

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

REPORT ON MONTANA MISSION :

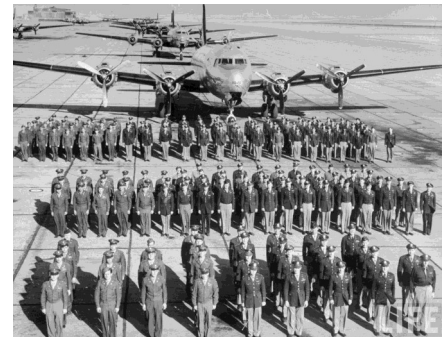
Great Falls Mission a Great Success!!

Special Thanks to One and All!!



Thanks to a lot of patriotic and caring contributors, we can now add the experience of Great Falls, Montana, as another major accomplishment mission for the Berlin Airlift Historical Foundation and our Douglas C-54, the "Spirit of Freedom". While the mission was without problems, primarily weather and mechanical issues, we were able to meet all the goals and purpose of the mission. The first and most important purpose was to honor the veterans of the Berlin Airlift at their annual 2016 reunion being held from September 7 thru September 10th at Great Falls, Montana. The second purpose was to experience flying our Douglas C-54 to the former Great Falls Air Force Base where thousands of flight crews were trained prior to joining the great humanitarian Berlin Airlift. Perhaps there was a third purpose, and that is the challenge and accomplishment of the mission itself having two organizations working together for a common goal to preserve the memory of the great Berlin Airlift. Those two organizations being the Berlin Airlift Veterans Association and the Berlin Airlift Historical Foundation. Together they make a formidable team with dedication and heart when it comes to the Berlin Airlift.

The flight of the C-54 began in New Jersey, however, the actual departure for Montana began on Labor Day on September 5th from Washington, Pennsylvania located about 20 miles southwest of Pittsburgh. Thanks to the kind help and support from the professionals at Skyward Aviation, the C-54 departed mid morning for the 5 hour and 30 minute flight to Marshall, Minnesota. Even before departure, the crew was aware weather would be a problem in the form of severe thunderstorms across Illinois, Minnesota, and Iowa. The planned course that took the C-54 north of Chicago was changed to a course south of Chicago since most of the heavy thunderstorms were in the northern area of Illinois and Minnesota. As the C-54 approached Mason City, Iowa, the weather could be seen on the Garmin 510 GPS aboard the C-54. After being airborne for 4.5 hours, the decision was made to land at Mason City to take a break, have lunch, and allow time to have the weather move eastward. After a 2 hour stay, the C-54 was airborne once again for the one hour flight to Marshall, Minnesota, arriving with a 1500 foot ceiling and reduced visibility in light rain. With the first leg of the flight to Montana complete, the crew retired for the day and prepared for the following days flight to Great Falls.



NEWEST CLASS OF US AIR FORCE PILOTS GROUPED IN FRONT OF C-47 & C-54 CARGO TRANSPORT PLANES WHICH THEY ARE TRAINING TO FLY DURING OPERATION VITTLES, THE PLAN TO BREAK THE SOVIET BLOCKADE OF BERLIN, AKA THE BERLIN AIRLIFT. GREAT FALLS, MONTANA - OCTOBER 1948 - LIFE MAGAZINE - PHOTOGRAPHER: J. R. EYERMAN.



ENROUTE TO GREAT FALLS ON TUESDAY, SEPTEMBER 6TH, 2016, WE MADE A STOP AT LEWISTOWN, MONTANA, TO PICK UP A FILM CREW AND MEDIA FOR THE HISTORIC ARRIVAL AT GREAT FALLS. THE NAME ON THE HANGAR SAYS IT ALL PROVING WE WERE THERE. THE FIELD ELEVATION IS 4167 FEET. JERRY MOLINE IS THE AIRPORT MANAGER AND WAS VERY HAPPY WE INCLUDED LEWISTOWN IN OUR PLANS. JERRY HAS A BEAUTIFUL AIRPORT AND DOES A GREAT JOB.

On Tuesday morning, September 6th, after a very pleasant stay in Marshall, Minnesota, the C-54 departed at 9:00 AM with low ceilings and light rain resulting in a IFR departure. About one hour after departure, the C-54 broke out of the clouds after climbing to 6000 feet under a bright blue sky on top of the overcast. Upon reaching Dupree, South Dakota, the cloud cover dissipated and the crew enjoyed great scenery as the terrain slowly increased as the flight proceeded northwest. Having to climb to 10,000 feet to clear the terrain, and approaching Lewistown, Montana, snow could be seen that accumulated on the higher mountain tops. Lewistown is located about 70 miles southeast of Great falls. The plan included a landing at Lewistown to pickup news media reporters for the historic arrival at Great Falls. After landing at Lewistown and a most enjoyable welcome by the airport manager Jerry Moline, the crew met the media reporters and departed for the final leg to Great Falls. Weather once again began to become an issue. The route from Lewistown to Great Falls took us through





DAY ONE OF THE BERLIN AIRLIFT VETERANS ASSOCIATION REUNION. THIS IS A PHOTO OF THE EVENING RECEPTION DINNER AT THE GREAT FALLS CITY MUSEUM THE EVENING OF SEPTEMBER 7TH, 2016. IT WAS MOST ENJOYABLE.



a mountain pass at an altitude below the mountain tops. The problem we encountered was rain began to fall at Great Falls causing the ceilings and visibility to lower. We were able to fly within range of Great Falls where the ATC Approach Control Radar was able to see us and guide us to a safe arrival at the Great Falls International Airport with light rain and strong southwest wings. We were very elated, after 11 hours of flying since departing from Washington, Pennsylvania, to be at our destination as planned. Our destination on the airport was Holman Aviation where the "Spirit of Freedom" would be parked where visitors would tour the on board museum/exhibits about the Berlin Airlift and of course, the welcome visit from the Berlin Airlift Veterans. Being there for the veterans was our foremost and primary reason for being there. As we continued to taxi to our parking place at Holman Aviation, we were honored by the number of Airlift veterans who made the trip to the airport to greet us. It was a warm and very appreciated welcome. Two local TV stations covered the arrival and interviewed our crew as well as a number of veterans. The arrival was aired that evening and the following morning.

The Berlin Airlift Veterans Association Reunion began on Wednesday, September 7th, 2016. We were very delighted to be with the veterans once again and to see the many veterans we have become friends with over the years. During the daylight hours, our primary responsibility was to be open to the public for educational tours of the C-54 "Spirit of Freedom" parked at Holman Aviation facility at the Great Falls International Airport. Beginning mid morning on the 7th, Jim Sargent of the KNIX Radio station broadcast his morning show live from the C-54. We received many visitors the entire day and some of the visitors were interviewed by the KNIX folks as to their experience touring the on board Berlin

Airlift museum/exhibit inside our C-54. Considering the TV reports and interviews when we arrived the day before, plus this radio broadcast, it becomes apparent how important the mission to Great Falls was in fulfilling our mission of history, education, and remembrance. Thousands of people were made aware of our purpose and presence being in Great Falls with our C-54 to honor the Veterans of the Berlin Airlift. During the next 3 days, in addition to visitors from the public, we were honored to have Bob Kelley, the mayor of Great Falls stop by, as well as the Governor of Montana, the honorable Steve Bullock, who has been the Governor since January 7th, 2013 to present. Following each days activities at the C-54, it was in the evening at the hospitality room at the hotel where we enjoyed talking to the veterans and renewing friendships as well as making new friends. It was apparent from the start how much all the veterans appreciated us being there with the C-54.

We savored every second being with the veterans and listening to their memorable experiences on the Berlin Airlift. Friday, September 9th, was a very special day for the Foundation and our C-54. We took time out from conducting tours to fly a local mission to the former Great Falls Air Force Base, renamed Malmstrom AFB, now designated as a missile base. With a few Airlift Veterans and VIP's aboard, we departed late in the afternoon under bright sunshine for the short 15 mile flight to Malmstrom. With the blessing from Tony Nunez, chief controller of the Great Falls ATC Tower and Radar facility, and the Base Commander at Malmstrom AFB, we were approved to fly a simulated GCA Approach to the now closed runway at Malmstrom. This was the same runway where hundreds of C-54 flight crews were trained perfecting their instrument flying skills in preparation to being assigned to the



GREETING THE AIRLIFT VETERANS AS THEY MAKE THEIR WAY FROM THE HANGAR TO THE C-54. THE FIRST CREWMEMBER TO THE RIGHT OF THE PHOTO IS FRANK ZARNITZ FROM NEW YORK.



IT'S ALWAYS A TREAT TO ONCE AGAIN SEE MEMBERS OF THE BERLIN AIRLIFT VETERANS ASSOCIATION WHO WE HAVE MADE FRIENDS WITH OVER THE PAST 20 YEARS.



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Friends of the C-54 "Spirit of Freedom"

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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Berlin Airlift. We flew directly over the Air Base then turned to the Northeast for about 10 miles, then made a 180 degree turn to begin the simulated approach to the Southwest runway. As we made our descent, our emotions ran wild knowing we were recreating history with our C-54 doing what so many airlift veterans did in 1948 and 1949. This was the moment we wanted to experience at Great Falls and here we were, doing what they did, experiencing the same terrain they did, approaching the same runway they did, made possible by many kind patriots who made contributions for this mission. We continued our approach and descent to about 500 feet over the runway and then returned to the Great Falls International Airport to our parking place at Holman Aviation to continue our public tours.



Saturday, the 10th of September, was another special day for the C-54. This was the day when the Veterans would spend the morning visiting the C-54 "Spirit of Freedom" and see what improvements have been made to the displays since their last visit in 2015 in Oklahoma City. Although it was a sunny morning and a bit cold, the wind was quite strong from 20 MPH with gusts to 35 MPH.

BECAUSE THE WINDS WERE REACHING 40 MPH THIS DAY, THE TWO BUSES WERE PERMITTED TO DRIVE PARTIALLY IN THE HANGAR TO OFF LOAD THE VETERANS AND THEIR GUESTS. AT THEIR LEISURE, THEY COULD THEN WALK TO THE C-54 PARKED NEAR THE HANGAR TO TOUR THE ON BOARD MUSEUM/EXHIBIT ABOUT THE BERLIN AIRLIFT.



AN HISTORIC PHOTO OF THE BERLIN AIRLIFT VETERANS TAKEN WITH THE DOUGLAS C-54 "SPIRIT OF FREEDOM" AT GREAT FALLS, MONTANA, SEPTEMBER 10, 2016. IT WAS A GREAT DAY FOR ALL.

The two buses dropped the veterans and their guests at the hangar to stay out of the wind. At their own leisure, they made the short walk to the C-54 and boarded. It was a very special visit with no time restraints. We were very proud to show off the new display created by our own Kevin Kearney and Steve Grubesich of the Spirit of Independence Award presented to the Veterans of the Berlin Airlift at last years 2015 Outback Bowl in Shreveport, Louisiana. This award is a bust of General Omar Bradley and weighs about 90 lbs. The award is presented to groups or individuals that symbolize the spirit of freedom and independence on which our country was founded. Early in 2016, the Berlin Airlift Veterans Association donated the award to the Berlin Airlift Historical Foundation to be displayed on board our C-54. Thanks to Kevin and Steve, the display was completed in time for the flight to Great Falls for all the veterans to see. The veterans were very happy with the new display. After ample time to be aboard the C-54, the veterans and guests had lunch inside the hangar then departed for the farewell dinner scheduled at the hotel later that evening.

As usual, the farewell dinner was most enjoyable. During this time the veterans also honor those veterans no longer with us as well as those who lost their lives during the Berlin Airlift. During the reunion, it was agreed that the 2017 reunion will be held in Charlotte, North Carolina. Hopefully we can have the C-54 there and possibly have a group of our members join in the festivities as well.

We departed Great Falls on Sunday morning, September 11th for Lewistown, Montana, where we were to be on display the entire day. Unfortunately, our visit was cut short due to rapidly deteriorating weather forcing an early departure from Lewistown for Greybull, Wyoming. We were grounded in Greybull for 2 days due to the weather and departed on Tuesday, September 12th, for Norfolk, Nebraska, where we remained overnight. We got off to



THE TWO PRESIDENTS ONCE AGAIN, WITH A LOT OF HELP, MADE IT HAPPEN. BAVA PRESIDENT CHUCK CHILDS AND BAHF PRESIDENT TIM CHOPP MAKE A GOOD TEAM AND WERE ABLE TO GET THE C-54 TO GREAT FALLS FOR THIS HISTORIC VISIT. CHUCK CHILDS WAS ONE OF THE THOUSANDS OF PILOTS TRAINED AT GREAT FALLS AIR FORCE BASE PRIOR TO HIM BEING ASSIGNED TO THE BERLIN AIRLIFT. TIM ENJOYED EVERY SECOND TALKING TO HIM ABOUT HIS EXPERIENCES AND LEARNING MORE ABOUT HIS TRAINING AT GREAT FALLS. CHUCK RECEIVED GCA TRAINING FOR 3 WEEKS AT GREAT FALLS IN OCTOBER 1948, THEN ARRIVED IN WEISBADEN, GERMANY, LATER THAT SAME MONTH TO BEGIN FLYING THE BERLIN AIRLIFT WITH THE 60TH TROOP CARRIER SQUADRON WHERE HE FLEW 96 MISSIONS TO BERLIN IN THE C-54. CHUCK AND ANOTHER AIRLIFT VETERAN, BILL ANDERSON, WERE IN THE VERY FIRST TRAINING CLASS AT GREAT FALLS AFB. WE ALSO LEARNED CHUCK CHILDS IN 1944, FLEW B-17'S OVER ITALY FOR THE 15TH AIR FORCE, THE 2ND BOMB GROUP, IN THE 96TH SQUADRON.



ABOUT GREAT FALLS/ MALMSTROM AIR FORCE BASE: Originally named Great Falls Army Air Base, later Great Falls Air Force Base, the facility was renamed **Malmstrom Air Force Base** on 1 October 1955 in honor of Colonel Einar Axel Malmstrom (1907–1954). Colonel Malmstrom, shot down on his 58th combat fighter mission in World War II, became the US commander of Luftwaffe Stalag Luft 1 South Compound, at Barth, Germany. After his release and return to active Air Force service, he died in the crash of a T-33 Shooting Star trainer on 21 August 1954 near Great Falls Air Force Base. In the short period of his tenure as vice wing commander, Colonel Malmstrom endeared himself to the local community. Saddened by the loss, the people of Great Falls began a drive to rename the base after him.



an early start the following morning for the flight to Cincinnati, Ohio, then on to Wise, Virginia, for a four day educational event beginning September 14th, with the public schools educating hundreds of school students about the great Berlin Airlift.

We owe a special thanks to everyone who helped make this great mission possible through your most kind and generous contributions. Once again, as a team, we have accomplished a demanding challenge with our Can Do spirit. Our C-54 and the organization has now experienced Great Falls, Montana, and honored the Veterans of the Berlin Airlift with this accomplishment. Thank you one and all!



VETERANS AND THEIR GUESTS DEPLANING THE C-54 AFTER THEIR TOUR OF THE ON BOARD MUSEUM/EXHIBIT.



A NEW DISPLAY: THE SPIRIT OF INDEPENDENCE AWARD PRESENTED TO THE VETERANS OF THE BERLIN AIRLIFT AT LAST YEARS 2015 OUTBACK BOWL IN SHREVEPORT, LOUISIANA. THIS AWARD IS A BUST OF GENERAL OMAR BRADLEY AND WEIGHS ABOUT 90 LBS



EDDIE AND LAUREL IDE MADE THE TRIP FROM NEWTON, NC FOR THE BAVA REUNION. EDDIE, A KEY MEMBER OF BAVA, WORKS HARD TO ORGANIZE AND TAKE CARE OF ALL THE DETAILS FOR THE REUNION AS WELL AS HELP THE FOUNDATION WITH LOGISTICS FOR THE C-54 VISIT.



IT IS ALWAYS A PLEASURE TO SEE FRANK REYNOLDS, FROM RENO, NEVADA, AND HIS SON FRANK REYNOLDS, JR. BOTH ARE GENTLEMEN OF THE HIGHEST ORDER. FRANK WAS BORN IN GREAT BARRINGTON, MA

ON JANUARY 29, 2031. HE JOINED THE USAF AND COMPLETED HIS BASIC TRAINING AT LACKLAND, AFB ON JUNE 29, 1950. HE WAS THEN SENT TO KEESLER AFB FOR ATC TRAINING AND BECAME A PART OF THE AACS (AIRWAYS AND AIR COMMUNICATION SERVICE), GRADUATING IN FEBRUARY 1950. FROM OCTOBER 1951 TO MAY OF 1953, FRANK SERVED AT THE BERLIN TEMPELHOF AIRPORT. DURING HIS USAF CAREER THAT BEGAN IN 1949 AND RETIRED IN 1973. FRANK SERVED IN BERLIN ON THREE TOURS AND SERVED AT BASES ALL OVER THE WORLD AS A AACS AIR TRAFFIC CONTROLLER. WE SALUTE FRANK REYNOLDS, A FRIEND AND PATRIOT.



FOUNDATION PRESIDENT TIM CHOPP ENJOYING SOME TIME WITH ROSS STICKLEY AND HIS DAUGHTER CAROL ON THE RAMP AT HOLMAN AVIATION, GREAT FALLS, MONTANA. ROSS IS A VETERAN OF THE BERLIN AIRLIFT AND THE TREASURER OF THE BERLIN AIRLIFT VETERANS ASSOCIATION. ROSS SERVED WITH THE 1966TH AIRWAYS AND AIR COMMUNICATION SERVICE AT FASSBERG, GERMANY. ROSS IS A GREAT PATRIOT AND A GENTLEMAN. TIM ENJOYED EVERY SECOND TALKING TO HIM.



A VIEW OF THE CABIN OF THE C-54 AS SEEN FROM THE COCKPIT DOOR. OF THE VETERANS AND GUESTS ENJOYING THE HISTORICAL DISPLAYS INSIDE THE "SPIRIT OF FREEDOM".



THE VETERANS AND THEIR GUESTS ENJOYING THEIR TOUR ON BOARD OUR C-54, THE "SPIRIT OF FREEDOM", SEPTEMBER 10TH, 2016, GREAT FALLS, MONTANA.



MEETING TWO SPECIAL VIP'S AT GREAT FALLS REUNION

Monday, September 7th, 2016, was the first day of the Berlin Airlift Veterans Association annual reunion at Great Falls, Montana. That evening, there was a welcome and reception dinner being held at the Great Falls City Museum to honor the Berlin Airlift Veterans. Our C-54 flight crew was invited to the reception and dinner and to have the opportunity to meet other guests. We were very honored to meet two very special VIP guests. The first was Lt. Colonel Christian Strehle from Germany, now on assignment at the German Embassy in Washington, DC as the Assistant Air Attache. The second guest was Petra Heussner-Walker, Honorary Consul of the Federal Republic of Germany, who was one of the key note speakers at the reception. We enjoyed our conversations with both of them and both had the opportunity to board the C-54 to tour our on board Berlin Airlift museum/exhibit. They were very impressed with our organization's purpose and mission of history, education, and remembrance, about the great Berlin Airlift of 1948 and 1949. Petra Heussner-Walker was on board the C-54 when we flew the local flight on September 9th to the former Great Falls Air Force Base to reenact the role played by the base where hundreds of C-54 flight crews were trained on GCA approaches before being assigned to the Berlin Airlift.



PETRA HEUSSNER-WALKER, HONORARY CONSUL OF THE FEDERAL REPUBLIC OF GERMANY, SPEAKING TO THE BERLIN AIRLIFT VETERANS AND GUESTS DURING THE RECEPTION DINNER HELD AT THE GREAT FALLS CITY MUSEUM ON WEDNESDAY, SEPTEMBER 7TH, 2016. THIS WAS THE FIRST DAY OF THE BERLIN AIRLIFT VETERANS ASSOCIATION ANNUAL REUNION BEING HELD IN GREAT FALLS, MONTANA.



FOUNDATION PRESIDENT AND AIRCRAFT COMMANDER OF THE C-54, TIMOTHY A. CHOPP, WITH LT. COLONEL CHRISTIAN STREHLE, ASSISTANT AIR ATTACHE TO THE EMBASSY OF THE FEDERAL REPUBLIC OF GERMANY AND PETRA HEUSSNER-WALKER, HONORARY CONSUL OF THE FEDERAL REPUBLIC OF GERMANY. PHOTO TAKEN AT THE RECEPTION DINNER ON WEDNESDAY, SEPTEMBER 7TH, 2016.



FIRST OFFICER OF THE C-54, BILL STARR, WITH LT. COLONEL CHRISTIAN STREHLE, ASSISTANT AIR ATTACHE TO THE GERMAN EMBASSY OF THE FEDERAL REPUBLIC OF GERMANY, AND PETRA HEUSSNER-WALKER, THE HONORARY CONSUL OF THE FEDERAL REPUBLIC OF GERMANY. THIS PHOTO WAS TAKEN INSIDE THE C-54 "SPIRIT OF FREEDOM" ON THURSDAY, SEPTEMBER 8TH, 2016, AT GREAT FALLS, MONTANA.

C-97 GOAL IN DOUBT

There were two major goals we wanted to achieve in 2016. The first goal was a successful mission to Montana with our C-54 for the Berlin Airlift Veterans reunion, which we did accomplish. The second goal was to fly our beautiful and rare Boeing C-97G, the "Angel of Deliverance", out of Floyd Bennett Field, Brooklyn, New York, where it has been parked since May 10, 2002. While there still remains a chance we still could accomplish that goal, time is running out. Our C-97 is ready to fly right now. The delay is now waiting for approval from the Federal Aviation Administration to issue our flight crew waivers from the regulations since no one in the entire world is current in a C-97. We have the only certified to fly Boeing C-97 in the world. We are in the



proverbial between a rock and a hard place in a situation as to which came first, the chicken or the egg. In our case, you can't fly unless your current, but

we have to fly in order to get current. The FAA is working on our situation now. In the meantime, the winter weather is setting in and soon the extreme cold will put a halt on flying until next spring. That is, unless there is a brief warm up for a few days that sometimes does happen. Remember the term "January Thaw". I recall having grown up on our farm in western Pennsylvania, we would have a warm up about the third week in January where temperatures reached 50 and sometimes 60 degrees. We will keep everyone posted on this big event.

TWO CATEGORIES ADDED TO HELP WITH C-97 PHASE TWO FUNDING

Phase one of our great C-97 program is "get out of New York". We have the funding to do that. Phase Two of the program is the expensive part and that is flight training and flight checks for our flight crew members as well as familiarization flights to better learn this big and rare transport before being deemed "mission ready". We anticipate mechanical problems along the way which, pending what kind of problems they are, could interfere with the training causing delays to correct the problems. We have to take this into account. We went through the very same process with our C-54, except, the C-97 consumes 500 gallons of fuel an hour versus 200 gallons an hour for the C-54, thus the reason for additional support for this magnificent transport.

For those who are true fanatics for the Boeing C-97 and are die hard enthusiasts who can't live without it, we need you as a member of our Tiger team. This team will help us with our financial support for annual flight checks and for the annual insurance. We need a commitment of \$1200 each year from members of the Tiger Team. Members of the Tiger team will be a key ingredient for the success of keeping the C-97 flying. For corporations who want to have their name associated with our C-97, we want them to jump o board as a Corporate Tiger team member with a yearly, tax deductible contribution of \$12,000. These funds will be used to help keep the C-97 airworthy providing funding for parts, upgrades in equipment, new avionics, etc. In addition to secure funding, we still have our "Angel" Program which is a one time contribution of \$5000. We are very happy to report we now have our 17th "Angel". She is our own Berliner, Helga Johnson, who was a little girl during the Berlin Airlift. More on Helga later. We do want to say a sincere thank you to Helga for her most kind and generous support over the past many years.

We also added a 7th category for supporters who want to contribute just to help with a larger or smaller amount than listed in the other categories. We appreciate any amount to help the Foundation keep moving forward. Keep in mind we have been working on our C-97 for the past 16 plus years and will take some time and tweaking to learn to crawl, walk, and run. Do remember the same ingredients that made the Berlin Airlift a success will also be required to make our C-97 a success. Our C-97 will be the symbol of dedication, hard work, and perseverance, and will reflect as to the kind of supporting members we have. Have no doubt, as a team working together we can make this happen. Our accomplishments with our C-54 prove that. With our C-54 we have been to Europe, Puerto Rico three times, California, Oklahoma City, and Great Falls, Montana. All made possible by working as a team. Again I say a hardy thank you for your continued support!!.





A SMOOTH DEPARTURE, THANKS TO SKYWARD AVIATION

For our humble organization, planning a trip to Great Falls, Montana, is like planning a trip to the moon. As a result we need all the help we can get and its nice to know we can count on help from the professionals at Skyward Aviation at the Washington County Airport located about 20 miles southwest of Pittsburgh, PA. Founded in 1993 by Ron Corrado, current president of Skyward Aviation, the family run business has grown from a helicopter operation to a modern jet charter company and full service FBO. Ron served over 20 years with the US Army Air Guard as a maintenance officer and maintenance test pilot acquiring a reputation for high standards. Thanks to Skyward Aviation, Ron, and his professional staff, we were able to use their facility and equipment to prepare our C-54 for the flight to Montana at no charge. Its nice to know that patriotism and kindness is part of Skyward Aviation's business agenda. To learn more about Skyward Aviation, go to their web site at Skyward Aviation.com. I promise you will be impressed with their history and services. We also want to thank Scott Gray, manager of the Washington County Airport, for his kind cooperation to allow us to use the airport as a staging point for our flight to Montana. Thank you, Scott Gray. We salute you.



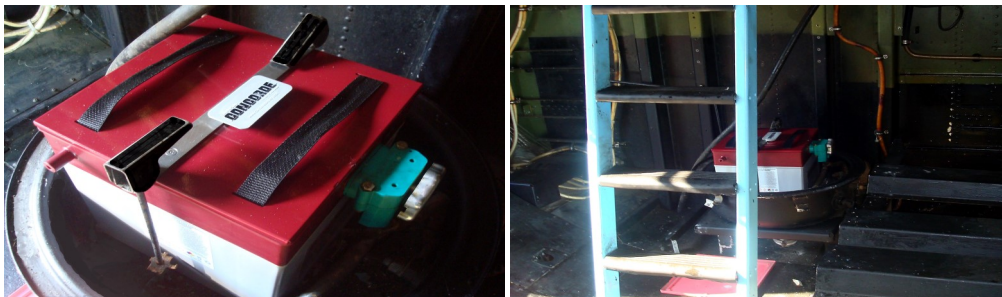
FOUNDATION PRESIDENT TIM CHOPP WITH SKYWARD AVIATION FOUNDER AND PRESIDENT RON CORRADO. THIS PHOTO WAS TAKEN DURING THE AFTERNOON OF SUNDAY, SEPTEMBER 4TH, 2016, WHILE FUELING THE C-54 FOR THE FIRST LEG OF THE FLIGHT TO MONTANA VIA MARSHALL, MINNESOTA, THE FOLLOWING MORNING. THANK YOU RON FOR BEING THERE FOR US. AS A CHARITY, OUR SURVIVAL DEPENDS ON GOOD PATRIOTS LIKE YOU AND SKYWARD AVIATION.

SPECIAL RECOGNITION TO MONTANA CREWMEMBERS

We want to recognize and say thank you to the following flight crewmembers who gave their valuable time for the Great Falls mission. For our flight crewmembers, this mission began on Sunday, September 4th, to prepare the C-54 for a morning departure the following day. The C-54 took them to Mason City, Iowa; Marshall, Minnesota; Lewistown, Montana; Great Falls, Montana; Greybull, Wyoming; Norfolk, Nebraska; Cincinnati, Ohio; and Wise, Virginia. The C-54 arrived in Wise, Virginia on September 13th. Due to the nature of this mission, the flight crewmembers were responsible

CONCORDE BATTERY HELPS THE C-97

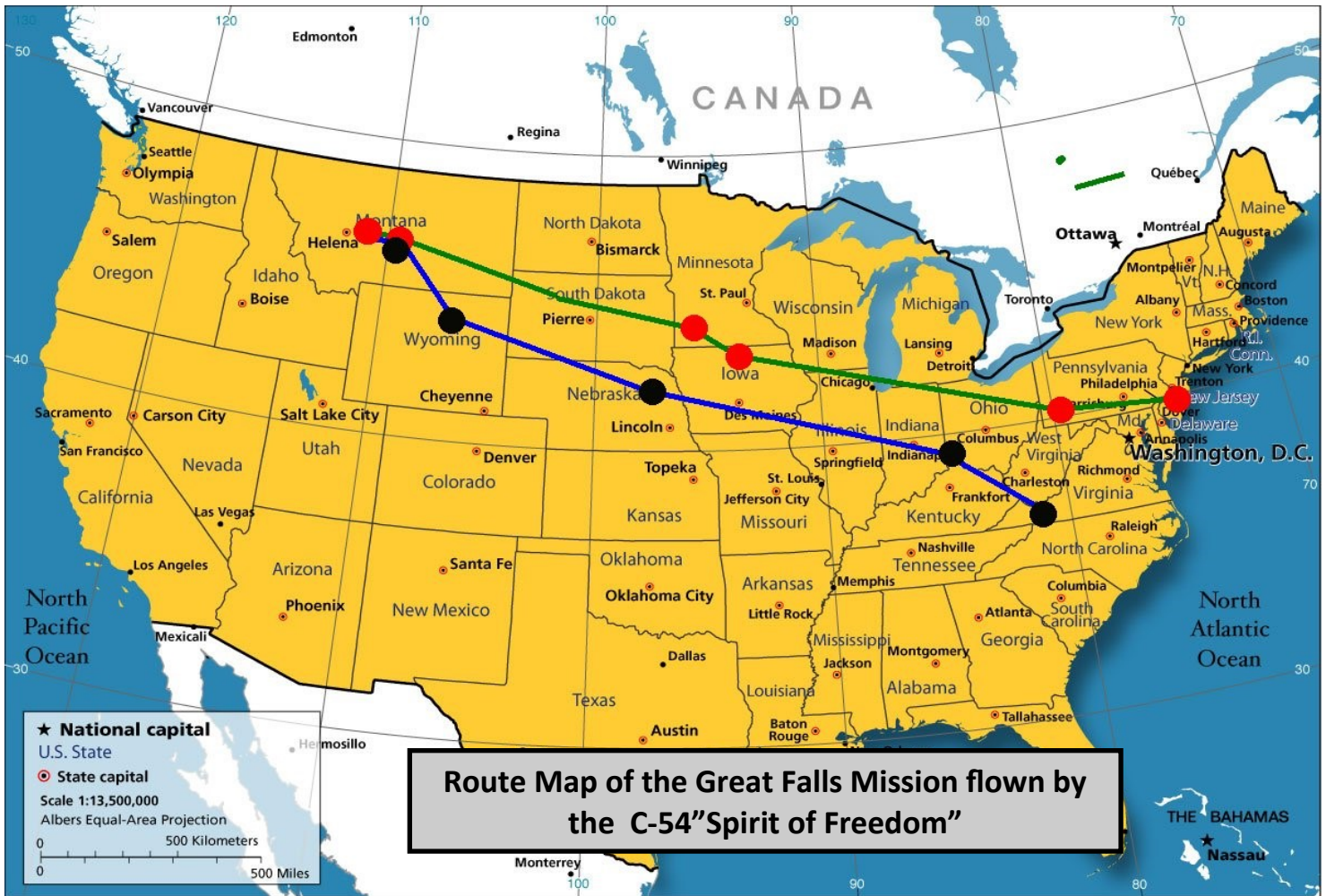
We are very proud to report the installation of a new aircraft battery in our very rare Boeing C-97 donated by the Concorde Battery Corporation of West Covina, California. The battery is a 24 volt RG-380E/40B single battery rated at 38 Amps per hour. During our past visits to Sun-N-Fun at Lakeland, Florida, with our Douglas C-54, we would take the time to stop by the Concorde Battery booth to learn more about their top quality batteries. From the very beginning, the kind professionals at Concorde expressed interest to help us. With the seeds planted, a letter was written to Concorde and without any hesitation, they donated the battery. We look forward to having this top quality battery on board our C-97. Thank you very much Concorde Battery Corporation. We salute you. A special thanks to Don Grunke and Skipp Koss, of Concorde Battery, for their most kind and professional help.



NEW BATTERY: OUR CONCORDE RG-380E/40B BATTERY INSTALLED IN OUR BOEING C-97G, THE "ANGEL OF DELIVERANCE".



The Great Falls Mission By The Numbers:



8/15/16	Toms River, NJ to Washington, PA	275.6nm
9/5/16	Washington, PA to Marshall Minnesota	735m
9/6/16	Marshall Minnesota to Lewistown, MT	591.2nm
9/6/16	Lewistown, Mt to Great Falls, MT	81.8nm

9/11/16	Great Falls, MT to Lewistown, MT	81.8nm
9/11/16	Lewistown, MT to Greybull, WY	162.9nm
9/13/16	Greybull, WY to Norfolk, NE	489.1nm
9/14/16	Norfolk, NE to Cincinnati, OH	607.7nm
9/14/16	Cincinnati, OH to Wise, VA for next mission for the public schools.	159.7nm

In Total: **3185 nm**, **\$28,000** in fuel and oil, **13** days on the road.
All totally worth the rewarding experience of 5 days celebrating the great Berlin Airlift with the men and women who made it happen. And what a privilege that was.

