



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

Berlin Airlift Historical Foundation

# NATIONAL SUPPORT GROUP NEWS

NEWS FROM AROUND THE WORLD SUPPORTING THE SPIRIT OF FREEDOM

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

VOL 1

2005



## NEW PAINT FOR THE "SPIRIT OF FREEDOM"



## TALES FROM THE HANGAR: ENGINE CHANGES FOR THE C-54

## FOUNDATION EDUCATIONAL ROLE EXPANDING!



## THROUGH THE EYES OF HISTORY: THE AIRLIFT IN PHOTOGRAPHS

## 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 2005. 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 will always be, the "Flagship" of the Foundation. When the "Spirit of Freedom" is busy, good things happen.

MEMBER



INTERNATIONAL COUNCIL  
OF AIR SHOWS



**NEW YEARS GIFT IN MEMORY OF LONGTIME FRIEND, IRENE ZIEDLER**

Long time supporting member Lothar Ziedler provided an unexpected end of the year surprise for the Foundation. Lothar, who lived in Berlin during the Berlin Airlift, arranged to have lunch with Foundation President Tim Chopp on the afternoon of December 31, 2004. After lunch, Tim was given an envelope with instructions not to open it until he returned home. Upon opening the envelope, what was found was a generous contribution to the Foundation of \$2000 in the form of two \$1000 checks. The first check was from Lothar Ziedler and the second check was presented in memory of his sister, Irene, who passed away on November 29, 2003. Irene was also a long time supporter of the Foundation’s purpose and missions and has provided several meaningful contributions over the years. Irene also provided kind words of encouragement when the going got tough.

Lothar Ziedler is a lifetime member of the Foundation and has made several thoughtful and important contributions over the years as well as volunteering his time and computer to assist the Foundation with annual reports to the IRS and State of New Jersey.

As the Foundation has an obligation to preserve all history of the Berlin Airlift, readers are reminded that Lothar, upon departing from Berlin for the US in January of 1949, was a passenger aboard a British Dakota (same as a DC-3/C47), when it crashed during the approach to Lübeck, Germany. Of the 24 passengers aboard, Lothar was 1 of 8 who survived. Upon arriving in the US, Lothar went on to earn a Doctorate Degree from NYU in Language and Literature, and retired as a professor from Rutgers University in 1991 after having served 30 years as an educator.

Thank you Lothar for your continued generosity and for your remembrance of your sister, Irene Zeidler. We salute you and Irene. May she always be remembered.

**TWO ENGINES BEING REPLACED ON THE C-54**



*Foundation Volunteers (L to R) Cedric Morrison and Ray Keating help prepare a replacement Pratt & Whitney R-2000 engine for installation on the C-54, "SPIRIT OF FREEDOM"*

This winter, the Foundation Volunteer Maintenance Workforce will be removing and replacing 2 engines (#2 and #3) on the C-54. These engines aren’t being replaced for mechanical reasons, nor are they being replaced because of high engine times. They are being replaced with low time used engines so we can learn how reliable the lower time replacement engines will operate in the event we return to Germany within the next few years. We have had relatively good luck with replacement engines, but it does take at least a full season of operation to see how and engine is really performing. Flight time for a normal season of operation for the C-54 can be from 80 to 100 operating hours. During this course of operation, the replacement engines are watched carefully and the oil screens removed and inspected after the first 10 hours of operation and then checked again about every 20 hours afterwards. If the replacement engine has been sitting for a long period of time before installation, it will be normal to find a lot of carbon in the oil screen. Sometimes, we will change the oil in mid-season to ensure the replacement engine is not being contaminated. When the oil screen is checked and no more carbon or unusual contaminants are found, then we can relax and consider that the engine is a good one. Our # 2 engine now has approximately 870 hours on it and will be replaced with an engine that has only 100 hours. Our # 3 engine has 1080 hours on it and will be replaced with an engine that has only 39 hours on it. The two engines that are being removed from the C-54 will be preserved and stored as spare engines.



*Foundation Maintenance Volunteers Michael Shay, A&P Mechanic Dan McManus, and Ray Keating remove an oil cooler from the C-54 "Spirit of Freedom"*

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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.*





## BUSY C-54 MAINTENANCE SCHEDULE NOW IN PROGRESS



The first 3 months of 2005 will find the Foundation's volunteer maintenance work force quite busy as the C-54 "Spirit of Freedom" is prepared for the 2005 event season. During those 3 months, the C-54 will receive the #3 Service Inspection and discrepancies corrected. In addition, a double engine change is planned as well as all 4 brakes will be worked on. They will be removed, disassembled, inspected, and any worn or questionable parts will be replaced as needed. All 4 oil coolers will be removed and sent out for flushing and leaks repaired. There are also areas in the wing fuel tanks that will be resealed and checked for corrosion.



While the workforce does have some newcomers, the Foundation is happy to report that the majority of the maintenance team now has several years experience performing major jobs such as propeller and engine removal, brake removal, and overall inspection of the C-54. The newcomers we now have show promising signs of becoming very effective members of our maintenance team as they learn and follow our maintenance and inspection procedures.

We need more effective workers on our maintenance work force. If interested, please contact the Foundation. The work is interesting and fun, as well as good exercise.



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



## UNEXPECTED GIFT FROM GOODYEAR



C-54 "SPIRIT OF FREEDOM" landing at Floyd Bennett Field, NY after taking off from North Carolina earlier in the day.

It was mid-October when the Foundation received a telephone call from Richard Brown, Manager of General Aviation Sales and Marketing, for the Goodyear Tire and Rubber Company of Akron, Ohio. The purpose of the telephone call was to inform the Foundation that Goodyear had discovered 4 aircraft tires in their plant at Danville, Virginia, size 1550X20, the main gear tires for the C-54. The tires were offered to the Foundation as a donation by Goodyear to continue its patriotic support to help keep the "Spirit of Freedom" flying on its' mission of history, education, and remembrance. Within the week following the telephone call, Goodyear had all 4 tires delivered to the Robert J. Miller



Airpark, New Jersey, homebase for the C-54.

This is a most appreciated gift provided by Goodyear, as tires cost over \$700 each. On behalf of the Foundation, its' directors, officers, staff, and supporting members, we thank Richard Brown and all the patriots of Goodyear for your generous support. Remember, on every landing with the "Spirit of Freedom", Goodyear is first to arrive.

## A PORT IN THE STORM/ THANK YOU CAROLINAS AVIATION MUSEUM



While planning the 2004 event schedule, it became apparent that the "Spirit of Freedom" would not be able to obtain the needed fuel to return home following the majority of the events due to rising fuel costs. It was, simply, too costly for the event organizers and sponsors. The answer was finding somewhere to park the "Spirit of Freedom" between events where it would be protected and looked after by competent people. For the events in the Southeast US, Vice President Ed Ide suggested that we contact our friends at the Carolinas Aviation Museum located at the Douglas Airport, Charlotte, North Carolina. The end result is that the Carolinas Aviation Museum welcomed the "Spirit of Freedom" with open arms and provided parking for the C-54 between events. The C-54 arrived at the museum on October 21, following the Augusta, GA Air Show and stayed until November 5 when it departed for Camden, SC. Following the Camden event the C-54 again returned to Charlotte on November 8 and stayed until November 12. On the afternoon of November 12, the "Spirit of Freedom" departed in strong winds, low ceilings and heavy rain, for Stuart, Florida.

We are happy to report that on the weekends, while parked at the Carolinas Aviation Museum, Ed and Laurel Ide, drove to the museum to open the C-54 to the general public and museum guests for tours. We want to thank the Carolinas Aviation Museum for their generosity, expertise and for providing a safe haven for the "Spirit of Freedom" between events. We want to offer a special thanks to the following Carolinas Aviation Museum staff and volunteers who helped with the logistics of security, getting the C-54 through the fence gate, and helping with maintenance. Special thanks to: Mark Schroeder, Ken Connor, and Joe Steffen. **We salute you!**

If you should find yourself in or near Charlotte, make the time to stop in and visit this unique and growing museum that has some very rare aircraft on display. It is well worth it! Visit them on the [www](http://www.chacweb.com/) at: <http://www.chacweb.com/>

## THANK YOU DANIEL FIELD, AUGUSTA AVIATION, AND TONY GAY



The Foundation wishes to thank the management of Daniel Field, Augusta Aviation, and Tony Gay for their kind cooperation by allowing the Foundation to perform some aircraft maintenance following the Augusta Air Show that took place on October 16 and 17, 2004. When the "Spirit of Freedom" arrived at Daniel Field, the # 2 engine was running a little rough and required extensive troubleshooting to locate the problem.

Plans were made to begin this process upon the completion of the event and work commenced on Monday, October 18. The problem was solved by the afternoon of Wednesday, the 20th of October when the "Spirit of Freedom" departed for Charlotte, NC. During our stay in Augusta, our contact for the event, Tony Gay, provided our crew with transportation as well as some equipment. Augusta Aviation was most cooperative by lending tools and other equipment that was not available to our crew. Daniel Field provided lights so work could continue into the night as well as a parking area to work in. The Augusta Air Show was a great event and we look forward to returning at the earliest possible date. Thank you Daniel Field, Augusta Aviation, and Tony Gay for all of your help and support to get us through those tough moments. We also offer a special thank you to Jason Tate of Columbus, Georgia, who was a great help in solving the problem by staying with the project until the job was finished.



DANIEL FIELD - AUGUSTA , GEORGIA

## “SPIRIT OF FREEDOM” AT SEA?

BY BOB MADDOX, VICE PRESIDENT EMERITUS



USS GEORGE WASHINGTON (CVN-73)  
AT NORFOLK NAVAL BASE, VA



I've been a Navy man all my life. My roots start at sea but my vocation has always been Aviation. As such, it would be natural to expect me to maintain ties with the service I've loved so much since my enlistment in 1953. I was designated as an Naval Aviator in 1959 and have been involved with airplanes ever since. As a result, I became a member of the Navy League of the U.S. - the civilian arm of the Navy based at Naval Weapons Station Earle in Colts Neck, NJ. Our membership consists of former Marines, USCG, Navy men and plain civilians. The privileges extended to us by the US Navy include attendance at ship commissionings, cruises with the active service (some as long as a week), and other “perks”. It was a privilege to participate in homecoming celebrations for ships returning to NWS Earle, during which, we'd help entertain and feed the dependents of the ships crew on the pier while awaiting their arrival after, perhaps, 6 months at sea.

The Commanding Officers of these Fast Combat Support Ships were usually Naval Aviators, having served as Executive Officers on aircraft carriers. These supply ships, 750 or more feet in length, are now used as “experience gathering vehicles” for these Navy Captains, who are about to command the new nuclear powered aircraft carriers. One such Captain, Garry White, former CO of *USS Arctic* (AOE 8), stationed at NWS Earle, took me in as an official member of the ships “Family and Friends”. Capt. White was the Commander of an F-18 squadron. His experience with aircraft was varied, considering his tour of duty at the Navy's Test Pilot school. “Whitey”, as he is called, recently announced that his new command was the *USS George Washington* (CVN 73). At 1040 feet long she is a beautiful aircraft carrier.

I received my invitation to attend the ship's Change of Command. The formal engraved invitation was a very striking, beautiful rendering of the ships seal. What a surprise it was to learn that the George Washington's motto was “The Spirit of Freedom”. A most fitting phrase for such a magnificent Fighting Ship! I now felt most humbled, thinking of the BAHF's C-54, “Spirit of Freedom”. It was then that a challenge presented itself: *How to respond to this remarkable similarity in name application with respect and honor for these two magnificent ships, our C-54 and CVN 73*. With Tim Chopp's help, we found an appropriate photo, taken at Tempelhof, of our “Spirit” making a low pass over the airfield in 1998. A more beautiful photo cannot exist.

The photo was professionally mounted on a gorgeous walnut frame, and a reproduction of *USS George Washington* seal was mounted below the Berlin Airlift Historical Foundation photo. This wonderful assembly, safely packaged in bubble wrap, accompanied Bob Corcoran, a long time supporter of the BAHF, and me to Norfolk, Virginia, for the September 30th Change of Command Ceremony. The formal activity on the carrier was complete with numerous Admirals and VIP's, speeches, flower presentations to the outgoing and incoming Commander's wives and families in the spirit of good ole Navy Tradition! Before the evening was through, I was able to present to the Captain of the *George Washington* this unique wall piece. I was proud to give it to him and even more pleased to see the huge smile in his eyes. From one Aviator to another, a genuine thrill.

## MINICRAFT RELEASES C-54 “SPIRIT OF FREEDOM in 1/144

ATTENTION MODELERS AND SUPPORTERS!!  
YOU CAN NOW HAVE YOUR VERY OWN C-54 “SPIRIT OF FREEDOM”!



After a long series of communications, information exchanges, photo exchanges, designwork, and much anticipation, Minicraft Models has released a 1:144 scale plastic model of *OUR C-54 “SPIRIT OF FREEDOM”!!* Over the last 2 years or so, the Foundation has been working with David Huff, President of Minicraft Models in order to produce the plastic model kit.

In August 2004, during our public display at Elkhart Indiana, we received three visitors representing Minicraft Models, President David Huff, his wife Norma, and friend, Diane Lato. With them, they brought the first case of C-54 “Spirit of Freedom” model kits! We were all very impressed with the quality and the detail of these kits. We even sold a few at the show! We feel this kit will add another dimension to the “Spirit of Freedom” / Berlin Airlift - specific items we have available to the public at events.

We were also quite elated at the reaction of Mr. Huff and his guests when they boarded the 1:1 scale “Spirit of Freedom” as they all seemed quite impressed at what we have and also what we plan to do to further our appeal to the public and enhance the educational aspects of the exhibits. We hope this will be a very fruitful relationship.

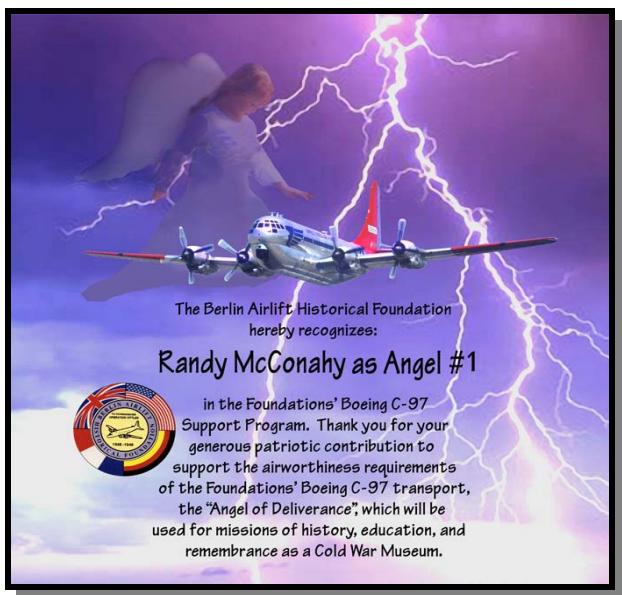
The Minicraft Model Company has included the " Spirit of Freedom" in their "**Keep them flying**" series of aircraft models. In order to help organizations to maintain the real aircraft, Minicraft donates a portion of the income from retail sales of these models to those organizations. The Foundation salutes Mr. David Huff and Minicraft Models for their interest, skill and all their efforts in producing this wonderful kit and for supporting the “Spirit of Freedom”!



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







## 9 ANGELS TO RECEIVE BEAUTIFUL RECOGNITION PLAQUE

Real Form LLC, of Hartsville, South Carolina, who specializes in a new 3-D process for plaques and awards, will soon have 9 plaques ready to be shipped to the 9 Angels who have contributed to the C-97 "Angel of Deliverance" Program. Each Angel is a person who has contributed \$5000 to the Program. To date we have 9 and hope others will join them. Each Angel will receive their own plaque and will also have their name on a recognition plaque permanently mounted in the C-97. To learn more of this new process, write to Real Form LLC, 1216 Oakhaven Circle, Hartsville, SC 29550 or telephone Scott Huffer at 843-332-6122.

## PROGRESS ON BOEING C-97G "ANGEL OF DELIVERANCE"

Although the event season of 2004 placed a lot of demands on the Foundation staff and volunteers, we were able to devote time to the C-97 project. The accomplishments included cosmetic work such as painting the entire cabin floor, cleaning the cockpit in preparation for painting and detailing. The nose gear wheel well and main gear wheel wells were cleaned and painted and the entire C-97 was washed about every 4 months to keep the paint looking good. Time was also spent on ground training and learning more about the C-97. We anticipate good progress in 2005 once the heavy maintenance projects are completed on the C-54 which is now consuming a lot of time. The Foundation staff is anxious to get the C-97 operational at the earliest possible date.



C-97 Angel of Deliverance is being slowly brought back to life inside of Hangar B, Floyd Bennett Field - NY.

## 2004 PROVIDED A HOST OF \$500 CONTRIBUTORS

Once again, as the Foundation prepares the end of the year financial reports due to the IRS, the State of New Jersey, as well as other official agencies, the Foundation staff is able to get a better picture as to the breakdown of contributors. While the Foundation was elated and most appreciative of several \$1000 contributors, we were surprised to find there were 18 contributors of \$500 during the course of the fiscal year. We feel this is worth mentioning in this newsletter as many of these patriots continue to support the Foundation on a regular basis with some contributing \$500 twice during the reporting period. We are honored and privileged to have the continued support from the following \$500 contributors. These are general contributions and are not associated with our C-97 pledge program.

Airlift Veteran Forest Ott from Summerville, South Carolina - Contribution  
 Airlift Veteran Ed Gere from Leverett, Mass. - Contribution  
 Airlift Veteran Gail Halvorsen from Spanish Fork, Utah - Contribution  
 Diana and Bill Dade from Hillside, New Jersey - Upgrade to Lifetime member  
 Don Mansfield from Herminie, Pennsylvania - New Lifetime member  
 Jane and Peter Kremers from Kalamazoo, Michigan - New Lifetime member  
 Jules Blazes from Winchester, Virginia - Contribution  
 Carl Schank from Norfolk, Virginia - Contribution  
 L. Robert Langley from Sumter, South Carolina - 1st contribution  
 L. Robert Langley from Sumter, South Carolina - 2nd contribution  
 Greg von Luehrte and family from Cincinnati, Ohio - Contribution  
 Talbert and Bright, Inc. from Wilmington, North Carolina - Contribution  
 Eastern Aviation Fuels, Inc from New Bern, North Carolina - Contribution  
 Technical and Management Services Corp. from Calverton, MD - Contribution  
 Douglas A. Hollowell, PC from Elizabeth City, North Carolina - Contribution  
 Biggs Autos from Elizabeth City, North Carolina - Contribution  
 VFW Post 3982 from Santa Clara, CA - 1st Contribution  
 VFW Post 3982 from Santa Clara, CA - 2nd Contribution

*Note: The contribution from Greg von Luehrte and family was given in memory of 1st Lt. Robert C. von Luehrte who died on June 12, 1949 when the C-54 he was flying crashed in the Soviet Zone during the Berlin Airlift.*

The patriotic support from the above contributors is helping the Foundation to continue to expand its mission of history, education, and remembrance. Thank you for your continued support and more importantly, thank you for caring.



**FLYING DOG’S PARACHUTE LANDS AT U.S. AIR FORCE MUSEUM**  
By Rob Bardua - Air Force Museum Public Affairs



*RUSS STEBER FITS THE HARNESS ON A REPLICA OF "VITTLES", HIS BOXER DOG AT THE USAF MUSEUM*

DAYTON, Ohio – A parachute made for a dog that flew alongside pilots during the Berlin Airlift has been recently added to the back of a dog mannequin in the Berlin Airlift Exhibit at the U.S. Air Force Museum.

The parachute, donated by Mr. Clarence “Russ” Steber, was worn by his boxer dog, “Vittles” during their flights on C-47s and C-54s to help deliver food to West Berlin, which had been blocked by the Soviet Union in an effort to force West Berliners to accept Communism. According to U.S. Air Force Museum Senior Curator Terry Aitken, the parachute is a significant addition to the Berlin Airlift exhibit. “Throughout the history of the Air Force, animal mascots have provided unit identity and made valuable contributions to esprit-de-corps,” said Aitken. “The parachute allows us to tell the story of the Berlin Airlift's mascot and the special bonds between Vittles and the pilots that he flew with as a 'crew dog'. It's a wonderful story and already a special hit with our visitors.”

Mr. Steber said it didn’t take long for him to grow fond of Vittles and soon realized that he would make a great companion. “I had a friend in Germany who had a one year old boxer that I fell in love with and he sold him to me,” said Mr. Steber, a former Air Force pilot who holds the record for flying the most missions during the Berlin Airlift with 415.

According to Mr. Steber, he soon discovered that some of his missions required him to be away for two to three days at time. So he started taking Vittles with him and soon other

pilots began to fly Vittles on their missions as well. The dog began catching rides with other pilots and sometimes it would be several days before they would meet up again, said Mr. Steber. “Everybody knew who Vittles belonged to and eventually got him back to me,” said Mr. Steber. “The other pilots would feed him and even take him to the Officer’s Club.”

Mr. Steber said sometimes pilots would even give Vittles pans of draft beer until he got so looped that his legs would go straight out and Mr. Steber would have to carry him back home. Shortly thereafter, Gen. Curtis LeMay heard about the dog and summoned Lt. Steber to his office.

“General LeMay called me in and said, ‘Are you the pilot who owns the dog who is flying in our airplanes?’” recalled Mr. Steber, who affirmed he was, thinking he was in a great deal of trouble. General LeMay replied, ‘Without a parachute?! That dog is one of the best morale builders that I’ve had over here. I want that dog to have a parachute!’”

Soon afterwards, Vittles had a parachute of his own designed with a static cord that was connected to Lt. Steber’s parachute and would automatically open the dog’s parachute in case they would ever need to bail out. Although Vittles accumulated thousands of flying hours, including flying on 131 missions with Lt. Steber during the Berlin Airlift, he actually never needed to use his parachute. Lt. Steber wasn’t quite as fortunate, needing his parachute once when the C-47 he was piloting went down over Soviet-controlled territory. Lt. Steber was able to bail out just seconds before his plane crashed.

“In Berlin, as soon as we were unloaded, we had to take off again. Sometimes Vittles would be nosing around other airplanes and I had to take off without him.”  
- Russ Steber.



*RUSS STEBER STANDS BESIDE THE USAF MUSEUM DISPLAY ABOUT "VITTLES" HIS BOXER DOG THAT FLEW WITH HIM DURING THE BERLIN AIRLIFT. VITTLES' ORIGINAL AIRLIFT PARACHUTE WAS FITTED ON THE PORCELAIN DOG REPLICA.*

When contacted by Air Force Museum officials about donating the parachute, Mr. Steber agreed, but only after he fulfilled a promise to display it for two years on-board the “Spirit of Freedom,” a C-54 aircraft that serves as a flying museum dedicated to telling the story of the Berlin Airlift at air shows and events around the world.

According to Mr. Steber, the exhibit was immediately a huge hit with children. “The kids just loved it because they see a dog wearing a parachute and they get interested and learn more about this humanitarian airlift.” Mr. Steber said he hopes many more people will see the Vittles display and learn more about the Berlin Airlift now that the dog’s likeness is at the U.S. Air Force Museum. One thing Mr. Steber knows for sure is that Vittles would have really enjoyed the exhibit.

**“SPIRIT OF FREEDOM” GETS NEW VITTLES REPLICA**

Shortly before turning over the original “Vittles” parachute to the United States Air Force Museum, Lt. Steber donated the funds so that the Foundation could have a replica made. This was in order for us to continue our display about “Vittles”. **Dan Janquitto of Beachwood Canvas** in Island Heights, NJ did a super job recreating this nearly 60-year old one-off item. Once the replica was obtained and the original turned over to USAF Museum, the search was on for a life size Boxer dog mannequin to display the parachute on.

Russ managed to locate one during this past summer and it wasn't until November, that the Foundation acquired it. A special case is being created to display the parachute inside the “Spirit of Freedom”. We thank you, Russ Steber, for your continued support.



*A PORCELAIN REPLICA OF RUSS STEBER'S BOXER DOG, "VITTLES" (ABOVE) WILL BE PUT ON DISPLAY IN THE "SPIRIT OF FREEDOM", COMPLETE WITH PARACHUTE!*



## AIRCRAFT JACKS AND ENGINE CRANE ACQUIRED

For several years the Foundation has borrowed aircraft jacks when jacks were needed for our C-54 maintenance requirements. Now, with the acquisition of the Boeing C-97, our maintenance needs have expanded so that we will now require larger jacks capable of lifting 100,000 pounds. The Foundation is happy to report that 3 jacks, each capable of lifting 30 tons, were purchased from Glenn McCauley of Cincinnati, Ohio and delivered by Glenn to New Jersey on October 26, 2004. The jacks can be used on both aircraft, the C-54 and C-97.



TWO OF THREE JACKS PURCHASED BY THE FOUNDATION IN OCTOBER 2004. EACH JACK HAS THE CAPABILITY OF LIFTING 30 TONS. THESE JACKS CAN BE USED ON THE C-54 AS WELL AS THE C-97.

In addition, a World War II type engine crane was donated to the Foundation by John Beckner, also of Cincinnati, Ohio. This crane (worth \$3000), is on 4 wheels and can be moved easily by hand to where it is needed to remove aircraft engines. The lift capability is ample for the C-54 but will be inadequate for the heavy C-97 engines. Still, this is a very useful donation and one that is greatly appreciated. Thank you very much, John Beckner, for your patriotic and generous donation. At this time, the crane will remain in the Toms River area for maintenance support while at home base. It is worth mentioning that the jacks and crane were first seen and inspected by the Foundations' staff when participating in the Education Day and Air Show at the Cincinnati Lunken Airport on September 10, 11, and 12, 2004. When Glenn McCauley delivered the jacks to New Jersey, he also brought the crane donated by John Beckner with him. We appreciate the cooperation from Glenn McCauley and John Beckner for helping with the Foundation acquire the equipment needed for adequate maintenance support.



GENERAL WILLIAM H. TUNNER:  
Commander of the Berlin Airlift.

## GENERAL TUNNER'S NIECE: A NEW FRIEND TO THE "SPIRIT OF FREEDOM"

Sometimes unexpected surprises present themselves during a mission with the C-54 "Spirit of Freedom". Our flight crews encountered such a surprise when they met Jane Kremers on June 12, 2004 at the Suffolk, Virginia event. While enjoying a conversation with Jane and her husband Peter, we learned that Jane is the niece of the commander of the Combined Airlift Task Force of the Berlin Airlift, General William H. Tunner. The *National Support Group News* had a telephone interview with Jane on January 11, 2004 to learn more about her relationship with General Tunner. Jane's Dad was George H. Tunner and was the older brother to William, by only a few years. Jane stated she was about 16 years old when the Berlin Airlift was in progress and maintained a close relationship with her Uncle before and after the Berlin Airlift. Jane also commented that when in the presence of her Uncle, he seldom talked much about his work as he was simply doing a job like everyone else. Jane and Peter are very happy with the Foundation, its' mission, and educational role of the "Spirit of Freedom". To show their appreciation, they contributed \$500 in July of 2004 to become lifetime members of the Foundation. Jane and Peter Kremers now live in Kalamazoo, Michigan. We are most pleased and grateful to have two new friends in Jane and Peter. Thank you for helping to keep the "Spirit of Freedom" flying.

NOTE: The Foundation recognizes we need more information about General William Tunner on display in the "Spirit of Freedom". Jane has agreed to help where she can to assist in this project.

## WE WILL MISS AIRLIFT VETERAN GEORGE "PETE" PETRO



AIRLIFT VETERAN GEORGE "PETE" PETRO, DEDICATED MEMBER OF BAHF. GEORGE SERVED WITH THE USAF DURING THE BERLIN AIRLIFT AND KOREA.

Anyone who has had the opportunity to meet Gail Halvorsen, walks away with the same impression: men like Gail just don't come any better. The same can be said about the Foundation's dedicated and loyal member, George Petro, simply known as "Pete". The Foundation received the sad news from his daughter, Lehae Ann Edwards, that George passed away on August 6, 2004. George was most fond of the C-54 "Spirit of Freedom" and the activities of the Foundation. George and his wife, Katherine, took over the responsibility of the Foundations' PX at various events and were doing a great job until his health began to fail making it too difficult to continue. George enlisted into the US Air Force in January of 1948 and was trained as a aircraft and engine mechanic. He was sent to Rhein Main Air Base in Germany and participated in the Berlin Airlift as a flight mechanic and earned the Germany Occupation Medal (Airlift Device). Following his duty in Germany, George also served in Korea and was honorably

discharged from the Air Force in January of 1952 as a Staff Sergeant. In honor of her father, Lehae Ann Edwards will continue to support the Berlin Airlift Historical Foundation. Thank you Lehae. George was born on January 25, 1931 and lived in Scranton, PA. His 5 children have stated "There are angels that walk upon the earth, there are angels that fly in the heavens". We will miss George and are honored to have crossed paths with him.



GEORGE PETRO WITH FOUNDATION PRESIDENT, TIM CHOPP, AT THE WORLD WAR II COMMEMORATIVE WEEKEND EVENT AT READING, PENNSYLVANIA. GEORGE LOVED THIS EVENT.



FADED “TRIBUTE TO FLIGHT ENGINEERS” PLAQUE REPLACED



Foundation Supporter and Airlift Veteran Jack Gilbert Sr. (RIGHT) and Jack Gilbert Jr. with the New “Tribute to to Flight Engineers and Mechanics” plaque they donated to the “Spirit of Freedom”. Jack Gilbert is a Flight Engineer Veteran of the Berlin Airlift with 136 missions to Berlin from Celle. This photo was taken on November 7, 2004 at Camden SC. (PHOTO: ED IDE)

The Foundation was very fortunate to see our good friend, Jack Gilbert Sr., at the Florence, SC event on May 1, 2004. Jack is a veteran of the Berlin Airlift and was accompanied by his sons and grandson. During his visit he remarked that the Tribute to Flight Engineers and Mechanics Plaque, located attached to the Flight Engineer seat back, was getting worn and he would like to take on the project to have it replaced as a donation to the Foundation. True to his word, by the end of July, Jack forwarded the new plaque and it looks fantastic. The new plaque has the appearance of a rectangle sheet of metal with protruding roundhead rivets outlining the plaque. The metal color resembles that of pewter. Just above the text, which is in the center, is a emblem of flight engineer wings. The new plaque replaces the original plaque created by another Airlift Veteran, Fred Hall. Fred also was a C-54 Flight Engineer and provided the original wording that Jack retained on the new plaque. Fred created words that truly tell the story of the importance of flight engineers. At the end of this article, you can read the words as they appear on the plaque.

Jack Gilbert Sr. was born on September 18, 1923 and grew up in the Iowa and Illinois areas. He joined the US Navy in January 1942 and served as a flight engineer on PBY Flying boats during the war years. He departed the US Navy in February of 1946. In December of 1946, he enlisted in the US Army Air Force which became the US Air Force in 1947. Jack served our country well and retired from the US Air Force in 1974. During his long career, he flew as flight engineer on many types of transports and bombers including 12 years on the big C-124 Globemaster II and retired flying the C-141 Starlifter. During the Berlin Airlift, he was based at Celle with the 40th Troop Carrier Squadron, having arrived in December of 1948 and departed the Airlift in June of 1949 after 136 missions to Berlin. We also want to thank Jack Gilbert, Jr. who saw the project from the design through to the completion phase. Thanks to the efforts of the Gilberts, visitors to the cockpit of the "Spirit of Freedom" will learn what the flight engineers and mechanics contributed to help preserve freedom. We salute Jack Gilbert Sr. and Jr. for your generous gift.

THE FLIGHT ENGINEER AND/OR MECHANIC STATION

*Duties of the Flight Engineer*

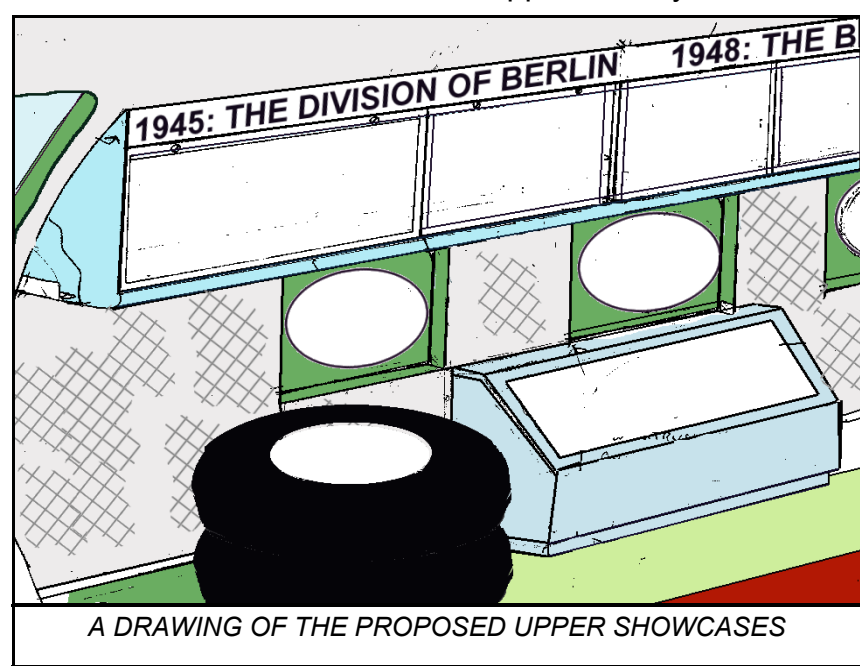
*The Flight Engineer and/or Mechanic occupied this seat and was a vital part of the flight team. He possessed a high degree of knowledge of the aircraft components, systems, and operations. He was also required to be physically qualified for flight duty as a rated air crew member.*

*His varied duties included, but were not restricted to: visual and operational preflight, run-ups, checks and inspections of the aircraft engines and systems prior to arrival of the pilot and co-pilot, required maintenance and repairs, and in-flight assistance to the aircraft commander in the safe operation of the aircraft by monitoring vital instruments and systems, and by maintaining the most efficient settings for cruise performance during flight to ensure that the aircraft attained it's maximum range and fuel economy. He also maintained the aircraft maintenance and performance records and served to assist the pilots in safely operating the aircraft by providing a third set of eyes in the cockpit. Donated in the memory of all flight engineers/mechanics.*

*Donor: Former C-54 Flight Engineer, Jack L. Gilbert, SMSGT, USAF Retired*  
*Text by Fred "Joe" Hall*

MAJOR INTERIOR IMPROVEMENTS FOR THE "SPIRIT OF FREEDOM" IN THE MAKING

The Foundation Directors, Officers, and staff have long recognized that more room is needed inside the C-54 to display a better historical account of the Berlin Airlift. Over the years, the Foundation has accumulated a vast amount of data and artifacts that should be on display for all to see, but where and how can these items be displayed? The answer is - the construction and installation of two 33-foot long upper display cases that will be installed on each side of the interior just above the windows. Each will be approximately 20 inches high and will have a Plexiglas front. Not only will they provide a



protective container for more displays, they will also give the "Spirit of Freedom's" interior a more museum-like look, which would better represent our historical and educational mission. To also make the interior more uniform, the lower display cases will also be redesigned in order to steepen the viewing angle and increase the display are.

This proposal, which is currently being researched by the Foundation, is at this time, and idea. After consulting several interior specialists, the cost for this improvement could range from \$6000 to \$15,000 to \$0, depending who may offer their services as a donation or partial donation, if anyone. Until the dealings done, one never knows what good things can happen. These improvements were nearly accomplished in 2004, but had to be postponed due to time restraints and scheduling. The Foundation is determined to have the interior upper display cases installed in 2005 as it will be a great improvement and one that is needed.



# THE BERLIN OBSERVER

ISSUE 195

THE NEWSPAPER OF BERLIN MILITARY POST

MAY 6, 1949

## Working Twin Of B50 Joins "Luftbruecke"

First test flight on the Berlin Airlift of the new Boeing Strato-freighter, the Air Force C-97, was completed Wednesday May 4, at 12:47 hours, when the wheels of the big plane touched down at Tempelhof Airport.

Six and one half minutes after the propellers of the ship had stopped turning, the last sack of the 10 tons of coal aboard slid down the unloading chute into a waiting trailer, and the loading of the 4000 pounds of mixed freight for the return trip was under way.

Due to the experimental nature of the trip only 10 tons of her total 25 ton capacity was utilized on the maiden flight into Berlin. In addition to the crew of eight, three civilian technical experts were aboard the craft and are expected to remain with the ship throughout her 30 day trial period. Daily flights have been planned, with various loads, both in and out of Berlin, utilizing Gatow, Tempelhof, and Tegel Airports to determine the optimum usage to which the C-97 can be put in this and other air freight operations.

Aircraft commander and first pilot on the initial flight was 1st Lt. Richard F. Heller of Dubuque, Illinois. Co-pilots were 1st Lt. Harold E. Nunes, from Brookfield, Illinois; 1st Lt. Roy Croy of Little Rock, Arkansas; and 1st Lt. James Brewer of Delhart, Texas.

Crew chief M/Sgt. Clayton de Geramo of Denver, Colorado, was assisted by flight engineers 1st Sgt. Jack R. Hardgraves from Belleville, Illinois; T/Sgt. John H. Smith of Warburton, Tennessee; and T/Sgt. Raymond L. Donahue of Roswell, New Mexico.

Mr. Matty D. Whalen, field engineer for the Pratt Whitney Aircraft Engines Company and Messrs. Edwin S. Whitney and Walter E. Mortlock, field Engineers of Boeing Aircraft Company, completed the complement aboard the plane on its first flight.

## BERLIN BRIEFS

### Showing at Harnack House

Special Services, BMP, announces free movies next Monday, May 9, at 8 p.m. at the Harnack House.

*Nurnberg*, the complete picture of the Nurnberg War Crimes Trials in English. Running time 75 minutes. *Marching, Marching* (German). Running time 10 minutes.

Both movies produced by the Documentary Film Unit, Information Services Division, OMGUS.

### Berliners stage show on airlift

*Die Luftbruecke*, a variety show based on the airlift, written and composed by Klaus Gunter Neumann, is now playing in this city's "Greiffi" theater, 41 Joachimstaler Strasse.

Starring Brigitte Mira, well-known light-operetta singer, *Die Luftbruecke* includes in its cast Gunter Keil and Neumann.

Neumann also wrote the words and music, as well as the story, *Ballet of Berlin*.

### Between East and West

The premiere of *Between East and West*, a documentary film exposition of political developments in Berlin was held Tuesday night, May 3, at the Marmorhaus theater, Kurfuerstendamm.

*Between East and West* follows events in the former German capital from the entry of American forces in 1945 through the Allied airlift and the splitting of the city in 1948 by the action of a Communist-dominated minority, to the courageous stand of the 2,500,000 Berliners living under the blockade.

## Boeing's Strato-Freighter On Its Maiden Airlift Trip



The new Boeing YC-97 A, four-engine air transport aircraft, arriving at Tempelhof Air Base, Wednesday, to join the Berlin Airlift for a service test. It carries 53,000 pounds of cargo and will travel at 300 miles per hour. The Boeing Aircraft Corporation has delivered 13 of these aircraft to the United States Air Force and has 50 additional advanced models in construction. The transport has 3 cargo loading doors, 2 in the lower deck and a third large clamshell hatch in the rear.

## New Appointments For 2 SG Officers Announced by MG

Appointments to the Bipartite Secretariat were announced this week by the Office of Military Government for Germany (US). Major Gordon L. C. Scott was named US Secretary and Mr. Melvin L. Alter was appointed Deputy US Secretary. Major Scott succeeds Major Walter E. Mather, who returned to the States last week.

Major Scott, formerly Staff Secretary in the Secretary General's Office, has also been Acting US Secretary for the Allied Secretariat, a position he will continue to hold in addition to his new assignment.

The Major is a graduate of Oregon State College and the University of Illinois. During the war he served in North Africa, and participated in the Sicilian and Southern France invasion and the Rhine crossing. He served in Germany with the US Group Control Council in 1945.

After attending the Military Attache Course at the University of Michigan and the University of Illinois, Major Scott returned to Germany, June 1947. Mrs. Scott is with him in Berlin.

Mr. Alter, Associate Staff Secretary for OMGUS since October 1948, is a graduate of the University of Oregon in 1940. Before coming to Berlin, he was Foreign Affairs Consultant, Department of the State, in Washington, D. C., and formerly served with US Military Government in Seoul, Korea, as Executive Secretary and Vice Chairman of the National Economic Board, and later as Deputy Chief of Civil Affairs.

Prior to service in Korea, Mr. Alter was Chief Administrative Officer of the US Embassy in Madrid, Spain. Mrs. Alter is now in Berlin with her husband.

## Akron Scribe Seeks Summit County-ites

Ben Maidenburg, correspondent for the Akron, Beacon Journal, Akron, Ohio, now in Berlin to cover the lifting of the blockade, is interested in interviewing officers, civilians and enlisted personnel from Summit County, Ohio on their impressions of the blockade.

Personnel from Summit County, Ohio interested in being interviewed by Mr. Maidenburg can make an appointment by calling either 44 661 or the Berlin Military Post Public Information Office 44 073 today.

## Berlin Observes Fourth V-E Day

The Berlin Community faces its fourth V-E Day this year with somewhat of a sense of loss. President Truman's announcement May 3rd, that General Lucius D. Clay would retire as US Military Governor is sad news to Americans and Germans alike. Those who have served with General Clay during these difficult years know that they are losing not only the leader who has seen them through a tense and difficult time but also a friend.

The past year has been the most eventful and progressive year since the occupation and certainly, with the lifting of the blockade set for May 12, Military Governor Clay looks back upon this last year with great triumph.

With the steady gain about to be lifted, Germany reform proving a success, and the West German State almost established, the promise of V-E Day appears nearer achievement.

The Berlin Community will observe V-E Day 1949 on Monday, May 9, as a general holiday.

## ISD Sponsors Book Publisher's Study in the US

Seven German book publishers from the US Area of Control will travel to the United States during May to study the principles and operational techniques of American book publishing. Colonel Gordon E. Textor, Director of the Information Services Division, OMGUS, announced this week.

The group includes three publishers from the blockaded US Sector of Berlin. They are: Lothar Blauvalet, owner of the Blauvalet publishing company; Ernst Strunk, manager of the Deutscher Verlag, and Arthur Felguth, chief editor of the Felguth publishing house.

Colonel Textor said that by arranging this study tour Military Government has indicated the important place of book publishing in recreating democratic concepts in Germany.

The ISD director recalled that one of the first acts of the Hitler regime was to debase world-famous German publishing houses to the position of Nazi propaganda factories.

## Legion Elects New Officers



Orazio R. Carlucci  
Commander, American Legion

At a well attended meeting of the American Legion, Berlin Post No. 1, held at the Colony Club, 2 Kneese-

beckstrasse, Monday night May 2, the membership elected new officers to serve for the coming year.

Retiring Commander Arthur A. Birnkrant, OMGBS, turned over the gavel and chair to Orazio R. Carlucci, MP CID, who, in a short speech of acceptance, emphasized that the Legion will continue to take a leading part in community activities in particular, charitable drives such as those of this past year, which included the collection of streptomycin for German children and the staging of a benefit performance at Titania Palast for the March of Dimes Fund.

The new officers will be installed at the next meeting; they are: Vice Commander, Mr. D. C. Clos, BMP; Adjutant, Miss J. A. Silewicz, BMP; Finance Officer, Sfc. D. C. Warrick, BMP; Historian, Mr. M. Strauch, BMP; Sergeant at Arms, Mr. B. H. Reusch, BMP.

The Legion plans to hold a Dutch Treat Picnic on June 6 (D Day). All members and their guests are cordially invited to this picnic which will probably be held at Wannsee.

## Blockade End Confirmed For May 12

Confirmation that traffic between Berlin and Western Germany will be resumed via rail, barge and highway on Thursday May 12, has been officially received from government spokesmen of the four interested powers. A council of Foreign Ministers meeting to discuss the entire German problem is scheduled for May 23 in Paris.

### Airlift to Continue

General Lucius D. Clay, United States Military Governor for Germany, has stated that the Airlift will continue until reserves are built up to pre-blockade levels here in Berlin.

Due to the limited capacity of the rail lines assigned to handle French, British and American trains, continuation of the Airlift will be necessary if deliveries to the city are to continue at the level attained by the *Luftbruecke*.

### East Zone Needs Steel

Reports from the Soviet Zone indicate that lifting of the counter-blockade will relieve a situation even more critical than that prevailing in Berlin at the present time. Buying committees are ready to dash across the border to contract for urgently needed iron, steel and machine tools produced in Western Germany.

According to a statement by a British Foreign Office spokesman the details of removing the order to remove traffic restrictions between East and West Germany will be worked out by Military Government officials here in Berlin. No difficulties are foreseen that might delay the end of the siege, since the Council of Foreign Ministers meeting is scheduled eleven days later.

The extreme caution exercised by the Four Powers in releasing progress reports of negotiations is emphasized by the fact that in Moscow the Soviet press and radio used the Associated Press report with no editing or additional comment.

## AYA Plans Seasonal Inter-Allied Races

Plans for an active racing season with 12 Inter-Allied all-class regattas and a full schedule of passage races, 30 meter, 6 meter, and 45 meter class races was announced at a general meeting of the American Yachting Association of Berlin Thursday, May 5 at Harnack House.

The first regatta sponsored by the AYA is scheduled for May 28 and 29 when boats from the British, French and American Yacht Club will compete in an Inter-Allied show at Wannsee. Memorial Day, May 30, will mark the first of a series of Intra-Club all-class regattas scheduled throughout the season. Details such as starting time of the various events, course markers, and handicaps will be announced later.

Six Inter-Allied passage races have been scheduled throughout the season. In a passage race the starting time is normally set near sundown and the race continues throughout the night and well into the following day. Length of the course is normally 15 miles and each contestant is required to make from 3 to six complete circuits.

At the meeting attended by the majority of the 110 members now on AYA rolls rules governing the dispatch of boats were discussed as well as a system by which qualified sailors can serve as skippers for inexperienced groups. In a progress report Commodore Parsons told AYA members all boats were expected to be in the water ready for use within the next fifteen to twenty days.



## THANK YOU TO DENNIS DUNBAR, A PATRIOTIC FRIEND AT TERRE HAUTE

The Foundation owes a gratitude of thanks to the manager of the Terre Haute International-Hulman Field, Dennis Dunbar. Because of his cooperation and generous help, the Foundation was able to capitalize on 4 Indiana events in June, July, and August of 2004. Dennis made it possible to park the "Spirit of Freedom" on his ramp between events and also provided equipment to help our crews perform some routine maintenance and wash the "Spirit" as well. He was also kind enough to loan the crew a car to save the cost of having to rent one. Dennis is not only a fine person, but is also an accomplished Pilot and Flight Instructor. Dennis graciously allowed the Foundation to use him as a first officer to ferry the "Spirit of Freedom" to and from Terre Haute. The "Spirit of Freedom" first arrived at the Terre Haute International-Hulman Field following the Evansville, Indiana event. Since the next scheduled mission was at Terre Haute, it made sense to leave the C-54 there. After the Terre Haute event, the "Spirit of Freedom" departed for Mt Comfort (near Indianapolis) and returned to Terre Haute after that event. The last of our Indiana events took place at Elkhart. After the Elkhart event the "Spirit of Freedom" returned to New Jersey after being in Indiana for 5 weeks. Our flight crews were quite impressed, not only with the friends we made at Terre Haute, but with all the good people at Evansville, Mt. Comfort, and Elkhart. All of the Indiana airports we visited were also beautifully kept, neat and well groomed.

Thank you, Dennis Dunbar, for being there when we needed help. We are looking forward to returning to your beautiful airport and your well-organized event. We salute Dennis Dunbar and the Terre Haute International-Hulman Field for their patriotic effort and support to help keep the "Spirit of Freedom" flying on its' mission of history, education, and remembrance!

## LIVING HISTORY SEMINAR

September 10, 2004

Lunken Airport, Cincinnati, Ohio

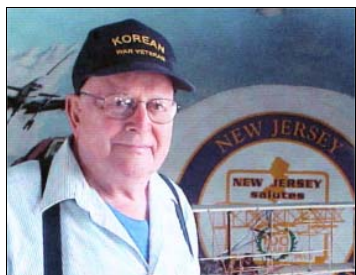


FOUNDATION VOLUNTEER AND AIRLIFT VETERAN BILL MORRISSEY POSES WITH FOUNDATION PRESIDENT TIM CHOPP AND A BLACK LABRADOR RETRIEVER NAMED DIESEL, WHO IS TRYING ON A REPLICA OF "VITTLES" PARACHUTE AT CINCINNATI LUNKEN AIRPORT THIS PAST SUMMER.

Several hundred school students in the Cincinnati, Ohio area participated in a unique Living History Seminar on September 10, 2004, at the Cincinnati Lunken Airport. Students were given the opportunity to visit various educational learning stations located inside a hangar. Each station was manned with knowledgeable persons to talk to the students about their stations' topics. The various learning stations were as follows: a weather station, Amelia Earhart station, the Tuskegee Airmen station, the C-54 Berlin Airlift "Spirit of Freedom" (parked just outside the hangar), and the Black Sheep Squadron from World War II. Students allotted 15 minutes at each station. The schools from the Cincinnati area that attended were: Lynnwood Elementary, East End Community Heritage School, McKinley Elementary, and Cincinnati Country Day School. The Foundation would like to acknowledge Kathy Huelefeld for organizing the seminar and Joe Babbis for donating the hangar for the day. Following the education seminar, the "Spirit of Freedom" participated in the air show on the 11th and 12th of September. It was an exciting and busy day for everyone.

## AIRLIFT MEMORABILIA AND PHOTOS DONATED

*Little known Blockade Show Documented*



FRIEND OF THE FOUNDATION AND US ARMY VETERAN OF THE AIRLIFT, CLEGG LANGLEY.

The Foundation would like to thank our friend Clegg Langley of Millville, NJ for the donation of several airlift items for display in the C-54. Clegg, an Army veteran of the Airlift, served with the 16th Constabulary, Troop C at Tempelhof Airbase during the airlift. His job was to supervise the unloading of the aircraft of necessary supplies. Over the past few years, Clegg has donated several items to the Foundation, such as a May 6, 1949 issue of the Berlin Observer, (the front cover of which is reproduced in this newsletter), and a May 13th 1949 issue of Task Force Times announcing the end of the Blockade the previous day, May 12. Two of the most interesting items that were given to the Foundation were three very distinctly different photo albums. One was made from an aluminum wing panel from one of the crashed C-54's at Tempelhof. It and a second of these contain many photos of airlift operations at Tempelhof, and of course, photos of Clegg and his fellow soldiers.

The third photo album, however, contained essentially a photo summary of a US Serviceman Produced show called "Red, Hot, and Blockaded", a variety show satirizing the blockade. We will be sorting all of these photos and sharing them with you in this and our next newsletter, along with more about our friend, Airlift Veteran Clegg Langley of Millville, NJ. Thank you Clegg, for allowing us to preserve these memories. We salute you!



The "Berlin Blockettes" from the musical show "Red Hot and Blockaded" opening at Onkel Toms Theater Tuesday, April 10. Left to right: Pvt. Charles Valiere; Pfc. Gene B. Sioniger; Pvt. Robert Price; Pfc. Hubert M. Watson; Pfc. Clegg Langley; Cpl. Robert Evans and Pvt. James M. King



**L3 COMMUNICATIONS TO THE RESCUE!!  
THE REPAINTING OF THE "SPIRIT OF FREEDOM"**

It started as a simple telephone call to Greg Smith, Program Manager, of L3 Communications, Greenville, Texas, from Foundation President, Tim Chopp. The first telephone conversation took place in mid October 2004, when Tim called, with hat in hand, to ask if they would be interested in painting the C-54, primarily the top fuselage and top of the wings, as the clear coat was peeling off and the "Spirit of Freedom" was beginning to look really shabby. Tim had spent weeks searching for a way to get the job done without spending the Foundations' hard earned money on the project. The best his search came up with was a \$18,000 offer to do the job, which Tim thought was more than reasonable. But as time drew near to make the decision, the desire to keep trying became stronger. That is when Tim telephoned Greg Smith. This was not the first time the Foundation knew of Greg Smith, as he is the man who brought the C-54 to Greenville, Texas, for an anniversary event in September of 2001. It was then we first became aware of the large modern paint facility located at Majors Field, the name of the airport at Greenville, Texas.



**A NEW COAT FOR THE "SPIRIT"**

The "Spirit of Freedom" sits in the L3 Communications large and modern paint facility hangar at Greenville, Texas. A Boeing 747 was on the schedule to be painted within the next few weeks at this facility.



**BAHF AND BAVA REPRESENTATIVES TOGETHER.**

It was an honor to have key members of the BAVA organization take part in this special occasion.

From Left to right are: Renee Rodgers, Betty Moore, Nancy Southers, Airlift Veteran Bill Morrissey, Airlift Veteran Gail Halvorsen, BAHF President Tim Chopp, BAVA Secretary and Airlift Veteran W.C. Dub Southers, BAVA President and Airlift Veteran Dr. Earl Moore, BAVA Membership Chairman and Airlift Veteran Joe Studak, and Frances Studak. Front row: Bear Lynn and replica boxer dog, Vittles.

A few days passed following the initial request to Greg Smith, when Tim received a telephone call from Greenville, Texas. It was Greg Smith with the following message: Greg stated, "Tim, I've contacted the higher authorities of L3 Communications with your request, and we will be unable to paint the top of the fuselage and top of the wings", after a slight pause he then stated, "but are willing to repaint the entire C-54". Tim could not believe his ears, because answers are seldom heard in our world where we survive on crumbs and leftovers. Tim then stated " But Greg, it is very important that we be at Elizabeth City and Manteo by mid December for our last events for 2004". Greg responded with "Tim, we can repaint a EC-135 (equivalent to a Boeing 707 four-engine transport) in 7 days, we sure can repaint the C-54 in the 4 weeks being allotted". With that, the wheels went into motion. Following the Stuart, Florida event, on Monday, November 15, 2004, the C-54 was flown to Greenville, Texas. The professionals at L3 Communications Integrated Systems, Inc. took it from there. After L3 Communications worked their magic, the crew returned on Sunday, December 12, 2004, to take part in the unveiling ceremony scheduled for 9:30 AM on the following day, the 13th of December. The C-54 would depart Greenville on the 14th. The 13th would be a special day as representatives from the Berlin Airlift Veterans Association



**A SALUTE TO L3**

The "Spirit of Freedom" saying goodbye to the patriots of L3 Communications Integrated Systems, Inc. This photo was taken on December 14, 2004, during a flyby at Majors Field, Greenville, Texas, which began a long 7 hour flight to the next event at Elizabeth City, NC scheduled the following day.

would be there, as well as representatives from L3 Communications, including their President, Robert W. Drewes, and representatives from PRC DeSoto Corporation. At 9:30 AM, the ceremony began, taking place with the newly painted beautiful "Spirit of Freedom" in the background.

The PRC DeSoto paint is just immaculate and is a lighter silver than the former paint. The same markings remained, but newly painted. The high quality of the product and the labor is evident in how smooth the new paint is. L3 did a super job preparing the surface and painting the airplane. The captions under the photos will tell the story about the ceremony. We do offer a few words to the following:

To **Robert W. Drewes**, President of L3 Communications Integrated Systems, Inc, Greenville Division, thank you for your decision to help us with this great looking paint job. You are in command of a great team.

To **Lionel Greg Smith**, Program Manager of L3 Communications, thank you for getting the ball rolling on our request. It was great to see you again and we are sorry that you were out of town for the ceremony.

To **Terry Thomas**, Business Development Manager of L3 Communications, thank you for looking after us during our visit and driving us to and from the DFW airport. We enjoyed every conversation and appreciate your desire to help make it happen.

To **Jimmy Evans**, Process Manager of the paint facility of L3 Communications, thank you for working the C-54 into your busy schedule. You went the extra mile for the "Spirit of Freedom" and it was appreciated.

To **Keith Johnson**, the team leader for getting the job done right. Your team did a super job due to your desire for perfection. Your attention to detail is self-evident. You are a true professional.

To **All The Painters**, thank you for demonstrating your professional talent in restoring the beauty of our C-54. Your workmanship will be with this symbol of freedom wherever it goes. Your work will be seen by thousands in the coming years.



**THE CANDY MAN CAN...**

Berlin Candy Bomber, Gail Halvorsen, delivers his message to the audience. This photo was taken on Monday, December 13, 2004, Greenville, Texas.

To **PRC DeSoto**, thank you for donating the primer and paint. We could not ask for a better product. We owe special

(Continued on page 13)



(Continued from page 12)



#### THUMBS UP FOR L3!

Foundation President, Tim Chopp, and the Berlin Candy Bomber, Gail S. Halvorsen, are giving the thumbs up to L3 Communications for the beautiful paint job they provided for the C-54 "Spirit of Freedom".

thanks to John Hicks, our PRC Representative in Sewell, NJ, for his communication with PRC DeSoto. It was John who helped obtain the paint from PRC DeSoto for the C-97 project, and now the C-54. Thank you John.

On behalf of the Foundation, its' directors, officers, staff. and supporting members, we thank all of the patriots of L3 Communications Integrated Systems, Inc. for this wonderful gift. As stated by Foundation President, Tim Chopp, to Terry Thomas, " the best way the Foundation could thank L3 Communications and PRC DeSoto for this generous gift, is to continue to improve our mission of history, education, and remembrance."

*NOTE: The Foundation is now working on a permanent recognition display, to be mounted inside the "Spirit of Freedom", to honor L3 Communications and PRC DeSoto for their generosity and more importantly, for caring.*



#### MORNING CONFERENCE

BAVA President Dr. Earl Moore and BAVA Secretary Joe Studak talking to L3 Communications President Robert W. Drewes on the morning of December 13, 2004.

To learn more about these two great companies, you may visit their web sites at:

**L3 COMMUNICATIONS** : <http://www.l-3com.com/>

**PRC-DeSoto Inc.** : <http://www.ppg.com/prc-DeSoto/main.asp>



#### AND NOW A WORD FROM OUR SPONSOR....

Terry Thomas, Business Development Manager for L3 Communications Integrated Systems, was the emcee for the unveiling ceremony of the newly painted "Spirit of Freedom". Here is Terry making the opening remarks to the audience.



#### POLISHING THE BRASS

The ceremony was honored by the presence of Retired Major General, Robert W. Drewes, now President of L3 Communications Integrated Systems, Inc., Greenville Division. Here is General Drewes talking to the audience during the unveiling ceremony on December 13, 2004. It was the blessing of this man that made it possible to have the "Spirit of Freedom" painted. Thank you General Drewes and L3 Communications for this generous gift. We salute you and L3 Communications.

## A LITTLE ABOUT THE PATRIOTIC L-3 COMMUNICATIONS COMPANY

**L-3 Communications Integrated Systems** (L-3/IS) is recognized internationally as a systems integration organization specializing in the modernization and maintenance of aircraft of all sizes, and the study, design, development, and integration of special-mission systems for military and commercial applications. Headquartered in Greenville, Texas, L-3/IS also has major operations in Austin & Waco, Texas; Madison, Miss.; Lexington, Ky.; and Tulsa, Okla.

The L-3/IS business operation's expertise spans the design, development, and integration of advanced avionics, special purpose airborne systems and aircraft modernization for government and commercial customers worldwide. Since its establishment in Greenville in 1951 as part of TEMCO, the company has modified more than 15,000 different aircraft of more than 125 types. Core business for L-3/IS includes the integration of special mission electronic warfare and intelligence-gathering systems, depot-level overhaul, prototype design, crash damage repair, installation and upgrade of interiors and avionics systems and certification for the complete military, head-of-state, VIP or government aircraft.

**L-3 Vertex** services include logistics support, modernization, maintenance, supply chain management and pilot training. L-3 Vertex supports military training aircraft, tactical aircraft, cargo and utility aircraft and other defense-related platforms representing more than 2,600 active fixed- and rotary-wing aircraft and more than 85 vehicle platforms.

**L-3 Aeromet**, based in Tulsa, Okla., provides a broad array of services, including electro-optical and infrared programs and specialized meteorological applications.

**L-3 Avisys**, headquartered in Austin, Texas, provides aircraft self-protection systems including electronic warfare and countermeasure systems, and avionics systems integration.

**Capabilities and designations** - L-3/IS has more than 18,000 employees. Its facilities hold world-class designations, including Software Engineering Institute Capability Maturity Model Level 5, ISO 9001:2000 and the aerospace AS9100 certifications. The company has multiple facilities qualified as FAA Class 4 Repair Station and Designated Alteration Station. It also holds certifications from multiple international airworthiness authorities, including the European Aviation Safety Agency (EASA) and the Royal Australian Air Force.



**EDUCATIONAL MISSIONS ON THE INCREASE - HALLELUJAH!**

By Timothy A. Chopp, Foundation President



**Timothy A. Chopp** - Founder and President of the Berlin Airlift Historical Foundation, pioneering the concept of a museum exhibit inside a 4-engine transport for historical and educational purposes.

It is with great pleasure to present this newsletter to all supporting members of our National Support Group. I hope you can see and read in these pages that your continued support is working to improve and refine the C-54 "Spirit of Freedom" as a historical and educational tool. Out of the 29 events the "Spirit of Freedom" participated in 2004, I'm happy to report that 6 included at least one education day dedicated solely for school students. The good news is that the promoters of these events have recognized the "Spirit of Freedom" as an educational museum/exhibit and are willing to work with the Foundation to improve each return visit. Including a "candy drop" for the children is on the increase which adds another segment of the Berlin Airlift History and is fun to watch. Our proficiency of performing a "candy drop" is improving as we are now manufacturing our own parachutes thanks to the efforts of Ed and Laurel Ide.

With the increase of more refined educational missions also brings with it the increase of responsibilities from our flight crewmembers, for they are our direct link to the public and responsible for conducting successful missions. I'm happy to report the Foundation accepted several new flight crewmember candidates in 2004 and look forward to using them in 2005 as they learn how to become effective flight crewmembers and be part of our

team. Crewmembers learn very quickly that "just showing up" is not enough to be on the team. One must learn to "look the part, play the part, be the part" to be accepted as a member of the flight crew.

I'm also happy to report that we have added several new members to our maintenance workforce which is improving the quality of maintenance with their mechanical skills and good judgement. As we look for zero defects in our flight crews, we also expect the same in our maintenance crews. It is their attitude that makes all the difference and we have good members on our maintenance team that get the job done and work well together.

The Foundation will continue to work hard in 2005 to increase our educational missions. Two areas I would like to concentrate on for 2005 are: more progress on the C-97 and better printed material to give to the public. In the meantime, we will stay the course and strive to to our best at all times. Thank you for being there to be part of the Foundations' growth, and more importantly, thank you for caring.

**C-54 "SPIRIT OF FREEDOM" EDUCATIONAL ACTIVITIES**

WHAT YOU ARE SUPPORTING, A LEARNING OPPORTUNITY FOR STUDENTS AND FOR THE CHILDREN  
**NOVEMBER 5, 6 AND 7, 2004 CAMDEN, SOUTH CAROLINA, CELEBRATE FREEDOM**

November 5, 2004 was dedicated solely as an education day at the annual Celebrate Freedom event now taking place at Camden, SC. This event was formerly held at Owens Field, Columbia, SC. The year 2004 was the 2nd year it was held at Woodward Field in Camden. This was the 5th year that the "Spirit of Freedom" has participated in this great event and are most grateful for the repeat invitation by the kind patriots who organize this event. Each year it keeps getting better. The education day brought 1700 school students to tour the "Spirit of Freedom". Weather was perfect and the students not only had a grand time, but learned a lot during their visit. Their teachers were most impressed with the "Spirit of Freedom".



**Bill Morrissey**, flight crewmember and Airlift veteran, briefed each group of school students about the Berlin Airlift prior to their boarding the "Spirit of Freedom" at Camden, SC. (PHOTO: LAUREL IDE)



**Bill Morrissey** with a group of students at the bottom of the boarding stairs waiting their turn to board. This went on for several hours on November 5, 2004.



**Some of the 1700 students** that toured the "Spirit of Freedom" on November 5, 2004.



**Students boarding the "Spirit of Freedom"** to begin their educational tour. The weather was perfect for the students' tours.



**Education Day at Camden, SC** provided these 2 reenactment US Army soldiers wearing D-Day Airborne uniforms and restored jeep. Here they are guarding the "Spirit of Freedom". Don't they look great!!





**Hey, you're not my Mother !!!!** Manfred, the Foundations' mannequin of a Berliner kinder, meets Robbie the Robot at Vidalia, Georgia on Mothers' Day, May 5th, 2004. Manfred, named after the real Manfred Knopf, is a symbol of Operation Little Vittles started by Gail S. Halvorsen when he dropped candy to the Berlin children via small parachutes from his C-54.



**Flight Crewmember Earl Block**, mans the book table at Peachtree City, Georgia. As part of the Foundations' mission to preserve history, three books are now available to the public at various events. They are as follows: **Berlin Airlift: The Effort and the Aircraft**, by John Provan and Ron Davies, **The Unheralded** by Ed Gere, and **The Berlin Candy Bomber** by Gail S. Halvorsen.



**President Roosevelt and Eleanor Roosevelt** on board the **"Spirit of Freedom"** waiting for engine startup to reenact the arrival of the President. Also on board was General Douglas MacArthur who can be seen two rows behind the President. This reenactment took place on Sunday, June 6, at Reading, Pennsylvania, World War II Weekend.



**The Honor Guard** can be seen outside the window from the "Spirit of Freedom" as they wait for the reenactment of the speech given by President Franklin D. Roosevelt as well as the arrival of General Douglas MacArthur. The speech was given from the top of the boarding stairs during the World War II Weekend at Reading, Pa. on June 4,5, and 6, 2004.



**Ed Ide, Vice President of the Foundation, and his wife Laurel** helping to secure the shelter at Peachtree City, Georgia on October 9, 2004. Ed and Laurel live in Hickory, NC and have driven to several events during the 2004 event season to provide their expert help. Ed and Laurel spent hours designing and manufacturing parachutes for Candy Drop Missions for the "Spirit of Freedom". Thank you Ed and Laurel for being there when we needed you most.



**"BEAR-LYNN" WATCHES FOR THE CHILDREN.**



**The President and Mrs. Roosevelt** at the top of the boarding stairs being honored at the World War II Weekend at Reading, Pennsylvania. The Foundation was elated to take part of this reenactment and look forward to more activities such as this that brings our Nations' History alive.



**Pittsburgh, Pennsylvania on Fathers' Day, June 20th, 2004.** The crew of the "Spirit of Freedom". Rear row L to R: "The K man", Kevin Kearney-Flight Engineer, Steve Grubesich-Load Master, Jeffrey Grubesich-Scanner. Front Row left, Ray Keating, 1st Officer. Right, Tim Chopp-Aircraft Commander. The flight crew motto is: **Look the part, play the part, be the part.** We take operating a 4 engine transport very seriously.

## REFLECTIONS OF A FIRST YEAR FLIGHT CREW MEMBER

By Bill Starr



Foundation Flight Crewmember Bill Starr

As a new member of the C-54 Flight Crew, I was privileged to have participated in six events during the past year. Not being a professional pilot nor having worked as a crew member of any aircraft before certainly was and continues to be a challenge.

Working with Tim Chopp and the other crewmembers has been a real learning experience. I was exposed to the many aspects of Crew Resource Management (CRM), in addition to becoming familiar with the aircraft itself and learning how to "work" the shows. More importantly, I have met people of all ages who had an interest in learning more about the Berlin Airlift. I met pilots and crewmembers who actually took part in the airlift and shared their experiences with all of us. I met General Tunner's niece at the Virginia show and was very pleased that I was able to provide her information on the Easter Parade poster she saw on the plane and asked about. There is a tremendous sense of accomplishment knowing that in some small way we are keeping a part of history alive by bringing this flying museum to those people who know very little about it.

I have learned that *"this"* crew is professional. After observing the many other exhibits at the events I was a part of, I could clearly see the difference. I am very proud to be a small part of it. We have fun but we also work very hard and the rewards are internal, not something tangible. Seeing the smiles on peoples' faces when they enter the airplane or looking at the wide eyed children, our future aviators, staring at the cockpit – that's what it's all about.

Winding up the year with Colonel Gail Halvorsen at Manteo, NC and the once-in-a-lifetime experience of landing at Floyd Bennett Field was the culmination of my first year. I saw the C-97 work in progress, met even more volunteers, talked with employees of the National Park Service and enjoyed listening to the air traffic controller ask if we had permission to land there.

I am grateful to my wife and the many friends who helped me get to and from some of the events, to the hotel staffs and airport personnel who make life on the road a little easier and to the members and volunteers who helped with time, food and money. These are the intangibles, the things that have made this a year for me to always remember.



## **“SPIRIT OF FREEDOM” RETURNS TO WINCHESTER, VA**

October 1, 2 and 3, 2004

On October 1, 2004, Winchester Regional Airport hosted an Education Day for schoolchildren to come out and see the “Spirit of Freedom”. Several hundred Winchester-area children came and witnessed a Berlin Airlift Candy drop from which they received a parachute with a Hershey’s Candy bar attached. We had been to Winchester two times before participating in fly-ins hosted by the Local EAA chapter and the Winchester Airport. This was the first time we set aside a special day for the area schoolchildren. It was also a special weekend for the C-54 crew. Foundation Flight Crew Member and long time supporter of the Foundation, Tom Rivera, came out and helped us for the weekend. It was very good to see Tom, as he moved from the NJ area a few years ago. Moreover, his new company recently had him working in the Middle East. It was good to see him again, but more importantly, good to see him safely back in the US.



*The “Spirit of Freedom” dominates the Winchester Ramp during its visit to Va. in October 2004*

All who participated have deemed it a success and we are planning to give a repeat performance next year. On October 2 and 3rd, 2004 the “Spirit” was open for public tours as part of the Annual Pancake Breakfast and Fly-In hosted by EAA Chapter 186. We would like to thank the following key people involved in making this year’s visit to Winchester a success! Airport Manager Renny Manuel, Administrative Assistant Karen Lauck, Pat Donovan, Tangy Mooney, Judy Sparks and all the other members of EAA Chapter 186 who helped make our stay at Winchester a success!! Thank you for your hospitality and we hope to see you next year!!

## **CELEBRATING CHRISTMAS THE WRIGHT WAY**

**December 15 through December 20, 2004**

**Elizabeth City, North Carolina and Manteo, North Carolina**

These combined events were successful, thanks to the efforts of Joe Lamothe, manager of the Elizabeth City Regional Airport, and George Speake, manager of the Dare County Regional Airport at Manteo, NC. The mission profile included a dedicated education day at Elizabeth City on December 15 for the local schools. then reposition the C-54 to the Dare County Airport on December 16, perform the annual flyover of the Wright Brother Monument on December 17th, perform a Candy Drop mission and fly in Santa Clause to the Dare County Airport on the 18th, and have the C-54 open for public tours on the 19th. Return home on the 20th. What made these events special was having the Berlin Candy Bomber, Gail S. Halvorsen, back in the cockpit as 1st officer of the "Spirit of Freedom" and to greet the children.



**December 18, 2004, Manteo, NC.**  
*The Berlin Candy Bomber, Gail S. Halvorsen, escorts Santa Claus down the boarding stairs to greet the children while the "Spirit's" flight crew stands by to assist.*



**Gail Halvorsen and Dennis Bailey** by the "Spirit of Freedom" at the Dare County Airport on December 18, 2004. Dennis drove to Manteo from New Jersey to join the crew to help out. Dennis is a top notch flight crewmember and a valuable asset to the Foundation. Thanks Dennis!

The official name of this event is "Celebrating Christmas the Wright Way" and was a big success at both airports. The good news is all parties have agreed to make this event a annual tradition. This mission was the 6th year the "Spirit of Freedom" has flown over the Wright Brother Monument on December 17th. The Foundation is honored to be part of this annual event where we have made long lasting friendships with the good people of Manteo and Elizabeth City. Our hats are off to these patriots and supporters of the "Spirit of Freedom". We want to thank all of the sponsors who helped make "Celebrate Christmas the Wright Way" a success. We also thank Joe Lamothe and George Speake for their vision and hard work, and a special thanks to the US Coast Guard Aircraft Repair and Supply Center at Elizabeth City for providing the boarding stairs at both airports. We look forward to returning in 2005.



**Gail S. Halvorsen signing parachutes** that were given to the sponsors who helped bring the "Spirit of Freedom" to Elizabeth City and Manteo, NC.



**The crew of the "Spirit of Freedom" with Santa Claus and Gail Halvorsen.** Gail is holding a new born baby. This photo was taken inside the Dare County Airport terminal building on December 18, 2004



*The canopy of the 125 parachutes that were dropped at the Dare County Regional Airport. This canopy included the names of all the sponsors plus several insignias to honor the event. Each parachute had candy attached and each string was sewed to the canopy for strength and durability. The parachutes were provided by Ed and Laurel Ide.*



**A rare photo of the Berlin Candy Bomber and Santa Claus.** Part of the activities of "Celebrating Christmas the Wright Way" which began December 15 and ended December 20th. It was a grand occasion for everyone!





During the activities at "Celebrating Christmas the Wright Way", the "Spirit of Freedom" made 4 flights over the Wright Brother Monument with sponsors of the event on board. here is a group of sponsors being given a safety brief before engine start



A routine departure safety briefing for the "Spirit of Freedom" flight crew being given by the aircraft commander. The briefing includes reports from the crewmembers on fuel, oil, and hydraulic quantities, completion of inspections and checks, start procedures, pertinent safety issues pertaining to the departure, and mission requirements. This photo was taken on December 17th, 2004, just before the anniversary flight over the Wright Brothers Monument



"Spirit of Freedom" mascot, Bear-Lynn and his pal sitting comfortably as they are winged via C-54 to the next Foundation mission of history, education, and remembrance. The Foundation is proud to report that after hundreds of flying hours aboard the "Spirit of Freedom", these bears have never complained once.

## ELIZABETH CITY COAST GUARD AIR STATION PROVIDES A WARM EXPERIENCE



Elizabeth City

Wednesday, December 15, 2004, the "Spirit of Freedom" was on a mission at Elizabeth City, North Carolina, to provide an educational and historical experience to students of the local public schools by touring the C-54 and have the Berlin Candy Bomber, Gail Halvorsen, talk to the students. Following this highly successful mission, the "Spirit of Freedom" would depart the following day for Manteo, NC. The weather was just about as perfect as you could want it except for bitter cold temperatures.

This could present a real problem trying to start the engines of the "Spirit of Freedom" the following day since the overnight temperatures were forecast to be in the low twenties. The concern was brought to the attention of Joe Lamothe, Airport Manager of the Elizabeth City Regional Airport, who in turn contacted the Elizabeth City US Coast Guard Air Station to see what could be done. What happened next was totally unexpected.

The Coast Guard Air Station permitted the "Spirit of Freedom" to park overnight in one of their C-130 heated hangars, and dispatched a tug and crew to tow the C-54 to the North side of the airport. The C-54 was put to bed at about 7:30 PM on the evening of December 15 in a nice, modern, cozy, and above all, warm hangar. If this wasn't enough of a treat for our crew and the C-54, the next morning would provide a warm and lasting experience. As the boarding stairs were in position, in morning the base personnel had the opportunity to tour the "Spirit of Freedom" including the Commander of the US Coast Guard Air Station, Captain Rod Ansley. While tours were in progress, the cozy and warm environment provided a great opportunity to wipe down the C-54 of dirt and oil in preparation for the arrival at Manteo. Since the "Spirit of Freedom" had just received its' new paint job, the crew wanted it to look good. So, anyone and everyone who wanted to help, grabbed a rag and pitched in, including Airport Manager, Joe Lamothe. In the meantime, one could not help but smell something good was being cooked somewhere. We guessed right, 64 turkeys were being cooked just outside the hangar. As it turns out, the entire Air Station was having their annual Christmas Lunch in the very hangar we were parked in. The word was, we would have to be out of the hangar by 11:00 AM so tables and seating for about 180 could be set up in preparation for their Christmas Lunch. This requirement, however, was amended when the Air Station Commander, Captain Rod Ansley, suggested we stay as invited guests



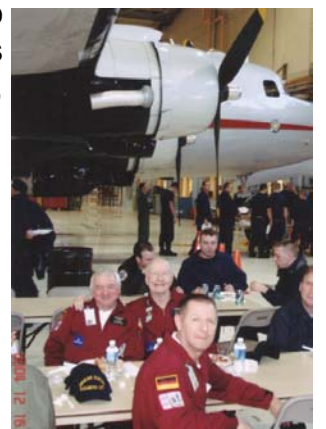
Captain Rod Ansley talking to Airlift Veterans Bill Morrissey and Gail Halvorsen, who gave the Captain a tour of the "Spirit of Freedom" while parked in their hangar on December 16, 2004



Coast Guardsmen of USCG Elizabeth City take a peek inside the left main gear well of the "Spirit of Freedom"



Capt. Rod Ansley, Commander of US Coast Guard Air Station Elizabeth City, shaking hands with Berlin Candy Bomber Gail S. Halvorsen, inside the "Spirit of Freedom"



Christmas Lunch was served inside the US Coast Guard C-130 hangar. The tables were set up around the "Spirit of Freedom". This photo was taken on December 16, 2004 at the Coast Guard Station, Elizabeth City, North Carolina.



Airlift Veteran Bill Morrissey explaining the memorial to the 31 American aviation-related fatalities of the Berlin Airlift to Capt. Ansley. Bill is the best when it comes to giving talks or presentations on the Berlin Airlift.



Bill Morrissey explaining the importance of Ground Controlled Approach (GCA) radar near the GCA Replica in the "Spirit of Freedom". Bill served for 45 years as an Air Traffic Controller with the USAF and FAA.



The wall map of a divided Germany inside the "Spirit of Freedom" is a very important visual aid when giving presentations about the Airlift. Here, Bill is explaining the three air corridors to the Captain.



## THROUGH THE LENS OF HISTORY: Photos from Airlift Veteran Clegg Langley, US Army



Some of the Wonderful Photographs donated to the Foundation by Millville, NJ Airlift Veteran Clegg Langley.

1. **An empty C-54** departs Tempelhof to be reloaded at one of the Airlift bases in West Germany.

2. **Three US GI's** taking a break in front of the Airlift Coffee Wagon at Tempelhof Airport during the Airlift. Foundation friend and Airlift Veteran Clegg Langley is the soldier on the left.

3. **Four members** of the US Army's 16 Constabulary pose for the camera in front of their headquarters in Berlin during the airlift. Clegg Langley is on the left.

4. **A group of GI's in front** of the 16th Constabulary Headquarters at Tempelhof Airport. Notice the broken windows in the hangar doors due to the bombing a few years earlier.

5. **Several Berlin children** at Titania Palast in Berlin on March 29, 1949. I wonder if they got any chocolate bars from Onkel Wackenfleugel. (Uncle Wiggly Wings)

6. **Displaced Germans** repairing the airport in order to receive extra rations and help the airlift effort.



## 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 2005. We salute each and everyone of you!



**Consolidated Instruments and Avionics of Teterboro, New Jersey** - Not only professionals in their work, but outstanding and pleasant people 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 the past 7 years.



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

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



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



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



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



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



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



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



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



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



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

## ATTENTION ADVERTISERS!

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





## 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, Volume 1, Page 277, Revised 2003*

*I want to help support the Foundation's mission of History,  
Education, and Remembrance.*

*I have enclosed my check for \$\_\_\_\_\_.*

**CHOOSE YOUR SUPPORT PREFERENCE)**

**GENERAL SUPPORTING MEMBER**

**LIFETIME MEMBER**

C-54 AND C-97 SPONSOR \*( SEE NOTE)

## TWO YEAR PLEDGE FOR THE C-97

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

## I JUST WANT TO BE A CONTRIBUTOR

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