



"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

2003 WAS A BUSY YEAR FOR THE C-54 "SPIRIT OF FREEDOM"

2003 was the busiest year ever for the "Spirit of Freedom". It began on March 24 and ended December 18, 2003. The Foundation's C-54 participated in 35 events, 9 of which were at United States Air Force Bases. The Foundation is happy to report that the C-54 "Spirit of Freedom" encountered only a few minor maintenance problems during the course of the season. No doubt, this was the best year ever for mechanical reliability. The best news of the year was the satisfaction that thousands of visitors had the opportunity to tour the **"Spirit of Freedom"** and see and learn about a piece of history. At this time, the Foundation wants to thank all of the patriots who helped with the 2003 events. We salute you! We now focus on 2004 and beyond.



The **"Spirit of Freedom"** departs on an educational mission.



The **"Spirit of Freedom"** using a nose high attitude for aerodynamic braking to reduce the landing distance and wear on the wheel brakes.



The Foundation's chief loadmaster, Steve Grubesich, waves to the crowd as the **"Spirit of Freedom"** taxis for departure.



A sea of people surround the **"Spirit of Freedom"** at the Seymour Johnson AFB, North Carolina. This scene is repeated many times each event season.



Visitors line up to tour the educational museum / exhibit inside C-54 **"Spirit of Freedom"**.



Visitors inside the **"Spirit of Freedom"** reading the history panels and looking at the historical displays.

ATTENTION EVENT PLANNERS AND PROMOTERS !!

The best way 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 2004. 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.

FULFILLING THE PRIMARY MISSION OF THE FOUNDATION

2003 was the best year ever for the Berlin Airlift Historical Foundation to have had thousands of school students from New Jersey public schools take the opportunity to tour the "Spirit of Freedom". With the help and support from the New Jersey Division of Aeronautics, the Foundation began the 2003 event season with an educational tour of several New Jersey airports designed specifically for public schools to visit. The Educational Tour was a special project by the NJ Division of Aeronautics to celebrate 100 years of powered flight. For the Foundation, it was an honor to be part of. All of the students were well behaved and appreciated the opportunity to see and learn about airplanes, the Wright Brothers, and the Berlin Airlift. To the New Jersey Division of Aeronautics, the Foundation offers a sincere thank you for caring and for providing this opportunity.



MAY OF 2003: School buses begin to arrive at the Federal Express ramp at Newark International Airport bringing school students to visit the "Spirit of Freedom".



SCHOOL STUDENTS PREPARE TO LINE UP in an orderly manner to wait their turn to board the C-54 for their educational tour



SCHOOL BUSES CAN BE SEEN behind the right wing of the "Spirit of Freedom" as they arrive with hundreds of school students. By the end of the day, over 1200 school students visited the C-54.



WELCOME ABOARD! A crewmember of the "Spirit of Freedom" standing by to greet school students as they approach the boarding stairs.



BEFORE ENTERING THE "SPIRIT OF FREEDOM", each group of students were briefed as to what they would be seeing when they toured the interior of the C-54 that contains educational displays.



BUSES CAN BE SEEN DEPARTING from beneath the "Spirit of Freedom". As buses were departing, more buses were arriving. Approximately 1200 students visited the "Spirit of Freedom" this day.



AIRLIFT VETERAN ALBERT CAROTENUTO, helped out during the educational tour at Caldwell, New Jersey in May of 2003. Here Albert is explaining the replica of the Wright Wind Tunnel to the Gilbrech family of Allendale, NJ. The Wind tunnel was on loan to the Foundation by the Air Victory Museum of Medford, New Jersey. Albert was a C-54 flight engineer during the Berlin Airlift and has been a supporter of the Foundation's educational activities for several years. Having veterans of the Berlin Airlift give talks aboard the "Spirit of Freedom" is always a treat. When veterans talk, people listen. Thank you, Albert.



CREWMEMBER RICHARD LANGHOFF from Mattapoisett, Massachusetts points out the model of the Wright Flyer that was on display at the rear of the "Spirit of Freedom". The model was aboard the "Spirit of Freedom" for the entire 2003 event season and was a popular display. The model was built by Alex Pucciariello of Haskell, New Jersey who loaned it to the Foundation to help celebrate 100 years of powered flight.

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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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ANGELS AND PLEDGES PROVIDING THE SPARK FOR THE C-97 PROGRAM



Since the Foundation entered into the purchase agreement for the C-97 on April 22, 1996, many good and patriotic supporters have contributed funds to help the program move forward. These funds have been used to bring us to where we are today. During that time, we as an organization have managed to overcome many obstacles. As we navigate the final months to get the C-97 operational and on it's historical and educational mission about the Berlin Airlift and Cold War, the Foundation offers a sincere thank you to those supporting contributors who have helped get us this far.

The Foundation is now relying on two programs now in effect to obtain the required funds to complete the C-97 initial airworthiness requirements during the next 22 months. These programs are the "Angel" Program and the C-97 Pledge Program.

The Foundation is elated to report the status of each program as of January, 2004.

CURRENT C-97 "ANGELS"

| ANGEL # | NAME | LOCATION |
|---------|---------------------------------|--------------------|
| 1 | Randy McConahy | Freehold, NJ |
| 2 | John Enggren III | Forked River, NJ |
| 3 | Yvette Straet | Brussels Belgium |
| 4 | Harold and Ruth Jorgensen Smock | Silver Springs, MD |
| 5 | Marjorie J. Armstrong | New Castle PA |
| 6 | John P. Amtower | Gettysburg, SD |
| 7 | Zadalee Furlano | Deceased |
| 8 | Kevin and Tara Aksew | Toms River. NJ |
| 9 | Jason Pence | Falls Chirch, VA |

Status of the "Angel" program where contributors donate \$5000 for the C-97.

There are now 9 Angels in the Program that began in March of 1999. Each one has received a model of the Foundation's C-97, the **"Angel of Deliverance"**, will also receive a personal plaque for their home, and will have their name permanently displayed on a plaque in the C-97.

The combined contributions from the above total \$45,000. These funds made it possible to prepare, ferry the **"Angel of Deliverance"** to New York, and to have spare engines and parts transported from

Tucson, Arizona to New York. We owe our sincere gratitude to each and everyone of our "Angels".

Status of the C-97 Pledge Program

To supplement the C-97 "Angel" Program, the Foundation opened the 2 year pledge program several months ago. We are happy to report the total pledges to date total \$11,550 over a 2 year period. To date, 15 supporters have joined the pledge program to help get the C-97 flying.

Consider joining these patriots and make a pledge to help with the C-97 project. The Foundation needs your help to make history when the **"Angel of Deliverance"** takes to the skies once again. A sincere thank you to all the patriots now in the pledge program.



THIS IS WHAT WE'RE WORKING FOR! THE C-97G "ANGEL OF DELIVERANCE" IN THE SKIES ABOVE GREYBULL, WYOMING IN JULY 2001. (PHOTO BY MATTHIAS WINKLER)

THE FOLLOWING SUPPORTERS HAVE JOINED THE PLEDGE PROGRAM TO HELP GET THE C-97 FLYING:

| NAME | LOCATION |
|--------------------------------------|------------------------------|
| Daniel L. Benstrom (Airlift Veteran) | Gwinn, Michigan |
| Gordon Scouten | Oil City, Pennsylvania |
| Robert B. Burns | Melbourne, Florida |
| Eric and Marsha Kindig | Sidney, Ohio |
| Jack Lombardi | Bronx, New York |
| Helga Johnson | Belvidere, New Jersey |
| Mrs. Norman C. Lyle | Port. Ludlow, Washington |
| George Petro (Airlift Veteran) | Scranton, Pennsylvania |
| Hugh Tosone | Kansas City, Missouri |
| John F. Bessette | Springfield, Virginia |
| Thomas E. Walton | Pittsburgh, Pennsylvania |
| Earl S. Block | Long Branch, New Jersey |
| Richard Scholl | Toms River, New Jersey |
| Robert L. Moore | West Alexander, Pennsylvania |
| Michael R. Miller | Morganza, Maryland |

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 AIRIFT48@AOL.COM

HOW MUCH MORE BEFORE THE C-97 IS READY TO FLY ?

The Foundation is estimating it will take about 22 more months before the C-97 can begin operating on it's educational and historic missions similar to the C-54 "Spirit of Freedom". The following are some of the major maintenance items that remain:

- 1. Fire extinguishers removed for hydrostatic test and recharged.
- 2. Ailerons and elevators need to be recovered with new fabric.
- 3. All the tires need to be replaced.
- 4. 224 sparkplugs need to be replaced with new sparkplugs.
- 5. A landing gear retraction test is required.
- 6. All of the hoses on all 4 engines need to be replaced with new ones.
- 7. Some painting remains on the lower fuselage and bottom of wings.
- 8. The Cold War museum needs to be installed.
- 9. A new liner and insulation needs to be installed in the cabin.
- 10. The engine and propeller needs to be installed in the # 3 position.
- 11. Continue the in-progress inspection of the entire aircraft.

Estimated cost to accomplish the above: Approximately \$58,000.



ITS ELECTRIFYING! We need your help to energize the "Angel of Deliverance". Become a supporting Angel and join those who have contributed \$5000, or join our two year Pledge Program. This shocking photo was taken at Greybull, Wyoming by Matthias Winkler of Berlin, Germany in June of 2001.



WHO SAYS LIGHTNING DOESN'T STRIKE TWICE? Dani Limberg of Quest Aviation got a charge out of this photo when she took it on the ramp at Aberdeen, South Dakota during the late summer of 2001. She was a great help to the Foundation during the period that the C-97 was grounded at Aberdeen due to the # 3 engine that suffered internal failure during the ferry flight from Bismark, North Dakota to New York on July 3, 2001.



WHAT A SIGHT! C-97G "ANGEL OF DELIVERANCE" in the air during its ferry flight. With its 141 foot wingspan, it will leave a lasting impression at airshows and public events in the near future! We need your help to make that happen!

A Bequeath to the Foundation and Angel # 7

It was saddening news when the Foundation received word that a long time member and supporter of the Foundation passed away on March 13, 2003. Zadalee Furlano, who championed the Foundation's educational value, passed away in Sarasota, Florida, having moved there from Lakewood, New Jersey. In her Last Will and Testament, Zadalee bequeathed a \$5000 gift to the Berlin Airlift Historical Foundation and it was received in mid-summer. In the past, when the Foundation requested funds for educational material, Zadalee was always there to assist with her contribution to help. It was discovered that Zadalee spent over 20 years in education, specializing as a tutor for public schools, individuals, and foreign students. The Foundation contacted Zadalee's sister, Beverly Elliott of Sarasota, Florida, who is the executrix of Zadalee's estate, to thank her for her kind help and tell her about Zadalee's generous help to support educational material for the Foundation. As the \$5000 contribution is the exact amount to become one of the supporting "Angels" of the C-97 Program, the Foundation asked Beverly if she would object to the Foundation designating Zadalee Furlano as our 7th "Angel" in the Program. Her response was "Zadalee would have liked that very much". Thank you Beverly Elliott.



WE SALUTE ZADALEE FURLANO, OUR ANGEL #7, EDUCATOR AND PATRIOT, MAY SHE "REST IN PEACE".

C-97 PROJECT MOVES FORWARD WITH ARRIVAL OF ENGINES



ONE, TWO ,THREE, FOUR, FIVE, SIX BOEING C-97 POWER PACKAGES CONTAINING PRATT & WHITNEY R-4360-59B ENGINES MAKE THEIR WAY TOWARD HANGAR "B" AT FLOYD BENNETT FIELD, BROOKLYN, NY.



A SAVIOR UNTIL THE END: KC-97G 53-3816 SHORTLY AFTER LEAVING THE FACTORY IN 1955. IT WAS THIS AIRPLANE THAT THE ENGINES AND OTHER PARTS CAME FROM IN ORDER TO KEEP THE "ANGEL OF DELIVERANCE" ALIVE. (NOTE THE 33816 ON THE TAIL)

Mexico, unexpectedly showed up on the market for sale. After weighing the benefits of purchasing the Aero-Pacifico C-97 for parts, which included six engines, the Foundation made the decision and went through with the purchase of C-97G SN53-3816 on February 16, 2003. The next big job was the removal of the propellers, engines, and other parts and have them stored until the Foundation was able to acquire the resources to have them shipped to the hangar. With a lot of help, fancy footwork, some side steps, and a few double jumps, it all managed to come together. By the end of March 2003, the 1500 lb. propellers, the 6500 lb engines, the flight controls and numerous other parts were removed from C-97G SN 53-3816 and stored in Tucson, awaiting shipment to New York. Unfortunately, the hulk of the Aero-Pacifico C-97 had to be scrapped after several attempts were made to find a home for it. The important fact is, the Foundation now has a supply of engines to help get the C-97 "Angel of Deliverance" operational once again.

On October 21, 2003, the 6 engines and spare parts that were purchased by the Foundation in February of 2003, arrived at Floyd Bennett Field, Brooklyn, New York, from Tucson, Arizona. It was a pleasant sight to see the two big rigs arrive with six R-4360-59B engines for the "Angel of Deliverance". To recap the history of the need for engines, the Foundation's Boeing C-97G, while enroute from Greybull, Wyoming to New York on July 3, 2001, experienced an internal failure of the #3 engine and made a precautionary landing at Aberdeen, South Dakota. The C-97 remained at Aberdeen for 5 months before it was able to continue the flight to Millville, New Jersey with a borrowed engine from the good people at Hawkins and Powers Aviation of Greybull, Wyoming. After another 5 month stay at Millville, New Jersey, the C-97 finally reached the hangar at Floyd Bennett Field, Brooklyn, New York, on May 10, 2002, where the it remains today.

The borrowed engine was removed and shipped back to Hawkins and Powers Aviation in Greybull, Wyoming on February 25, 2003, thus leaving the C-97 "Angel of Deliverance", without a #3 engine. In the meantime, in December 2002, Boeing C-97G SN 53-3816, formerly operated by Aero-Pacifico of



UP, UP AND AWAY! ONE OF THE SIX R-4360 ENGINES BEING HOISTED OFF OF THE TRUCK BY SOL STERN OF CNB CRANE RENTAL.



ANOTHER JOB WELL DONE! SOL STERN OF CNB CRANE RENTAL DEPARTS FLOYD BENNETT FIELD AFTER UNLOADING 60,000 LBS OF R-4360 ENGINES FOR C-97 "ANGEL OF DELIVERANCE"

THE FOLLOWING CONTRACTORS WERE USED TO HELP WITH THE REMOVAL, STORAGE AND SHIPMENT OF PARTS:

AIRCRAFT RESTORATION AND MARKETING LLC OF TUCSON, SUPPLIED LABOR, TRUCKS, AND CRANES FOR THE REMOVAL AND STORAGE OF PARTS.

CANYON RENT-A-FENCE OF TUCSON, SUPPLIED FENCING TO SURROUND THE WORK AREA AS REQUIRED BY THE TUCSON INTERNATIONAL AIRPORT AUTHORITY.

GAGE TRANSPORTATION INTERNATIONAL, INC. OF MEDFORD, NEW JERSEY FOR TRUCK TRANSPORTATION OF THE ENGINES FROM TUCSON, ARIZONA TO BROOKLYN, NEW YORK.

EAGLE MOTORCYCLE TOURS OF TRIADELPHIA, WEST VIRGINIA, FOR TRANSPORTATION OF FLIGHT CONTROLS AND OTHER PARTS. OWNED AND OPERATED BY CECIL TOMINACK WHO DID AN OUTSTANDING JOB NOT TO DAMAGE CRITICAL COMPONENTS.

CNB CRANE RENTAL OF BROOKLYN, NEW YORK FOR CRANE SERVICE TO UNLOAD THE ENGINES AT BROOKLYN, NEW YORK. SOL STERN OWNER, OPERATOR, AND PATRIOT.

A SPECIAL THANKS TO THE TUCSON INTERNATIONAL AIRPORT AUTHORITY FOR THEIR GUIDANCE AND COOPERATION TO HELP MAKE THE PARTS RECOVERY A SUCCESS.

WALTER HENRY HONORS A LIFE LONG FRIEND

The Foundation has an outstanding supporting member and volunteer in Walter Henry of Brooklyn, New York. Walter, only 81 years young, is one of our dependable and dedicated helpers in the Hangar at Floyd Bennett Field. Walter's good friend of 70 years, Saverio (Sal) Tutino, passed away on November 23, 2003 after being in the hospital for an extended period of 73 days. Sal volunteered his time for the National Park Service in the Historic Aircraft Restoration Program, known as HARP, in Hangar B at Floyd Bennett Field, New York. Over the past 5 years the Foundation volunteers would often see Sal and Walter together. Sal was always pleasant to talk to and would always stop by to say hello. Sal was a veteran of the US Army and served in the South Pacific during World War II with the US Army 11th Airborne. As a tribute to Sal, Walter made a contribution to the Foundation in Sal's name to honor his life long friend who will be missed. May you rest in Peace, Sal Tutino, friend and patriot



A FRIEND PASSES: SAL TUTINO POSING IN FRONT OF THE C-97 "ANGEL OF DELIVERANCE" IN 2002

History, Education, and now, Remembrance

by William Morrissey, Airlift Veteran, Flight crewmember on the "Spirit of Freedom".

A mission of history and education has been the guiding principle of the Berlin Airlift Historical Foundation. This mission statement has served the organization well and will now be enhanced with the addition of Remembrance. From day one, remembrance has been a significant part of the Foundation's operation with the onboard display inside the C-54 *"Spirit of Freedom"* of the 31 Americans who lost their lives in aviation related accidents during the Berlin Airlift. The memorial display was one of the very first displays installed as a tribute to these fallen heroes. In the near future, the memorial display will be expanded to include a display case. The Foundation is now engaged in other efforts of remembrance that are different and diverse.

Beginning on October 18, 2002, the C-54 *"Spirit of Freedom"* departed Manassas, Virginia on a mission that required three separate flights to complete. It was on this mission that each leg of the flight would be dedicated to a member of a crew that lost their lives on October 18, 1948, when their C-54 crashed while returning from Berlin to their base at Rhine-Main. On the flight was Captain James A. Vaughn, 1st Lt. Eugene S. Erickson, and Sgt. Richard Winter.

The role of remembrance was expanded on July 26th, 2003, when the "Spirit of Freedom" was enroute from Selfridge AFB, Michigan, to Grissom AFB, Indiana. The "Spirit of Freedom" took the time to locate the final resting place of Tsgt. Herbert F. Heinig, who also lost his life in the Berlin Airlift. With the kind assistance from the Fort Wayne Air Traffic Control tower, the "Spirit of Freedom" was able to circle the grave site two times before proceeding to Grissom AFB. While at Grissom AFB, the Foundation added a special mark in the form of the Indiana State flag above four photos on the memorial display inside the "Spirit of Freedom". Of the 31 Americans on the memorial display, four are from Indiana. The addition of the flag was to honor 1st Lt. Robert P. Weaver from Fort Wayne, Tsgt. Herbert F. Heinig, also from Fort Wayne, Sgt. Bernard Watkins from Lafayette, and AMM3 Harry R. Crites, Jr. also from Lafayette.

One month later, while at the Saint Louis Air Show from August 30th to September 1, 2003, special tribute was given to another fallen comrade of the Berlin Airlift when the Missouri State Flag was posted on the photo of 1st Lt. Robert W. Stuber from St. Joseph, MO. The following week after completing an event at Scott AFB, Illinois, the *"Spirit of Freedom"* circled the final resting place of 1st Lt. Eugene S. Erickson at Collinsville, Illinois, who also gave his life during the Berlin Airlift.

"OPERATION REMEMBRANCE" :JOINT MISSION AT CINCINNATI 2003

The role of remembrance again expanded to a higher level on September 14, 2003, while visiting the Cincinnati Lunken Air Show. In conjunction with our friends of the **Berlin Airlift Veterans Association**, the Foundation was able to participate in their Operation Remembrance Program. One of the activities of the BAVA organization is to conduct ceremonies at the final resting places of the 31 fallen comrades of the Berlin Airlift. With the help and guidance from BAVA President Dr. E. Earl Moore, coordinator Fred "Joe" Hall, and BAVA Historian, Willie Jones, a ceremony would be taking place during the weekend at the final resting place of 1st Lt. Robert C. von Luehrte who gave his life during the Berlin Airlift. The "Spirit of Freedom" would supplement the ceremony with a flyby of the final resting place. What would make this flight special was that relatives and family members of 1st Lt. Robert C. von Luehrte would be on board the "Spirit of Freedom". It was a very solemn and special moment as the "Spirit of Freedom" paid respects to 1st Lt. von Luehrte by circling the grave site with his relatives on board. In those brief minutes, it became apparent that a new role was born for the "Spirit of Freedom". Working and coordinating such flights with our friends of the Berlin Airlift Veterans Association will now be a permanent activity for the "Spirit of Freedom". We salute the BAVA organization for their kind help and their on going ceremonies at various cemeteries around the US in their "Operation Remembrance" Program.

If you served in the Berlin Airlift, you should become a member the Berlin Airlift Veterans Association. Better known as BAVA, it combines the mission, maintenance and support veterans with interested patriots into an active fraternally bonded group. Meeting in convention every year smiles and handshakes will welcome you and a newsletter will keep you informed between gatherings. For membership, visit their website at <http://www.konnections.com/airlift/> or phone **W.C. (DUB) SOUTHERS (972) 298-6789**.



SUNDAY EVENING, SEPTEMBER 14, 2003, AT THE CINCINNATI LUNKEN AIRPORT. THE RELATIVES OF 1ST LT. ROBERT C. von LUEHRTE HAVE JUST RETURNED FROM A REMEMBRANCE FLIGHT OVER HIS FINAL RESTING PLACE AS A TRIBUTE TO HIM.

REAR ROW (l to r): LARRY CURLES, BECKI von LUEHRTE, GREG von LUEHRTE, DAN von LUEHRTE, DEBBY von LUEHRTE, SUSAN von LUEHRTE, AMIE von LUEHRTE WELLS, AND GREG WELLS.

FRONT ROW:(l to r) ARE VOLUNTEER FLIGHT CREWMEMBERS: J.C. LESTER, JIM REED, TIM CHOPP, DAVE SNYDER, AND AIRLIFT VETERAN WILLIAM MORRISSEY.

WILLIAM MORRISSEY COORDINATED THE FLIGHT WITH THE BERLIN AIRLIFT VETERANS ASSOCIATION

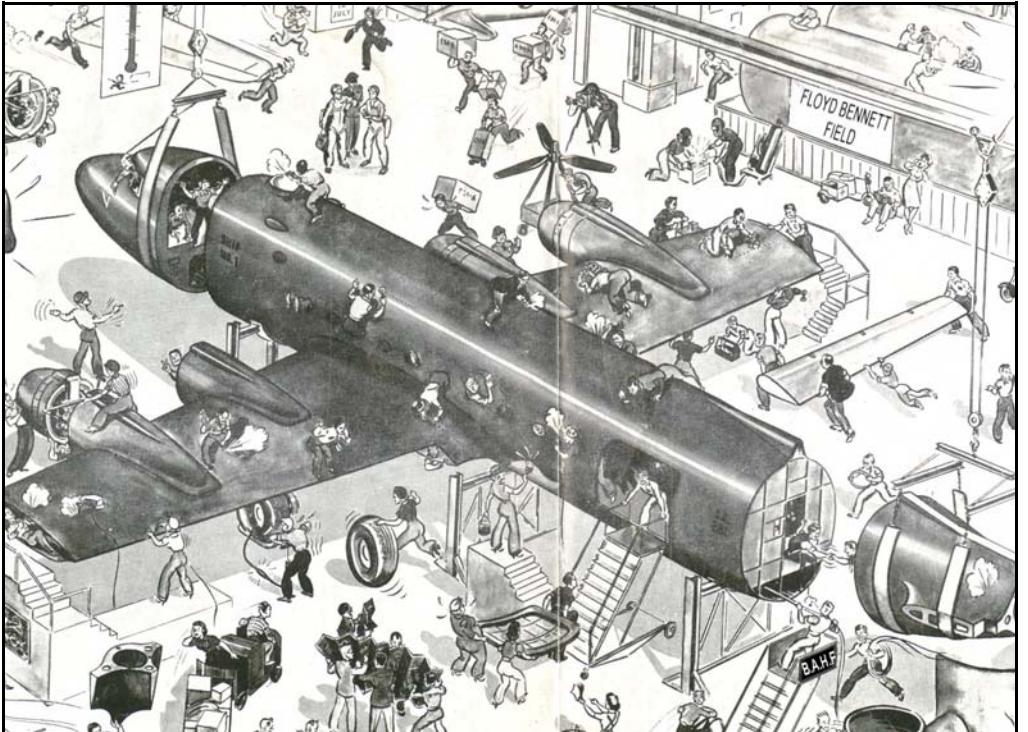
ITS ALL ABOUT MAINTENANCE!

What an exciting year this is for the Berlin Airlift Historical Foundation. Another successful season of good air shows and events has come and gone with the C-54 *"Spirit of Freedom"*. Great progress is being made on the C-97 *"Angel of Deliverance"* in the hangar at Floyd Bennett Field with the hope of displaying this marvel to the public in as short a time as possible.

As always with the Foundation's operation, 90% of its existence is based on good maintenance and administration. If the C-54 weren't well maintained, we'd be unable to keep our scheduled appearances. Knowing that public events are the Foundation's main source of funding, it's easy to see how important it is to have a very well maintained aircraft and knowledgeable maintenance workforce. In the interest of safety, our maintenance workforce always strives for "zero defects".

Our volunteer workers are made up of FAA certified Airframe and Powerplant (A&P) mechanics and general volunteer workers. These knowledgeable mechanics who address engine, instrument, airframe, and control troubles are assisted by general volunteers who service other area of the aircraft including displays, cleanliness and moving support equipment. It's all of these volunteers that we owe a big patriotic salute. Maintaining the aircraft whether in the hangar or "on the road" is a constant requirement demanding full attention.

It is the dedication of these volunteers and their hard work, time, effort, and dedication that makes it possible for the foundation to fulfill its mission of "History, Education and Remembrance".



MT. CHARLESTON, NEVADA: WILL THE "SPIRIT" COMPLETE THE FLIGHT?

Another possible mission in the future for the Foundation's Douglas C-54, is to complete the flight to honor 18 Cold War Heroes who perished on November 17, 1955 at 8:19 AM, when their USAF Douglas C-54 transport slammed into the side of 11,918 foot Mt. Charleston during a blinding snow storm. The flight was carrying 14 passengers and a crew of 4 when the accident happened. Steve Ririe of Las Vegas, Nevada is the driving force behind an organization named the "Silent Heroes of the Cold War Corporation".

The purpose of the organization is to erect a monument to honor the 18 victims at the base of Mt. Charleston. The effort has been ongoing for the past several years and good progress is being made according to a recent report to the Foundation from Steve Ririe. Where does the Foundation fit in with all of this? The Foundation and Steve Ririe discussed the possibility, when the monument is completed, of having the *"Spirit of Freedom"* participate in the memorial ceremony with a flyby, as well as the completion of the original flight which departed Burbank, California for Area 51 near Las Vegas. The C-54 that crashed was carrying an extraordinary group of 14 men, all working on the design and development of the Lockheed U2 spy plane at the famed Area 51 remote site. To learn more about the "Silent Heroes of the Cold War" and their efforts, you may visit their web site at: WWW.COLDWARMEMORIAL.COM.



THE SAD REMAINS OF ONE OF THE R-2000 ENGINES FROM THE ILL-FATED C-54.

IS PUERTO RICO IN OUR FUTURE?

At present the Foundation is negotiating with Mr. Jeff Jones, Director of the Ramey AFB Historical Foundation, to have the *"Spirit of Freedom"* participate in the 7th annual Ramey AFB reunion held at Aguadilla, Puerto Rico in early March of 2004.

As the C-54 was a big part in the rich history of Ramey AFB, Mr. Jones would like to have the educational value of the *"Spirit of Freedom"* available for public tours during the week long event. The proposed visit may include a candy drop.

Ramey AFB was opened in 1939 and closed in 1973 after many years as a SAC base. For more information about the Ramey AFB Historical Association and the 7th annual upcoming reunion, visit their web site at www.rameyafb.org

Let's hope this will all come together as the Foundation would be honored to have the *"Spirit of Freedom"* as an educational display for this historical and patriotic event.



NOT ENOUGH TIME FOR RETURN TO BERLIN IN 2004: \$200,000 REQUIRED

After correspondence with Mr. Heinz-Gerd Reese, Director of the Airlift Gratitude Foundation of Berlin, Germany, the possibility of having the *"Spirit of Freedom"* return to Berlin for the 2004 ILA event and other activities simply had to be postponed to a later date due to the lack of time to properly prepare. The Berlin Airlift Historical Foundation wants to return to Berlin with the *"Spirit of Freedom"* as soon as possible and feels a visit is overdue. The big ILA international trade event held in Berlin is scheduled every 2 years and a return visit when the ILA is scheduled would help gain support, therefore that makes 2006 a good target date for a return trip. Another potential happening in Berlin that is very important to the Foundation, is the closing of the Berlin Tempelhof Central Airport where the main Berlin Airlift activity took place. The closing of the downtown airport has been an on again off again issue for several years. If the Tempelhof airport does close, we feel that the last plane to ever depart the airport should be the C-54 *"Spirit of Freedom"*. Regardless of the reason for a return to Berlin, it would require \$200,000 for the trip. It goes without saying that it takes time to locate sponsors and contributors willing to help. This does not include the time and costs to prepare the C-54 *"Spirit of Freedom"* and flight crew for the mission. Crossing the North Atlantic is a very serious undertaking where airworthiness to the highest degree is required. When the *"Spirit of Freedom"* was flown to Europe in 1998 to celebrate the 50th anniversary of the Berlin Airlift, the flight from New York to Berlin took 25 flying hours with 5 stops over a 5 day period. Another 25 hours was flown while in Europe at various events, plus another 25 flying hours to return to the US. The visit in 1998 consumed 15,000 gallons of fuel and 450 gallons of oil. To return again, it is essential an organized effort and commitment be made now so we will be ready.



BERLIN HAS NOT FORGOTTEN...

When Soviet Premier Joseph Stalin blockaded West Berlin in June 1948, he failed to consider the determination of the United States and England to keep Berlin free, and the resolve of people of Berlin to retain their freedom. The airlift began with no guarantees of success and the city was still trying to clear bomb damage from the war. The price of freedom for Berlin was paid for with the lives of 31 American and 38 British airmen. Several others were also killed in direct airlift activities. Many newly elected officials of the new West Berlin were either kidnapped by the Soviets or simply vanished during the airlift. The blockade was the beginning of a forty year struggle for Berlin's freedom. A wall would be built around West Berlin 13 years later, dividing the people but not splitting their spirit of freedom. Unification for Germany would follow, after the Berlin wall came down in 1989. Berliners have not forgotten that it was the boldness of a united front for freedom that set the stage for the Cold War and its eventual end. In memorial to the fallen heroes of "Operation Vittles" a large monument was built at the entrance to Tempelhof Airport and dedicated on July 10, 1951. Inscribed in the circular base, are the names of those that perished in airlift operations. In 1959, the Berlin Airlift Gratitude Foundation was created by Mayor Wille Brandt to provide financial support to the children and families of those servicemen who lost their lives during the airlift. This service is still being provided by the Berlin Government. In 1999, over 450 descendants of the fallen American airmen were hosted in Berlin for 50th anniversary of the end of the blockade. They were met by their British counterparts and both groups accepted the applause of a large audience of grateful Berliners at ceremonies in the famous Olympic Stadium.

As time passes, the Berlin Airlift is overshadowed in American history books. But this, too, is a quiet testimony to the success of the effort. The face of Berlin, Germany and all of Europe was changed forever by the threads of freedom woven by the airlifters into a blanket that would cover them all.



THE MONUMENT AT TEMPELHOF. Each prong represents one of the air corridors, and the names of the airmen who perished during the operation are memorialized at the base. There is a matching monument at Rhein Main Air Base in Frankfurt, the main airlift base in West Germany.

MESSAGE FROM BERLIN

by Dieter Ramthun, Chapter President

As president of the Berlin Chapter of the Berlin Airlift Historical Foundation, I want to express my admiration for the accomplishments of the *"Spirit of Freedom"* in 2003. We, here in Berlin, are looking forward when the *"Spirit of Freedom"* will once again return to Germany and fill the skies with the sound of freedom as it once did in 1948 and 1949 during the great Berlin Airlift. We will do all we can in our power to see this happen. Please return as soon as you can!

PARACHUTE NOW HAS A BOXER



"VITTLES" AND HIS MASTER, 1ST. LT. CLARENCE RUSS STEBER. VITTLES WAS A 1-YEAR OLD BOXER PUP WHEN HE FIRST BEGAN FLYING WITH LT. STEBER DURING THE BERLIN AIRLIFT.



"VITTLES", A ONE-YEAR OLD BOXER. HE FLEW 451 FLIGHTS AND HAD ACCUMULATED OVER 2000 FLYING HOURS. 131 FLIGHTS WERE DURING THE BERLIN AIRLIFT.

Many of our members and supporters are aware of the boxer dog named "Vittles" who acquired his name from General Curtis LeMay, or I should say was ordered by the General to have the name. "Vittles" was owned by 1st Lt. Russ Steber, a C-54 pilot during the Berlin Airlift who had the dog fly with him (as well as with other crews) on his Berlin missions. In addition to the name, General LeMay also ordered a parachute to be specifically made for "Vittles". The Foundation had the privilege to display the actual parachute inside the *"Spirit of Freedom"* for a few years until it was donated in 2002 to the USAF Museum in Dayton, Ohio. The display, however, continued using a replica of the original parachute so graciously paid for by

Russ and Cameron Steber. The Foundation received a telephone call from Russ Steber with good news. Russ and Cameron located a life-size model of a Boxer dog that will be used to enhance the display inside the *"Spirit of Freedom"*. The replica parachute will be attached to the model Boxer dog and give our visitors a more realistic view as to how "Vittles" looked when he wore the parachute. It will be of special interest the children who visit the *"Spirit of Freedom"*. Russ and Cameron Steber live in Melbourne, Florida, and have supported the educational activities of the *"Spirit of Freedom"* for several years with their generous financial contributions. Thank you Russ and Cameron for your continued generosity. It should be pointed out that Russ was one of the few Airlift pilots who parachuted from a stricken transport during the Berlin Airlift. As Russ says "I bailed out and hit the ground at the same time". The story is he bailed out from a C-47 on a dark black night at only 700 feet above the ground. The parachute had no sooner opened when he hit the ground rendering him unconscious. This was in the Soviet Zone of Germany. He was captured and interrogated for three days then released. By chance, "Vittles" was not with him on that flight.



RUSS STEBER AND THE MODEL BOXER WHO WILL ASSUME THE ROLE OF RUSS' DOG "VITTLES" INSIDE THE "SPIRIT OF FREEDOM"

THE "SPIRIT OF FREEDOM" AND THE AIRLIFT STAMP

On June 26, 1998 the crew of the *"Spirit of Freedom"* assembled for briefing as the first rays of sunshine burned through the morning mist as Wiesbaden Army Air Field in Germany. They were only two weeks from completion of the 70-day European tour celebrating the 50th anniversary of the Berlin Airlift.

That morning's flight to Berlin would return the C-54 for the "Airlift Days Celebration" and over 70,000 people would see the interior museum while in Berlin. But that flight had a special significance for the Foundation and the United States Postal Service. A cargo of 4,000 Berlin Airlift Commemorative Stamps were carried to the official first day release ceremony. This was the first time in Postal Service history that a United States commemorative stamp was released in a foreign country before it was available in the states.

Shortly after 0730 Hours, a Postal Service District Supervisor arrived with a large priority mail carton containing the stamps and presented it to Col. Gail Halvorsen (USAF Ret.). Given the stamp's design, it was appropriate that they were entrusted to the "Berlin Airlift Candy Bomber". Introductions were made, photos were taken for several news outlets and the aircraft was readied for flight.

Taking off eastward into the rising sun, this particular flight had historical value in addition to carrying the stamps. It was the last Wiesbaden-Berlin Tempelhof flight of a C-54 as both airports may close to meet growing economic demands and because there were no other C-54's in Europe.

Other airlift veterans joined Col. Halvorsen for this flight. The Co-Pilot Gerry Munn, a retired airline pilot who had flown 124 missions from Wiesbaden to Berlin along the same route. Col James Spatafora (USAF Ret.) began his military career as a hydraulic system mechanic while on the airlift at Rhein-Maine Air Base near Frankfurt. Bill Morrissey retired from the FAA, but began his career as a 19 year old air traffic controller at Celle, an airlift base in the British Zone.

A smooth flight and let down into Berlin Tempelhof Airport was followed with a careful taxi and stop next to a gathering of press and VIP's. After a few minutes delay for last minute changes by the Postal Service and the American Embassy, Col. Halvorsen led the crew down the airstairs to meet civilian and military dignitaries. The uniformed crew and the *"Spirit of Freedom"* formed the perfect backdrop as the new stamp was unveiled by General John Jumper, Commander USAFE (United States Air Forces Europe), Col. Halvorsen, and the Mayor of Berlin, Eberhard Diepgen.

The first day covers were distributed with the valuable postmark as requests from worldwide collectors began to arrive. The \$.32 commemorative stamp depicts a C-54 with landing gear down flying low and passing a group of German children standing on a large pile of rubble. This appropriate scene was photographed many times during the Berlin Airlift in 1948-49.



USPS BERLIN AIRLIFT COMMEMORATIVE STAMP Dedicated on June 26, 1998 after initial delivery to Berlin aboard the *"Spirit of Freedom"* from Wiesbaden.

PROFILE OF USAF VETERAN, HARRY BARNES

What makes Harry Barnes so interesting is that he served in the United States Air Force not only as a pilot flying C-47's and C-54's during the Berlin Airlift, but he also flew the KC-97 as a tanker pilot during the Cold War era. We are sorry to say that Harry is no longer with us as he passed away in Orange City, Florida on January 29, 2001. Fortunately, we did have the good fortune to meet and talk with Harry and his sister Anne, when the *"Spirit of Freedom"* visited the Orlando Executive Airport in the spring of 2000.

Harry was born in Perry, Florida, on August 20, 1919. After high school, Harry spent 2 years at the University of Florida. During that time, he joined the Florida National Guard as a foot soldier in the infantry as part of the Dixie Division. Harry's door to aviation opened up when he was sent to Fort Benning, Georgia for more training when he was given the choice to stay in the infantry, or apply for flight training. Harry elected to go on to flight training. During World War II, Harry was kept stateside as he flew routine domestic missions and built flight time. His first call to duty abroad came in 1948, when he was called to fly the Berlin Airlift. Harry spent many long, grueling days flying the C-47, then transitioned to the C-54. His tour in Berlin lasted much longer than the average airlift pilot, staying from the beginning to end. Once the airlift was over, Harry found himself in 1954 with the newly formed 68th Air refueling Squadron at McDill AFB in Florida where they were using the Boeing KC-97 as an air tanker. After honing his skill as a tanker pilot, Harry, in 1957, was sent to Lake Charles AFB, Louisiana and was selected for a very special mission. Six KC-97's were sent TDY (temporary duty) to Goose Bay, Labrador for a 60 day period. There, they would help make history by refueling three B-52 Bombers that departed Baltimore, Maryland on a non-stop around-the-world "Propaganda Flight" to impress the Russians during this cold war period and to demonstrate the capability of the United States Air Force. As this was the first scheduled air-to-air refueling for the three bombers, it was essential that the mission be completed to keep the bombers on their schedule. If the refueling could not take place, then the B-52's would have to turn around and return to their base. The pressure was on Harry and the other KC-97 air tanker crews because a major snow storm was in progress at the time of takeoff from Goose Bay. Taking off one minute apart, the six KC-97's climbed through the blinding snow and clouds to rendezvous with the B-52's. With superb navigation and the help of radar, the B-52's were successfully refueled at 20,000ft. in the clouds. It took 2 KC-97's to refuel one B-52. Thanks to the skill of Harry Barnes and the other KC-97 crews, the first scheduled refueling was completed and the three B-52's continued their record breaking non-stop flight around the world. After the refueling mission, the trick now was to get back on the ground safely. They could not return to Goose Bay because the snow storm made landing there a dangerous undertaking. Out of the six KC-97's, one flew on to Greenland with engine trouble, two landed at Seven Islands Canadian Air Force Base, and three landed at Loring Field, Maine. Harry completed his tour at Lake Charles AFB, Louisiana then served at Bunker Hill AFB, then Bermuda, and finally Bangor, Maine, where he retired as a Major in 1963. This is the profile of Harry Barnes, a patriot who did his part to help keep our great Nation free during a difficult period in history. God Bless Harry Barnes of the United States Air Force.

This story would not be complete without telling you about Harry's sister, Anne Barnes, who now resides in Orlando, Florida. Anne is an accomplished artist. She is a wonderful lady and was very proud of Harry. Anne, also being a patriot, made several paintings of Harry during his career which we have included with this article.

The good news is, Anne has donated some of her paintings to be included in the Foundations Boeing C-97G, the *"Angel of Deliverance"* as a tribute to Harry and all of the KC-97 crews that flew this magnificent transport. Anne has been a supporter and friend of the Foundation for several years now. It is always a pleasure to see her when we visit Sun N Fun at Lakeland, Florida. Thank you, Anne Barnes. for being who you are, a wonderful person with a great talent for painting. We salute you.



HARRY BARNES, sitting in the left seat in command of a Douglas C-54 during the Berlin Airlift. Does anybody know who the co-pilot is ?



BREAK IN WEATHER is the name artist Anne Barnes gave this painting of her brother Harry during the Berlin Airlift standing in front of his Douglas C-54 transport.



"TAKING ON FUEL" depicts Harry at the controls of a KC-97 during a refueling mission. Out the left window you can see another KC-97 refueling a B-47 Bomber. A replica of the original painting was donated to the Foundation and will be displayed inside the *"Angel of Deliverance"* as part of the Cold War Museum.



"TANKER PILOT" depicts Harry when he was aircraft commander of the KC-97 air tanker. A large replica of the original painting was donated to the Foundation by Anne Barnes and will be displayed inside the *"Angel of Deliverance"* as part of the Cold War museum.



Foundation President Timothy A. Chopp posing with Airlift Veteran Harry Barnes and his sister, Anne, both of whom have become faithful supporters of the Foundation and its educational mission.

Mister, what's coal?"

by Ed Ide, Foundation Vice President
(reprinted from the July 2002 National Support Group News)

When the air show crew arrives at the *"Spirit of Freedom"*, the morning air still has a slight chill. At 0730 the flightline that will be later crowded with people is quiet, with just an occasional vehicle going by. As the morning sun graces the wings, the last of the morning dew can be seen. Crewmember questions are quietly answered and the uniformed staff move quickly, knowing that the set up of tables, tents, flags and displays will take about an hour. Around them other activity begins as the air show day commences. The *"Spirit"* is among a collection of older, smaller warbird aircraft and the scene bring thoughts of what it was like during times of world conflict when these now quiet machines were so very important. Before flags can be unfurled and positioned on the tent and airstairs, a sound system will be blasting some rock song and intrude into this part of an airman's world. A few early-birds usually arrive before the final touches are put on the *"Spirit of Freedom"* reception area, but they are always welcomed. Friendly, uniformed crew members and a pristine aircraft combined with a quality display have garnered a well respected reputation. This year, I've assisted at three airshows and had the opportunity to meet some people that played a part in the Berlin Airlift and some who were helped by the airlift. In Reading, Pennsylvania, we met a man who helped install the Tempelhof approach lights in the graveyard. These are the same lights that the Soviets tried to propagandize in 1948 by saying that the graves were being desecrated. They were also the same lights that guided the airlifters between the apartment buildings on final approach. In addition, we met a woman whose family lived on the airlift food supplies. At the airshow in Beaufort, South Carolina, two airlift pilots identified themselves and enjoyed the aura, and the memories of the C-54. Later in the day, a group of 40 CAP cadets under a watchful Captain learned about the humanitarian side of aviation.

Under the hot sun in Columbus, Georgia, a gentleman relayed how his father was the pilot of a C-54 flying General Tunner home from "The Hump". During the night, a large rainbow encircled the full moon and his father woke the General to share this beautiful and unusual sight. General Tunner thanked him for doing so, and stayed in the cockpit chatting with the crew before returning to get some sleep. Through your Foundations' quiet efforts with the Air Force, his father received a copy of "Over the Hump" for his 85th birthday on June 2nd. What I've tried to convey, is a side of your Foundation that most of our members don't experience. At every airshow, people come forward to tell of lives that were touched by the Berlin Airlift, often from people who experienced those troubled times. At the 1997 opening of the new terminal at Ronald Reagan National Airport in Washington DC, I met two memorable people. The first was an eighty-year old woman whose deceased husband was a C-54 pilot during the airlift. One day his 10-ton load consisted of milk in bottles just like those on display in the "Spirit". Because it was a hot day, he took it upon himself to fly 1000 feet higher than allowed to keep the milk cold. What he didn't consider was the difference in air pressure that popped the tops off all the bottles. When he banked the aircraft to land, half of his cargo spilled on the floor. They never got the sour milk smell out of the aircraft after that "milk run". At the same show, I was in the back of the aircraft as the crowd filed through. One young boy listened with attention as his mother explained the various displays. At the back door he asked "what's the black stuff" referring to coal in the open duffel bag. Hearing the question, I explained how coal was loaded, flown into Berlin and then unloaded. When they were at the top of the air stairs leaving the aircraft, he broke away from his mother and literally ran back to me with one question I'll never forget, *"Mister, what's coal?"*



"Mister, what's coal?"

I hope that you'll share the enthusiasm for the *"Spirit of Freedom"* and the *"Angel of Deliverance"* that your airshow crew members display. If younger generations of Americans don't even know what coal is, or how important it was and still is; this country could be in big trouble.

Your foundation is working hard to keep the Berlin Airlift from becoming a forgotten footnote in the history of the twentieth century. As the opportunity for sharing is presented to you, please consider contributing to this effort.

FOUNDATION SELECTS FOUR NEW FLIGHT CREWMEMBERS

The Foundation is proud to announce the acceptance of the following volunteer flight crewmembers to the flight crewmember roster.

- Jason Pence from Falls Church, Virginia**, will be groomed for flight engineer and crew chief duties on the Douglas C-54 and Boeing C-97.

Jill Eichner from Egg Harbor, New Jersey, is now qualified as co-pilot on the Douglas C-54 and will be working towards the C-97 as well.

Dan McManus of Mount Laurel, New Jersey, is being trained for flight engineer and crew chief duties on the C-54 and C-97. Dan will soon be a certified Airframe and Powerplant Mechanic. He is currently a flight engineer for the USAF assigned to KC-10 air tankers.

Jack Lombardi of Bronx, New York is currently assigned as a general flight crewmember as he learns about the complex world of aviation. Jack helps out often with maintenance at the hangar.

The Foundation is privileged to have these fine individuals volunteer their time to ensure the Foundation's aircraft complete their missions. The Foundation looks for crewmembers that are reliable, courteous, knowledgeable, enthusiastic, and have the desire to learn and do an effective job to meet the needs of the Foundation.

SUPPORTING THE FOUNDATION, THE C-54 and C-97



C-97G "ANGEL OF DELIVERANCE" FLIES THROUGH THE AIR AT GREYBULL, WYOMING ON JULY 2, 2001.
(Photo courtesy of Matthias Winkler)



TOUCHDOWN! The nosewheels of C-97G "ANGEL OF DELIVERANCE" are about to hit the runway on landing at Floyd Bennett Field on May 10, 2002. (photo: Walter Henry)

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 -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 64, Dated 2002.

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

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

CHOOSE YOUR SUPPORT PREFERENCE)

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