



## **THE WORST OF TIMES, THE BEST OF TIMES**

**BY TIMOTHY A. CHOPP FOUNDER/PRESIDENT**



While it has been many months since we published a comprehensive newsletter/report, I'm happy to now have the opportunity to write about the progress that is being made despite the bad economy. Yes, *'the worst of times'* is the bad economy. There are fewer and fewer events each year as the economy gets worse and the events that are taking place have very limited budgets. Money is very tight and hard to get. Aviation gasoline is very expensive which adds a lot to the dollars required to participate in events. One can only hope the economy begins to improve. I don't think we will ever return to the kinds of events we enjoyed 10 years ago, however, I do feel there is a place for the Foundation's mission and purpose.

*'The best of times'* is the Foundation taking advantage of the slow schedule for the C-54 to focus on our beautiful, and very rare, Boeing C-97G. This report includes an extensive report by our Vice President, Kevin Kearney, on the C-97 progress. Other good news is the expansion of new educational material for our school students when they visit the C-54. We also now have a purpose for the possibility of two long range educational missions with our Douglas C-54, one to Alaska and one to Brazil. 2013 will be the year for a possible return to Puerto Rico as well. As you read this report, we hope you can see your support dollars at work as we continue our never ending quest for improvements. I want to say a sincere thank you to each and everyone of you patriots who continue to support the Foundation with your financial contributions. Without you we would not be able to continue our mission of history, education, and remembrance about the great Berlin Airlift of 1948 and 1949. I also want to say a sincere thank you to our volunteer work force and our flight crewmembers for their dedicated effort and valuable time to help with the demands of the operation and maintenance of the C-54 and work on the C-97.



## PATRIOTS OF OCEAN AIRE:

### SUPPORTING THE SPIRIT OF FREEDOM FOR YEARS



We want to highlight a patriotic and top notch organization who has stood by for many years to lend maintenance support to the Foundation to help keep the Douglas C-54 operating on its educational missions. That organization is Ocean Aire, a full service Fixed Base Operator at our home base at Robert J. Miller Airpark near Toms River, NJ. Ocean Aire is actually part of Monmouth Aircraft Service, Inc. that was founded in 1967 by Audie Boyd and grew the Aircraft Maintenance business at the Allaire Airport, now known as the Monmouth Executive Airport. The business moved to the Robert J. Miller Airpark in 1998. Audie worked hard to insure the company maintains its high standards of quality and excellence in their work of keeping airplanes safe.

Audie's demand for excellence has been passed down to his family who continue to own and operate the business as Ocean Aire at Robert J. Miller Airpark. Lenny Boyd, owner and president of Ocean Aire, has a reputation of being one of the most knowledgeable aircraft maintenance experts far and wide. One would have to search a long time to find anyone better. Much also needs to be said for all of the fine employees and staff that work for Ocean Aire, from Lenny's wife, Donna, who manages the office, to Tommy Rae, who is the Maintenance Manager.

On behalf of the Berlin Airlift Historical Foundation, we offer a sincere thank you to Ocean Aire, Lenny, Tim, and Donna Boyd, Tommy Rae and his mechanics, Don Ginsberg in Avionics, Chuck in parts, and Carl of Line Service, for your kind and patriotic support over the years. We salute you.

Check out the web site to learn more about Ocean Aire. When you get to their home page, click on "News" and watch the video that was taken from a camera mounted on a RC airplane of the facilities at Robert J. Miller Airpark.



LENNY BOYD, PRESIDENT AND OWNER OF OCEAN AIRE, AT HIS DESK AT THE NEW TERMINAL BUILDING AT THE ROBERT J. MILLER AIRPARK.



TOMMY RAE, MAINTENANCE MANAGER AT OCEAN AIRE. WHEN YOU BRING YOUR AIRPLANE TO OCEAN AIRE FOR MAINTENANCE, TOMMY WILL BE THE MAN TO ENSURE IT IS REPAIRED PROPERLY.

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## BIG FISH IN A LITTLE POND: C-54 SHORT FIELD LANDINGS

As the economy continues to get worse and the price of fuel continues to rise, events have scaled back considerably due to their limited budgets. As a result, the Foundation needed to expand our C-54 missions to include much smaller airports. The year of 2011 included four events at airports with runways less than 4000 feet long.

They were:

Event location	Runway length
Lock Haven, Pennsylvania	3800 feet
New Garden, Pennsylvania	3695 feet
Greenwood Lake, New Jersey	3470 feet
Cortland, New York	3400 feet



THE "SPIRIT OF FREEDOM" TOUCHES DOWN AT THE WILLIAM T. PIPER MEMORIAL AIRPORT, LOCK HAVEN, PA.

Our flight crewmembers receive many kind compliments upon arrival after watching the C-54 "Spirit of Freedom" land on a 3400 ft runway, however, what they don't know is the very cautious preparation taken to insure a safe landing. First, the performance section of the C-54 flight manual is reviewed to insure the landing is within the performance capabilities of the C-54. Next, the airport manager for the arrival airport is consulted to insure the runway bearing capacity is capable of supporting the weight of the C-54. Knowing the C-54 is capable and the runway is capable, the next item is driving to the planned destination airport and meeting the airport manager. The visit will also include having access to the runway and driving the length of the runway and checking the approach ends for obstructions and familiarization. Once that is accomplished, the next step is to actually takeoff and land using a local airplane to see what the approaches look like at the same speeds flown with the C-54. After all of that, Aircraft Commander Timothy A. Chopp will make the landing using his personal flight simulator at least 20 times, programmed for various weights and winds, so when the actual landing is made, its like arriving at your home airport.



THE "SPIRIT OF FREEDOM" ON THE LANDING ROLL OUT WITH A NOSE HIGH ATTITUDE TO GAIN THE MOST EFFECT FROM AERODYNAMIC BRAKING. THIS PHOTO IS UNIQUE AS IT SHOWS THE HEADQUARTER BUILDING OF THE PIPER AIRCRAFT COMPANY IN THE BACKGROUND. THE BUILDING IS NOW A MUSEUM TO HONOR WILLIAM T. PIPER. IT IS WELL WORTH THE TRIP TO VISIT THE MUSEUM THAT IS OPERATED BY A PROFESSIONAL AND DEDICATED STAFF.



THE UNIFORMED FLIGHT CREW FOR THE CORTLAND, NY MISSION. ON THE RIGHT, A TOP NOTCH FIRST OFFICER, BILL STARR. BILL DID HIS USUAL FIRST OFFICER DUTIES 100% FOR THE LANDING ON A 3400 FT RUNWAY AT CORTLAND. AIRCRAFT COMMANDER TIM CHOPP IN THE MIDDLE, AND ON THE LEFT IS JOEL EKHOLM, LOAD MASTER. JOEL LIVES IN CORTLAND AND WAS NOT ON BOARD FOR THE LANDING. LITTLE DID WE KNOW THAT JOEL WOULD NO LONGER BE WITH US A SHORT EIGHT MONTHS LATER. JOEL WAS AN OUTSTANDING LOAD MASTER, A KIND MAN, AND OUR FRIEND.



A VIEW OF THE 3400 FT RUNWAY AT CORTLAND, NEW YORK, ON JULY 16, 2011. TO DATE, THE RECORD FOR THE SHORTEST RUNWAY LANDED ON BY THE BERLIN AIRLIFT HISTORICAL FOUNDATION'S DOUGLAS C-54 FOR A MISSION OF HISTORY, EDUCATION, AND REMEMBRANCE ABOUT THE GREAT BERLIN AIRLIFT OF 1948 AND 1949.





## LARGER GROUND POWER UNIT REQUIRED FOR C-97

Unlike our Douglas C-54, which uses hydraulics for many of the primary functions such as operation of wing flaps, landing gear, cowl flaps, nose wheel steering, wheel brakes, and windshield wipers, the C-97 is primarily an electric airplane. Wing flaps, landing gear, cowl flaps, oil cooler doors, intercooler doors, carb air doors and carb heat doors, are all operated by electric motors on the C-97. For the past several years, our maintenance crews were able to perform functional checks on the C-97 using our small, 300 amp, DC current, ground power unit. Our crews even used the small unit for landing gear retraction checks that requires as much as 600 amps when all three landing gear electric motors are operating. We were able to do this by tripping two of the three landing gear circuit breakers and retracting one gear at a time. This procedure is outlined in the C-97 maintenance manual. It soon became apparent that to retract all of the landing gear at the same time, a larger ground power unit would be needed.



*Tim Chopp and Berge Jermakian standing next to our new Hobart Ground Power Unit in front of the C-97 "Angel of Deliverance"*

The Foundation put the word out to search for a good used ground power unit with at least a 800 amp capability. The man who took on the search and ran with the ball was Berge Jermakian. Berge searched several web sites and made many inquiries and found units pricing from \$7000 to \$35,000.

We are happy to report, thanks to the efforts of Berge Jermakian, a unit was purchased directly from the good patriots of the Hobart Company in Troy, Ohio, for \$2000. The unit is a Hobart Jet-Ex 5D, 28.5 VDC Diesel Ground Power Unit capable of 800 continuous amps and up to 2000 amps for starting. The good news is this unit remained within the Hobart Company for use in testing and research and never saw action at an airport. It has very low operating hours and runs perfectly. After receiving the unit, we all were anxious to see what it could do in action. We once again rolled our six heavy duty jacks under the C-97 and raised it for another landing gear retraction check. With the diesel powered ground power unit purring like a kitten, and with all three landing gear circuit breakers closed, we placed the landing gear switch in the up position. What a great sight and sound it was to witness all three landing gears retracting at the same time. To take advantage of the moment, several flight crew members took turns extending each landing gear using the emergency extension procedures to become very familiar with any landing gear malfunctions.

Thanks to the kind Hobart Company and the efforts of Berge Jermakian, we now own a good looking and very reliable ground power unit to support our very rare Boeing C-97G.



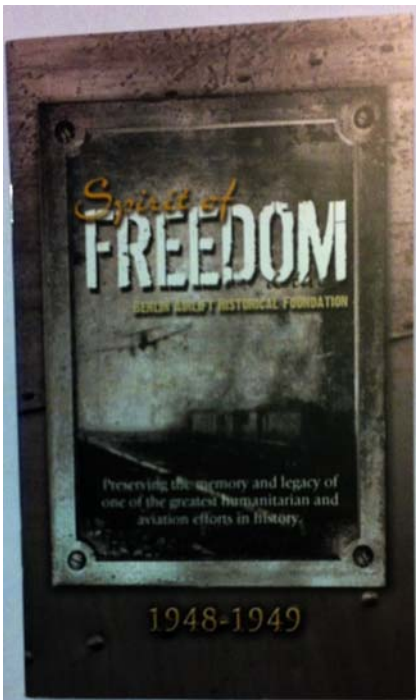
*Berge Jermakian demonstrates the operation of our new Hobart Ground Power Unit in front of the C-97 "Angel of Deliverance" for Foundation President Tim Chopp.*

**HOBART**  
GROUND POWER



# TWO NEW PIECES OF LITERATURE ARE NOW AVAILABLE TO HELP CONTINUE OUR "MISSION OF HISTORY, EDUCATION AND REMEMBRANCE"

## THE BOOK



In the spring of 2010, new member Meghan Rodgers approached Tim Chopp about creating a promotional booklet for the restored aircraft. Other members of the Foundation previously suggested similar ideas, but Meghan was in the unique position of being able to carry the concept through using her professional writing and graphic design background as well as her experience in printing and production.

"When the opportunity arose for me to both help the foundation and receive college credit while doing so, I knew we could both benefit — We could hit a home run with this piece," said Rodgers.

Rodgers was enrolled at Point Park University, a private, liberal arts university in downtown Pittsburgh, Pa., where she earned her Master of Arts in journalism and graduated in the winter of 2010. Rodgers received college credit for her work on the book as part of her Professional Publication Project course, a required independent study course demanding students work with organizations or businesses of their choice to create professional level media pieces.

"I wanted to use this opportunity to support a great cause, and I believed in the mission behind the Spirit," said Rodgers.

Over the months that followed, Rodgers worked to develop an understanding of what type of piece would be most beneficial to the Foundation. Tim Chopp, Kevin Kearney and Jason Capra were able to give insight into the

Foundation's specific needs. The prototype of the piece drew from Capra's original idea for a new Spirit book, but took into account the wide range of ages and interest levels of air show patrons, the need for a piece of general interest and mass appeal.

"I saw the Foundation needed a media piece that could serve a general purpose as well as create buzz and interest during and after an air show," said Rodgers.

The final booklet was born of the combined ideas and needs of Rodgers and other Foundation members. It could serve as a quick read for air show guests just scratching the surface of the Berlin Airlift while also providing a visually interesting glance and maybe even a new thing or two for old history buffs. The general appeal of the booklet allows for its usage in soliciting new business, but also holding the attention of a young child.

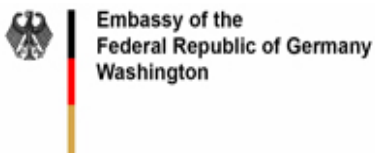


## THE WHEEL

Foundation President, Tim Chopp had also dreamed of developing another type of promotional piece for the Foundation — an educational wheel. The wheel, Chopp envisioned, could be handed out to school children who could then play, on their own pace, studying and learning interesting Spirit of Freedom and Berlin Airlift quick facts. An arrow points to a question while the answer appears in the cut-out window below.

With Rodgers able to lend her graphic talents, the wheel was quickly realized.

## A GRACIOUS GIFT



The German Embassy was paramount in helping the Foundation cover the costs, in full, of printing both the wheel and the booklet at 20,000 total pieces.

Today, this generous gift allows the Foundation an avenue for continued revenue and growth. Both pieces are available for purchase to all patrons and guests as the Spirit of Freedom looks forward to continuing to educate the public in new and creative ways.



## PARACHUTE SUPPLIER NEEDED:

### BRIGHTWELL PARACHUTE FAMILY CLOSING SHOP

Having enjoyed several years working with David Brightwell and his family who have provided the Foundation with excellent parachutes for the re-enactment of the Berlin Candy Drop, the Foundation has learned this year will be the last year they can provide support. David Brightwell is one of the Foundations top First Officers on the C-54 and stepped up to the plate several years ago to take on the responsibility to supply the Foundation with parachutes, with candy bars attached, for the candy drops. Making of the parachutes soon grew into a family affair as his Dad, Steve Brightwell, and his Mother, Linda, joined in and gave their valuable time to help. Together they formed a valuable and effective team. Taking on the job in a serious manner, they soon developed an assembly line procedure and produced in one year 1200 parachutes for candy drops with the C-54 "Spirit of Freedom".



C-54 "SPIRIT OF FREEDOM" DROPS A LOAD OF CANDY-LADEN PARACHUTES IN TRIBUTE TO "OPERATION LITTLE VITTLES"

Having gained experience from the first several candy drops using their early design, the Brightwell family conducted their own "research and evaluation" on various canopy sizes, fabrics, string length, and methods of construction, and through their findings, came up with an excellent parachute with minimal failures. The re-enactment of the Berlin Candy Drop is a valuable part of the Foundations C-54 "Spirit of Freedom" activities and reliable parachutes is a must.

The Foundation offers a sincere thank you to David, Steve, and Linda Brightwell, for their valuable time and dedicated effort for the many years of support to provide the parachutes for our Candy Drops.

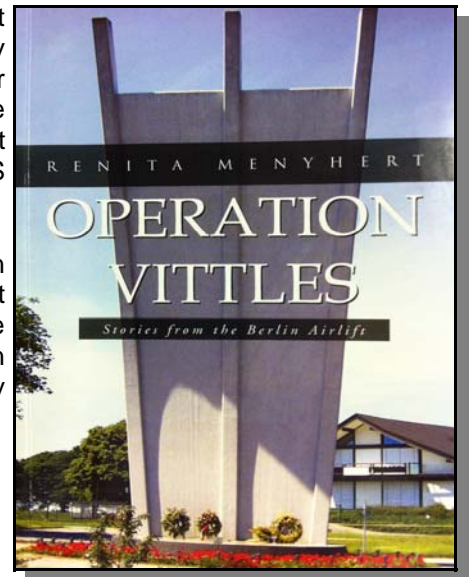
The Brightwells will continue to provide the parachutes for the remainder of 2012, which will be approximately 600 parachutes. If anyone would like to take on this responsibility, please contact the Foundation by e-mail at [Airlift48@aol.com](mailto:Airlift48@aol.com)

## NEW BOOKLET "OPERATION VITTLES" - STORIES FROM THE BERLIN AIRLIFT

Mid July, 2012, the Foundation unexpectedly received 3 copies of a new booklet just released titled "Operation Vittles" Stories from the Berlin Airlift, written by Colonel Renita Menyhart, US Army retired. Several years ago, we had the honor and pleasure to meet Colonel Menyhart at the Robert J. Miller Airpark when she was conducting research for her book. At that time, she was based at Fort Monmouth and about to retire from her long and distinguished career with the US Army.

By coincidence, a few days later, the Foundation was scheduled for a C-54 mission to McGuire Air Force Base and invited Colonel Menyhart to fly along as our guest of which she was more than happy to accept. While at McGuire AFB, she was able to gather information about the founding of the Berlin Airlift Historical Foundation and our purpose. In her book, she has published several stories from many veterans we have known for years. Some of these veterans are;

Gail S. Halvorsen - Pilot and the Berlin Candy Bomber.  
Dr. Earl Moore - President of the Berlin Airlift Veterans Association.  
TSgt Jake Schuffert, author of Airlift Laughs for the Task Force Times.  
W.C. Dub Southers - flight engineer during the Airlift.  
Dean Carter and Clegg Langley, both 16th Constabulary veterans.  
Our own Bill Morrissey - Air Traffic Controller at RAF Celle.  
Helga Johnson, who was a young Berliner during the Airlift.



The book is only 71 pages long but very interesting to read as to what it was like to be part of the Berlin Airlift. You can obtain a copy of her book from the Xlibris Corporation (Tel - 1-888-795-4274) Check their web site [www.Xlibris.com](http://www.Xlibris.com). It is also available through Amazon.com in hardcopy form and as an e-book.





## A THANK YOU AND SALUTE TO BERGE JERMAKIAN

A few years ago, while working on the C-54 in the hangar at Floyd Bennett Field, Brooklyn, NY, two men visited the hangar. They were Frank Zarnitz and Berge Jermakian. Both indicated they would be interested in signing on as supporting members and help with aircraft maintenance. Having heard this same story many times over the past 20 years, we never know for sure who will stay the course and be an effective part of the maintenance team, or who will run for cover when the demands and rigors of aircraft maintenance really become tough. In the case of Frank Zarnitz and Berge Jermakian, these two top notch supporting members have proven themselves as being part of the maintenance team for the right reasons. They both have the right stuff and they both are great assets to the Foundation. We want to concentrate this article on Berge Jermakian and feature Frank Zarnitz in a future report.



Foundation Volunteer Berge Jermakian brings his extensive Aviation Maintenance experience to the C-54 "Spirit of Freedom" and C-97 "Angel of Deliverance"

Berge Jermakian is what we would call a mechanic's mechanic. His long experience as an aircraft mechanic with the US Air Force and later with the Airlines has molded this man into a walking/breathing aircraft maintenance encyclopedia from prop driven airliners to modern jets. It is refreshing to have Berge on our team for his excellent maintenance skills and knowledge. If you can't find it in the book, ask Berge, for he will steer you in the right direction. Berge has provided much help on the C-54 inspection and also on the C-97. Presently he is working on the Foundation's 1970 Grove Carry Deck Crane, especially the engine, having discovered a blown head gasket and several other issues. We will soon need the crane to complete our C-97 issues and Berge will insure it will run better than it ever did. Here is a brief history of Berge Jermakian.

Berge was born in Hackensack, New Jersey on July 30th, 1931. He graduated from High School in Teaneck, New Jersey, in 1949. Berge joined the US Air Force in 1949 and was sent to Sheppard AFB in Texas for aircraft maintenance training. Following training, he was sent to Burtonwood, England, where he worked on B-29,s and Lockheed F-80's until October 1952. Upon returning to the States and completing his military duty, he went to the Teterboro School of Aeronautics where he received his Airframe and Powerplant Mechanic Certificate ( then it was called an A&E Certificate) in 1953. In May of 1954, he was hired by KLM Airlines and stayed with them until 1959. He was then hired by Northwest Airlines as a Lead Mechanic in 1959 and stayed with them working as a Lead Mechanic his entire career until 2006. Certainly a career to be proud of. Berge has a philosophy that we all admire, and that is, "do things the right way". He is very meticulous in his work and we are fortunate to have him on our team. We salute you Berge Jermakian.

## THE ROLE OF NEW FLIGHT CREWMEMBERS: SMALLER CREWS..MORE RESPONSIBILITY

In the early years operating the C-54, the Foundation routinely carried large crews that varied from 6 to 10 flight crewmembers. On several missions as many as 15 were on board. Those days are long gone and will probably never return. Primarily due to the economy, over the past several years the rooms and transportation provided for flight crews has been reduced considerably. So much so that a crew of 3 to 4 flight crewmembers has become the standard. It costs event promoters a lot of money in rooms, transportation, and meals, for all the flight crews at an event. This also means all the work needed to complete the mission is now the responsibility of less flight crew members. In the early years the primary requirement for many of our flight crewmembers was just to show up.

Today, that is no longer the case. New crewmembers are now screened very carefully so we have the right person who is willing to work and represent the Foundation in a professional manor to fulfill our mission of history, education, and remembrance about the great Berlin Airlift of 1948 and 1949. Fortunately, we have been successful at recruiting crewmembers who are eager to learn and know their roles. These are exactly the kind of crewmembers needed to operate a complex airplane such as the C-97. So, lemons to lemonade. Our crews have become leaner and meaner, but smarter and safer as well. To our Volunteer Flight Crew, keep up the great work, it is much appreciated!



# SUCCESSFUL FLYOVER OF BERLIN AIRLIFT MEMORIAL MONUMENT AT WRIGHT PATTERSON AFB

May 12, 2011. It was right and appropriate for the Douglas C-54 "Spirit of Freedom" to participate in the unveiling ceremony of the replica of the Berlin Airlift Memorial Monument at the US Air Force Museum, Wright Patterson, AFB, Ohio. The monument was made possible by the support and dedicated hard work of the Berlin Airlift Veterans Association. Except for being a smaller scale, the replica is an exact duplicate of the real monuments, one located at the Berlin Tempelhof Airport in Berlin, Germany, and one located at the former Rhine Main Air Base near Frankfurt, Germany.



WRIGHT-PATTERSON AFB AS SEEN FROM THE DOUGLAS C-54 "SPIRIT OF FREEDOM" ON MAY 12, 2011

The C-54 departed for Springfield, Ohio, on May 11th. Springfield would be the location for the actual mission the following day to give plenty of time for preparations. The following day of May 12th, is the anniversary date the Berliners celebrate, as on that date, the Russians lifted the blockade in 1949 and thus an appropriate date for the Berlin Airlift veterans to unveil their replica of the Berlin Airlift Monument in the Memorial Garden at the US Air Force Museum. This was a very important mission for the Foundation to show the honor and respect we have for the veterans of the Berlin Airlift on this special day, and to honor and remember those men who gave their lives to the Berlin Airlift.



THE HONOR GUARD MARCHES IN TO POSITION TO HONOR THE FALLEN HEROES OF THE BERLIN AIRLIFT

There was some concern for the weather as the crew preflighted the C-54 for the mission. Although there were broken clouds by mid day, the forecast called for thunderstorms in the afternoon. At takeoff time, the weather remained stable as the "Spirit of Freedom" departed Springfield and within a few minutes made contact with Wright-Patterson AFB control tower. After reporting to the tower that the crew had the US Air Force Museum in sight, as well as the Memorial Garden where the unveiling ceremony was to take place, the C-54 was cleared for the flyby. It was a beautiful sight to look down at the Berlin Airlift Veterans and guests seated around the Monument. On board the C-54, a silent tribute was made for our own beloved Airlift



THE SITE FOR THE BERLIN AIRLIFT MEMORIAL MONUMENT NEAR THE US AIR FORCE MUSEUM CAN BE SEEN IN THE FAR RIGHT OF THIS PHOTOGRAPH NEAR THE BUSES

Veteran, Bill Morrissey, who passed away on April 20th, 2011. Bill was looking forward to being there for the unveiling ceremony and wanted to surprise his fellow veterans. The "Spirit of Freedom" circled the monument twice to give the veterans a good look at the

C-54 and to hear the sound of the engines, as well as to show them that we cared. The C-54 then returned to Springfield having completed this most important mission. That evening, there was a dinner at the Officers Club at Wright-Patterson AFB where our flight crew had the opportunity to spend time with the many veteran friends we have grown to love over the past 18 years.

The Foundation is most proud of our supporting members who rallied behind this mission with their generous contributions. This mission was scheduled as a tribute and honor to participate in this memorable ceremony. We also want to recognize Fred Hall who was the driving force behind the Monument Project for the Berlin Airlift veterans. Through Fred's efforts, and his ability to remain focused, he was able to secure the stone, which was mined in India, and track it to Dayton where the monument was cut and assembled, and secure all the approvals and ground preparation for the installation. The concrete base was completed only 2 weeks before the ceremony.



THE ORIGINAL BERLIN AIRLIFT MEMORIAL MONUMENT AT THE BERLIN TEMPELHOF AIRPORT



THE SMALLER SCALE REPLICA OF THE BERLIN AIRLIFT MEMORIAL MONUMENT PROVIDED BY THE BERLIN AIRLIFT VETERANS ASSOCIATION





The Foundation is happy and proud to display the names of the following patriotic contributors that made our mission to Wright-Patterson AFB a success by honoring the Veterans of the Berlin Airlift with the flyover of the Douglas C-54 "Spirit of Freedom" during the unveiling of the Berlin Airlift Monument on May 12th, 2011. A sincere thank you to each and everyone one of you. You made it happen.

William Sproul	Blawnox, Pennsylvania	Berlin Airlift Veteran and long time supporting member
Albert Lowe	Charleston, South Carolina	Berlin Airlift veteran with 267 flights to Berlin, long time supporter
Ralph D. Rouse	Pickerington, Ohio	World War II Veteran
John Townsend	Lompoc, California	Berlin Airlift Veteran and long time supporting member
Lt. Colonel Ivan McKinney	Bossier City, Louisiana	USAF Retired and long time supporting member
Leon and Sandy Billing	Terre Haute, Indiana	Long time supporting members
Msgt George J. Anthony	Fort Worth, Texas	USAF Retired and supporting member
Hank Montgomery	Bethel Park Pennsylvania	Long time supporting member
John Passanante	Cherry Hill, New Jersey	Berlin Airlift veteran and long time supporting member
Charles Patterson	Hamilton, Montana	Berlin Airlift veteran and long time supporting member
Charles Streeter	N.Fond Du Lac, Wisconsin	Supporting member
Guy Dunn	Fort Walton Beach, Florida	Berlin Airlift Veteran and long time supporting member
Virginia Blanchard	Norfolk, Virginia	Long time supporting member
Curtis Carter	Warner Robins, Georgia	Supporting member
Horst R. Heberlein	Ann Arbor, Michigan	Berliner during the Berlin Airlift and supporting member * See Note
Richard Bowen	Newark, Delaware	Long time supporting member
David Hafer	Auburn, Pennsylvania	Long time supporting member
Shaun Fitzpatrick	Randolph, New Hampshire	Long time supporting member
Phyllis J. Vaughn	Needham, Massachusetts	Long time supporting member * See note
Robert O. Howell	Suffolk, Virginia	Long time supporting member
George E. Weekley	Cibolo, Texas	USAF Retired and long time supporting member
Juan Martinez	Union City, New Jersey	Supporting member
Sven and Helga Johnson	Belvidere, New Jersey	Sven is a veteran of Korea and Helga was a young Berliner during the Berlin Airlift. Long time supporting members.
Ronald Kinney	Tucson, Arizona	Supporting contributor
Tom Flowers	San Jose, California	Berlin Airlift veteran and long time supporting member
Stephen and Lori Baker	Palmyra, Pennsylvania	Long time supporting members
Orville C. Grams	El Centro, California	Berlin Airlift veteran and long time supporting member
Albert E. Brion, Jr.	Akron, Ohio	Supporting member
Joe Brouillet	Amherst, Wisconsin	Berlin Airlift veteran and long time supporting member
Philip Maxwell	Wheeling, West Virginia	Long time supporting member
Paul Shirley	Marietta, Georgia	USAF Retired and long time supporting member
Charles Vanderburg	New Boston, Texas	Berlin Airlift veteran and long time supporting member
Ralph G. Dionne	Dracut, Massachusetts	USAF Retired and long time supporting member
H.M. Darlington	Trimble, Missouri	Supporting Contributor * See note
Lt. Col. John F. Bessette	Springfield, Virginia	USAF Ret and long time supporting member
Brad and Susan Scott	Cincinnati, Ohio	Long time supporting members

**\* Notes**

*Horst Heberleing made a generous contribution to honor his late brother Gustav W. Heberlein. Horst and Gustav lived in Berlin during the Berlin Airlift and came to the US from Berlin on the 19th of December, 1949. Horst states the following " it is very important to me, and would be for my brother, to keep alive the memory of the immense dedication and subsequent success of the Berlin Airlift"*

*H.M. Darlington made his contribution in honor of his Dad, Meredith E. Darlington who served on the Berlin Airlift as a radio operator. Meredith was a long time supporting member of the Foundation. he passed away on March 5th, 2011. He states his Dad had many fond memories serving his country, but what he was most proud of was serving in the Berlin Airlift.*

*Phyllis Vaughn made her contribution in memory of her late husband Sidney Vaughn. Sid, as everyone called him. was a Berlin Airlift veteran and a long time supporting member of the Foundation. Phyllis continues to support the Foundation in honor of Sid.*



**DR. EARL MOORE, PRESIDENT OF THE BERLIN AIRLIFT HISTORICAL FOUNDATION, STANDS WITH THE VETERANS OF THE BERLIN AIRLIFT DURING THE UNVEILING CEREMONY OF THE BERLIN AIRLIFT MEMORIAL MONUMENT ON MAY 12, 2011 AT THE US AIRFORCE MUSEUM.**



## IN MEMORIAM

We are sorry to report that since the last newsletter, the Foundation has lost several supporters and veterans.

**Joel Ekholm.** To tell of all the good attributes about Joel Ekholm, one would have to fill all the pages of this newsletter. We lost Joel on March 10, 2012 due to lung cancer. He was an outstanding friend, father, husband, grandfather, and an excellent loadmaster and crewmember on the C-54 "Spirit of Freedom". Over the years, Joel was one of a handful of loadmasters who took the job seriously and performed his duties the way they should be done. When Joel became a flight crewmember and accepted the position as Loadmaster, he took notes on every aspect of his training and practiced them every time he flew. From wearing his uniform properly to showing up on time and getting right to work, Joel was a professional. Joel was always pleasant to be with, and despite the way he may have felt, he always was willing to help out wherever help was needed. Joel lived in Cortland, New York, and many times made the drive to New Jersey, to begin the next mission on the C-54. Then upon completing the mission, which did not always return to New Jersey, he would endure what ever it took to once again drive home to Cortland, without complaint. Tim Chopp recalls, *"When flying as aircraft commander of the "Spirit of Freedom", I always could relax knowing Joel was in the cabin performing his load master duties."*

It takes a long time to build up that kind of trust and confidence in a person, especially when operating a large transport airplane like the C-54. We will miss Joel very much, but his dedication to his job, his high work standards, and his professionalism will set an example for the load masters that will follow. Rest in Peace my friend, and thank you for everything you did for us.



Joel Ekholm posing with Gail Halvorsen aboard the "Spirit of Freedom"

**Howard Keenan.** Longtime Supporter and Flight Crewmember Howard Keenan passed away on January 12, 2012. Howard was one of the early supporters, having been a longtime friend of Tim Chopp's from back in Washington, PA. Howard started flying planes in 1938. He founded the Washington Flyers Club and served as its president for many years. He was also an entrepreneur. He was in many businesses over his 92 years. He was owner/operator of Keenan Auto Body, Keenan Mobile Homes and worked as an agent for Western-Southern Life Insurance Co and CRU. Those of us that knew Howard know that he never had a negative word to say to anyone, and he was always there if you needed him. On many occasions when we stopped in the Pittsburgh Area, it was Howard that would meet us. Even in his eighties, Howard would drive crewmembers long distances in order to complete the mission. It was always nice to be around him. Godspeed Howard, it was good to know you.



**Joe Groetsch.** Joseph Groetsch passed away on March 9, 2012 at 81 years old. Joe was a veteran of the Airlift, having served in the US Army at Tempelhof. Joe served as an MP. Joe came to us after our 1998 European Tour commemorating the 50th Anniversary of the Airlift. Joe thoroughly enjoyed being a Flight Crewmember, and we enjoyed having him. He was very knowledgeable, and eager to share his experiences with the public. He enlisted in the Army after Word War II and later re-enlisted in the U.S. Navy Reserves serving in Korea. During the Berlin Airlift, he was just a teenage military policeman patrolling the shattered streets of postwar Berlin. He remembered arriving at Tempelhof Airport on Jan. 3, 1949, as the airlift was underway.

"When I flew to Berlin, it was nothing but a shambles, a mess," he said, incredulous that 2 1/2 million people lived in the ruins. "There wasn't a tree standing. Any bombed-out house that had wood, they took the wood out for fuel. I don't know how anybody could live through this."

After leaving the service, Joe was a carpenter with Local #1492 in Bucks County, PA for over 50 years until retiring in 1992. We miss you, Joe!



**Gerald Munn.** Gerry left us on June 21, 2012 at the young age of 87. Gerry spent a lifetime in aviation, having served in the Army Air Corps flying B-24 bombers from bases in Italy during WWII. After the war was over, he was recalled to fly C-54's in the Berlin Airlift, where he flew 121 missions. He served in the USAF through the Korean War and left the service to fly for Mohawk Airlines. He retired from USAir in 1984. Gerry spent many years flying with us on the "Spirit of Freedom", and shared many memories of his service with us. On June 26th 1998, on the 50th Anniversary of the Berlin Airlift, it was Gerry in the Co-Pilots seat of the C-54 flying up the southern corridor from Wiesbaden to Berlin. Gerry also was part of the second team to fly to Moses Lake Washington to get the C-97 prepared for flight in 1997. I once asked Gerry how he felt being assigned to the Airlift and flying to Berlin to save the Germans only three years after flying to Berlin to bomb the Germans. He answered simply: "That didn't matter. If you wanted to fly...you flew." A fitting answer for a man who spent his entire life in aviation. Rest in Peace, friend.



**Bill Morrissey.** Of all the Airlift Veterans who have crewed the "Spirit", none was a more enthusiastic and dedicated supporter of BAHF as William Earl Morrissey. Bill was always full of energy, loved to talk to people, and was always willing to share his experiences and knowledge with anyone who would listen. Billy joined the USAF in 1948 and was assigned to the AACS (Airways and Air Communication Service) as an 19 year old Air Traffic Controller. His first assignment? The Berlin Airlift. Bill was assigned to RAF Celle and was there from the opening to the closing of Celle airlift flights. Billy spent 25 years in the Air Force through Vietnam, and then spent an additional 20 years as a Control Tower operator with the FAA, much of that time spent at Purdue University's Airport tower.



When he joined the Flight Crew, he was all in. He was about "the mission, the mission, the mission". There was never a more dedicated supporter and champion of our cause. Billy was just chock full of information about the airlift, and he would share it with anyone who asked. Billy was one of those guys who would stick with you no matter what. He wasn't a mechanic, but if the aircraft needed maintenance on the road, he'd stay behind with the mechanics just to hand up tools, regardless of the weather or condition. Those of us that flew with Bill will miss not only Billy's knowledge, but also his funny sayings and stories. Bill was a hell raiser, and never passed up an opportunity to tell a joke or funny story. When we were displaying the "Spirit", Bill would go into his "act". He'd use his best carnival barker voice and yell to the public to attract them to the "Spirit". He was a barrel of laughs!

Billy was the driving force behind our Memorial Flights, (when we were in the area, we'd fly the "Spirit" over the gravesite of one of the 31 Servicemen who lost their lives on the Airlift.) Billy was determined that these Americans' memories would not be forgotten. For what Billy lacked in stature (he was a short man), he more than made up for everywhere else. It's hard to believe such a large personality could fit in such a small body. Billy passed away on April 20, 2011 after a brief illness. Kevin Kearney said, "Billy was, to me, the grandfather I never wanted, but was sure thankful to have had. I'm glad to have known you, Bill. God Bless you."





## HONORING BILL MORRISSEY WITH A MEMORIAL FLIGHT

After losing Bill Morrissey in March 2011, a request came to scatter Billy's ashes from the "Spirit of Freedom". In late September 2011, it was a go.



*C-54 "Spirit of Freedom" arriving at Indianapolis Regional Airport.*

On September 24, the crew (Tim Chopp, Tom Munley, Kevin Kearney, and Steve Grubesich), of the "Spirit of Freedom" touched down at Indianapolis Regional Airport (formerly known as Mt. Comfort Airport) to meet the family of Bill Morrissey. We were met by his wife, Marilyn, his son Terry, his daughter Mary, his daughter Linda, his daughter Sharon Gregg, and his granddaughters Natalie Gregg and Brandi Gregg.

We gathered in a private room graciously provided by Indy Aero with the Morrissey family and spent a good hour or so talking about Billy. We swapped stories and photographs and had a few laughs, which Billy would have liked.



**BILL MORRISSEY**

At one point, we had a conference call with Berlin Candy Bomber Gail Halvorsen and Berlin Airlift Veterans Association President Dr. Earl Moore who were attending the BAVA reunion. We listened while Gail and Doc Moore spoke of Billy to the BAVA members and they held a moment of silence for their fallen comrade.

Afterwards, the Crew and the Morrissey family boarded the "Spirit" for the flight.

Once airborne, we flew to a predetermined area and Billy's family, with the aid of our Chief Loadmaster Steve Grubesich, commenced scattering our friend's ashes from the aircraft he spent so much time with. It was a solemn moment.

Once we landed, we all chatted some more and then said our very emotional good-byes to Billy's family. Shortly after, we departed for our return flight to Washington, PA.

I could go on and on about Bill Morrissey, but there isn't enough paper in the world.



**BILLY'S DAUGHTER SHARON GREGG POSES WITH THE CREW INSIDE THE C-54. L TO R TOM MUNLEY, TIM CHOPP, SHARON GREGG, KEVIN KEARNEY, STEVE GRUBESICH, AND BILL STARR.**



**READY FOR TAKE OFF!**



**FOUNDATION PRESIDENT TIM CHOPP POSES WITH BILL'S GRANDDAUGHTERS NATALIE (L) AND BRANDI GREGG.(R)**



**C-54 "SPIRIT OF FREEDOM" CREW POSING WITH THE FAMILY OF BILL MORRISSEY BEFORE DEPARTING INDIANAPOLIS REGIONAL AIRPORT AFTER A FLIGHT HONORING BILL. (BACK ROW) DANNY URBANIAK, LINDA SANDERS, BRANDI GREGG, MARILYN MORRISSEY, SHARON GREGG, NATALIE GREGG, MARY COLEMAN, TERRY MORRISSEY. (FRONT ROW) KEVIN KEARNEY, BILL STARR, TIM CHOPP, TOM MUNLEY, STEVE GRUBESICH**



## C-97 HOSE ISSUES FINALLY ANSWERED

Costs to replace all the hoses on each engine for our C-97 was quoted by several sources from \$4000 to \$5000 per engine. For this reason, the Foundation has been very cautious to enter into an agreement to solve this major issue, especially when this could cost as much as \$20,000. During our visit to the 2012 Sun and Fun event in Lakeland, Florida, David and Steve Brightwell had the opportunity to meet with Larry Carter, Sales Manager for Herber Aircraft Services, Inc. of El Segundo, California, specialists in aircraft hoses. As a result of that encounter, the Foundation was able to enter into an agreement to acquire the needed hoses to replace all the deteriorated hoses on the C-97.



Herber Aircraft Services, Inc. is the largest Fluid Conveyance Eaton Aeroquip distributor in the US having been established in 1978 by Bruce Herber. Herber Aircraft Services, Inc. is dedicated to customer service and takes pride in the value proposition offered to customers. Working with Randy Herber, VP of Sales and Operations, the Foundation accepted the patriotic offer to help solve the hose issue. Due to these tough economic times, it became very difficult to locate a company that could afford a 100% donation of all the hoses. The offer we received from Randy Herber beat all others by 50% and this also may be reduced before the final hose is received. We anticipate the entire hose replacement will take six months and will total 175 hoses. The first order for the first engine has been placed and delivery is expected by the end of August.

Thanks to the patriotic spirit of Herber Aircraft Services, Inc., a major issue has been solved to keep the C-97 project moving forward. A sincere thank you to Herber Aircraft Services, Inc., to Randy Herber, and to Larry Carter, for your kind help and support, and more importantly, thank you for caring. Check out Herber Aircraft Services, Inc., at their web site, which is: Herber Aircraft Services, Inc.com.

## BERLIN AIRLIFT VETERANS ASSOCIATION MAKES CONTRIBUTION FOR PAINT



In June 2012, Foundation President Timothy A. Chopp, received a telephone call from Fred Hall of the Berlin Airlift Veterans Association. Fred informed Tim that Dr. Earl Moore, President of BAVA, along with other BAVA officers, approved a \$1000 contribution to help with the painting of the Douglas C-54 "Spirit of Freedom". The help and support from our friends at BAVA means a lot to the Foundation. We take pride in educating our visitors about the great Berlin Airlift and the excellent job the Berlin Airlift veterans did to make the Airlift a success. The importance of our mission requires the C-54 "Spirit of Freedom" to look sharp and airworthy for the public and of course as a salute to the Airlift veterans. Thank you to all the members of the Berlin Airlift veterans Association and to Dr. Earl Moore, Fred Hall, and all the remaining Officers and Directors.

## PAINT JOB FOR THE "SPIRIT": DELAY POSSIBLE

Despite being in the 'right place at the right time', circumstances beyond our control have caused a delay for the much needed paint job for the "Spirit of Freedom". After much searching, the fine patriots at Akzo-Nobel agreed to once again donate the Alumi-Grip paint and supplies for repainting the "Spirit". (Back in 1995, the "Spirit of Freedom" was painted with Alumi-Grip paint which was also donated). With the paint supplier secured, we decided to reach out to the Crider Aircraft Painting Company in Mena, Arkansas. This was the original company that painted the "Spirit" back in 1995. (Then known as Goodner Brothers Aircraft Paint). A deal was agreed to with Mr. Crider and a price was agreed to in order to paint the "Spirit" and so we decided to go for it.



So, with the schedule being a bit thin due to economic issues, we decided to park the "Spirit" at Mena for the bulk of the summer, with its first show afterwards at Little Rock AFB, fully expecting to display a freshly repainted C-54. That was not to be. Unfortunately, Akzo-Nobel had to make the paint required and it won't be delivered in time to be completed by then. (As of this writing, it is still possible for the work to be completed before Little Rock. More information will be in the next newsletter).





# FAMED 'CANDY BOMBER' HONORED AT JB CHARLESTON

by Airman 1st Class Tom Brading  
Joint Base Charleston Public Affairs

6/19/2012 - JOINT BASE CHARLESTON (AFNS) Retired Col. Gail Halvorsen's Air Force legacy is built on chocolate, bubble gum and hope. Leaders here renamed the C-17 Aircrew Training Building after Halvorsen June 15 with a dedication ceremony in honor of the legendary "Berlin Candy Bomber."

In 1948, World War II was over and its aftermath had left Berlin in ruins. Allied bombings had reduced the city's once historical buildings to demolished shells. The streets, once filled with busy urban life, were left littered with debris. Its people, many of whom were children, were scared, homeless and hungry.

A boy cries for help and the sound echoes faintly into silence. It seems nobody can hear his plea. Suddenly, through the darkness of clouds and smoke, a tiny parachute attached to a candy bar falls to the ground. The candy bar symbolizes hope. It softly lands at the boy's feet. To him, it wasn't about the chocolate. It was the subtle reminder that somebody knew he was in trouble and that somebody cared.

That somebody was then, Lt. Gail Halvorsen, forever referred to as "The Candy Bomber" in Germany for his actions during the 1948 Berlin Airlift, known as "Operation Vittles."

His simple act of kindness gave hope back to the children of a war-torn Germany. "When I first flew over Berlin, I could look through the buildings," said Halvorsen. "I didn't understand how two million people could have lived there." Halvorsen dropped candy from his C-54 Skymaster for the German children below. His kindness inspired other crews to do the same. Halvorsen, along with more than 20 other candy bombers, dropped more than three million pounds of chocolate, gum and other candies for the German children.

"Col. Halvorsen is, in large part, a symbol of hope and kindness for an entire nation," said Col. Erik Hansen, the 437th Airlift Wing commander, during the Halvorsen C-17 Aircrew Training building dedication ceremony. "His greatest accomplishment was found, not only from his extraordinary aviation skill, but also from his compassion." It was Halvorsen's compassion that sparked a flame of inspiration throughout the city of Berlin. The inspiration eventually caught on with American school children. They made their own parachutes and donated candy for the German children.

"Halvorsen's kindness provides the 'why' to what we do day in and day out as an airlift wing," Hansen said. "His inspiration played a major role in saving Berlin and proved the concept of airlift as a strategic tool during the Cold War years and beyond." Although Halvorsen is an Air Force legend, he remains humble and wishes for the training building to be a reminder of those who sacrificed their lives in the name of freedom.

"There are 31 American heroes and 39 British heroes of the Berlin Airlift," Halvorsen said, during the building dedication ceremony. "And, I'm not one of them. Today's dedication is not mine; the dedication is for those who gave their all for the cause of freedom. So, I'm not here for myself, I'm here to represent them."

In addition to remembering the heroes of yesterday, Halvorsen spoke about the importance of our country's future generations. "It's important young people know their heritage and why they have freedoms and blessings that others are denied," said Halvorsen. "The United States is dedicated to freedom today, like our forefathers were yesterday."

According to Halvorsen, those freedoms are provided, in large part, by the mobility mission of yesterday and today.

"It is easy to measure the military and diplomatic success through the vital supplies flown into Berlin," Hansen said. "The statistics are clearly impressive and directly responsible for the eventual collapse of the Soviet blockade in Berlin. What can't be measured is the hope, delivered symbolically by Col. Halvorsen and his impact on the global struggle for freedom."

The single hope of freedom and giving back to others, a hope engrained so deeply in Halvorsen's heart during his years as a lieutenant is more alive than ever. Today, at age 92, Halvorsen remains as optimistic about the idea of freedom as he was more than 60 years ago. "In man's search for happiness, sometimes he'll chase for riches," said Halvorsen. "But, money doesn't buy happiness. The only real reward you get in life is getting out of yourself and helping others and that's worth more than anything money can buy."

"As time goes by, we look in the rear view mirror of the past to learn," said Halvorsen. "But, you can't look in the rear view for too long and wonder 'what if' or else you'll miss a turn on what you might become. We need to look into the windshield of the future and give hope to the young people of what their life can be."

It is Halvorsen's hope that tomorrow's Airmen carry the military torch brightly into the future while emphasizing the importance of helping others and remembering their heritage. "I was looking for ways to link our mission today with the airlift heritage and heroes of the past," said Hansen, in regards to naming the C-17 Aircrew Training building. "The Halvorsen C-17 Aircrew Training Center will be an unbreakable link of the hope Col. Halvorsen and his fellow Airmen gave to the people of Berlin and the hope Team Charleston provides to people everywhere around the world today."



*Retired Col. Gail Halvorsen, the famed "Candy Bomber," is handed a certificate by Col. Erik Hansen, moments after the C-17 Aircrew Training Center at Joint Base Charleston, S.C., was dedicated June 15, 2012 in honor of him. Halvorsen was an Air Force command pilot and he is best known for piloting C-47 Skytrains and C-54 Skymasters during the Berlin Airlift from 1948-1949. Halvorsen dropped candy attached to parachutes to children below. His main goal was to raise the morale of the children during the time of uncertainty. Hansen is the 437th Airlift Wing commander.*





## ***German Order of Merit for Foundation President Tim Chopp for Keeping Berlin Airlift Legacy Alive!!***

Timothy Chopp, founder and president of the Berlin Airlift Historical Foundation, was presented with the prestigious Cross of the Order of Merit of the Federal Republic of Germany by Ambassador Klaus Scharioth on January 18, 2011 in the presence of family, friends, Airlift veterans and crew members of his "Spirit of Freedom", an historic Douglas C-54 converted into a flying Airlift museum.

In his speech, Ambassador Scharioth praised Chopp's enduring commitment to preserving for future generations the legacy of the Berlin Airlift which, through the heroic efforts of the United States and her allies, saved more than two million blockaded Berliners from hunger, cold, and communist rule. He pointed out that since the creation of the New Jersey-based Airlift Foundation in 1988, Tim Chopp and his Spirit of Freedom have brought the story of one of the greatest humanitarian relief efforts of all time and of the lasting bond of friendship it created between the American and German people to countless audiences all over the United States as well as in Europe



*German Ambassador Klaus Scharioth with Berlin Airlift Historical Foundation President Tim Chopp (at left) and Col. USAF (ret.) Gail Halvorsen.  
(© German Embassy, Washington)*



*Ambassador Klaus Scharioth awards Tim Chopp the Order of Merit of the Federal Republic of Germany. (© German Embassy, Washington)*

Among the guests gathered for the occasion at the ambassador's residence in Washington was Colonel USAF (ret.) Gail Halvorsen, Airlift veteran and famed "candy bomber". Adding his words to Ambassador Scharioth's, he reminded the audience of how this remarkable relief operation and the deeply felt gratitude of the Berliners forever changed the relations between the former enemies, and how the Berlin Airlift continues to stand out as a monument to the guiding principle of "service before self".

To end the ceremony on a lighter note, childhood friend and long-time foundation supporter Danny Urbaniak gave some humorous insights into Tim Chopp's resilience, resourcefulness, and his outstanding negotiating skills. He pointed out that the "Spirit of Freedom" had often taken off with just enough fuel in the tank for its next destination, but always managed to get enough gas for the trip home.



Embassy of the  
Federal Republic of Germany  
Washington



*Ambassador Scharioth with Tim Chopp and the crew of the "Spirit of Freedom".*



## C-97 PROGRESS

The summer of 2012 has been a mixed blessing, while the economy has taken its toll on events for our Douglas C-54, the Foundation Volunteer Maintenance Workforce has not sat around idle. Instead, it shifted focus on our C-97, "Angel of Deliverance". As a result, there has been a lot accomplished on that front.

1. Flight Controls have been reinstalled. After being looked at by Dan White in North Carolina, the recovered flight controls were reinstalled over several days by a dedicated group of volunteers.

2. Electrical Mods. Since there are many systems we no longer require that are electrically powered, the electrical system is being modified to simplify it and make it more reliable. Several heavy, rotary inverters have been removed and several other AC systems are being converted to a more reliable DC system. Also, in the interest of increased reliability and safety, we are also planning to change the remaining heavy, noisy rotary DC to AC inverters to the more efficient quite solid state static inverters.

3. Cockpit windows. As some of our plastic windows were crazed and cloudy, a search was made for replacements. With none found, a source was found to manufacture replacements. This was accomplished by Triumph Aerospace



4. Inspections abound. The wings have been thoroughly opened up, inspected and painted for protection.

5. Paperwork, paperwork, paperwork. The process for gaining our airworthiness certificate has begun. A designated Airworthiness representative has been contracted to assist in this matter.

6. More paperwork, paperwork, paperwork. After several years of working on and around this airplane, we felt it was time for a revision of our Approved Maintenance Program. This, too, is progressing nicely.

7. Engine Hoses. As you can read in this newsletter, a source for new engine hoses has been found and we are currently expecting delivery of the first set of new hoses. Engine starts are not too far off..

8. Cosmetic work. There has been much progress with repairs to some of the aircraft sheet metal and painting of various areas. The cargo ramp area has been repainted and looks fantastic. The cockpit, while not its original dark green color, has been repainted a brighter blue in order to make it a more comfortable work environment.

9. Tailfin. After much work restoring our rare tailfin jack to working order, it was employed to raise the tailfin in order to conduct several inspections and operations. We can report that it worked beautifully.

10. The reconditioning of the boarding stairs / forward cargo door. This is currently being undertaken to repair some badly worn stairs.

This is just the next step in returning Boeing C-97G "Angel of Deliverance" to the air where it belongs. We are starting to see the light at the end of the tunnel! The following pages contain pictures showing the progress being made and the personnel involved. Special thanks to our Volunteer Maintenance Crew for your continued dedication to the cause!! We're getting there!



The wing leading edges have all been opened and the wings and systems have been inspected and the areas all cleaned up.

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Juan Martinez works inside the leading edge of the wing



Frank Benson works to install the new cockpit windows



New brighter paint scheme in the cockpit and a new Flight Engineer's station is nearly ready to go.



ABOVE: The cargo door/ ramp area before being worked on.  
BELOW: After several work parties, some repairs have been made and new



Bob Meyerhuber works to troubleshoot the electrical system in the cockpit of the C-97.



Tim Chopp and Berge Jermakian inspect the nose gear.



Tim Chopp and Cedric Morrison work to jack up the C-97

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Juan Martinez preparing the left wing for the aileron to be installed.



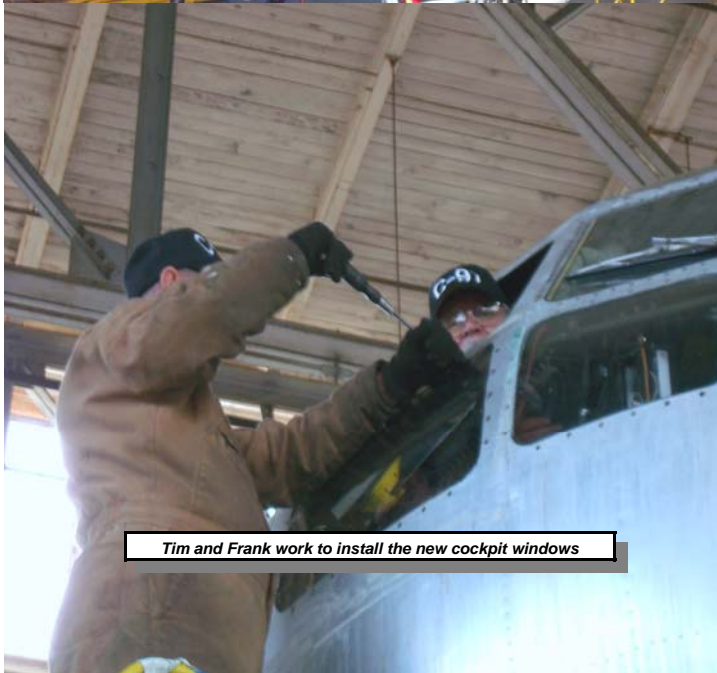
Bob Meyerhuber works to prepare the right wing for the aileron to be installed.



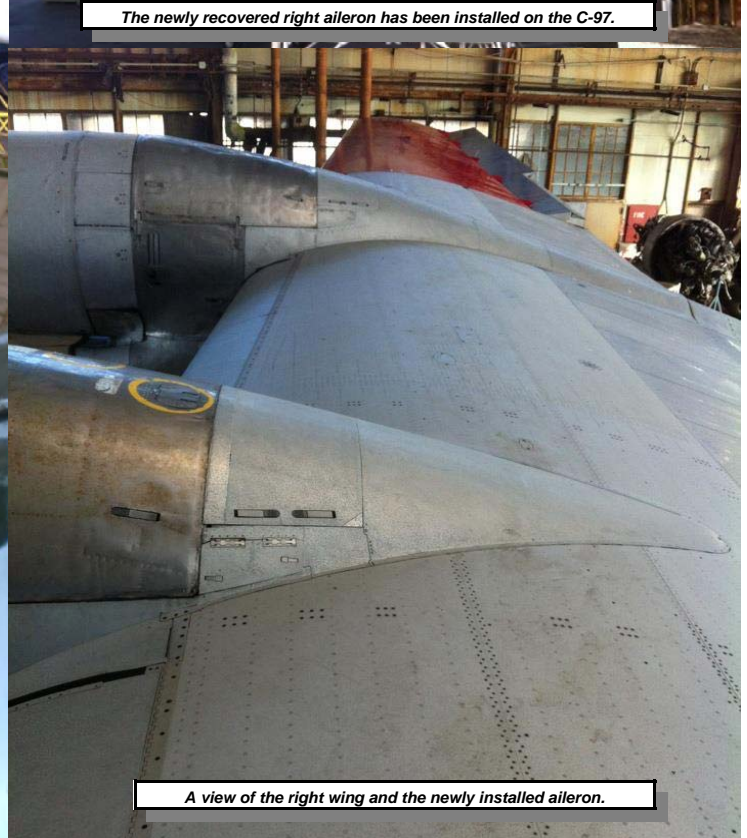
Juan, Dan, Joe, and Tim work to install the newly recovered left aileron.



The newly recovered right aileron has been installed on the C-97.



Tim and Frank work to install the new cockpit windows



A view of the right wing and the newly installed aileron.

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The view of the C-97 from atop of the horizontal stabilizer



The ever elusive Boeing C-97 Tailfin Jack is installed and ready to be used



The tail of the C-97 with recovered elevators. We're nearly there!



A view of the rear of the C-97. Note the multiple work stands and the tailfin installation.

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Kevin Kearney and Tim Chopp on the horizontal stabilizer. Kevin is using the tailfin jack to raise the tailfin into position.



The C-97 tail in flight position. It will have to be lowered again in order to get the airplane out of the hangar, but the jacking procedure works like a charm.



Work on the empennage progressing along and the work on the tail is nearly completed.

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## **PUERTO RICO REPORT**

### **PUERTO RICO/ A PERFECT MISSION FOR THE "SPIRIT OF FREEDOM"**

There are no other words to describe the multi-purpose mission to Puerto Rico that took place from March 21, 2011 to March 28th, 2011, other than "a perfect mission". This mission was made possible by the joint efforts and contributions from members of three organizations that together, made an effective team. The three organizations are; the Ramey Air Force Base Historical Association, Military Families United, and the Berlin Airlift Historical Foundation. All aspects of the mission were fulfilled and included the following;

- 1. To honor all the men and women who served from Ramey Air Force Base from its beginning as Borinquen Army Airfield, to Ramey Air Force Base, and now used by the US Coast Guard as US Coast Guard Air Station Borinquen. The official name of the airport is now the Rafael Hernandez International Airport***
- 2. To honor the Ramey Air Force Base veterans who returned to Ramey for their reunion during this time.***
- 3. To honor the C-54 unit that departed Ramey AFB to serve in the Berlin Airlift in 1948, and to honor those who gave their lives during the Berlin Airlift. To allow visitors aboard the C-54 the opportunity to learn about the great Berlin Airlift.***
- 4. To honor the fallen heroes of Puerto Rico who gave their lives in Iraq and Afghanistan, and to honor their families.***

We are proud to report the C-54 "Spirit of Freedom" flew flawlessly from Orlando, Florida to Aguadilla, Puerto Rico, then to Ceiba, Puerto Rico, then return to Orlando. The total flying time to and from Florida was 15 hours. This was our third visit to Puerto Rico and our visit was well received by all. What made this visit unique was flying across the island to the former Naval Air Station named Roosevelt Roads, or Rosy Roads as it used to be called.

To get the best perspective of this important mission, we decided to expand detailed captions under the enclosed photos to capture the meaning of each photograph. We hope you enjoy reading the report. Your kind and patriotic support made this important mission possible. Thank you to each one of you.







# 



A family remembers a loved one who died in Iraq as they look at our memorial to the Heroes of Puerto Rico.



The airshow event at Ceiba, Puerto Rico, was well attended. The lines never ended during the day as visitors were anxious to see the on board museum/exhibit inside the "Spirit of Freedom" to learn about the Berlin Airlift.



A close look at the wording on the memorial poster displayed during our entire visit to Puerto Rico.



Tim, Dave, and Joel, spend time with a young boy who lost his Pappy in Iraq when he was just an infant.



Veterans of the Ramey Air Force Base Historical Association gather for the Memorial Service to honor the fallen heroes that served from Ramey Air Force Base.



Military Families United provided a luncheon for the families who lost a loved one in Iraq and Afghanistan as part of their mission. Each family member had the opportunity to talk about their loved one. Shown here is a family member talking about his son who gave his life in Iraq with the US Army.



The Memorial display to honor the Fallen Heroes of Puerto Rico is set up at the "Spirit of Freedom" ready for visitors, inside the US Coast Guard hangar at US Coast Guard Air Station Borinquen, Aguidilla, Puerto Rico.



School students take their turn to check out the cockpit of the C-54 during the open house at the US Coast Guard Air



The Commanding Officer of the US Coast Guard Air Station welcoming the hundreds of school students to the 2011 Open House.



School children sitting in front of the C-54 as they wait their turn to see the on board museum/exhibit about the Berlin Airlift.



The C-54 flight crew showing off their "Certificates of Appreciation" they were presented with from the Ramey Elementary School of Borinquen, Puerto Rico. The crew gave presentations about the Berlin Airlift to several classes in the large theater/auditorium. The crew is Joel Ekholm, David Brightwell, and Tim Chopp.

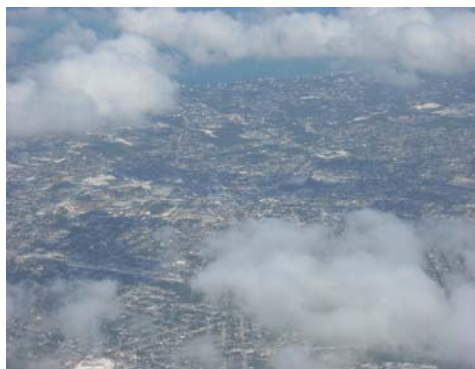




## PUERTO RICO REPORT



During a presentation to the school students at the Ramey Elementary School, Tim Chopp is explaining to the students how Gail Halvorsen dropped candy to the Berliner children, while David Brightwell is preparing to launch one of his Brightwell parachutes with a Hershey Candy bar attached. The children loved the demonstration.



A view of San Juan, Puerto Rico on the return flight home.



An excellent view of #1 and #2 engines purring along during the flight from Puerto Rico to Orlando, Florida. The Pratt and Whitney R-2000's performed flawlessly despite their age.



Having pulled off the "perfect mission", the crew and representatives that accompanied the C-54 "Spirit of Freedom" for the 2011 Mission to Puerto Rico, are all smiles. They just arrived at the Showalter Flying Service ramp at the Orlando Executive Airport after a 6.3 hour flight from Ceiba, Puerto Rico. From left to right are: Brian Jodice, the photographer and cameraman with Military Families United; Tabitha Layman, assistant with Military Families United; Merrilee Carlson, lead representative with Military Families United; David Brightwell, First Officer for the C-54; Joel Ekholm, Load Master with the C-54; Timothy A. Chopp, Aircraft Commander with the C-54; Paula Waterfield, representative with Military Families United; and Dan Carlson, representative with Military Families United. There were no representatives from the Ramey Air Force Base Historical Association on board as they flew commercially due to the schedules.



An unexpected treat was being entertained by a Dance team from San Juan that performed folk dancing of Puerto Rico. They performed in a hangar during the open house event at the Rafael Hernandez Airport, the former Ramey Air Force Base. Seeing them in this photograph you can almost hear the Caribbean music they were dancing to.



The entire Dance Troupe poses for this photo on the boarding stairs to the C-54. They are a great looking group and all danced with perfection.



An excellent photo of the cockpit of the C-54 "Spirit of Freedom"



An excellent view of the former Roosevelt Roads Naval Air Station at Ceiba, Puerto Rico, as the C-54 begins to turn on final from left



At the Farewell Dinner for the Ramey Air Force Base Veterans is an auction which everyone enjoys. Here Ken Coombs is the auctioneer and holding the shirt is Terry Bucklew. Terry, as with all the fine veterans we met during our past 3 visits to their reunions are great patriots and great to be with.



Standing on the left, President of the Ramey AF Historical Association, Ken Coombs, receives a special recognition on behalf of the Ramey Air Force Base veterans. Ken and his wife Bonnie, spend many hours planning the reunions in Puerto Rico.



The Foundation has always donated our hard cover history books to school teachers for their classroom as part of our educational mission about the Berlin Airlift. Here a school teacher from the Ramey Elementary School poses with 2 books as a gift for her classroom. She was very grateful for the books.





## PUERTO RICO REPORT

Our very successful Expanded and 3rd Mission to Puerto Rico in 6 years was made possible by the generous and kind contributions from the following patriots. Thank you very much for your kind support to make this most important mission a great success.

Jeff Ellner	New York, New York	John Passanante	Cherry Hill, New Jersey
Margaret Ramey Watkins	San Antonio, Texas	Eugenia M. Lyle	Port Ludlow, Washington
Charles Owings	Lumberton, North Carolina	Phyllis Vaughan	Needham, Massachusetts
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Charles Pemberton	Tallassee, Alabama	Helga Johnson	Belvidere, New Jersey
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Connie Landi Daniel	Tucson, Arizona	Orville Grams	El Centro, California
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Dave Moucatel	Windermere, Florida	Joe Rahl	Pompano Beach, Florida
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Philip Maxwell	Wheeling, West Virginia	James Davidson	Pittsburgh, Pennsylvania
Stephen Baker	Palmyra, Pennsylvania	Charles Patterson	Hamilton, Montana
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Don Voit	Toms River, New Jersey	Paul Shirley	Marietta, Georgia
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Cdr L. Robert Langley	Sumter, South Carolina	Terry Bucklew	Coronado, California
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John Bessette	Springfield, Virginia	Rolf and Carole Dyce	Aguadilla, Puerto Rico
Walter Henry	Manalapan, New Jersey	Joel Ekholm	Cortland, New York
Art Norton	Dover, Delaware	Javier Rousset	San Germain, Puerto Rico
Dale Kessler	Millville, New Jersey	Stephen and Lori Baker	Palmyra, Pennsylvania
Hank Montgomery	Bethel Park, Pennsylvania	Mauro Orsatti	Finleyville, Pennsylvania
Salley and John Meagher	Southern Shores, North Carolina		



# BERLIN AIRLIFT HISTORICAL FOUNDATION IN MULTIMEDIA

Over the course of the last few years, short videos of BAHF activities have made their way onto YouTube. As of 2012, there are quite a few interesting clips of both the C-54 and C-97. From Candy Drops in 2012 to low level landing at Berlin - Tempelhof in 1998 to C-97 operations in Kenai Alaska with Grace Aire, videos of these aircraft are plentiful.

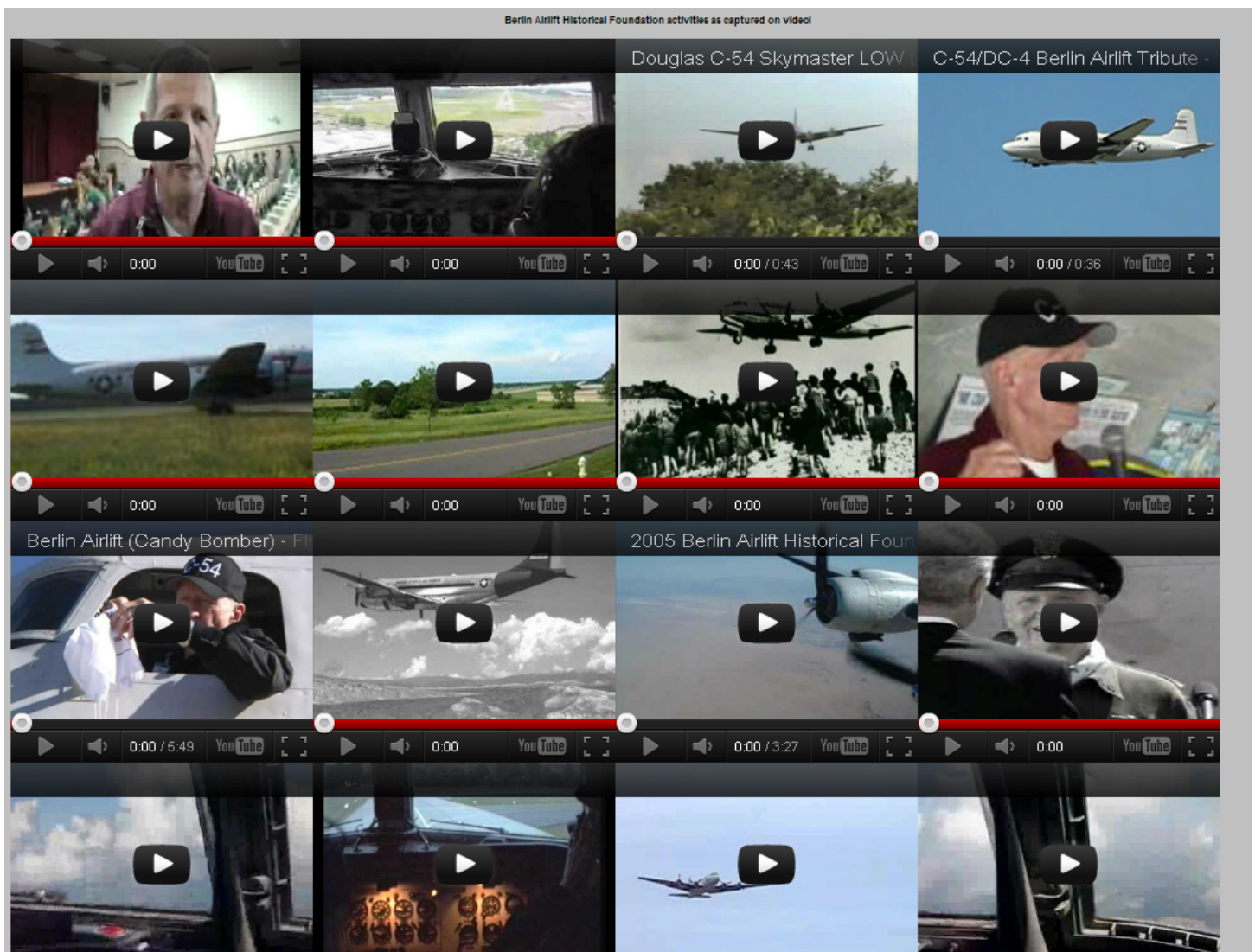
As a result, we've included these videos on our website at [www.spiritoffreedom.org](http://www.spiritoffreedom.org) in a Video Gallery.

Please visit and enjoy reliving some moments in our history and see where our Mission of History, Education, and Remembrance has taken us over the last 20 years.

Also, if you happen to find a video that we do not have on our website, please let me know at [AIRLIFT48@aol.com](mailto:AIRLIFT48@aol.com).

Below is a screenshot of some of the videos posted on our website.

Enjoy!







*C-54E "Spirit of Freedom"*



*C-97G "Angel of Deliverance"*

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

There are several ways you can support the Foundation's mission of history, education, and remembrance, as well as help keep the C-54, the *"Spirit of Freedom"* flying and bring the C-97 *"Angel of Deliverance"* to life.

1. Register as a supporting member each year by contributing a minimum of \$50. We will place you on the mailing list as well as our general volunteer roster for project support, other than flight assignments.
2. Become a lifetime member for a one time contribution of \$500, your name is placed on the mailing list and also on the general volunteer roster for life with no annual contribution required.
3. \* Sponsor the C-54 or C-97 with a \$1000 one time contribution. Volunteer flight crewmembers are selected from our sponsors pending satisfactory completion of the selection process.
4. Make a two-year pledge to the Foundation to help get the C-97 *"Angel of Deliverance"* on it's "Mission of History, Education, and Remembrance".
5. Become a supporting Angel of the C-97 Program by contributing \$5000. Your name will be aboard the C-97 on a special recognition plaque, you will also receive a special plaque for your home, a model of the C-97 *"Angel of Deliverance"*, a special T-Shirt and hat. To date, we have 11 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 (\_\_\_\_) \_\_\_\_\_ - \_\_\_\_\_

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

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- ☐ C-54 AND C-97 SPONSOR \*( SEE NOTE)
- ☐ TWO YEAR PLEDGE FOR THE C-97





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## A LOOK BACK: "SPIRIT OF FREEDOM"



C-54 "SPIRIT OF FREEDOM" AS A FAIRLY NEW R5D 90414 WITH THE NAVAL AIR TRANSPORT SERVICE ON AUGUST 9, 1946 AT OAKLAND, CA.



DOUGLAS C-54 "SPIRIT OF FREEDOM" WHILE IN SERVICE WITH THE US MARINE CORPS. TAIL CODE "QF" MEANS MARINE HQ SQUADRON 37 WHICH WAS BASED AT MCAS EL TORO.



ON THE LEFT: THE SPIRIT OF FREEDOM STILL MARKED IN MARINE CORPS HQ MARKINGS. ON THE RIGHT: IN HER LAST MILITARY ROLE WITH THE UNITED STATES MARINE CORPS, JUST BEFORE HER RETIREMENT IN 1973. NOTE: The oval windows have black rectangles painted around them to look like a C-118.



ABOVE: SPIRIT OF FREEDOM DURING HER SHORT STAY IN THE BONEYARD IN THE EARLY 1970'S. Note the X'ed out markings.

