



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

DETERMINATION & RESILIENCE OVERCOMES ADVERSITY

A DAISY CHAIN OF ISSUES

by Timothy A. Chopp, Foundation President



C-54D "Spirit of Freedom" taking off from Lock Haven, PA in June 2024

It is a great relief for me to put everything aside and write this long overdue newsletter report to bring our National Support Group up to date with what has been happening over the past few years. The culprit for this long gap in providing a newsletter can be attributed to an unprecedented "daisy chain of massive adversities" combined with the time, distance, and costs associated to overcome these adversities. In addition to the quagmire of issues, we encountered a sudden and unexpected demand for our C-54 at various events beginning in July of 2024, which was certainly a welcome blessing as we struggle for recovery to normalcy.

Of course, with this unexpected increase in events came a curse in that the more we flew the C-54, the more maintenance was required to repair many items associated with it. We are still learning the quirks associated with this C-54D replacement airplane and what's normal and what's not normal. This created an additional set of problems to keep the C-54D airworthy to complete the increased missions. While this may seem like a negative, the plus side of this exercise is the increased knowledge gained making repairs plus getting a better feel for this particular C-54 and learning more about its dependability.

We are looking forward to completing the required heavy # 3 Service Inspection over the course of the winter and continue to improve the dependability of this airplane. Once again, our C-54D will winter at the Elizabeth City Regional Airport, NC. We owe our gratitude, appreciation, and thanks to the Elizabeth City Regional Airport and Airport Manager, Scott Hinton, for their generosity to allow us to park there for the winter and perform the mandatory #3 Service Inspection. We look forward to 2025 as we move the BAHF organization onward and upward to improve our purpose and mission of history, education, and remembrance about the great Berlin Airlift and to honor those veterans who served.



C-54D AVIONICS UPGRADES NEEDED

There were gains made in 2024 to improve the reliability of the airworthiness of our C-54D and to make operating it more predictable. One system that has given us problems since the day we acquired the C-54D is the brake system. We are happy to report 2 of the 4 brake assemblies were replaced in July of 2024 and all of our brake issues have been eliminated. Other areas we are planning to address is some sheet metal work and hopefully find the right opportunity to upgrade the Avionics and replace the GPS Nav radios and communication radios to allow us to fly in IFR conditions (Instrument Flight Rules). In addition to the radios we need 2 back up instruments to the existing flight instruments in the form of 1 Attitude Indicator and 1 Heading Indicator. We also want to reduce the risk of instrument failure by replacing the Captains primary Attitude Indicator from a AC powered instrument to a DC powered instrument so as not to depend on the inverter to power this essential flight instrument. Once these upgrades have been made, we can resume flying in the clouds which will improve our reliability to get to and from events when weather is a factor. At the present time, flying the C-54 has been restricted to VFR (visual flight rules) making it much more difficult to predict departure days, especially for our flight crews. The total estimate for all of these needed upgrades is \$32,000. It should be made known when BAHF purchased our first C-54E in 1992, it took 7 long years operating and maintaining it before we were satisfied with it's airworthiness and dependability. It too, went through an Avionics upgrade before we flew it across the Atlantic to participate in the 50th anniversary of the Berlin Airlift in 1998.



COCKPIT OF C-54D "SPIRIT OF FREEDOM" IN URGENT NEED OF AN AVIONICS UPGRADE.



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

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WRECKED C-54E PROGRESS: FAINT PULSE DETECTED



During the past year, the BAHF organization has received many inquiries from interested parties as to the status of our first Douglas C-54E that was destroyed by the tornado on April 13, 2020. It was acquired by the Aviator Brewing Company of Fuquay Varina, NC to be brought back to life as part of a unique historical refreshment facility. As part of a complex of restaurants, bars, and outdoor arena, our C-54E will not only provide a unique haven for customers to enjoy the outstanding variety of refreshments offered by the Aviator Brewing Company, but will learn about the history of our former C-54 and the great Berlin Airlift. The BAHF organization will be working with Mark Doble, owner of the Aviator Brewing Company, to help with the creation of the historical information to be displayed for visitors/customers to read and learn more about where this C-54 came from and its history to include Gail Halvorsen, the Berlin Candy Bomber, having flown missions in it with the BAHF organization for over 20 years. The Progress made is the fuselage has now been moved to its final location and mounted to its support cradle where work can now begin on the entry and exit platforms. It will be exciting to watch our first C-54 continue its mission of history, education, and remembrance about the great Berlin Airlift of 1948 and 1949. It is worth the effort to research the web site for the Aviator Brewing Company to learn more and appreciate the role of our first C-54E in this unique Restaurant/Bar complex.



CLIPPED WINGS: THE FUSELAGE OF C-54E "SPIRIT OF FREEDOM" SITS IN WAITING FOR ITS NEW LIFE AT AVIATOR BREWERY IN FUQUAY VARINA, NC.

Their web site is: www.AviatorBrew.com



2025 INITIAL C-54 EVENT SCHEDULE

For the latest information, check the BAHF web site at <http://www.spiritoffreedom.org>

April 11, 12, 13	Beaufort USMC, Air Station, SC	USMC Air Show
May 17, 18	McGuire AFB, NJ	USAF Air Show
June 6, 7, 8	Reading, PA	Mid Atlantic Air Museum WW II Weekend <i>The C-54 and C-97 will be open for tours.</i>
June 13, 14	Scott AFB, IL	Open House and STEM Expo <i>(The 13th is not open to the public.)</i>
June 21, 22	Latrobe, PA	Westmoreland County Air Show.
July 11, 12	Angola, Indiana	Working on the date and event-
July 17-21	Sheboygan, MI	Working on the confirmation
July 21-27	Oshkosh, WI	Working on the confirmation
October 10, 11	Reading, PA	Reading Aviation Expo

THANK YOU TO CONTRIBUTORS

by Timothy A. Chopp, Founder and President, BAHF.

The entire staff of Directors and Officers of the BAHF organization want to extend a very sincere thank you to each and everyone of those kind, patriotic, and dedicated contributors who supported the Foundation with your financial contributions during these past dark years. Your caring contributions helped sustain the organization when help was sorely needed and also provided the funding needed to make improvements to the most important tool to our educational purpose and mission, that being our on board Berlin Airlift Exhibit and Museum. This unique feature of our Douglas C-54D keeps getting better and better, thanks to your kind and generous financial support. We also want to thank you for your trust and confidence in our ability to overcome the mass adversities we encountered over the past few years. I've said it before and I'll say it again, we make a good team. It is my honor to add this famous quote from the Battle of Mobile Bay when on August 5th, 1864, Rear Admiral David G. Farragut gave the order "Damn the torpedoes, full speed ahead".

Show your support for the BAHF with this great gear!



WWW.SPIRITOFFREEDOM.ORG

CLICK ON "BAHF STORE"



C-54D ON BOARD MUSEUM/EXHIBIT UPDATE

BY GLENN ABEL

Having been an Industrial Graphics Designer for many years, I am by necessity and habit a detail oriented person. My assigned crewmember functions began in the original C-54E that was destroyed by the tornado. As Loadmaster/Scanner, my inflight duties involve moving about the cabin in full view of the Berlin Airlift Museum/Exhibits. Over time I began to notice small defects and began allotting time to make corrections to these defects. This soon expanded to much larger repairs changes and upgrades to improve the museum/exhibits that increased to many long working hours.



With the loss of our original C-54E, I was heartbroken having devoted countless hours and effort to make her a gem. Tim once said to me " in the 26 years I've been operating the C54, the on board Berlin Airlift Museum/Exhibit has never looked better". It made me proud to hear those words.

Following the loss of the C-54E, I was very hesitant to help salvage what we could out of the wreckage for fear of how it might effect me emotionally, but as a dedicated crew member, I do what I'm told and do it to the best of my ability. My first visit to the wrecked C-54E was as detrimental to my emotions as I feared it would be, however, with the acquisition of the replacement C-54D, a new chapter would begin. Tim, always trying to see the positive side of a situation said these comforting words to me " this really is a great opportunity for us as we are beginning with a blank slate and can add, remove, and make improvements to the entire museum/exhibit Those words provided the spark and opened the door for me to create new graphics to help the BAHF mission to preserve the memory of the great Berlin Airlift.

The first order of business was to salvage the floor exhibits and the overhead display exhibits from the wrecked C-54 and after making repairs and improvements, install them in the replacement C-54D. Then the work began as to what improvements we could make to the interior and how could we highlight the Berlin Airlift history with a new and improved Berlin Airlift Museum/Exhibit. Tim and I had many planning meetings coupled with many e-mails to set a path to start down. With plenty of wall and ceiling space available, we decided to utilize that space as a photo gallery. This began an extensive online process and large format images would be added to the ceiling area and smaller images would be added at the window level. All images would be captioned to assist visitors in understanding their significance and to free up crew members from lengthy explanations as many times the C-54 can become overcrowded with visitors making it difficult to make a meaningful presentation.



The fuselage ceiling was painted blue to represent the sky, but to also help reduce the feeling of being confined. We discussed the addition of clouds and images of airborne C-54's to further push the feeling of an open sky above. Open areas on the walls received large posters and informative maps to further educate visitors. Several areas will also receive large scale images to give the impression that a visitor was actually part of the depicted environment.

Located at the very rear of the interior at the rear entrance door will be a multi-phased plan for the installation of large scale images of bombed out Berlin. The concept is to have visitors enter the rear entrance to the C-54 and experience what the Berliners had to endure after the war and during the Russian blockade by viewing



the entire rear of the fuselage interior with graphics of the bleak devastation and carnage as to what Berlin looked like after the allied bombings during the war. Then, upon entering the main cabin thru the Brandenburg Gate will bring them into a new invigorating environment filled with hope as a result of the Berlin Airlift mission to "save a city". Due to the unexpected demanding schedule for the C-54 in 2024, we participated in 18 events involving 30 flights in a 9 month period. As a result, we were unable to devote the time and attention to complete these planned additions and improvements. Hopefully 2025 will allow us to complete these major additions plus a lot more. Despite only a few of the museum/exhibits being incomplete, I am very pleased with the story and history the exhibits tell. The sole purpose and mission of the BAHF organization is to preserve the history and to educate the public about the importance about the great Berlin Airlift of 1948 and 1949. I feel our endeavors with the improvements and new additions to the C-54D on board Berlin Airlift Museum/Exhibits have done just that.



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About Glenn Abel:

Glenn Abel entered our world on May 6, 2015, when we met him at Floyd Bennett Field, Brooklyn, NY while working on our very rare Boeing C-97G. Like others, he joined the BAHF organization as a supporting member then over a period of time and experience, and observing Glenn's attitude and abilities, was invited to join the ranks as a volunteer flight crewmember as a Loadmaster/Scanner. What is unique about Glenn is he made his professional life's work as a successful Industrial Graphics designer owning his own business in the heart of New York city resulting in Glenn bringing with him vast experience, knowledge, and skilled workmanship in Graphic Designs. These assets, combined with Glenn's desire to become an effective Loadmaster/Scanner flight crewmember have made him a valuable team member to the BAHF organization. We are indeed fortunate to have crossed paths with the life of Glenn Abel.

THE "CAMEL CARAVAN TO BERLIN" DISPLAY TO BE INSTALLED

To continue our purpose and mission of history, education and remembrance about the Great Berlin Airlift of 1948 and 1949, the next addition to the C-54's on board Berlin Airlift Museum/Exhibit will be the light hearted story of "Clarence" and the "Camel Caravan to Berlin". "Clarence" was a young camel used to offer rides to children in exchange for toys and a variety of donated items from Western German families that would be flown to blockaded Berlin and distributed to the children. On October 21st 1948, the first delivery of 3.5 tons of donated food, books, candy, and toys was flown by a C-47 to Berlin. This was repeated with several more flights to include Christmas deliveries. The new display will illustrate this hope-giving event with photos, text with history of this operation, and a diorama of a C-47 with Clarence and spectators.



BARA / AN ALLIANCE OF BERLIN AIRLIFT ORGANIZATIONS

Although the Berlin Airlift Remembrance Alliance was created by Eddie Ide several years ago, the value and purpose of this organization is certainly becoming an asset to our organization by its purpose as an information communicator to all of the member organizations of the Alliance. Eddie Ide held the position of Vice President with the BAHF organization for many years and it was Eddie's talent, enthusiasm, perseverance, and abilities that made our historic C-54 flight to Berlin possible in 1998 to celebrate the 50th anniversary of the Berlin Airlift. It was Eddie who did all the planning as well as the scheduling for the entire 69 day mission. A feat that only Eddie could have pulled off.

The BAHF organization congratulates Eddie for his idea to create the BARA organization. As an Alliance member, all the organizations can benefit from the information and communication as to their activities to perpetuate the history of the Berlin Airlift. For the BAHF organization, where the majority of our time is dedicated to the airworthiness of our flyable C-54 and C-97, BARA will be able to help fill the void in getting information out to the other BARA members about our activities and plans. We in turn will learn about what other members of BARA are doing. Consideration is now being given to an annual affair to all BARA members to celebrate and report on each organizations accomplishments to help keep the Berlin Airlift alive. Below is the official description about BARA.

BERLIN AIRLIFT REMEMBRANCE ALLIANCE



With a mission to keep the Berlin Airlift from being forgotten in our culture Eddie Ide formed the Berlin Airlift Remembrance Alliance (BARA) in late 2013. This grew out of his avocation for the airlift that began in 1998 as the planner of the European tour of the Berlin Airlift Historical Foundations C-54 "Spirit of Freedom" for the 50th anniversary of the Berlin Airlift. Since 1998 he has given over 160 talks in schools, universities, service clubs and museums. In the educational venues he recognized that the audiences lacked basic knowledge of the Berlin Airlift, even graduating History Majors in colleges.

The response has been significant, in less than two years the alliance has over 18 organizations as members. There is no charge to be an alliance member, just a commitment to keep the memory of the airlift alive in our culture thru your members. Eddie's task is to be an information communicator of events and plans for each of the members, gathering and sharing information "from all to all". He communicates with two leaders in each organization and trusts them to share with their members, that would probably total about 3,500 members.

Although the Berlin Airlift was the most significant non-combat military operation of the twentieth century it was overshadowed by the Korean War 11 months later. This took many Berlin Airlift aircraft and aircrews to the Orient. But the Berlin Airlift stopped the spread of Communism in Western Europe, plain and simple! Because of its success there hasn't been a war between Western European nations in over 75 years. If the Berlin Airlift had failed and the Soviet sphere was spread to the English Channel, would there be a NATO? Airbus Industries? The tunnel linking France and England? Euro Currency? Olympic Events? NFL football or Oktoberfest's? Could they have been held under Soviet rule? Would there have been a nuclear war in the 1950's?

Plans are going forward to make a 25 minute Berlin Airlift Power Point presentation with a script available to speakers nationwide, so the story can be told locally in any venue. Zoom meetings are planned and the BARA will in the future provide educational links and information for schools to have the Berlin Airlift as a one week study course in 5 forty five minute segments.

Our website: berlinairlift.org has the logo of each member with a link to their individual website. It contains videos, news, and lists upcoming events. Through the website you can reach Eddie with any questions and reach each individual member organization.

The Berlin Airlift Remembrance Alliance members are:

Berlin Airlift Historical Foundation—Berlin Airlift Veterans Association - Berlin Brats Alumni Assoc.- German Embassy (Washington) - 317th Veterans Group - Luftwaffenmuseum Gatow - Luftbruecke Frankfurt - Germangirlinamerica.com - German-American Heritage Foundation - Allied Museum in Berlin - Candy Bomber Foundation - Freedom Pavilion - Fassberg Berlin Airlift Museum - CulturetoColors - Cold War Museum - Checkpoint Charlie Association - RAF Burtonwood Association - Karlshorst Museum



BOEING C-97G UPDATES/EFFORTS MADE FOR LONGEVITY



Despite all the hardships, set backs, and difficulties the BAHF organization has endured over the past few years, we have not forgotten our Boeing C-97G the "Angel of Deliverance", the last remaining flyable Boeing C-97 in the world. To recap the situation, our very rare Boeing C-97G remains parked on the ramp of the Mid Atlantic Air Museum at the Reading, Pennsylvania airport needing an engine and current inspection. During the past few years, demands and priorities were needed exclusively for the survival of the C-54. Because of this, the C-97 Program suffered the attention it warranted and deserved. We did, however, continue our efforts to acquire a vast amount of resources to support the C-97 Program once the replacement C-54 operation was secured. We are at that stage now.

If you recall, in the later months of 2021, the BAHF organization acquired a complete, in tact, Boeing C-97G in Greybull, Wyoming to be used as a parts airplane to solve our replacement engine problem for our C-97G the "Angel of Deliverance" now parked in Reading, PA. With that acquisition there was to be 2 additional C-97's to be donated to the BAHF organization. After some delays due to the circumstances of heavy demands and time, the donation of the additional 2 C-97's as parts airplanes is now complete, thus increasing our resources of available parts to help support our C-97G "Angel of Deliverance". With these additional acquisitions, and the completion of the transfer of ownership to BAHF, this makes BAHF the largest C-97 fleet owner in the world with 4 C-97's. To give all of these acquisitions viable assets, value and worth, the parts need to be removed and transported to a central location accessible to the BAHF organization for our Boeing C-97G, "Angel of Deliverance". This will be a high priority job to attack in 2025. The solution to help provide all the resources required to solve the many issues involved is the "Boeing C-97 Tiger Team Program".



BOEING C-97G "ANGEL OF DELIVERANCE" PERFORMING A 3 ENGINE LANDING AT READING, PA IN JUNE OF 2019.



THESE DONATED C-97'S WILL HOPEFULLY KEEP OUR "ANGEL OF DELIVERANCE" AIRWORTHY FOR THE FORESEEABLE FUTURE.



ON A MISSION TO REMEMBER, CELEBRATE AND INSPIRE

COL MIKE CASSIDY, USAF (RET)

Three years ago in late February of 2022, I received terrible news. One of my heroes passed away. Col Gail Halvorsen, the Candy Bomber, or Uncle Wiggly Wings, lived an amazing life. Even at 101 years old, he was still meeting with elementary school students encouraging them to have an “attitude of gratitude”. As a member of the Board of Advisors for the Airlift/Tanker Association (ATA) Gail’s death had a direct, and immediate, impact on my life.



A/TA is a professional non-profit organization with three goals:

- Support Air Mobility Airmen
- Preserve Air Mobility Heritage
- Enhance Air Mobility Relationships (<https://www.atalink.org>).

I retired from the Air Force in 2012 after 30 years. I enjoyed my service in the Air Force having flown C-130s, C-141s and C-17s. I also served twice in the Pentagon and twice on the staff of Air Mobility Command. My greatest honor was to Command a C-130 in Germany and then as Operations Group Commander at Travis AFB California

Before Gail passed away, a small group of A/TA members were planning how we would celebrate his life. We quickly went from planning an event to executing that event just three months later in May of 2022. Our mission was to Remember, Celebrate and Inspire. Even though we were broken-hearted by Gail’s death, it gave me the wonderful opportunity to work closely with Tim Chopp of BAHF, and also Col. (ret) Dr. Jim Stewart of the Candy Bomber Foundation (CBF) (<https://www.thecandybomber.org>) along with many others. The event the team put together was amazing with Air Force Bands, C-17 and C-54 static displays, the C-17 flying in formation with the C-54, a candy drop, ‘Berlin Kid’ survivors, plus much more. But the highlight and centerpiece of the weekend in Utah was the C-54 Spirit of Freedom.



REMEMBERING THE CANDY BOMBER: C-54 “SPIRIT OF FREEDOM” IN FORMATION WITH C-17 “SPIRIT OF THE CANDY BOMBER” OVER UTAH IN 2022.



THE BERLIN CANDY BOMBER, GAIL S. HALVORSEN

Following Gail’s ‘Celebration’ we all knew we had to continue with the mission to “Remember, Celebrate and Inspire”. To that end, A/TA, BAHF and CBF are working together to ensure the Spirit of Freedom is a key centerpiece of three upcoming events. The A/TA national board agreed to support financially, and the local A/TA chapters will provide financial plus personnel support for three events in 2025 with more in the future. The first is Joint Base McGuire-Dix-Lakehurst Airshow on 16-18 May 2025. The second is the Scott AFB Open House in Southern Illinois on 13-14 June 2025. Then there is an airshow at Andrews AFB in September at which we also plan to play a key role.

I’ll close by challenging all readers to “Remember, Celebrate and Be Inspired”; after I tell people the story of the Berlin Airlift and especially Gail’s role I like to make a statement to summarize and then ask a question. First, the Berlin Airlift and Gail Halvorsen are proof that one man can change the world with a simple act of kindness. Second, I ask people;

“What will you do with your two sticks of gum?”

(If you don’t understand the reference, you have a homework assignment!)

To learn more about the Airlift/ Tanker Association please visit <https://www.atalink.org/>



TWO ORGANIZATIONS NOW ALLIES TO PRESERVE C-97 HISTORY/ ONE BAHF C-97 DONATED TO THE MUSEUM OF FLIGHT AND AERIAL FIRE FIGHTING,



On December 7th, 2021, the BAHF organization purchased from B&G Industries LLC Boeing C-97G SN 52-2698 commonly known as Tanker 97 in the world of Aerial Fire Fighting. The purpose of this purchase was to secure this particular C-97 not to fly, but to use strictly as a parts airplane for its engines and other suitable airworthy parts to help get our C-97G, the "Angel of Deliverance" flying again. The plan was once these essential parts have been removed, the remaining hulk would be scrapped. The plan was delayed

as the result of Covid, the loss of our C-54, and other hardships that we experienced during that period of time.

In early fall of 2023, the Foundation was contacted by Bob Hawkins, president of the Museum of Flight and Aerial Fire Fighting of Greybull, Wyoming, who presented their case that Tanker 97, because of its long history as a fire bomber with Hawkins and Powers Aviation based at Greybull, Wyoming, it should not be scrapped but should be preserved and made part of their collection of fire bombers. There were many factors to consider that included BAHF's long history with Hawkins and Powers Aviation that began in 1997 as a customer for C-97 maintenance and flight training in this very same C-97, and the great respect and admiration for the accomplishments of Hawkins and Powers Aviation as a great aerial fire fighting organization.



After careful consideration, the BAHF board of Directors agreed with the Museum of Flight and Aerial Fire Fighting that Tanker 97 belongs with them where it should be as an addition to their fire bomber collection and history. On January 10th, 2024, the BAHF organization officially donated Boeing C-97G SN 52-2698 to the Museum of Flight and Aerial Fire Fighting via an agreement where BAHF can retain the right to remove needed parts from "Tanker 97" under the provision the airworthy parts removed that are visible to viewers are replaced with the same non airworthy parts. Both the BAHF and the MOFAF organizations also agreed to establish a long term relationship to become allies to help each other promote the history, education, and remembrance of the

great Boeing C-97 and the role it played during the Cold War era and beyond, from the Berlin Airlift to aerial refueling to aerial fire fighting to the Guppy and Super Guppy and much more. This unsung hero did it all. We look forward to working with the Museum of Flight and Aerial Fire Fighting to help promote the long history of their special Boeing C-97G, Tanker 97, To learn more, simply get on the web and type in Museum of Flight and Aerial Fire Fighting, Greybull, Wyoming.

To learn more, go to <https://www.museumofflight.us/>

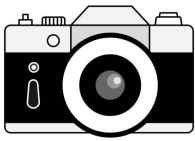
LITTLE KNOWN FACT ABOUT THE BOEING KC-97G

The USAF used the K prefix to identify those aircraft used as air to air refueling tankers. The KC-97's became the first air tankers manufactured by Boeing solely for the specific mission of air to air refueling. Prior to this, all K series airplanes were converted from other roles to air to air tankers such as the B-29 and B-50 which were both bombers, thus becoming the KB-29 and KB-50. Of the 888 KC-97's built by Boeing, 592 were KC-97G's that incorporated all the latest and greatest refinements that included 2 external jettisonable fuel tanks. Each tank, one located under each wing, could hold 691 gallons of fuel and was attached to the wing by a strut. The tank itself was attached to the strut by a Type S-3 bomb rack capable of dropping the tank should there be a need to do so. What is unique about this system is it was designed so each external fuel tank could be replaced with a 4000 pound bomb, one under each wing.



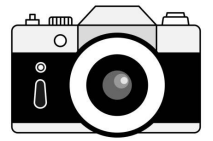
THE EXTERNAL FUEL TANK CAN BE SEEN AS ATTACHED TO OUR "ANGEL OF DELIVERANCE" (52-2718) IN THE BOEING FACTORY IN 1952.





A LOOK BACK IN TIME

Airlift Aircraft through the lens of Richard Clark, Airlift Pilot.



SEVEN DOUGLAS C-54's BEING UNLOADED AT TEMPELHOF



RAF HANDLEY - PAGE HASTINGS BEING UNLOADED AT TEMPELHOF



THREE SNOWY DOUGLAS C-54's



BOEING YC-97A 45-59595



SEVEN DOUGLAS C-54's CAN BE SEEN IN THIS PHOTO



BOEING YC-97A 45-59595



3 OF 5 FAIRCHILD C-82S BEING UNLOADED AT TEMPELHOF.
45-57796, 45-57818, 45-57810



FAIRCHILD C-82 45-57796



OUR "ANGEL OF DELIVERANCE" ON OUR C-97G AND IT'S MEANING



The Angel depicted on the left side of the nose of our C-97 actually is giving a message about the two primary roles of the C-97 during the stressful years of the Cold War era that began with the Berlin Airlift. The name of our Angel is "Hope". During a mission to Manteo, NC in 2004, Tim recalls asking Gail Halvorsen what he thought we should name the Angel. Gail quickly responded with the name of "Hope". The name fits perfectly for our C-97G. Our Angel is holding in her left hand a basket of bread and other food items to represent the role the C-97 as a deliverer of relief food supplies. In her right hand she is holding a torch to represent the role as a Air Tanker for the deliverance of energy in the form of fuel to keep our bombers and fighters on their tactical missions. In both roles, the name Gail chose aptly applies.. Our Angel is depicted

to be on a mission with a look of determination as the "Angel of Deliverance".

OPERATION AIRLIFT GIFT

Lincoln County North Carolina participated in a successful and heartwarming event with a touch of history this past Veterans Day as Operation Air Gift, a toy drive for the children who endured the wrath of Hurricane Helene. State Senator Ted Alexander recognized that adults and family needs were being met by contributions, but what about the youngsters? He recalled a speech by Eddie Ide at a Rotary Club meeting about the Berlin Airlift and made calls about flying a relief mission to collect and deliver toys for these children. It was decided to run the mission from the Lincoln County Airport on Veterans Day November 11th on the C-54 "Spirit of Freedom". This plane was flown during the Berlin Airlift of 1948-49 and is now a traveling Berlin Airlift museum. On Monday and Tuesday, November 11th & 12th, people visited the "Spirit of Freedom" bringing new wrapped donated gifts. Upon arrival in Asheville, the crew were greeted by 15 members of the Marine Corp League "Toys for Tots" program who were assigned to distribution of the toys to children before Thanksgiving. The C-54 that was flown is owned and flown by the Berlin Airlift Historical Foundation, a non- profit Educational Foundation based in Toms River NJ. This operation was made possible with the support of the Lincoln County Government, the Asheville and Concord Regional airports plus the Marine Corp League "Toys for Tots" volunteers. Financial support for the flight was provided by the following organizations and their members; Berlin Airlift Veterans Association, the Burtonwood Association (U.K.), The Airlift Tanker Association, and The Candy Bomber Foundation in Utah. This was more than just a symbolic flight, as the contributions of support came from veteran members who have experienced trauma and fear first-hand, similar to what the children in western North Carolina experienced during Hurricane Helene.



BOEING C-97 TIGER TEAM

Be part of something BIG and help make history!

Help us get the last flyable Boeing C-97G back in the air again.



After 15 years of work and experience to restore Boeing C-97G the "Angel of Deliverance" to flying status, the Berlin Airlift Historical Foundation received authorization from the FAA in 2017 to begin flight operations in the Experimental and Exhibition Category. We began flying our C-97 regularly for the next 2 years until June of 2019 when a multitude of adversities resulted in a temporary hold on the Program. The C-97 Program is now resumed and the search for additional Boeing C-97 Tiger Team Members is open to those C-97 enthusiasts who we would like to share the experience to be a part of saving the worlds only flyable Boeing C-97G.

This Program was initiated to assemble a roster of special dedicated C-97 supporters that is limited to only 300 Tiger Team Members. It is designed specifically for those special people who are diehard enthusiasts for the C-97 who love to watch it fly, who love the way it looks, who love the sound and smell of the P&W Wasp Major R-4360 engines, who love the sound of the squealing expander tube brakes, and the history of the C-97 as a Cargo Transport, Air to Air Refueler, and Aerial Fire Fighter, or the civilian Boeing 377 Stratocruiser. In addition, a Tiger Team Member has a Tiger heart and Tiger spirit determined to stay and support the C-97 Program as a Tiger would be determined to stay with the hunt. Each member of the Tiger Team must also have the financial means to support the Program by contributing \$1200 a year, which breaks down to \$100 a month. By assembling a roster of Tiger Team Members will insure resources are available each year for maintenance and operational needs to keep the worlds last remaining Boeing C-97 airworthy and flying.

As this is a special Program for Special people, each Tiger team member receives a special C-97 coin with a specific membership number, a Tiger Team patch with the same membership number, and a commemorative book created by Ugo Vicenzi who documented our C-97G, the "Angel of Deliverance" return to flight on November 7th, 2017 from Floyd Bennett Field, Brooklyn, NY. This is a complete report about that special day with some great historic color photos.

If you're a true C-97 enthusiast and have interest in being a member of our Boeing C-97 Tiger Team to help save the last flyable Boeing C-97, then we need you. Please complete the information block below and mail it to the address indicated or call or email us to answer any questions.



Our web site is www.spiritoffreedom.org.

CONTACT ME SO I CAN LEARN MORE ABOUT THE C-97G TIGER TEAM!

NAME: _____

TELEPHONE: _____

ADDRESS: _____

EMAIL: _____

TEL: (732) 300-5882 Tim Chopp, President

Email: Airlift49@aol.com

Mail to:
Berlin Airlift Historical Foundation
P.O. Box 782
Farmingdale, New Jersey 07727





Be A Part of Something BIG!

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 support the big and rare C-97 "Angel of Deliverance".

- 1. Register as a **Supporting Member** each year by contributing a minimum of \$120. 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 \$1000, 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 \$1500 one time contribution. Volunteer flight crewmembers are selected from our sponsor roster, pending satisfactory completion of the selection process.
- 4. 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.
- 5. **The C-97 Tiger Team Contributor**- Being a Tiger Team member is only for the serious C-97 enthusiasts who contribute \$1200 each year. The purpose of the Tiger Team is to provide funding for the operation and maintenance of the C-97. Members of the Tiger Team will receive special recognition and additional perks. Tiger Team Membership is limited to only 300 Tiger spirited .members.
- 6. **The Corporate Tiger Team Contributor**- For those corporations willing to contribute \$20,000 yearly to help sustain the C-97 "Angel of Deliverance Program. We need corporations who want to show their Tiger spirit as this is what it will take to keep the C-97 flying. Have your corporation's name displayed in our C-97 as a Tiger Member. Rare big projects require special support. Tiger spirit required.
- 7. **As a contributor for Special Funding Needs** or for **Those Who Want to Contribute** who do not want to be a supporting member.



DON'T MISS OUT! LEND YOUR SUPPORT TO THE FOUNDATION AND KEEP THESE RARE AIRCRAFT FLYING!

NAME: _____

STREET ADDRESS _____

CITY, STATE, ZIP _____

TELEPHONE () _____ - _____

EMAIL: _____

Make checks payable to:
Berlin Airlift Historical Foundation
P.O. Box 782
Farmingdale, New Jersey 07727

NOTE: THE BERLIN AIRLIFT HISTORICAL FOUNDATION IS LISTED AS A TAX EXEMPT CHARITY AS A 501(C)(3) CHARITY BY THE IRS REVENUECODE. ID # 22-3077587.

WWW.SPIRITOFFREEDOM.ORG

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

I have enclosed my check for \$ _____.

CHOOSE YOUR SUPPORT PREFERENCE)

- Supporting Member Lifetime Member
- Aircraft Sponsor "Angel Of Deliverance"
 ___ C-54 ___ C-97
- C-97 Tiger Team Corporate Tiger Team
- Special Contribution
for: