



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

25 Years and Growing! Thanks to Your Support!



Berlin Airlift Historical Foundation News and Report



TO OUR SUPPORTERS, 25 YEARS AND GROWING



1994-2019

To all of our supporting members and contributors, especially to those who have stayed with the organization since the beginning, allow me to say a very heart felt and sincere thank you for your patriotic and kind support over the past 25 and more years. It has been a great experience in an effort to stay the course as we navigate through good and bad times.

I honestly don't know where those 25 years have gone. Thank you for your trust and confidence in the organization and leadership to bring us this far. It was brought to my attention we now hold the endurance record for the successful operation of a four-engine, reciprocating engine transport, over 25 continuous years operating the C-54 for historical and educational purposes. Your dedication and support is what made this possible. I'm looking forward to the future and truly feel the best is yet to come. I've said it many times, we make a good team. The message of our very rare Boeing C-97 says it all, and that is: "accomplishing the impossible through team work, dedication, determination, and hard work". Check out our improved web site at www.spiritoffreedom.org. As I often say, "Damn the torpedoes, full speed ahead".

BIG AIRPLANES/BIG PROBLEMS

As the saying goes "it comes with the territory" when operating two large four engine transports but worth all the time and effort to create living history and preserving our transports for the purpose of history, education, and remembrance. Hagerstown, Maryland has everything we need for a permanent home for our C-54 and C-97, and future airplanes such as a C-47 and C-118. Our C-97 is parked there now in hopes it will generate enough interest to open some doors to get into a hangar we can call home. As the former headquarters of the famous Fairchild Aircraft factory, there is a lot of empty hangar space available. Since our very rare Boeing C-97 "Angel of Deliverance" is the only flyable C-97 remaining in the world, someone may see the value of having this great transport based there. Time will tell. We lost the use of a hangar 5 years ago at Floyd Bennett Field, Brooklyn, NY due to damage caused by Hurricane Sandy. Needless to say it has been rough going keeping up with inspections and repairs out doors, but we are doing it thanks to a few of our volunteer maintenance work force members willing to do what it takes.

BERLIN AIRLIFT HISTORICAL FOUNDATION, THE INTERNET AND SOCIAL MEDIA

We have begun to embrace social media. There are several ways to keep tabs on what the BAHF is doing. We have a completely renovated website, (still at www.spiritoffreedom.org) we have a Facebook page called "Berlin Airlift Historical Foundation", and another called "Friends of the C-54 "Spirit of Freedom"". We are also on Twitter and Instagram, sending out information about upcoming events and interesting tidbits. Check us out, follow us, or use whatever means are available to keep up with the activities of the C-54 and C-97!

Berlin Airlift Historical Foundation

P.O. Box 782
Farmingdale, NJ 07727

Phone: (732) 818-0034
Fax: (732) 818-0456
E-mail- Airlift48@aol.com
World Wide Web- <http://www.spiritoffreedom.org>



Berlin Airlift Historical Foundation Officers:

Timothy A. Chopp, President
(732) 818-0034
Kevin M. Kearney, Vice-President
(908) 705-0109
Jeff DeKonty, Corporate Secretary
(610) 662-3415

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.



SAVING THE WORLD'S ONLY FLYABLE C-97:SUSTAINING FUNDING

The Berlin Airlift was the epitome for transport operations. It was reported the US Air Force gained 10 years of operating experience from the 15-month Berlin Airlift operation. So much so, the need for heavy lift transports for future operations became clear to them. This led to heavy lift transports like the Douglas C-124 Globemaster II and the Boeing C-97. The later days of the Berlin Airlift saw one lone YC-97A brought in for evaluation under actual airlift operations, becoming part of the history of the Berlin Airlift. Similarities exist between the Berlin Airlift and saving a flyable C-97, in that both are very demanding and tough operations.



The good news about saving the C-97 is that the hard work is done. It is here now, flyable and airworthy. It took 17 tough years. The goal now is to keep it that way and this includes funding to sustain the program. To meet this need, the Foundation created the Angel Program and the Tiger Team Program. The Angel Program recognizes those who donate \$5000 to the C-97. To date, we have 19 Angels. While this may appear to be a nice sum of support dollars, be aware it took 17 years to obtain the 19. The fact is, we were able to make this much progress *because* of their generous contributions beginning 17 years ago. As for the Tiger Team members, these are special C-97 enthusiasts willing to contribute \$1200 a year to offset costs for insurance and annual flight checks/training required by the FAA. We now have 7 Tiger Team members and hope we can reach a goal of 20 or more. So far, this has been a very effective program. The other half of the Tiger Team Program is the Corporate Tiger member set at \$12,000 a year. We have no Corporate Tiger members as of this writing, however, we have two good possibilities that may join our ranks to help save and sustain the worlds only flyable C-97. *It will require the success of both Programs to sustain the C-97.* Please refer to the Multi-Purpose Contribution form and become part of history with a generous contribution and Be A Part of Something BIG!

Some facts about our C-97, the Angel of Deliverance.

Gross takeoff weight, 153,000 lbs.

Max payload capability, 40,000lbs.

Max fuel capacity, 7790 gallons (46,740 lbs)

Type of engine, Pratt and Whitney R-4360-59B 28 cylinder radial engine

Max horsepower, 3500 (using 115/145 aviation gasoline)

Number of spark plugs, 224

The propeller on the C-97 weighs more than the engine on the C-54



Show your support for the BAHF, the C-54 and the C-97 with this Great Gear! These and other great BAHF Gear available through Teespring.

<https://teespring.com/stores/bahf-store>

Or access through our website at www.spiritoffreedom.org



PROGRESS WITH THE C-97 PHASE II PROGRAM



Phase I was get out of New York. We did that on November 7th, 2017. Phase II is the operational and maintenance training phase to learn the C-97 well, in order to operate it safely and to gain confidence in the airplane and our abilities to operate and maintain it. In addition to training of flight crewmembers, the Phase II Program also includes making changes to procedures and improvements to the C-97. I'm very happy to report the Phase II Program is accomplishing exactly what it was designed to do. Due to the complexity involved such as the size of the C-97, the location where it was parked, the schedules of crewmembers and maintenance personnel to be trained, maintenance work, weather, etc., delays were encountered. We were just getting into the training flights when the winter weather set in. The last of 3 flights was flown on November 30th, 2018. One training flight included a flight

from the Reading, PA airport to Hagerstown MD where the C-97 was parked for the winter. We are looking forward to resuming the flights as early as possible in May, 2019 following a routine maintenance inspection. The C-97 is to return to the Reading, PA airport for the Mid Atlantic Air Museum annual World War II Weekend event scheduled for June 7, 8, and 9, 2019. In addition to the 3 training flights, the following items were accomplished; Two water ballast tanks were acquired and installed in our C-97 to provide a safer and more efficient means to control weight and balance. A new 6 place intercom system (donated by the good patriots of the Sigtronics Corporation) was installed to provide communication between crewmembers. A # 2 Service Inspection was performed. Operating checklists were revised. A flight simulator was constructed to aid in training of flight engineers. It is essential the key select crewmembers chosen to fly the C-97 put forth a maximum effort to continue learning what it takes to fly the big and beautiful, one of a kind transport. In addition, we also need a maximum effort from our supporting members to help fund the completion of the Phase II Program. Your support is very much needed and appreciated. It is very essential and important to continue and complete the C-97 Phase II training in a timely manner. Your help and support for this crucial stage is needed and appreciated. Refer to our multi-purpose contribution insert for information on how you can help.

THE MESSAGE OF OUR BOEING C-97G, THE "ANGEL OF DELIVERANCE"



It is only appropriate this very rare transport be linked to the Berlin Airlift, the champion of all airlifts. Only one C-97 was assigned to the Berlin Airlift for evaluation under actual airlift conditions. It arrived at Rhine Main, Germany on May 2nd, 1949 and made its first flight to Berlin on May 4th. Had the Berlin Airlift continued into the 1950's, all 330 Douglas C-54's were to be replaced by 100 Boeing C-97 transports. The C-54 could carry 20,000 lbs while the C-97 could carry 40,000 lbs. This was to be the future of the airlift as well as a heavy lift transport for the US Air Force along with the C-124. The Berlin Airlift Historical Foundation now operates the world's only remaining flyable C-97. We educate the public that the success of this great humanitarian airlift is attributed to the veterans and the will of the Berliners who accomplished the impossible through team work,

dedication, determination, sacrifice, and hard work. The very same attributes it took to bring our C-97 back to airworthy condition are the same principles that were required to sustain the great Berlin Airlift. In addition to paying tribute to the veterans of the airlift for their tremendous efforts, our C-97 will also represent the spirit of our team members who continue to help support and keep this rare and beautiful transport flying on its "Mission of History, Education, and Remembrance" about the great Berlin Airlift of 1948 and 1949. This is the only flyable C-97 in the world and the largest operational piston powered airplane in the world. We should embrace the fact its history is linked to the Berlin Airlift. Our C-97 is a valuable educational tool to supplement our flagship, the Douglas C-54, the "Spirit of Freedom". Our C-97 is a key and important tool for our future purpose and expanding mission. Let's not let this opportunity go by. We need your continued support to make this a success. The official message of our C-97 the "Angel of Deliverance" shall be:

"ACCOMPLISHING THE IMPOSSIBLE THROUGH TEAM WORK, DEDICATION, DETERMINATION, SACRIFICE, AND HARD WORK"



C-97 BRINGS NEW CAPABILITIES

For the airshow debut of the C-97 "Angel of Deliverance" at MAAM's WWII Weekend last June, we decided to do something that no other warbird operator can do. BAHF Crewmembers and a few extra volunteers put on a cargo loading demonstration using several WWII Jeeps and a few reenactors. Cargo doors open, ramps down, here come the Jeeps!



KEVIN KEARNEY'S AND RUSS WAGNER'S 1943 WILLYS JEEPS PARKED IN THE UPPER DECK OF THE "ANGEL OF DELIVERANCE"

During the Reading show, we did this demonstration 9 times. A special thank you to Kevin Kearney and Russ Wagner for use of their WWII Jeeps, and to Tim Lohan for stepping in as a Jeep Driver on Sunday. It was a great demonstration and it was well received by the public. We hope to do this demonstration with 4 or 5 Jeeps this year. It should be awesome!

The Foundation owns 2 early Willys jeeps, one of which can be made functional and the other for parts. Eventually, the restored Jeep will be brought from show to show aboard the C-97!



"GENERAL MACARTHUR" AND HIS AIDE DEPARTING THE C-97 VIA JEEP DRIVEN BY TIMOTHY LOHAN.

TECHNOLOGY HELPING TO SOLVE C-97 TRAINING NEEDS/A2A SIMULATIONS



As part of our Phase II program, training of select crewmembers for the C-97 is a major issue, especially for the training of flight engineers. Qualified reciprocating engine flight engineers is a dying breed as well as available airplanes to train new flight engineers. Airplanes that require a flight engineer in order to operate legally are big, four engine, thirsty machines such as the B-29, DC-7, DC-6/C-118, and of course the C-97. Trying to train new flight engineers in an airplane that consumes 500 gallons of fuel every hour is insane, risky, and very expensive. To reduce the risk and the enormous expense for this kind of training, we are working with Scott Gentile, CEO and owner of A2A Simulations. Working together we came up with our own training device to

help prepare flight engineer candidates before experiencing actual flight time in the real airplane. In our simulator, constructed in Tim Chopp's office, flight engineers learn C-97 normal operating procedures, emergency operating procedures, crew coordination, and basic good operating habits. The inside of the simulator contains two crewmember stations, one for the command pilot and the other for the flight engineer. Two large screens create all the visual action needed from engine start to in flight emergencies. A intercom system, complete with headsets, allows communication between crewmembers just like the real airplane. The pilots throttles and flight engineer throttles are interconnected to operate just like they are in the C-97. Before actual training in the real aircraft begins, flight engineer candidates will practice and review procedures over and over again with the aircraft commander until they are proficient and comfortable with their knowledge and ability to transition to the real airplane. Our training device may not look like the multi million dollar simulators used by the military and airlines, but like the Lunar Lander that put men on the moon, " it may be ugly, but it does the job ".



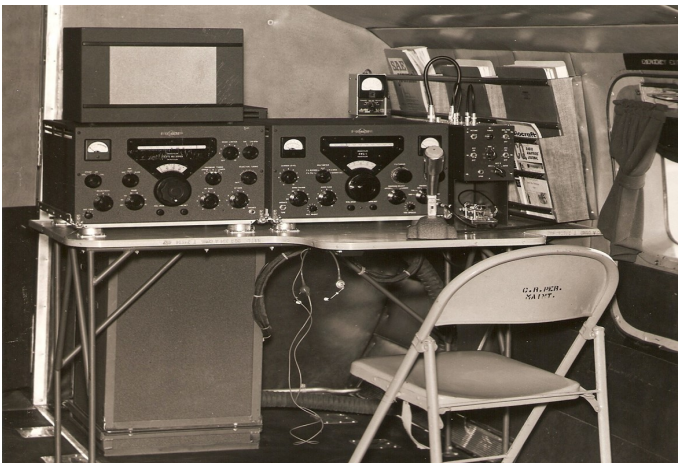
FOUNDATION PRESIDENT TIM CHOPP AND FOUNDATION VICE PRESIDENT KEVIN KEARNEY RUN THROUGH THE CHECKLISTS IN THE C-97 SIMULATOR.



HAM RADIO AND THE C-97: TOGETHER AGAIN!



WHAT'S THAT ON THE WING? USING A "BUDDIPOLE" PORTABLE ANTENNA, AMATEUR RADIO OPERATORS KEPT IN CONTACT WITH HAMS NEAR AND FAR DURING THE 2018 WW II WEEKEND IN READING.



THE "OPERATING POSITION" FROM THE 1957 SSB TEST FLIGHTS WILL BE RE-CREATED ABOARD THE ANGEL OF DELIVERANCE.

In cooperation with members of the Collins radio club, Foundation Corporate Secretary Jeff DeKonty (aka "AB3WM") is working to obtain, install and operate historically accurate ham radio gear. All of the gear has been donated including spares of virtually all components. An airworthy long-wire antenna will stretch from just behind the C-97 cockpit all the way to the tail, enabling ham radio operation in the air.

Last year at Reading, ham operators made over 130 contacts with amateur radio operators from as far away as Norway. Plans are in place to operate during the June 7-9, 2019 Reading WWII Weekend as well.

At last year's World War II Weekend in Reading, PA, the cargo bay of the Foundation's Boeing C-97 "*Angel of Deliverance*" was transformed into an amateur radio station. The C-97 and amateur radio have a shared history. In the heyday of the Strategic Air Command, SAC leaders including General Curtiss LeMay himself were avid ham radio operators. The generals saw the value of a new type of amateur voice communication, Single Sideband or SSB, and used a C-97 to prove to the Air Force that SSB was the wave of the future for air-to-ground communications.



A CLOSER VIEW OF THE ANTENNA. PLANS INCLUDE A PERMANENT, AIRWORTHY LONG WIRE ANTENNA FOR THE AIRPLANE TO ENABLE IN-FLIGHT OPERATIONS.



THE 2018 "QSL" CARD. HAMS TRADE CARDS SUCH AS THESE TO DOCUMENT AN ON-AIR CONTACT. OPERATING WITH AN FCC-ISSUED SPECIAL EVENT CALLSIGN—W2R—THE BERLIN AIRLIFT HISTORICAL FOUNDATION WAS "ON THE AIR!"

CESSNA T337 SKYMASTER DONATED TO THE ORGANIZATION

We received a very special and unexpected donation just prior to the close of 2018. Mr. John Thomas of RJ & Associates, LLC contacted the Foundation President and Founder, Tim Chopp, and ask if the Foundation would be interested in accepting the donation of a twin engine, Cessna T337 aircraft to do with as we please. After consulting the Board of Directors and conducting some research as to the value of the airplane, it was a unanimous decision to accept the gift. Presently the aircraft is located in a hangar at the Jimmy Stewart Airport, Indiana, Pennsylvania. People not familiar with what a Cessna 337 is, it is better known as a Push Me Pull You, a nick name given as to the location of the engines. It has one engine in the front and the other in the rear, unlike most twin engine airplanes where the engine location is on the wings. The idea behind the design was better control of the airplane in the event an engine fails. While a civil design, Cessna also manufactured a design for military use calling it an O-2 and used as a Forward Air Controller and light transport duties. Due to the ever increasing travel needs to support the C-54 and C-97, this would make an excellent crew transport airplane. It is too early to make a decision as to what to do with this valued gift. We offer a very sincere thank you to John Thomas and RJ & Associates, LLC for this donation to help support the mission of the Berlin Airlift Historical Foundation. We welcome more donations such as this.



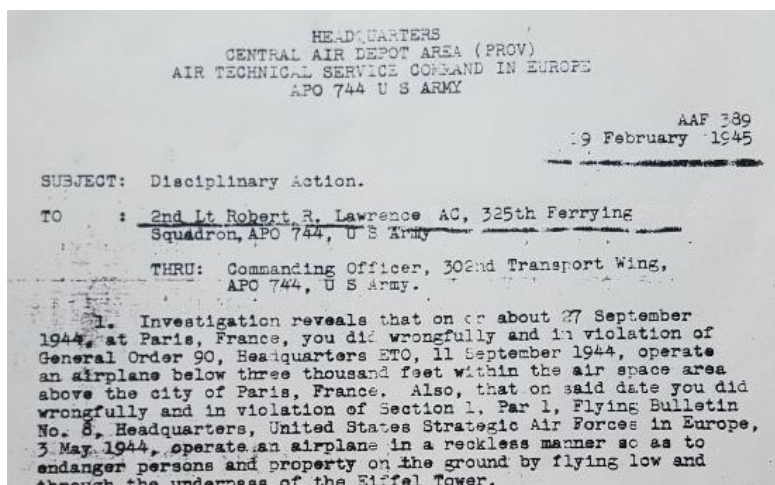
FOUNDATION RECEIVES ARTIFACTS OF AIRLIFT VETERAN/C-54 PILOT MAJOR ROBERT LAWRENCE

During the past 25 years, the Berlin Airlift Historical Foundation has been blessed with families and friends of deceased Airlift Veterans donating their loved one's artifacts and memorabilia to the organization for use to enhance the Foundation's purpose and mission to preserve the memory of the great Berlin Airlift and to those who served. As an example, the Foundation received a lot of valuable items from our beloved Fred Hall of which much of his memorabilia is now on display at the Military Technical Museum of New Jersey. Dawn Gonder, the daughter of our beloved veteran and long time BAVA member Johnny Macia donated all of her Dad's files of Airlift material as well as his Air Force Uniform. There are many more that have donated items that are now on display inside our Douglas C-54 on board Berlin Airlift Museum/exhibit. We are happy to report on March 27th, 2019, the Foundation received a box that contained original photo albums, a file Airlift Route procedures, and 6 rolls of Berlin Airlift negatives, 3 boxes of slide photographs, and several pages of notes written in Robert's handwriting. This unexpected gift was donated to the Foundation by Megg Churchill of Deerfield, MA, daughter of Robert Lawrence, and her brother Kirk. Foundation president, Tim Chopp, had the pleasure to thank Megg via telephone and learn more about her Dad. We learned her Dad retired after serving 20 years in the



LT. ROBERT R. LAWRENCE

USAF. Following retirement, he continued flying C-119's for the Fairchild-Hiller Aircraft Company for a ten year period as a test pilot and helped to test the C-119 Gunship. Robert was a C-54 pilot during the Berlin Airlift and over the course of his career with the USAF flew 45 different aircraft. Roberts exploits are expressed in 4 books. They are: Berlin Airlift by Arthur Percy, Gooney Birds & Ferry Tales by Jon A. Maguire, Silver Wings & Leather Jackets also by Jon A. Maguire, and High Mark II by Ralph Jenks. Major Robert Lawrence passed away in June of 2016. His daughter Megg stated when Robert was trained as a new P-47 Fighter Pilot, at the age of 20 years old, he was cited for flying under the Eiffel Tower. Not many 20 year olds can say that. Thank you very much Megg and Kirk for this valued gift of knowledge and information.



LT. LAWRENCE WAS CITED FOR FLYING HIS P-47 FIGHTER UNDER THE EIFFEL TOWER IN 1945.

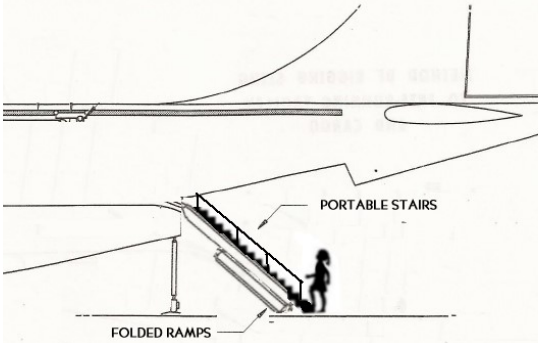


UNIQUE DESIGN FOR C-97 BOARDING STAIRS NOW BEING CONSTRUCTED

Due to the height of the C-97 main floor, getting visitors on and off the C-97 safely proved to be more challenging than expected as we quickly learned during the 2018 Mid Atlantic Air Museum's annual World War II Weekend event at Reading, Pennsylvania. The ultimate way to board and deplane the C-97 is through the right side cargo door with the use of a stair truck. The problem is not all locations have a stair truck. We needed some form of stairs we could carry with us that would be easy to use and also be safe for our visitors for boarding and deplaning. The idea presented was to mount a stair case on each of the vehicle loading ramps at the rear of the C-97. One could be used as an entrance for boarding and the other as an exit for deplaning. Each stair case would be portable and equipped with wheels to help position them on top of the loading ramp then locked into position. Each stair case would also be equipped with side rails for additional safety measures. The overhead cargo hoist in



the C-97 can also be used to assist positioning each stair case estimated to weigh about 155 lbs. each. We are honored and privileged to have the professional and highly respected machine and fabrication shop of S. Johnson and Sons, Inc. of Belvidere, New Jersey help with the fabrication of these stair cases. The stair cases will be dedicated to the memory of our beloved friend and long time supporter Helga Johnson. Helga was a Berliner during the Berlin Airlift who's spirit and joy for life was infectious to anyone who met her. She was very enthused about the mission of the C-97 and became a member of the "Angel of Deliverance" program becoming Angel #17. Helga and her husband, Sven, have supported the Foundation's educational mission for many years and is very much appreciated.



RARE C-97 CARGO HOIST DONATED TO THE ORGANIZATION

In October of 2018, several Foundation A&P Mechanics installed the newly acquired ballast tanks in the C-97. While the installation did go smoothly, it was not without a hitch. As we wrapped up the day, the Cargo winch in the airplane quit working. While the problem turned out to be a minor issue and has been resolved, it prompted our Vice President, Kevin Kearney, to begin a search for a suitable spare, as this hoist is a vital part of our current and future C-97 operations. A Google search of part numbers and alternate part numbers resulted in exactly one hit. An old Off Roaders Forum post from a man in California. Apparently, he had one and had originally planned to use it on his off road vehicle, but couldn't quite figure out a reasonable way to get the required voltage for the hoist to work with his existing vehicle and had posted a few questions and the part number on a few off road forums to no avail. As a result, the hoist motor got shelved and there it sat.



A few emails back and forth, and the hoist was on its way across the country to us! A very sincere thank you to Mr. Thomas Still from Montclair CA for his very generous donation.

FOUNDATION ACQUIRES RARE C-97 BALLAST TANKS

In August of 2018, a crew of Foundation volunteers departed NJ for Dodgeville, Wisconsin on a quest for C-97 parts. A search earlier in the year for C-97 ramp stowage system components led to the discovery that the C-97 parked at the Don Q Inn had the very rare water ballast tanks still installed. Over a period of months, emails and telephone calls were exchanged between the Foundation and the owners of the Don Q Inn and a package of materials were sent to them all with the purpose of explaining the historic educational nature of what we do here at BAHF. Finally, an agreement was reached for us to acquire the tanks.



Tim Chopp, Steve Grubesich, and Kevin Kearney met up at Dodgeville and over the next 24 hours, were able to overcome some serious obstacles and remove the tanks. (The airplane was in bad shape and the cargo doors wouldn't work, and the interior hoist to lower the ramps had to be hand operated.) A great effort was required by all involved.

In September, 4 BAHF personnel, (Kevin Kearney, Tim Chopp, Steve Grubesich and Jason Pence) met up at Reading, PA to install the newly acquired tanks into the "Angel of Deliverance". It went smoothly, and the addition of these rare tanks eliminate the need for the ballast barrels in the rear of the airplane, which opens up the cargo area for more activity.



TIRES BEING DONATED TO BERLIN C-54



"THE ROSINEN BOMBER" C-54G ON PERMANENT DISPLAY AT THE NOW CLOSED TEMPELHOF AIRPORT IN BERLIN.

The Douglas C-54 on display at the Berlin Tempelhof Central Airport as a memorial to the Berlin Airlift is being cared for by the German Museum of Technology. In late March of 2019, Foundation President Tim Chopp was contacted by Tasso Krewel and Venn Astrid of the German Museum of Technology seeking information on where they could obtain used 1550 X 20 main gear tires to install on their C-54. The existing tires on their C-54 are in such bad condition, they are unable to move the aircraft and C-54 main gear tires are getting scarce. Our typical event flying season will normally allow us 2 years of operation before replacing the main gear tires and 4 years of



4 MAIN GEAR 1550 X 20 TIRES

operation for the nose wheel tire. As luck would have it, we are scheduled to replace our C-54 main gear tires this year, as early as late May. As a gesture of good will toward our German friends at the German Museum of Technology, the Foundation is donating our used and worn main gear tires to help them with their C-54 main gear tire issues. The German Museum of Technology will be responsible for shipping.

C-54 INBOARD PROPELLERS INSTALLED AFTER AD INSPECTION



Every 5 years, the propellers on our Douglas C-54, the "Spirit of Freedom" must be removed, disassembled, and inspected by an FAA approved propeller shop to comply with an Airworthiness Directive to insure corrosion is not forming on critical areas on the shank of the propellers. For the past two inspections, the Foundation has used the services of the good professionals at H&S Propellers in White Lake, Michigan. In order to

simplify the labor and logistical process, last year we removed the outboard propellers for compliance, then this year we removed the inboard propellers. While the propellers are disassembled for the trip to H&S Propellers, upon completion of the inspection, they must be returned assembled. This requires the use of a prop trailer designed to transport assembled propellers that we borrow from H&S Propellers.

As our C-54 was parked at the Smith Reynolds Airport in Winston-Salem, NC, this meant that once the propellers are installed, the trailer had to be returned to White Lake, Michigan. The compliance inspection itself costs several thousand dollars. The next inspection for the outboard propellers will be due again in 4 years.

The Foundation thanks the members of our volunteer maintenance work force who helped with the inboard propeller removal and installation, and for their valuable time, dedication, effort, and expense to make the long drive to Winston-Salem, NC. They are Jason Pence, Scott Szuhay, Jim Rueger, Glenn Abel, David Hanna, and Tim Chopp. The trips to and from H&S Propellers in White Lake, Michigan were accomplished by Tim Chopp and Jim Rueger.



GLENN ABEL IS CERTAINLY ABLE / C-54 DISPLAY IMPROVEMENTS



The Berlin Airlift Historical Foundation is blessed to have Glenn Abel in our ranks. Glenn is one of our very enthusiastic multi-talented members who appreciates the organization and our purpose. Glenn signed on as a supporting member during the time we had to remove our C-97 out of the hangar at Floyd Bennett Field due to hangar damage sustained during Hurricane Sandy. Ever since, Glenn has proven himself over and over again his desire to help in any capacity.

As a professional in the world of Graphic Design, Glenn, working alone, designed and installed the Fred Hall Memorial Berlin Airlift display at the Military Technology museum of New Jersey. We are happy to report Glenn will take on the challenge to design new displays for the on board Berlin Airlift museum/exhibit inside our Douglas C-54 "Spirit of Freedom". We also want to acknowledge the hard work, time, and dedication of Jason Capra who designed and created our current displays several years ago. We look forward to Glenn Abel's creations to educate our visitors about the great Berlin Airlift of 1948 and 1949.



CONGRATULATIONS TO DAVID SHURTLEFF— NEW A&P MECHANIC

Another success story when someone is willing to put forth the time and effort to take advantage of the value associated with helping to maintain our transport aircraft. As a result of 10 years experience volunteering his time as a member of our volunteer maintenance work force, David Shurtleff accumulated enough hours of diversified maintenance experience to be eligible to take the FAA written exams. Upon satisfactory completion of the written exams, he then presented himself for the practical test with the FAA or DME (designated mechanic examiner).

David, despite working long hours at a night job, studied for 6 months to prepare to take the written exams. The big day came on January 27, 2019, when he successfully passed the 5 hour practical test and was issued his Airframe and Powerplant Certificate. David is also qualified as a First Officer on our Douglas C-54 and holds a SIC DC-4/C-54 Type rating. He is also a member of our C-97 Tiger Team Program and holds Tiger Team Member # 7. We salute David Shurtleff for having the right stuff to be a valuable asset to the maintenance and operational needs to keep our Douglas C-54 and Boeing C-97 airworthy and flying. Great job, Dave!



BERLIN AIRLIFT FACT: The USAF and the Royal Air Force (RAF) flew a combined 2,326,406 tons of supplies in nearly 280,000 flights, comprising the vast majority of the flights, but French, Canadian, Australian, New Zealand, and South African pilots also flew supply missions.



TIGER TEAM MEMBERS RECEIVE PERSONAL PATCH



The success of our Boeing C-97G Program will be the Angel Program and the Tiger Team Program. Members of both programs receive, on a continuing basis, special items from the Foundation as a thank you for their continued support. The latest item issued to the 7 current Tiger Team members is a special Tiger patch that includes their specifically assigned member number belonging only to them. Members of the Tiger Team who are also members of our flight crew roster may wear the patch on their flight suits over their right breast pocket opposite the Foundation logo. The Patch was designed by our own Glenn Abel. As the C-97 will take fierce determination to make it a success, the determined look of our tiger patch was selected to portray that determination as well as the killer instinct, and the will to stay with the hunt. The patch shown is Patch # 8. Who reading this has the heart of a Tiger to be member # 8 to support the worlds only flyable C-97?

This is a special program for special people who are true C-97 enthusiasts. We need you. It is designed specifically for those special people who are diehard enthusiasts for the Boeing C-97 who love see it fly, who love the way it looks, who love the sounds of the powerful R-4360 engines and the sounds of the squealing expander tube brakes, and the role it played in aviation history as a cargo transport, tanker, and airliner. In addition to love for the C-97, a Tiger team member also has a Tiger heart and Tiger spirit and is determined to stay and support the C-97 as a Tiger would be determined to stay with the hunt. The Tiger member 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, we will ensure that the funding is available to pay for heavy spending items, specifically, the cost of annual insurance and costs associated with flight training and annual flight checks for pilots and flight engineers. Flight engineer proficiency requirements are something new to us since this is not required on the C-54.

We are very happy and proud to report we now have seven individuals with the Tiger heart and spirit who have accepted the responsibility to join the Tiger Team.

Tiger # 1 is Mark Meltzer from Palo Alto, California.
Tiger # 2 is Mark Howard from Edmond, Oklahoma.
Tiger # 3 is Alex Mellow from Matthews, North Carolina.
Tiger # 4 is Jeff DeKonty from Glenmoore, Pennsylvania.
Tiger #5 is Ron McKinney from Tuscon, Arizona
Tiger # 6 is Jason Pence from Woodstock, Virginia
Tiger #7 is David Shurtleff from White Plains, New York

Who will be #8, will it be you?

Help Support the C-97 “Angel of Deliverance” and Be A Part of Something BIG!



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



SPECIAL RECOGNITION TO THOSE PATRIOTS WHO STEPPED UP TO BECOME "ANGELS" OF DELIVERANCE!



#	NAME	RESIDENCE
1.	RANDY MCCONAHY	FREEHOLD, NEW JERSEY
2.	JOHN ENGGREN III	FORKED RIVER, NEW JERSEY
3.	YVETTE STRAET	BRUSSELS, BELGIUM
4.	RUTH JORGENSEN SMOCK	SILVER SPRINGS, MARYLAND
5.	MARJORIE J. ARMSTRONG	NEW CASTLE, PENNSYLVANIA
6.	JOHN P. AMTOWER	GETTYSBURG, SOUTH DAKOTA
7.	ZADALEE FURLANO	LAKEWOOD, NEW JERSEY
8.	JUSTIN BENSON	TOMS RIVER, NEW JERSEY
9.	JASON PENCE	WOODSTOCK, VIRGINIA
10.	LTC. ROBERT P. BURNS	CHARLOTTE, NORTH CAROLINA
11.	EDWARD Z. MILLER	PHILADELPHIA, PENNSYLVANIA
12.	CHARLES "PAT" PATTERSON	HAMILTON, MONTANA
13.	MARK MELTZER	PALO ALTO, CALIFORNIA
14.	JAMES G. COLE	KEMPNER, TEXAS
15.	B. JEFFREY DEKONTY	GLENMOORE, PENNSYLVANIA
16.	FROM THE FAMILY OF CAPTAIN HARRY P BADGER, COMMANDING OFFICER OF NAVY TRANSPORTATION SQUADRON VR-6 DURING THE BERLIN AIRLIFT.	
17.	HELGA JOHNSON	BELVIDERE, NEW JERSEY
18.	CARL WILLIS/CANDACE OLDHAM	FALMOUTH, MA
19.	STEPHEN S. MODDLE JR.	DAYTONA BEACH, FL

20. WILL IT BE YOU?

WE NEED MORE ANGELS!

As the Foundation is a 501(c)(3) charitable organization, here your contributions are tax deductible. Consider making history by helping to keep our C- 97G flying!!

NOTE: A list of the names of all of our supporting Angels is displayed inside the C-97 to this day. This list will always be on permanent display and will be improved and updated. We are very proud and thankful for our supporting Angels!



BE A PART OF SOMETHING BIG!








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 sponsors 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. To date, we have 19 Angels in the Program who have made a real difference in the progress of the C-97. 
- ☐ 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 yearly insurance needed for the C-97 and for yearly flight checks for the flight crew required by the FAA. Members of the Tiger Team will receive special recognition and perks. 
- ☐ 6. **The Corporate Tiger Team Contributor**- For those corporations willing to contribute \$12,000 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: _____

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

***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

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

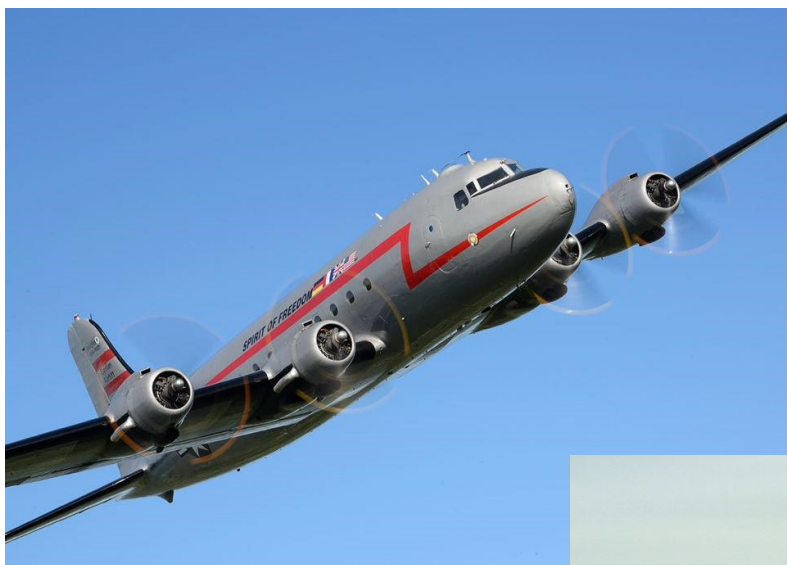
*I want to help support the Foundation's Mission of History,
Education, and Remembrance.*

I have enclosed my check for \$_____.

CHOOSE YOUR SUPPORT PREFERENCE)

- | | |
|--|---|
| <input type="checkbox"/> Supporting Member | <input type="checkbox"/> Lifetime Member |
| <input type="checkbox"/> Aircraft Sponsor | <input type="checkbox"/> "Angel Of Deliverance" |
| ___ C-54 ___ C-97 | |
| <input type="checkbox"/> C-97 Tiger Team | <input type="checkbox"/> Corporate Tiger Team |
| <input type="checkbox"/> Special Contribution for: | |

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.



A MEOW TO A GRRR

Operating our Douglas C-54 can be related to a cute little kitten. A little kitten purrs softly and will walk between your feet rubbing its side up against you seeking love and attention, while the C-97 is like a Bengal Tiger. We will need supporters, crewmembers, and maintenance people with the same killer instinct as a Bengal Tiger. Operating the C-97 will separate the men from the boys. Go get a helmet and get in the game. Life is short and opportunities like this don't come often, Be A Part of Something BIG!

