
Fleet Reserve Association	Mountain View, California	
Puerto Rico Airways, Corp.	San Juan, Puerto	Rico Guillermo Ortiz-Pres&CEO
German Embassy	Washington, DC	

Notes:

Merrilee Carlson is the President and Founder of Families United for our Troops and their Mission. She accompanied the "Spirit of Freedom" on the Puerto Rico Mission

Helga Johnson experienced the Berlin Airlift as a young girl living in Berlin. She now lives in New Jersey and is a dedicated contributor to the Foundation with her husband, Sven.

Bess Vaughn Etter is the sister of James Vaughn who died on October 18th, 1948, when his C-54 crashed on approach to Weisbaden, Germany returning from a mission to Berlin.

Lothar Zeidler as a young Berliner, departed during the Berlin Airlift on a British C-47 Dakota on his way to the US. The C-47 he was a passenger on crashed on approach to Lubeck and was one of only eight survivors. He retired as a professor from Rutgers University.

### TIMELY SUPPORT FROM THE FUEL DESK, LLC.

The Foundation had the privilege to meet Shirley Gunn, President and Founder of the Fuel Desk, LLC, at the Cherry Point Marine Corp Air Station several years ago. Shirley had the contract to provide fuel for their annual air show.

One could grasp immediately after meeting her that she is a patriot and cares about our country and our history. From time to time, we would by chance encounter her and her fuel team at various events where she had the fuel contract. Her base of operations is located in Cumming, Georgia. She founded her organization in 2003 and maintains her position as president.

The Foundation contacted Shirley in late March of 2009 to seek support for the upcoming April mission to Puerto Rico. We were most appreciative when she and the Fuel Desk, LLC responded with 1000 gallons of fuel to be picked up at the Winchester Regional Airport on our flight to Florida, plus an additional 200 gallons at the Keesler Air Force Base event. At Winchester, Winchester Aviation also donated 500 gallons which brought the amount to 1500 gallons, just enough for the flight to Florida plus a small reserve. When asked why she was willing to make the a donation, she stated " I like the dedication of the flight crew to their duties, I feel it is important the way the C-54 is used for educational purposes. I wish more school students could have the opportunity to tour the "Spirit of Freedom" and learn about the Berlin Airlift."

Thank you Shirley Gunn and the professionals of the Fuel Desk, LLC, for helping to make our mission to Puerto Rico a success. We salute you. The best to you in 2010.



Foundation President, Timothy A. Chopp, with Shirley Gunn, President of the Fuel Desk LLC, and First Officer, David Brightwell, at Keesler Air Force Base, Mississippi. Photo taken on April 5, 2009.

***We are able to expand our Mission of History, Education,  
and Remembrance, because of your continued support.***

***HELP KEEP THE "SPIRIT OF FREEDOM" FLYING!!***



## PUERTO RICO MISSION: SUCCESS BEYOND ALL EXPECTATIONS

The mission to the former USAF SAC Base, Ramey Air Force Base, located near Aguadilla, Puerto Rico, was a joint, multipurpose mission. It was named "**A Mission of Honor, Remembrance, and Celebration**". The three organizations represented were the **Berlin Airlift Historical Foundation**, the **Ramey Air Force Base Historical Association**, and **Families United for our Troops and their Mission**. While each organization represented their specific role in history at Ramey Air Force Base and Puerto Rico, they evolved into one force to maximize the importance of the words "Honor", "Remember", and "Celebrate", by providing many meaningful activities to all. As a result, it was a most satisfying and memorable experience.

As units from Ramey Air Force Base were called to the Berlin Airlift in 1948, the Berlin Airlift Historical Foundation's purpose for the mission was to honor and remember those who served from Ramey Air Force Base as well as all veterans of the Berlin Airlift. The Ramey Air Force Base Historical Association's purpose was to honor and remember all former Ramey Air Force Base personnel who served there, and to celebrate the 70th anniversary of the base by holding their annual reunion in Puerto Rico. Families United for our Troops and their Mission, their purpose was to honor and remember the troops from Puerto Rico who gave their lives in Iraq and Afghanistan. Hosted by the US Coast Guard Air Station Borinquen "Pride of the Caribbean", activities included an open house and educational day for school students, a fly in of aircraft open to the public, a memorial service, a special luncheon for the families of the fallen heroes of Puerto Rico, and programs depicting the Base History.

Merrilee Carlson, President of Families United, and her husband, Dan, had the opportunity to fly aboard the C-54 "Spirit of Freedom" to and from Puerto Rico. She recorded her experience on paper which we have included in this report. Merrilee and Dan lost their son, Michael, in Iraq in 2005. She has dedicated her life to others who have also lost a loved one in the fighting with the creation of Families United for our Troops and their Mission. To get a better feel for the mission, be sure to read the captions under the photos. Have a pleasant journey.

Mission to Puerto Rico aboard the "Spirit of Freedom"

THOUGHTS ON OUR MISSION TO HONOR, REMEMBER AND CELEBRATE

April 20-26, 2009

Orlando, Florida to Ramey Air Force Base / Air Station Boriquen, Aquadilla, Puerto Rico



*This photo was taken moments before the "Spirit of Freedom" departed the Sanford International Airport at Sanford, Florida, for the 6 hour flight to the Rafael Hernandez Airport, Aguadilla, Puerto Rico, on April 21, 2009. Photo includes Dan and Merrilee Carlson, Tim Chopp, Aircraft Commander, David Brightwell, First Officer, James Elliott, Caribbean Safety Pilot, and Joel Ekholm, Load Master/Scanner.*

0515 Tuesday April 21, 2009 – 4:15 a.m. Minnesota time. Our early wake-up call roused us to the mission of the day. We scurried to shower, dress, pack provisions, have breakfast and depart by 0620 for the airport. We arrived to see the sunrise gleaming off the C54 "Spirit of Freedom" that would take us to Puerto Rico. The crew got busy with all the final flight checks and after a quick photo we buckled-up for take-off.

It is a very different feeling waiting as each engine starts up and the propellers begin to spin. The belly of the plane shakes with each new burst of power supplied by the engines as they start up. With the start of each engine we wait to see that oil pressure is good and all is working properly. Soon all 4 are rumbling and we start to taxi to the end of the runway. Here we pause as the pilot, Tim Chopp, revs all 4 engines to max while holding our position. You feel the power as the plane shakes. We get clearance for take-off and before we know it, we have launched into the air. The rumbles have smoothed out to a vibration that quickly becomes comfortable and wants to lull you to sleep.

It was interesting to me because just before Joel got my attention, I was thinking about Michael and felt him with us.

We head East into the sun and the Florida coast, traveling past Cape Canaveral on our way. Finally – we are over water – what a glorious blue. Our crew has merged 1942 airplane construction with 2009 technology. On board, we have some of the latest Coast Guard technology: including a weather tracker which allowed us to route through a storm and away from potential lightning.

As we near the Bahamas, we start to see little black dots all over – small islands and then we get to view the geography of the ocean floor from our view at 6000 feet. It's absolutely beautiful – the range of blues and sea greens are amazing. Where's my dive gear!

This mission is very important to the crew. They have dedicated it to the 44 men of Puerto Rico who have given their lives to defend and protect us in Iraq and Afghanistan. A poster with their photos awaits hanging on our landing at Rafael Airport in Aguadilla, Puerto

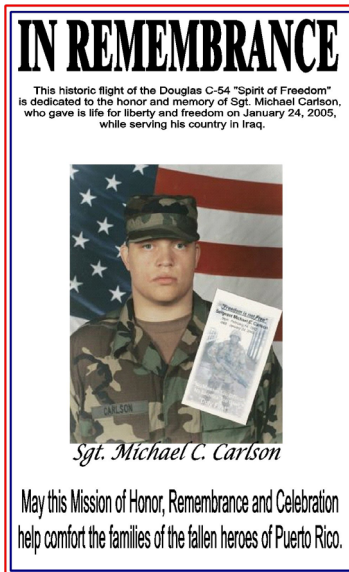


*A view of the beautiful blues and green waters of the Caribbean as seen from the right side of the "Spirit of Freedom". The #3 engine can be seen as it performs flawlessly on the flight to Aguadilla, PR*

(Continued on page 10)



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Rico. I look above the door to the cockpit where an eagle flying the colors of the U.S. flag flies. To the left is Michael's photo. In addition to Puerto Rico, they have dedicated this mission to Michael. I feel humbled by their dedication to honor and remember these heroes.

But the mission is deeper than the heroes of Iraq and Afghanistan. Below Michael's photo is the poster titled "A Salute to Fallen Heroes" Photos of the 32 U.S. airmen who gave their lives during the Berlin Airlift in 1948-1949. Included is a list of British airmen who also made the ultimate sacrifice. On our arrival in Puerto Rico, a Memorial Service will be held by the Ramey Air Force Base Historical Association (RAFBHA) which is celebrating the 70<sup>th</sup> Anniversary of Ramey. Beginning in 1939 the men stationed there worked to guard the waters around Puerto Rico and the Caribbean and defend them from German boats that would seek to attack shipping and ports in the U.S. They will honor 39 young men who gave their lives in this action. The RAFBHA will also honor the Iraq/



All is set up and ready for the school students to arrive.

Afghanistan fallen heroes from Puerto Rico.

This mission is to Honor, Remember and Celebrate – all who have given their lives in service to our country. This small team works to share the story of the Berlin Airlift and the men that made it happen. Airmen from France, Britain, the United States and even a Unit from Puerto Rico who helped rescue the people of Berlin during the Russian blockade.

Men who made the extra effort to simply do the right thing! But, it is much more because their mission has reached across generations and included multiple conflicts.

They seek to share the stories of these special heroes with the children, so the children will know and understand what the "Spirit of Freedom" is all about.

We are now at 9000 feet and 4 hours into the flight – about 2 to go. It's cold and I need to find a jacket! It's a beautiful day to fly!



Students and the large flag of the United States inside the US Coast Guard hangar at USCG Air Station Borinquen, Aguadilla, Puerto Rico.

It's been 4 hours in the C-54 now during our 6 hour flight from Orlando to Aguadilla, Puerto Rico. The beautiful islands are behind us and now we watch the blue sky meeting the blue water. It is mesmerizing and makes you sleepy. David looks ahead to a bunch of clouds in the horizon and says "is that Puerto Rico". Tim says no – "it's too soon!" We keep an eye on the clouds as it is a storm. Half an hour later we find that yes, those clouds are right over Puerto Rico. We perk up again because we can now eagerly anticipate seeing Puerto Rico for the first time, the airport, the landscape, the beaches...

All we see are clouds.

All prepared for the landing, Tim lets us know he is going to do a fly-over before landing. As we break out of the clouds we get our first view of the Airport on our left – but we're sitting on the right side of the plane. We tip our wings in salute to those watching from the US Coast Guard hangar. Thinking we are going to circle and land we start to scoot to the other seats so we can get a good view of the landing. However, we circle right with the wings tipped to the ground right over the most beautiful beach. The deep blue of the sea turns into the beautiful turquoise blues and greens and then blend into the beautiful sand. I thought – can we keep circling like this? We make another pass over the airport and then circle back to land.

You can always tell pilots who fly a particular plane and love the plane by the landings and takeoffs. Despite the rain, the Spirit of Freedom gently laid her wheels on the runway. We've landed!

We taxied back to the runway and waited for the crew to take care of business. The stairs were brought around. Tim called to me to walk off the plane with him. Together we met with Ken Coombs, President of the Ramey Air Force Base Historical Association – the team for "A Mission to Honor, Remember, and Celebrate was now complete!"



Foundation President, Timothy A. Chopp, with the driving force behind the Ramey Air Force Base Historical Association, Ken and Bonnie Coombs. Ken as President of RAFBHA, and Bonnie as Secretary, they both work very hard for their organization as well as perform all the planning for their yearly reunions. They are dedicated patriots. The BAHF and RAFBHA work well as a team to make the Mission of Honor, Remembrance, and Celebration, a success. We salute Ken and Bonnie Coombs

The crew gave instructions to the hangar team and we climbed into vehicles to get checked into our Base lodging and get ready for the evening. Riding in the car the couple of miles – you can still feel the vibrations of the plane.

We are invited to a get-together at the Officers Club. As this is the first time the veterans have all come together for the week, Ken asks everyone who has served or grew up at Ramey AFB to tell a little about their time there – the Unit they served with, etc. Most fascinating was the veteran from WWII who arrived at Ramey in 1941 while the base was still under construction. We met the Bucklew boys and their mother. Their dad served two tours at Ramey in the late 50s and early 60s. It was an emotional time for them as they were teenagers who ran amok on the island, but now were here without their dad. The memories engulfed them.

The stories start to blur as you hear from 60+ returnees. But, the message was the same – whether they were from the states or

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Puerto Rican by birth, whether they served or their parents served, they loved Puerto Rico and they were proud of their service to our country. One can only imagine the pictures running thru their heads as they talk about the events and way things were and how much they've changed!

### PREPARATION DAY AT THE HANGAR

Wednesday was the day to check over the plane for the return flight.

We get to the hangar early and watch as the crew opens the engine covers. There is oil dripping. Not a lot, but they wanted to find out what was up! In the meantime, everything is set up in the hangar for the arrival of the school children. Banners for the Berlin Airlift information are placed beside the stairs. The photo-board of the Puerto Rico fallen heroes is setup and I find they have placed Michael's poster up as well. In the plane, they are busy.

*An interesting aside: Joel, the Loadmaster from Upstate New York, mentioned that he had a cousin that lived in the Hastings area by the name of Pete. Dan and I looked at him with our jaws dropped. I asked if his cousin was a lawyer and received an affirmative answer. I asked when Joel last spoke to him and it had been a long, long time. So, I pulled out my cell phone and dialed our friend Pete and asked him if he had a cousin Joel in New York – again I received a yes and I handed the phone to Joel and two cousins from across the country were reunited. Pete is a family friend of many years and connecting with him brought the circle of military family closer here in Puerto Rico. It is a small, small world!*



Merrilee and Dan Carlson, from Hastings, Minnesota, represented Families United for our Troops and Their Mission, were a great asset as goodwill ambassadors and helping to conduct tours. They lost their son, Michael, in Iraq



Commander of USCG Air Station Borinquen, Captain Melvin Bouboulis, giving his opening remarks to the school students as the US Navy Honor Guard remains posted.

Later that evening we again got to enjoy hearing the stories of the Ramey group. Each story reminded me of the tales my dad and father-in-law, Harry, would tell of WWII (different location, but same stories). As they continued, I realized they are also Michael's stories. They told tales of young men who are willing to serve gallivanting off to a foreign land, including the tales of off-duty adventures and going into town to relax. Most of these Michael would never tell his mother!

The military family is a warm welcoming family and you immediately feel part of the group – no matter the generation. How I'd love to tell them some of Michael's stories, but this is their time.



View inside the US Coast Guard hangar on Thursday, April 23rd, 2009, looking across the left wing of the "Spirit of Freedom" as the hundreds of school students begin to occupy the hangar for educational tours being conducted by the US Coast Guard and the Berlin Airlift Historical Foundation, as well as other civic organizations.

*We are up early to head to the hangar – it is School Day!*



Dr. Georg Schulze-Zumkley, from the German Embassy in Washington, DC, took the time from his busy schedule to talk to the students for this special education day at the USCG Air Station Borinquen. He also spoke at the memorial service on behalf of the German Embassy to honor those who gave their lives during the Berlin Airlift

We hurry to get everything set before the children from the Ramey School arrive – about 200 of them. Most of the students are in the age groups that are studying world history, from each level of the school system. They line up in front of the gigantic flag hanging in the hangar for the posting of the colors by the Sea Cadets and a message from US Coast Guard Captain Melvin Bouboulis, Commander of Air Station Borinquen. Soon, the teachers are bringing the classes over to the plane. With us is Georg Schulze-Zumkley, Deputy Director of Information for the German Embassy in Washington, D.C. The Berlin Airlift and the *Spirit of Freedom* is a special interest of his. It tells the story of American, French and British airmen who worked so hard to provide food and fuel to the 2,000,000 people of Berlin when the Russians blockaded the city in 1948-1949. These airmen, including a Unit from Puerto Rico, landed planes every 15 minutes in West Berlin with supplies for the people. The same people who previously had bombed the city were the ones who were working so hard to save the people.

Throughout the morning, Mr. Schulze-Zumkley spoke with the children about the airlift. He is helping them understand why the airlift was necessary and the great effort the airmen gave to save the people of Berlin from starvation. The first class was 5<sup>th</sup> graders. He had the class divide in two with an aisle – a space between the two groups. He told them at no-one could move into the space. Georg continued his talk and one very small girl moved into the middle. He moved her back. A few minutes later she moved out again. He moved her back again. How like our nature to not want to be forcefully separated from our friends and family. This reminded me of the other part of the story – the story of the people of Berlin who tried to escape. The airmen of the Airlift enabled the people of Berlin to stay alive in order enjoy the freedoms to come.



School students boarding the C-54 "Spirit of Freedom" to learn about the great Berlin Airlift of 1948 and 1949.

On display were photos of bombed Berlin and how the Brandenburg gate looked back then. Just before the steps to the plane, the crew placed a stand with the American flag and a poster of Michael stating they have dedicated this flight to his memory. On the other side is a stand with a Puerto Rican flag and a poster honoring their 44 Fallen Heroes of Iraq and Afghanistan. These men and women also fought in a foreign country to help liberate people.

(Continued on page 12)



The children now are able to relate past events to the present. It is no longer simply a story they have heard. These are real people effecting the lives of others.

Then Ice Cream was announced and the children were off to a new adventure .

After the students left, the crew went to work on the plane. They decided to do preventative maintenance and make the same repairs on all 4 engines. They worked until midnight. I am writing this as we are flying home – passing the Bahamas. The engines are purring!

Dan, Georg and I could not help the crew, so we went to find a beach. Walking in the sand, listening to the power of the ocean allows us time to reflect. We stayed at the beach watching the sunset, hoping for one of those spectacular glowing skies – it was not to be, but it was still beautiful.

We checked on the crew on our way to the Ramey get-together. The crew would call for a ride if they were finished or for food...They called for food. We brought burgers and the Bucklew boys. We finished the day packing the plane for the move to the Jet Center which would allow the Spirit of Freedom to be open to the public on Saturday.

They finished and were home at 12:30 am – Spirit of Freedom ready to fly!



A group of students on board the C-54 are looking at Airman Avatar, an electronic figure that talks about the Berlin Airlift. One young boy is looking the other way at the display about Vittles, the dog that flew on 131 missions during the Berlin Airlift.



A good view of the many students as they tour the hangar and the C-54. In this photo, you can see the line of students waiting to climb the stairs to get a close up look at the #2 engine on the C-54, that had the cowl removed for that purpose. They all enjoyed the opportunity to see the engine.



President of Families United, Merrilee Carlson, talks to the students before boarding the C-54.



Foundation President, Tim Chopp, talking to students about the photos of the Fallen Heroes of Puerto Rico at the memorial display prior boarding the "Spirit of Freedom".

Saturday is our big event day. I woke early and tended to details to make sure this day was special for all of the families.

We arrived at the Memorial location early to make sure the stand with the Puerto Rican fallen heroes was in place. The wreath was beautiful – a circle of white chrysanthemums and a bouquet of red roses on the side. Across it ran a blue banner that said "Honor, Remember, Celebrate". Now we await the arrival of the Puerto Rican families as well as the Ramey group. We started the program about 10 minutes late, and that is when the families started arriving from all over the island.

Those gathered for this special Memorial Service were veterans from WWII, Korea, Vietnam, Iraq and Afghanistan and their families. Together we listened to Ken Coombs, President of the Ramey AFB Historical Association talk about those who gave their lives at Ramey. Georg Schulze Zumkley then eloquently spoke about the Spirit of Freedom and the gift the Berlin Airlift crews gave to the people of Berlin – former enemies now saviors. He read the names of the 31 fallen heroes.

My message was one of a single military family that includes all. It included those who served at Ramey to defend and protect the U.S. in the Mona Passage even before WWII was official for the U.S. We are one family that includes all those from the mainland and Puerto Rico that served at Ramey during Korea and Vietnam. We are one family that includes my Michael along with the 44 Puerto Rican men and women who gave their lives to defend and protect the U.S. mainland, Puerto Rico and all those around the world who need our help. Each and every one of them are heroes who put country and others before self. They gave us the gift of freedom. May we be worthy of that gift.

Lydia Suliveras, wife of SSG Wilberto Suliveras who gave his life in Iraq on July 29, 2007 laid the wreath in front of the poster honoring the Puerto Rico heroes. The ceremony concluded with Taps. What happened next is the purpose of our Puerto Rican mission:



The families walked up to the poster and wreath with tears in their eyes and shoulders shaking. They touched their hero's face. They hugged one another and consoled one another. Families from across Puerto Rico shared their hero with me surrounded by the Ramey families and the crew of the Spirit of Freedom. This is the "Spirit of Freedom" – that in sadness and grief we come together across generations, across conflicts, across the sea to "Honor, Remember, and Celebrate."

Following the ceremony we traveled the short distance to the Jet Center for the families and the public to view the C54 as well as the vast



**"....THEN THE MEMORIAL SERVICE  
CONCLUDED WITH TAPS, AND THEN THE  
HUGS, TEARS, AND THE CONSOLING"**

This is the first time any organization from the mainland or Puerto Rico has come to honor their heroes and to bring their families together.

array of vintage aircraft that flew in for this special event.



Merrilee Carlson and Lydia Suliveras laying the wreath honoring the Fallen Heroes of Puerto Rico. Lydia is the wife of SSgt Wilberto Suliveras who gave his life in Iraq on July 29, 2007. We salute SSgt Wilberto Suliveras.

The Iraq and Afghanistan families met together at the Coast Guard Community Center for lunch. It took a while to get all there – Base security, etc. We had 6 of the families at the luncheon. We shared our heroes' stories. Most of these families did not know one another. I shared a childhood story of my Michael and Jose Rodriguez, a Vietnam Veteran who has befriended some of the families acted as translator. The families got up and spoke of their hero in Spanish – no translation was required! I knew they were speaking of their hero and the dates, locations, and events were different but the pride, joy and love were the same.

For these families, this is the first time ANY organization from the mainland or Puerto Rico has purposefully come to them to honor their heroes and to bring their families together. There are no groups here to help them. But, with our assistance, they want to reach out to all the families of Puerto Rican fallen.

This is the "Spirit of Freedom!"  
Mission complete!



The Honor Guard is posted for the Memorial Service. To the left can be seen the display of the Flag of the United States, the Flag of Puerto Rico, and photographs of the Fallen Heroes of Puerto Rico who gave their lives in Iraq and Afghanistan.

Sunday, 8:00 a.m. – Wheels up! With a last look at Jobo Beach and Ramey Air Force Base aka U.S. Coast Guard Air Station Boriquen from the sky, this Lady's engines are purring. As we head away from the island, I am called to the cockpit. Tim tells me Michael is with us again and he points out the window. The most gorgeous rainbow I have ever seen is there- a full rainbow – a message from God and my Michael that all is well, a message of job well done!

A Mission to Honor, Remember and Celebrate  
April 20-26, 2009  
Complete

The mission continues wherever there are heroes or their families...  
Wherever the "Spirit of Freedom" flies!

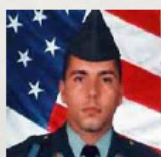


Shortly after takeoff on the return flight to Florida on Sunday, April 26, 2009, this magnificent rainbow appeared as described by Merrilee Carlson in her last report of the mission. These photos were taken from the cockpit of the "Spirit of Freedom".





# A TRIBUTE TO THE FALLEN HEROES OF PUERTO RICO



SGT Orlando Morales  
Manati, Puerto Rico



SPC Richard Paul Orengo  
Toa Alta, Puerto Rico



SGT Kelvin E. Feliciano-Gutierrez  
Anasco, Puerto Rico



SPC Ramon Reyes-Torres  
Caguas, Puerto Rico



SGT Juan Manuel Serrano  
Manati, Puerto Rico



SGT Miguel A. Ramos-Vargas  
Mayaguez, Puerto Rico



SSGT Luis M. Melendez-Sanchez  
Bayamon, Puerto Rico



SPC Frances M. Vega  
Fort Buchanan, Puerto Rico



SSGT Francisco Martinez  
Humacao, Puerto Rico



SFC Jose Antonio Rivera  
Bayamon, Puerto Rico



PO3 Fernando A. Mendez-Aceves  
Ponce, Puerto Rico



SSGT Gary Alexander Vaillant  
Trujillo, Puerto Rico



SPC Michael A. Martinez  
Juan Diaz, Puerto Rico



SGT Carlos M. Camacho-Rivera  
Carolina, Puerto Rico



SPC Jose A. Rivera-Serrano  
Mayaguez, Puerto Rico



SFC Pedro Antonio Munoz  
Aguada, Puerto Rico



SFC Joel Perez  
Rio Grande, Puerto Rico



MSGT Edwin A. Matos-Colon  
Juana Diaz, Puerto Rico



SPC Aleina Ramirez Gonzalez  
Hormigueros, Puerto Rico



SSGT David A. Mejias  
San Juan, Puerto Rico

IN REMEMBRANCE OF  
THE MEN AND WOMEN  
OF PUERTO RICO WHO  
MADE THE ULTIMATE  
SACRIFICE IN DEFENSE  
OF THE NATION



CPT Maria Ines Ortiz  
Bayamon, Puerto Rico



SSGT Milton Rivera-Vargas  
Boqueron, Puerto Rico



CPL Emmanuel Hernandez  
Yauco, Puerto Rico



SGT Ed Santini  
Toa Baja, Puerto Rico



CPL Jason Nunez  
Naranjito, Puerto Rico



1LT Carlos Juan Diaz  
Juana Diaz, Puerto Rico



SPC William Lopez-Feliciano  
Quebradillas, Puerto Rico



SGT Jason Lopez-Reyes  
Hatillo, Puerto Rico



SGT Radhames Camilo-Matos  
Carolina, Puerto Rico



SSGT Karl Oscar Soto-Pinedo  
San Juan, Puerto Rico



SSGT Angel D. Mercado Velasquez  
Sabana Grande, Puerto Rico



SPC Lizbeth Robles  
Vega Baja, Puerto Rico



CPL Yull Estrada-Rodriguez  
Alegre Lajas, Puerto Rico



SSGT Jesus Montalvo  
Rio Piedras, Puerto Rico



SSGT Rafael A. Rivera  
Bayamon, Puerto Rico



CPT Ulises Burgos-Cruz  
Humacao, Puerto Rico



SFC Jeffrey M. Rada Morales  
Naranjito, Puerto Rico



PFC Antonio M. Sanchez  
Rincon, Puerto Rico



SSGT Julian Ingles-Rios  
Anasco, Puerto Rico



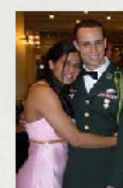
SGT Ricardo X. Rodriguez  
Arecibo, Puerto Rico



SSGT Wilberto Suliveras  
Humacao, Puerto Rico



Cpl. Francisco Aguila  
Bayamon, PR



SPC Israel Candelaria Mejias  
San Lorenzo, PR

★ AFGHANISTAN ★

## YOU WILL NOT BE FORGOTTEN

★ IRAQ ★

BERLIN AIRLIFT HISTORICAL FOUNDATION - NATIONAL SUPPORT GROUP NEWS - 2009





# PUERTORICOAIRWAYS

LAS ALAS DE BORINQUEN



April 28, 2009

Capt. Tim Chopp

Berlin Airlift Historical Foundation  
PO Box 782  
Farmingdale, New Jersey 07727

Dear Tim:

Congratulations! Again, on your latest mission to Puerto Rico, all the reviews that have come back to us thus far have been utterly outstanding. I do hope you have documented most of the events in pictures, and maybe even the local medias.

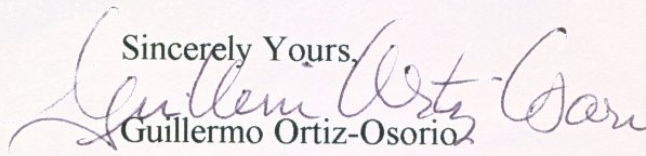
I'm glad to hear that you were able to secure more cooperation from the local FBO, WESCO, the owner and his sons where very gracious in their contribution and concession to the cause; I will send them a letter of thanks on your behalf.

Tim, I do know your participation in the activities in Aguadilla, especially the commemoration to our "Fallen Hero's" and their respective families and friends has made all the difference, and besides it has made a lot of our people in Puerto Rico to take notice, stand up and be proud, and once again feel that they are a part of America.

As always, my greatest desire and that of my associates at Puerto Rico Airways, Corp. is to support your cause, please accepted a small token of our appreciation for your efforts and we pray that when our project gets off the ground, that we can be of greater help to your organization for many years to come. We all know of the great effort, sacrifice and commitment that you have personally contributed to the Foundation, and we all commend you for it.

Again, we are all very proud of you and your great team players, because I know that without a team behind us we are nothing, so to the many members of your organization, congratulation and thanks, again.

Sincerely Yours,

  
Guillermo Ortiz-Osorio  
President & CEO



## SWEET SURPRISE FROM THE SKY

### Waltraud Hielscher gets to relive “Operation Little Vittles”

By Laura Oleniacz  
*The Winchester Star*

**Winchester** — Waltraud Hielscher worked at a West Berlin airport during the Soviet blockade of the city, preparing the runways for airplane landings.

She laid sand and tar under the metal plates of the runways to support the cargo-laden airplanes that delivered food and supplies during the Berlin Airlift organized by the United States and other Western allies in 1948 and '49.

Waltraud Hielscher, a Warren County resident who was working at a West Berlin airport during the Berlin Airlift in 1948 and '49, stands inside one of the C-54 airplanes used for the humanitarian mission during the Flyin' & Cruisin' Festival Sunday afternoon at the Winchester Regional Airport. (Photo by Rick Foster)



Waltraud Hielscher, a Warren County resident who was working at a West Berlin airport during the Berlin Airlift in 1948 and '49, stands inside one of the C-54 airplanes used for the humanitarian mission during the Flyin' & Cruisin' Festival Sunday afternoon at the Winchester Regional Airport. (Photo by Rick Foster)

“It was physically hard labor,” said Hielscher, who is now 81 and lives in Warren County. “Our days were very long.”

Despite her long hours at the airport, she never tasted the candy dropped for children into the city by parachute.

The candy drops, dubbed “Operation Little Vittles,” was started when USAF 1st Lt. Gail S. Halvorsen began dropping candy out of an airplane by parachute to Berlin children who may have never tasted sweets.

“We were working, and we didn’t see it that often,” Hielscher said of the candy drops.

But on Sunday, she got her chance.



The Douglas C-54 “Spirit of Freedom,” which was flown during the Berlin Airlift, was a popular attraction Sunday during the Winchester Regional Airport’s annual Flyin’ &

At the Winchester Regional Airport’s annual Flyin’ & Cruisin’ Festival, the Berlin Airlift Historical Foundation re-enacted a candy drop, and presented Hielscher with a chocolate bar.

“It was so wonderful,” she said of the historic flight.

The foundation, which works to preserve the memory of the humanitarian event, comes to the Winchester Regional Airport festival each year with its Douglas C-54 “Spirit of Freedom” museum airplane, which was one of the planes used in the Berlin Airlift.

The festival also included home-built, experimental, and vintage aircraft from the Experimental Aircraft Association Chapter 186 from Manassas.

The Berlin Airlift Historical Foundation crew flew the “Spirit of Freedom” over the airport Sunday as festival attendees observed near the runway.

The crew dropped two chocolate bars attached to parachutes as a test to see where they would land, then dropped 78 more for the children and families waiting below.

The chocolate bars did not land directly over the crowd, so they were collected by airport personnel, said Heidi Whitacre, who came to the festival with her daughter Amanda, 11.

“She’s never seen a plane lifted up off the ground or land before,” Whitacre said.



Waltraud Hielscher poses with Foundation Crewmembers Thomas Munley, Tim Chopp, Kevin Kearney, and Jim Reed at Winchester, Va.

## BERLIN AIRLIFT BY THE NUMBERS:

The numbers relating to the Berlin Airlift are amazing. In January 1949 alone, 171,962 tons were transported into Berlin by 19,485 flights. Flights landed so often that the air forces had to work out a plan that staggered the planes so they could take off three minutes apart and not collide midair. Supporting the city of West Berlin meant a daily airlift of over 4,500 tons of food and supplies. With the Airlift lasting almost a year, the tonnage added up to 2,325,508.8 tons of food, coal, passengers and baggage. It is a little known fact that there were passengers in the Berlin Airlift. Because the city created so much demand, it was theorized that transporting people out of West Berlin would lighten the load for the supply transport. 167, 577 passengers were carried out of West Berlin and into West Germany during the airlift. The cost of avoiding a war with Russia was great; thirty-nine British and thirty-one American aircrews were killed along with nine civilians in ten plane crashes. The price in monetary terms was astounding. The US had paid \$350 million, the UK £17 million, and the Germans 150 million DM.



# 2009 DISPLAY SEASON IN PICTURES!



It was good to once again see our patriotic friend, Bill Voigt, at the Dover AFB Air show on June 21, 2009. Bill is a veteran of the Berlin Airlift having flown C-54's for the US Air Force. He has been a long time friend and supporter of the Foundation.



This photo was taken on June 20, 2009, at the Udvar-Hazy Museum at the Dulles International Airport for their annual "Become a Pilot Day". From left to right are: Dr. Georg Schulze Zumkley of the German Embassy, Foundation President Timothy A. Chopp, The Berlin Candy Bomber Gail S. Halvorsen and his wife Lorraine, and Load Master Joel Ekholm.



C-54 "Spirit of Freedom" rolling out after landing at the American Airpower Museum in Farmingdale, L.I. in September 2009. Farmingdale Airport was the home of Republic Aviation and many aircraft, including the P-47, F-84, and F-105 were built there



C-54E "Spirit of Freedom" parked in front of the American Airpower Museum in Farmingdale, L.I. in September 2009. The C-54 served as the centerpiece for a great event commemorating the 60th Anniversary of the end of the Berlin Airlift. Many dignitaries and veterans participated.





# 2009 DISPLAY SEASON IN PICTURES!



Gail S. Halvorsen, drops candy parachutes to waiting children from the cockpit of the "Spirit of Freedom" at the Udvar-Hazy Museum on June 21, 2009.



A young boy has been singled out to receive his own parachute and candy bar from the Candy Bomber. He is caught on camera about to catch the parachute as the Berlin children did in 1948 and 1949. Our candy drop activities are becoming more popular and are a lot of fun.



Waiting children look up at the Candy Bomber anxiously awaiting for the next parachute to be released.



Special guests aboard the "Spirit of Freedom" are re-enactors of famous key figures during World War II. They are President Franklin D. Roosevelt and his aide, General Douglas MacArthur and his aide. The World War II Weekend event is produced by the Mid-Atlantic Air Museum and is an annual event held each year the first weekend in June at Reading, PA. Well worth attending



Students from 6 local Monroe, NC schools visited the C-54 "Spirit of Freedom" for educational tours on Thursday, November 5, 2009. Several pose for a photo while on the boarding stairs.



Aircraft Commander, Timothy A. Chopp, giving a presentation to the students at the Monroe, NC airport when they visited the "Spirit of Freedom" to learn about the Berlin Airlift. It is always a pleasure to return to Monroe, NC. They certainly have their act together. Thank you Bob Russell, Bob Yanacek, and Jim Yanacek, for inviting us once again. Your a great team.



# SPIRIT OF FREEDOM VISITS EAA CHAPTER 960 AGAIN

by Hilton Carson EAA 960

I don't think anybody will disagree that 2009 has been a difficult year for most everyone. That goes for EAA 960 of Farmville NC also. We have had to watch our pennies carefully this year. A financially difficult year did not dampen our enthusiasm for hosting a return visit by the Spirit of Freedom C-54. When I presented the possibility of hosting another event to our chapter members, it was unanimous. We will do it again!! Tim informed me that the Spirit was to be in Monroe NC in early November for a local warbirds show. At the conclusion of the event in Monroe, the aircraft was to be flown to Elizabeth City for the next stop on the tour. Pitt-Greenville lies along the route and Tim graciously offered to bring the Spirit to Greenville for another visit. We selected the dates of Nov. 13—15 initially as this fit Tim's schedule and ours very well. During our planning for the visit, Tim informed us that he would be able to ferry the aircraft to Greenville at the conclusion of the stop in Monroe



*Hosted by the Farmville EAA Chapter 960, these students can be seen here enjoying their tour of the C-54*

on Nov. 8. This gave us the opportunity to have the Spirit available on Veteran's Day in Greenville. We expanded our event dates to include Vet's day on Nov. 11 and an additional day for school visits on Nov. 12. Unfortunately the remnants of hurricane Ida decided to pay Greenville a visit on these dates also. Much to our disappointment Veteran's Day and the extra school day of Thursday Nov. 12 were washouts. Friday the thirteenth was better. The rain stopped and all we had to contend with were cloudy skies and wind. Our scheduled schools arrived right on time and we had a great time with the hundreds of students who eagerly waited their turn to see the Spirit. Our chapter volunteers again did a first rate job of discussing the Airlift and its importance. The kids enthusiastically absorbed it all and asked question after question about the events and aircraft that played such an important part in world history. Tired and happy EAA 960 volunteers finished Friday with smiles on their faces. Saturday improved a bit but



*Schoolchildren taking photos to remember their tour of the C-54 "Spirit of Freedom" at Greenville, NC*

was still cloudy and windy. There was a steady stream of folks visiting the Spirit all day despite the less than perfect weather. Our volunteers set up the display for books, hats, shirts, and tour information inside the lobby of Dillon's Aviation so everyone had a warm spot to gather while visiting. Our visitors on Saturday were very appreciative of the efforts of our members in bringing the Spirit to Greenville again. We received many thanks and compliments on our efforts and those of Tim Chopp and the Airlift Foundation. Another great day for the Spirit of Freedom and EAA 960!! Sunday started out with early morning fog and warmer temps. By midmorning the sun was breaking through the low fog and blue sky was beginning to show. We weren't sure what all the blue above was as it had been a week or more since Greenville had seen blue sky and sunshine. By midday it was as close to perfect as we could have wanted. Morning was a little slow as we expected. As our community left church services and finished

lunch, Greenville and Eastern North Carolina decided to come see the Spirit. A great afternoon that saw lots of people tour the aircraft, buy books, hats, shirts, and enjoy the near perfect weather. As had happened previously, our EAA volunteers received numerous thanks and compliments on sponsoring the Spirit. Sincere thanks again went to Tim Chopp and the Airlift Foundation. Sunday ended with a beautiful sunset behind the Spirit of Freedom, tired and happy EAA 960 volunteers, and another successful tour stop for the Berlin Airlift Historical Foundation. It's really hard to thank each and every person who made this visit successful because there are many. The Pitt-Greenville Airport administration is to be thanked for their support; Dillon's Aviation and Stuart Dillon for all their help and use of facilities; Pirate Radio for air time and interviews; and Inner Banks Media for TV interview time. A special thanks goes to all our EAA 960 members for their hard work and endless enthusiasm, and a special thanks to Tim Chopp and all the volunteers and members of the Berlin Airlift Historical Foundation for keeping the memory of this event alive and well with such a vivid and living memorial: The Spirit of Freedom!!



*Students take an outside tour of the C-54 "Spirit of Freedom" at Greenville, NC*



## The return of the *Spirit of Freedom* to the Let Freedom Ring event, at Lonesome Pine Airport in Wise, Virginia

By David Brightwell, First Officer

The month of October was a good one for the Spirit and her crew. Especially after the idle period we experienced this summer. The second week of the month saw us return to Wise, Virginia. This was our second time visiting the Lonesome Pine Airport. This visit, like last year's, was organized by Chapter 1416 of the Experimental Aircraft Association. They were led by Bob Spera, the airport manager and the President of Chapter 1416. Bob and the chapter had done a great job of organizing the event last year, so we were really looking forward to it this time around. We flew the plane down from Winchester, VA on Wednesday the 7th, and by Thursday morning, we were set up and ready for tours by the local schools who wanted to take the opportunity for their students to learn about history by touring the Douglas C-54 Spirit of Freedom. On Thursday, we had a large number of students come out and tour the onboard Berlin Airlift Exhibit and museum. Friday, however, was the one of the busiest, most enjoyable days I have ever had with the Spirit. We were at the plane by 8 a.m., and by 9:00, the students began to arrive. The arrival of the school busses did not let up until 2:00 that afternoon. By the time the educational tours were completed, there were over 600 students that toured the Spirit of Freedom on Thursday and Friday. I was stationed in the cockpit, and it was fun sharing "my office" with the students. When the younger students would hop in the pilot and copilot seats, the look on their faces was priceless. On Saturday, the weather took a turn for the worse. Light rain, fog, and low clouds obscured our visibility all day. There was a very moving ceremony held to honor the veterans of our armed services. Sunday morning arrived, and with it the day began on the cold side, typical for weather of the higher elevations. However, the weather didn't keep the visitors from coming out to see the candy drop scheduled for that afternoon. We had decided to drop 140 parachutes for the children. Bob Spera, the airport manager, had a local church youth group make the parachutes in advance. Despite a low ceiling, light winds prevailed, making it perfect for a candy drop. We fired up the Spirit and off we went. After a few test drops to judge the affect of wind drift, we followed the command of George Dean our drop zone coordinator, and on the final pass, released all of the parachutes. We circled the plane around one more time and came in to land. During the landing roll out, I glanced to the side and saw a lot of happy kids running around with their parachutes.



Never too young to learn about our countries history. These smaller students enjoyed their outside tour of the C-54 "Spirit of Freedom" at the Lonesome Pine Airport, Wise, Virginia.



"Let Freedom Ring" event at Wise, Virginia. The Honor Guard is preparing for the ceremony to honor the fallen heroes of D-day.

Well, we taxied to our parking spot and shut down. After securing the plane (putting it to bed, as I call it), we went out into the crowd. Man, what a reception. Come to find out, we were right on target. The drop was so accurate, the kids didn't even have to run to get their parachute, they were able to reach up over their heads and grab one right out of the sky. In my opinion, the mission was a great success. We owe much thanks to several people on the ground in Wise; Bob Spera and the folks at Liberty Flying Service, Donnie Rose, George Dean and the CAP, and I can't forget all of the sponsors and donors who made this mission possible.

I think I can speak for the whole crew in saying that we are really looking forward to our visit next year. The dates have been moved. While the last two events were held in early October, next year's has been scheduled for Thursday Sept. 23 through Sunday September 26. This visit will be even more special than the last two. We will be honored with the presence of the Candy Bomber himself, Col. Gail Halvorsen.



**The Medal for Humane Action** is a military decoration of the United States armed forces which was created by an act of the United States Congress on July 20, 1949. The medal recognizes those military service members who performed extended duty in support of the Berlin Airlift. The medal is based on the design of the Airlift Device.

To be awarded the Medal for Humane Action a service member was required to have performed over 120 days of duty, within the geographical boundary of Berlin, with such duty being in support of the Berlin Airlift between the dates of June 26, 1948 and September 30, 1949. Those so qualifying were also eligible for either the Army of Occupation Medal, or the Navy Occupation Service Medal, and both medals were authorized for simultaneously award and display.

The Medal for Humane Action was created for the single purpose of recognizing service during the Berlin Airlift. The medal was never issued again and there are no devices authorized for display on the Medal for Humane Action. Because of the decoration's specific award eligibility, it has the unique quality of being considered as both a military decoration and a commemorative medal.



## PATRIOTS WITH A HEART: OUR PRODUCT SUPPORT FRIENDS

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

We thank the following for their continued support when help was needed and wish them all a great year for 2010. We salute each and everyone of you!



CONSOLIDATED INSTRUMENT CO. INC.

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



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

**Propeller Service of Miami, Inc. / Aviation Propellers, Inc.** - Paul Gaither, an icon in the aviation propeller industry. Paul and his professional technicians have supported the C-54 "Spirit of Freedom" for the past 11 years and is happy to help with the C-97 as well. Paul and his family have provided reliable propeller service for many years. You can depend on their quality of workmanship and integrity.



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



**PRC DeSoto, Inc.** - PRC DeSoto has provided sealant and adhesives to the maintenance of the C-54 for the past 11 years. Their fine products are used for sealing the C-54 fuel tanks. PRC DeSoto also donated all of the paint for the C-97 and recently donated all of the paint for the repainting of the C-54 "Spirit of Freedom". ***PRC DeSoto: Fine products from a patriotic company.***



**Narco Avionics, Inc.** - For the past 11 years, Narco Avionics, Inc. of Fort Washington, Pennsylvania, has provided servicing and product support for the Narco Model 910 Emergency Locator Transmitter installed on the "Spirit of Freedom". An inspection, battery replacement, and operational check is required every 2 years by the FAA. The professionals at Narco have the patriotic spirit to help keep the "Spirit of Freedom" flying.



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



**AeroShell Aviation Products** - For over 12 years AeroShell has provided fresh oil during the winter inspection cycle to prepare the C-54 for the event season. A most important contribution from a great company. Thank you AeroShell, your support is : ***THE name in Aviation oils.***



**Royal Lubricants** - Has donated necessary hydraulic fluid to the Foundation for the past 10 years. Since the Douglas C-54 has an extensive hydraulic system, this product support is vital to the operation of the "Spirit". We appreciate their patriotism and support over the years, thank you **Royal Lubricants!**



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



**Ocean Aire** — Our local Fixed Base Operator at Robert J. Miller Airpark in Toms River. Over the years, the friendly folks at Ocean Aire have graciously donated their time and labor on a few required inspections. In addition, they have extensive experience working with warbirds, and have always been available for consultation when we need it. We thank you Ocean Aire!



Sesame Technologies Inc.

**Sesame Technologies Inc.** of Greenville, NC specialize in aircraft accessories and have donated us the following: 2 sets of pitot covers, one set of static port covers, warning flags for the gear pins, and a telescoping pole to put the pitot covers on the plane without climbing a ladder! Thanks James Da Vis and the fine folks at STI!





C-54 "SPIRIT OF FREEDOM"



BOEING 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 9 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. The Foundation is listed in IRS Publication 78.

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

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

**CHOOSE YOUR SUPPORT PREFERENCE)**

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



## C-97 PROGRESS

While the poor economy left a few holes in the C-54 “Spirit of Freedom” event schedule, Foundation Volunteers didn’t rest that much over this past year. During those lulls in activity, much important progress was made on our C-97 “Angel of Deliverance” in order to make her ready for flight.

1. Windows: Many of the Lexan windows in the cockpit have been buffed and polished out, removing small imperfections that could make visibility difficult. Several are in need of outright replacement and we are searching for either NOS replacements or an outfit to manufacture new ones.
2. Flight Controls: All of the Flight Controls, with the exception of the rudder, were in bad shape and have been removed and transported to North Carolina to be recovered. They are expected to be returned soon and reattached to the airplane.
3. Engine: A replacement R-4360-59B engine has been hung in the #3 position. We are waiting for replacement hoses and other fluid carrying lines to be replaced before we begin waking it up.
4. Hoses: All non metal fluid carrying lines and hoses are slated to be replaced on each engine. A complete set is now ready to be shipped out to be used as a template for 4 new sets.

Once all of these items are completed, engines can be started and systems checked. What will be remaining is cosmetic, installing our Cold War exhibit inside, and crew training. Your support is what’s needed to make it happen!



*Foundation Maintenance Volunteers secure the large R4360 powerplant to the #3 position of the C-97 with the assistance of our Grove Carry Deck Crane.*



*The large ailerons and elevators for our Boeing C-97G “Angel of Deliverance” are loaded on the Foundation’s trailer ready for transport to be recovered.*



*There they go! Being towed by our new Support Vehicle, the large Boeing control surfaces are on their way to the shop, another huge step in the C-97 Program!*

## ATTENTION FOUNDATION MAINTENANCE VOLUNTEERS!

Its that time again! The 2009-10 C-54 Winter Maintenance program will commence on December 17, 2009 when the C-54 “Spirit of Freedom” returns to Hangar B of Floyd Bennett Field. We need you! Much has to be done this winter to prepare the C-54 for the 2010 display season.

Contact the Foundation to get involved!  
732-818-0034

Airlift48@aol.com

**BE A PART OF THE TEAM THAT MAKES IT HAPPEN!**



**Do you recognize this airplane?**

This is a photo of our Douglas C-54, the "Spirit of Freedom" when it served with the US Marine Corps as Navy Bureau # 90414. When this photo was taken, no one could have imagined the role it would play in preserving a great time in the history of our country.



Douglas C-54 "Spirit of Freedom" while in service with the US Marine Corps.

Tail Code "QF" means Marine HQ Squadron 37 which was based at MCAS EI Toro.

MABS 37 means Marine Air Base Squadron 37 (EI Toro).

The tail number is the USN Bureau Number (Airplane's Individual ID) of 90414, and the large 414 on the nose is just a shortened version of it.