Allow me to begin by saying a heartfelt thank you to everyone who helped the Foundation survive 2015 with your most kind and patriotic contributions. Thanks to you, we made it through another difficult year.

Our efforts to continue to find ways to improve our mission of history, education, and remembrance, about the great Berlin Airlift of 1948 and 1949, will make a giant leap forward during the year of 2016. Ideas we have been discussing the past few years to improve the on board C-54 displays and exhibits will be improved upon during this year. We have highlighted these improvements with separate articles in this newsletter that we hope you will approve of. It is because of your generous contributions such improvements can be made and as a result, we do a better job fulfilling our purpose and mission. Once again, our C-54 will be wintering at the Winston-Salem Smith Reynolds Airport in North Carolina as it did last year. While there, it will receive a #3 Service Inspection in preparation for the 2016 event season. We need more volunteers willing to make the drive to Winston-Salem to help with the inspection. We can offer you a 10 hour drive each way, cold weather, long hours, and a lot of satisfaction.

After many years of toil, dedication, frustration, and perseverance, we are very proud and honored to announce that our very rare and beautiful Boeing C-97G, the "Angel of Deliverance" is very close to flying out of Floyd Bennett Field. This will be the first step in learning how to crawl as we transition to full operational status with this great transport.

As with other facets in life, you crawl, then walk, then run. There are no shortcuts. After arriving at Floyd Bennett Field on May 10, 2002, and having engaged in thousands of hours inspecting, testing, replacing parts, repairing, and restoring our C-97G, our strong point is we know it extremely well mechanically. In the very near future, possibly within 10 weeks, we will begin obtaining operational experience as soon as we receive the approval to fly from the Federal Aviation Administration. So let's buckle our seat belts and see what an exciting ride we will experience in 2016. It should be exciting to say the least. Remember the immortal words spoken by Rear Admiral David Glasgow Farragut in August of 1863, during the Battle of Mobile Bay; "damn the torpedoes, full speed ahead"!
Why is our C-97 so important to the Berlin Airlift Historical Foundation?

This is a good question and one that needs to be answered. Let me assure everyone that the flagship of the Berlin Airlift Historical Foundation is, and always will be, our Douglas C-54, the "Spirit of Freedom". The C-54 will always come first in our purpose and mission to honor the Berlin Airlift and to those who served. Having said that, here is why the C-97 is important to the Foundation.

The C-97 is part of the Berlin Airlift History. On May 2nd, 1949, one YC-97A s/n 45-59595 arrived in Rhein Main, Germany, to be tested and evaluated by the US Air Force under actual airlift conditions. On May 4th, 1949, 559595 flew its first mission into Berlin carrying 40,000 pounds of supplies, twice the useful load of the C-54. Within a week this single YC-97A flew in 200 tons of supplies, a record at that time for a single transport. Not long after, attempting to land with two failed engines at the Gatow Airport in the British Sector of Berlin, the YC-97A was damaged trying to get stopped and did substantial damage to the PSP runway. The aircraft was returned to the US for where testing continued.

1. History shows if the Berlin Airlift would have continued into the 1950's, 330 Douglas C-54's would have been withdrawn from the Airlift being replaced by 100 C-97's.

2. Comparing the C-54 to the C-97, visitors can see the progress made by the US Air Force in heavy lift transports.

3. As the Berlin Airlift was the first confrontation with the Russians that began the Cold War Era, our C-97 will be used as a Museum/Exhibit about the Cold War. This will cover a time span from the beginning of the Airlift in June of 1948 to 1989 when the Berlin Wall came down. Think of the expanded history that can be displayed for our visitors to learn from, giving the Foundation more importance and depth in our purpose.

4. A symbol to honor the veterans of the Berlin Airlift. To keep our Boeing C-97 flying, it will take the same qualities and attributes that were required to make the Berlin Airlift a success, such as dedication to duty, hard work, perseverance, a can do spirit, and doing the impossible. By our long time relationship with the Berlin Airlift Veterans Association, one can see these qualities are installed in each Airlift veteran. By having a flyable Boeing C-97, we as an organization are demonstrating that these qualities work and will be a testimony to that fact. Our C-97G, the "Angel of Deliverance" will be the only flying C-97 in the entire world. There is a second C-97 parked at Greybull, Wyoming that has been parked for the past 5 years. It, too, can be made airworthy, but it is currently not flying.
5. What is life without a challenge? As an organization, we have accomplished much during the past 25 years. Something must be working right to keep a thirsty four-engined transport airworthy and flying over 530 events since 1995. I truly believe we must move forward and set higher goals and seek challenges that will bring out the best in all of us.

Our beautiful Boeing C-97G, the "Angel of Deliverance" will do exactly that.

A MEOW TO A GRRR

Operating our Douglas C-54 can be related to a cute little kitten. A little kitten purrs softly and will walk between your feet rubbing its side up against you seeking love and attention, while the C-97 is like a Bengal Tiger. We will need supporters, crewmembers, and maintenance people with the same killer instinct as a Bengal Tiger. Operating the C-97 will separate the men from the boys. Go get a helmet and get in the game. Life is short and opportunities like this don't come often.
Here come 20 tons of payload!

Call it a "one airplane airlift" if you like. It's the new twin-deck Boeing C-97 Stratofreighter and it set an impressive record during the final stages of the Berlin blockade.

Within a single period of three days, this workhorse of the Air Force completed a total of ten round-trips into the German capital, delivering 200 tons of food, fuel and supplies.

An exceptional feat, but for the 14,000 horsepower Stratofreighter. Despite the great loads, the big freighter found no difficulty in coming in over the 5-story buildings flanking Tempelhof, and stopping in less than two-thirds of the field's 5,300-foot runway.

The Stratofreighter is designed for high performance and versatility as a teammate of the great new Boeing B-50 Superfortress.

Boeing is now building for the U. S. Air Force the improved model C-97A's, recently approved for operation at a new gross weight of 148,000 pounds.

Their two altitude-conditioned decks can carry 143 fully equipped troops or up to 2644 tons of freight—even tanks and heavy guns. In these planes America has the fastest, most powerful, most efficient air cargo carriers in the world.

Sister ship of commercial aviation's new luxury liner, the Boeing Stratocruiser, the Stratofreighter was designed and built in co-operation with the Air Force to do big jobs fast at low operating cost. It fills a vital need in America's defense program.

Built by Boeing for the U. S. Air Force are the new C-97 Stratofreighters, B-50 Superfortresses and B-47 Stratojet bombers; for the U. S. Army, L-15 Scout liaison planes.

For the world's leading airlines, Boeing is building fleets of the new twin-deck Stratocruisers.
REPORT ON THE OKLAHOMA MISSION

by Timothy A. Chopp, Foundation President

The Foundation's primary purpose and mission is to preserve the history of the Berlin Airlift and to honor those who served. With this in mind, one can see the why attending the 25th Anniversary of the Berlin Airlift Veterans Association was a high priority. The fact this reunion was being held in Oklahoma City meant a real challenge as to the cost and logistics involved in flying the Douglas C-54 "Spirit of Freedom" from New Jersey to Oklahoma and return. Now that it is over, and a grand success, I want to say how proud I am of our organization and the team work displayed from our kind and generous supporting membership. Together we made it happen. Being with the Berlin Airlift Veterans and having them aboard the "Spirit of Freedom" to see what we do is a very satisfying and rewarding experience. I hope the photos in this report will help tell the story of our successful visit.

The BAVA reunion was scheduled from Wednesday, September 30th to Saturday, October 3rd, 2015 in Oklahoma City, Oklahoma. Our plan was to depart Toms River, New Jersey, the morning of Tuesday, the 29th of September, fly to Winchester, Virginia, where we would take on 1500 gallons of fuel. Immediately after fueling, the plan was to fly to Dyersburg, Tennessee, where we would overnight and arrive in Oklahoma City by noon the following day on September 30th. The plan began to fall apart very quickly when low clouds, rain, and a strong tailwind on the instrument approach runway prevented our landing at Winchester and forced us to land at our alternate airport at Dulles International near Washington, DC. After several hours we were fortunate to have the weather improve to a point where we were able to return to Winchester to take on the fuel. The second that fueling began, heavy rains began to fall that lasted all night. Despite the heavy rains, the fuel operation continued until completed, but by then it was late in the day, getting dark, and the crew was very tired, so the decision was made to stay the night in Winchester. This meant that the 8 hour flight to Oklahoma would have to be done the following day beginning with heavy IFR conditions of low clouds, rain, and wind which would last for at least 2 hours of the 8 hour flight. After a good nights rest, the crew was able to have the "Spirit of Freedom" airborne and on its way to Oklahoma City. While flying in the clouds for the initial few hours, the flight eventually was able to fly above the clouds in brilliant sunshine for the remainder of the flight. Due to the winds, a landing was made at

(Continued on page 6)
Dyersburg, Tennessee, to check the fuel load and take a short break. More fuel was purchased and the "Spirit" was airborne again for the remainder of the flight which arrived at the Oklahoma City Sundance Airport shortly after 6:00PM under sunny skies. We were all filled with excitement knowing we were on the ground and looked forward to seeing our friends once again, the Berlin Airlift Veterans.

The decision was made not to land at the larger airports available in Oklahoma City, but to land at the smaller Sundance Airport located north of the city where visitors could enjoy a more pleasant visit. The Sundance Airport is owned and operated by Jerry Hunter who was a perfect host and made our visit a most memorable experience. Jerry and his professional staff did far more than what was expected to insure the Airlift Veterans were honored to the fullest. While the C-54 "Spirit of Freedom" was also on public display each day we were there, the big day for the Airlift Veterans was on Friday the 2nd of October. This day was set aside so that the Airlift Veterans could visit the C-54, see the displays, take photos, and reminisce about their experiences on the Airlift. To make the visit more meaningful, Jerry Hunter who owns the Sundance Airport and Sundance Aviation, made room in the nearest hangar to where the C-54 was parked and hosted a great lunch for the veterans. The weather was excellent for the entire day and everyone enjoyed seeing the C-54 and the improvements that were made to the on board Berlin Airlift displays since their last visit 2 years earlier when the reunion was held at Montgomery, Alabama.

Saturday, was the last day of the reunion as well as the farewell dinner held Saturday night. After a great dinner and enjoying our time with the veterans, we said our farewells and began to focus on our long 8 hour flight back to the east coast. We want to thank BAVA president Chuck Childs and his staff for allowing us to participate in this most important 25th anniversary reunion and to Eddie Ide for all his help with logistics. We also owe a special thanks and recognition to Dave and Anita Huffman for the time and effort they devoted to coordinating our stay at the Sundance Airport and looking out for our interest during our entire visit. Dave and Anita are the best. I also want to thank my crewmembers who gave up their valuable time for this mission. They are First Officer Bill Starr, First Officer Scott Szuhay, Load Master Frank Zarnitz. They all performed their jobs in a professional manner and did whatever was asked of them to make the mission a success!

Late Sunday morning, after taking on fuel, oil, and a thorough preflight inspection, we said our goodbyes to a small group of veterans and new friends we made and departed for the long

(Continued on page 7)
8 hour flight to the east coast. The return flight was mostly under sunny skies, however, the hurricane that had dumped a tremendous amount of rain in South Carolina was still off shore causing strong easterly headwinds the entire route as well as low ceilings that still persisted along the east coast. This plus the hour time difference and darkness approaching, the crew decided to make an overnight stop at London, Kentucky. After a good night’s rest, the return flight was completed under sunny skies.

The Oklahoma Mission without a doubt was a great success and made possible by all the supporting members and other patriots who made contributions for fuel, oil, and other expenses. What other impossible missions can we accomplish? We make a good team.

SIGHTS ON GREAT FALLS, MONTANA

The next reunion for the Berlin Airlift Veterans Association will be held in Great Falls, Montana. The exact date has not been set. BAVA president Chuck Childs told us it will be sometime in late August or early September, 2016. Many people are not aware that most of the crews being assigned to the Berlin Airlift were trained at Malmstrom Air Force Base in Great Falls, Montana, before departing for Germany. With the Airlift veterans having their reunion there, this opens another rare and meaningful mission to honor the them, Malmstrom Air Force Base, as well as the great city of Great Falls, Montana. During the course of the year, we hope (Continued from page 6)
the word gets out and resources in the form of funding, fuel, and oil might be found to make the mission possible.

(Continued from page 7)

The two leaders meet again on an important mission. On the left, President of the Berlin Airlift Veterans Association, Chuck Childs. On the right, President and founder of the Berlin Airlift Historical Foundation, Timothy A. Chopp. They make a good team keeping the memory alive of the great Berlin Airlift of 1948 and 1949 and honoring the men and women who served.
THE PATRIOTS THAT HELPED MAKE THE OKLAHOMA CITY MISSION POSSIBLE

The very important and successful mission to Oklahoma City to honor the veterans of the Berlin Airlift would not have been possible without the support from the following patriots who so graciously contributed funds to buy fuel and oil for the mission. We could not have done it without you. Thank you, to each and every one of you, for your kind help and for a job well done responding to the needs of the mission. You're part of a great team that can get things done!

Lowell E. Rupp    Archbold, Ohio
Guy Dunn                                     Fort Walton Beach, Florida
Charles Vanderburg                     Texarkana, Texas
Ralph Dionne                                Dracut, Massachuttes
Arthur Norton                                Dover, Delaware
Frank Zarnitz                                Forest Hills, New York
Stephen Roberts                          Oxford, Pennsylvania
Diana Dade                                     Hillside, New Jersey
Stewart Paynter                                Manasquan, New Jersey
Robert Hearson                                Lebanon, Pennsylvania
Henry S. Kelly                                   Ossining, New York
George Anthony                                Fort Worth, Texas
Colonel Clarence Parker               Valdosta, Georgia
Kenneth Skoog                                Wahpeton, North Dakota
Charles Childs                                Rapid City, South Dakota
Thelma Stuart                                McDavid, Florida
Ray Robert, SR.                                Denton, Texas
Manfred Knopf                                Williamstown, New Jersey
Rosemarie Knopf                               Williamstown, New Jersey
Wendell Houck                                    Herald, California
Eugenia Lyle                                    Port Ludlow, Washington
Beryl Peck                                      Waverly, Iowa
William Simon                                State College, Pennsylvania
Ed Rothermund                                Washington, Pennsylvania
Ingrid Azvedo                                  Elk Grove, California
Jack Lombardi                                  Bronx, New York
Harold Ewing                                  Hopkins, South Carolina
Marissa Singleton                               Bellevue, Washington
Don Mansfield                                 Herminie, Pennsylvania
CMSgt Orville C. Grams                 El Centro, California
John and Margot Townsend           Lompoc, California
John Townsend                                 Lompoc, California
Earl Block                                     Long Branch, New Jersey
Wesley Wright                                Spartanburg, South Carolina
Ed Moucatel                                        Windermere, Florida
Albert Brion                                     Akron, Ohio
Curtis Carter                                  Warner Robins, Georgia
Ronald Borsh                                  Little Egg Harbor, New Jersey
Ingrid Griffin                                     Freeport, Illinois
Linda Kamphaus                                Fort Wright, Kentucky
Anna Amick                                      West Columbia, South Carolina
Richard Bowen                                  Newark, Delaware
Juan Martinez                                   Union, New Jersey
Joseph Brouillet                               Amherst, Wisconsin
Pamela Tucker                                                                      Foley, Alabama
Helga and Sven Johnson                      Belvidere, New Jersey

(Continued on page 10)
OKLAHOMA CONTRIBUTORS CONTINUED....

Robert Howell                                   Suffolk, Virginia
Charles Streeter                                 North Fond du Lac, Wisconsin
Eleanor Howard                                 Valdosta, Georgia
Bernd Ulken                                       Fly Creek, New York
John Bessette                                    Springfield, Virginia
Bill and Marcella Starr                     Wyoming, Pennsylvania
Stephen Baker                                  Palmyra, Pennsylvania
Gilbert Gagnon                                   Billerica, Massachusetts
Berge Jermakian                               Valley Stream, New York
William Sproul                                    Palmyra, Pennsylvania
John Zazzera                                     Kittery, Maine
Louis Romano                                    Middletown, New Jersey
Joe Rahli                                         Pompano Beach, Florida
O Raymond Sellers Jr.                      Sevierville, Tennessee
Jim Rueger                                        Wauseon, Ohio
Paul and Phyllis Neff                             O'Fallon, Illinois
Marjorie Wenderoth                             Succasunna, New Jersey
Craig Richmond                                   Baltimore, Maryland
Ryan Cleaveland                                      Sevierville, Tennessee
Sandy and Leon Billing                     Terre Haute, Indiana
Virginia Woolley                                Farmingdale, New Jersey
Susan and Bradford Scott                  Cincinnati, Ohio
Carol Fields                                        Rogers, Arkansas
George Weekley                                     Cibolo, Texas
Lothar Zeidler                                 Lakewood, New Jersey
Deborah Bobrowski                                   Seattle, Washington
CmSgt Edward Boddington                     Soulsbyville, California
Bishop Family Trust                           Deland, Florida
Thomas G. Harrison                              Denton, Texas
Berlin Airlift Veterans Association       Rapid City, South Dakota
Anna and Al Winkler                                 Newport, Michigan
DSM Finance                                      Parsippany, New Jersey
Winchester Regional Airport                      Winchester, Virginia

Berlin Airlift - Facts & Figures

- Normal daily food requirements for Berlin was 2000 tons (2032 tonnes)
- Coal represented two-thirds of all tonnage; giving each family 11.3 - 11.6 kg (25-30lb) per month
- 394,509 tons (400,821 tonnes) of foodstuffs, coal and supplies carried by 689 military and civil aircraft - 441 US, 147 RAF and 101 British civil.
- 83,405 tons (84373 tonnes) of cargo and 68,000 people were flown OUT of Berlin
- 39 British, 31 American and 13 German civilians lost their lives in the Berlin Airlift. They are remembered on the Berlin Airlift monument at Tempelhof
- 200,230,415 km (124,420,813 miles) were flown during the airlift. A total of 277,804 flights
- The Russian blockade lasted from 24 June 1948 to 11 May 1949, but the airlift continued for several more months
- The airlift cost the United States $350 million; the UK £17 million and Western Germany 150 million Deutschmarks
- Berliners received an average of 2,300 calories a day which was higher than the UK food rationing system provided at the time
- At the height of the operation, on April 16 1949, an allied aircraft landed in Berlin every minute
“SPIRIT OF INDEPENDENCE AWARD” TO BE DISPLAYED ABOARD THE
C-54E “SPIRIT OF FREEDOM”

On Saturday December 26, five members of the Berlin Airlift Veterans Association Foundation (BAVA) were presented at halftime at the Camping World Independence Bowl held in Shreveport LA. Headed by President Chuck Childs other members were Dub Southers, Ray Roberts, George Anthony and Bryce Winnett. President Childs accepted the “Spirit of Independence Award” on behalf of all Berlin Airlift participants. This award is presented to groups or individuals that symbolize the spirit of freedom and independence on which our country was founded. The Berlin Airlift recognition will join previous winners including; General Omar N. Bradley, Tuskegee Airmen, WWII Veterans and the Doolittle Raiders.

President Childs has requested that the C-54E “Spirit of Freedom” would be an appropriate location for this award as over 100,000 people go aboard this flying museum every year. Tim Chopp, President of the Berlin Airlift Historical Foundation has agreed to accept and display this prestigious award beginning with the 2016 event season.

This prestigious award has been given out annually at the Independence Bowl after the Sports Foundation directors decided to recognize an outstanding American citizen with the “Spirit of Independence Award”. The first recipient was General Omar N. Bradley, the only living five-star general in the United States at that time. The following year, and until his death, General Bradley presented the “Spirit of Independence Award” to his fellow recipients. After his death, the General’s name was added to the award.

Since the award’s inception, this honor has been bestowed upon outstanding American citizens, or organizations, which symbolize the Spirit of Freedom and Independence on which our country was founded.

Following are the recipients of the Spirit of Independence Award, by year:

- 1977 General Omar N. Bradley
- 1978 John Wayne
- 1979 Bob Hope
- 1980 Paul Harvey
- 1981 President Ronald Reagan
- 1982 Art Linkletter
- 1983 Danny Thomas
- 1984 U.S. Air Force Thunderbirds, Demonstration Squadron
- 1985 Vietnam Veterans
- 1986 National Aeronautics and Space Administration
- 1987 Brigadier General (USAF Retired) Charles E. Yeager
- 1988 Coach Eddie Robinson
- 1989 Harlem Globetrotters
- 1990 Boy Scouts of America
- 1991 Barksdale Air Force Base
- 1992 Shriner’s Hospital for Children
- 1995 American Red Cross
- 1996 Veterans of Foreign Wars
- 1997 Fallen Law Enforcement Officers
- 1998 Firefighters of America
- 1999 World War II Veterans
- 2000 General Gabriel P. Disosway
- 2001 Heroes of New York City
- 2002 Congressional Medal of Honor Society
- 2003 Hal Sutton, PGA Tour Player and 2004 Ryder Cup Captain
- 2004 General Tommy Franks
- 2005 General Russel Honore
- 2006 General Harold Moore
- 2007 Shreveport-Bossier Community Renewal
- 2008 Team Hoyt
- 2009 National Football Foundation
- 2010 St. Jude’s Children’s Research Hospital
- 2011 General Charles C. “Hondo” Campbell
- 2012 Wounded Warrior Project®
- 2013 Doolittle Raiders
- 2014 Tuskegee Airmen
- 2015 Berlin Airlift Veterans
O K L A H O M A!
WHERE THE WIND COMES SWEEPIN’ DOWN THE PLAIN

My First Long-Distance Mission
Scott Szuhay, Flight Crewmember

In the last week of September 2015, the Spirit of Freedom flew west to Oklahoma City for the 25th annual reunion of the Berlin Airlift Veterans Association (BAVA), the organization’s Silver Anniversary. Coincidentally, 25 is my age. The correlation underscores just how “new” I felt as a new member on this mission. Oklahoma City was my first long-distance mission. I had flown the Spirit 18 times from the right seat since qualifying as a First Officer in 2013. Those 18 flights were mostly short, local missions out of the Spirit’s summer home in Washington, Pennsylvania, a convenient drive from my house in Pittsburgh. The average length of a flight for me was only 1.14 hours.

Oklahoma City would be different. The Spirit would have to cross 9 states in 2 days with stops along the way just for fuel and sleep. We would have to file IFR and fly through or above the clouds for hours at a time. This would be no morning VFR hop to a local summer airshow. I had logged only 1.7 hours of actual instrument time, so taking on this mission was a big deal for me. As a pilot, it was my first long-distance trip anywhere!

Looking back, I can’t believe how reluctant I was to participate in the mission. Thank goodness Tim Chopp convinced me what a valuable experience it would be. “This is an important part of our operation,” Tim said over the phone in mid-September. “Things are very different on a long trip like this.” The opportunity to meet BAVA’s members also weighed heavily on my decision. My grandfather served in the Army in Berlin during the Airlift, so meeting his contemporaries would be very personally fulfilling. I committed to go, and I’m so glad I did. I could not anticipate how my experiences on the mission would expose me to new friendships, Airlift history, and real professional flying. Here are some of those experiences, recounted from a new member’s perspective.

The biggest surprise of the trip came early. On Tuesday, an autumn rain storm covered northern Virginia with low clouds and light rain. With the weather at Winchester Regional Airport below minimums, we needed to divert to our alternate: Dulles International! Parked on the Dulles Jet Center ramp, the Spirit towered over Citations and Learjets like a lost time traveler. Departing Dulles was the highest cockpit workload I ever experienced. Simultaneously, we ran our checklists, copied our clearance, and navigated the taxiways of one of America's busiest airports. We changed frequencies 6 times on the ground! As we passed departure and arrival gates, I hoped some aviation history buff looked out the window at just the right moment to catch the incongruous image of a DC-4 taxiing among modern jetliners. At one point, we even turned right in front of a British Airways A380, the world’s largest passenger airliner. Its pilot's English-accented voice crackled over our headsets as ATC advised him to “follow the DC-4”.

After an overnight and some spectacular VFR-on-top cloud patterns, we arrived at Sundance Airport on the plains of Oklahoma. Another kind of surprise greeted us on Thursday morning when the FBO hangar doors opened to unveil an Antonov An-2! A legendary Soviet workhorse bushplane, the An-2 is almost unheard of in the U.S. This one happened to be passing through as part of a documentary, and the chance to inspect it up close was a real treat. The An-2 is a radial engine biplane. Its most surprising characteristic is its size. For a single-engine airplane, it’s huge! In a photo, the An-2 looks about equivalent to a de Havilland Beaver, but in person it’s more like a Ford Trimotor. Corrugated metal on the upper wing enhances the effect, while the
bottom wing is fabric! Over 45 years, the Soviets and their allies built over 18,000 An-2s. Who could guess one would turn up in a hangar in Oklahoma?

Later that day, our crew had an even bigger treat: a personal tour of Mark Howard’s incredible private museum at Clarence E. Page Municipal Airport, formerly Cimarron Field. Thousands of pilots learned to fly at Cimarron during WWII, and Mark has taken it upon himself to chronicle their history. In addition to training aircraft, artifacts, and photographs, Mark’s museum includes 2 complete aircraft nose sections: those of a Douglas DC-6 and Boeing C-97! Marc was kind enough to let us sit in each. It was fun to see the changes Douglas made between the *Spirit* and the DC-6. We all enjoyed reviewing C-97 cockpit procedures and spotting differences between our airplane and Mark’s.

On Friday, we returned to Mark’s museum for a second visit with B.A.H.F. member George Weekley, who flew as a flight engineer on C-97s in the U.S. Air Force. George was in his element as he sat in the engineer’s seat of Mark’s cockpit and reminisced. Here at this small airport in central Oklahoma, aviation history lives.

Saturday brought another unexpected opportunity: attorney and local pilot Lee Holmes let me fly his Ercoupe! The ERCO Ercoupe was a post WWII attempt to make general aviation cheap and easy. The single-engine, low-wing airplane is full of clever little innovations, like curved canopy windows that slide down into the round sides of the fuselage. But the Ercoupe’s most memorable characteristic is its lack of rudder pedals. Turning the yoke moves the ailerons and twin rudders at the same time. Taxiing Lee’s Ercoupe was like driving a car, my hands turning the yoke like a steering wheel. Once in the air, I looked back at the tail as I moved the yoke left and right. Indeed, the rudders moved back and forth with the motion of my hand. Seeing is believing. What an airplane!

Of course, the best experience of all was getting to know the BAVA members over the course of the week. The hotel provided a hospitality room where our crew spent many nights exchanging funny stories and Airlift memories. As a young pilot and the grandson of an Airlift veteran, the experience was especially moving. Many of the Airlift veterans were also WWII veterans, and many more had military careers that stretched well into the Cold War. Their lives make up the history that inspired me to fly in the first place. Here they all were in one room. Just meeting the BAVA members would have been thrilling enough, but the veterans and their families fostered a welcoming atmosphere that made the week feel more like a family reunion.

I lost my grandfather in 2011, but I felt a little closer to him among the men who were there with him in Berlin in 1948. Airlift Veteran Johnny Macia was very insistent when he told me, “We just did our job,” and everyone seemed to share that attitude. What a job it was, though.
Our 17th consecutive visit to the North Carolina Outer Banks, Kitty Hawk, and the Dare County Regional Airport, brought an unexpected surprise when Milton Bullock, the former singer with the famous early fifties singing group, the "Platters", proposed to another popular singer of Mo Town, Mary Tate, while on board the "Spirit of Freedom" while circling the Wright Brother Monument during the late afternoon of December 16th, 2015. The purpose of this flight was a "VIP/Sponsor thank you flight" that was scheduled to take place following the 600 parachute candy drop on Sunday, December 13th. Due to an unexpected engine oil leak that occurred on take off for the candy drop, the flight was postponed until the 16th after repairs were made. The weather for the flight on Wednesday afternoon on the 16th was absolutely perfect and well worth the wait. Milton Bullock and Mary Tate are two wonderful and splendid people. Our first opportunity to meet them and to hear them sing took place on Monday, the 14th of December, when we all were treated to dinner at Mike Kelly's restaurant in Manteo, NC. They both have beautiful singing voices that took us all back to the early fifties with songs made popular by the "Platters". Milton is an avid activist for educational programs for children and became very enthusiastic and interested in the Foundation's educational purpose and mission. Milton and Foundation President, Tim Chopp, became instant friends and vowed to work together to promote the Berlin Airlift for children and help keep the "Spirit of Freedom" flying on missions of history, education, and remembrance about the great Berlin Airlift of 1948 and 1949. The "Spirit of Freedom" also flew over the Wright Brother Monument the following morning on December 17th, the anniversary date of the Wright Brothers first powered flight of an airplane. We all wish Milton and Mary the best and are very happy and honored to have them aboard the "Spirit of Freedom" for this very special tender moment.
A USAF VETERAN, CHARLES STREETER, KEEPING HIS PLEDGE FOR THE C-97

It's noteworthy to reveal the kind of dedicated supporting members we have in the organization. Three years ago when we visited the annual EAA event at Oshkosh, Wisconsin, with our Douglas C-54, one of our supporting members stopped by to say hello. The member was Charles Streeter of North Fond Du Lac, Wisconsin. Charles is a veteran of the US Air Force having worked in the 307th Maintenance Squadron that supported the 307th Air Refueling Squadron flying the KC-97G Air Refueling Tankers. During his visit at Oshkosh, Charles stated he would pledge $50 a month to help with our C-97 project and would continue to do so until our C-97 is airworthy and flying. We are happy announce the Foundation has received from Charles the $50 each month since he made the pledge. We owe Charles a hearty and most appreciative thank you for his dedicated support for the C-97.

When ask why he is so dedicated to help the C-97 get flying he said, "During the Cold War, the primary air refueling tanker was the KC-97 that played a key role keeping our US Air Force fighters and bombers in the air to protect us. Having worked on the C-97 during my time in the Air Force, I have sentimental reasons to help keep the "Angel of Deliverance" flying with a new life, purpose, and mission, to educate the public about this great airplane and the many roles it played during the Cold War including the Berlin Airlift."

WE SALUTE, SARGE, A BERLIN AIRLIFT VETERAN

Known as Sarge, the Foundation is honored to recognize retired CMSgt. Orville C. Grams of El Centro, California, for his many years supporting the Berlin Airlift Historical Foundation with his kind and generous financial contributions. Thanks to Sarge, his kind patriotic support has helped us through some tough times when looking for additional help with fuel and oil to keep the C-54 "Spirit of Freedom" flying. Like many other patriots who have a long history helping to keep the "Spirit of Freedom" flying, the Sarge is proud to contribute and witness the continued success to keep the mission of history, education, and remembrance, about the great Berlin Airlift, alive and well. Orville was born in 1921 near Augusta, Wisconsin, and enlisted in the US Army Air Corp in 1941. His initial job in the Army was working in the post office at Sheppard Air Force Base, Texas. He was then transferred to Amarillo, Texas for maintenance school on the B-17 bomber. After the war he was assigned to Wiesbaden, Germany, where he was a flight mechanic on a Command B-17 used for administrative transportation. In 1948, when the Russians blockaded Berlin, the 22nd troop Carrier Squadron moved from the Philippines to Wiesbaden where Orville was reassigned to the 22nd as a flight mechanic on the C-54 flying missions from Wiesbaden to Berlin. The 22nd Troop Carrier Squadron combined with the 40th Troop Carrier Squadron. After the Airlift, Orville remained in Wiesbaden flying many interesting missions to North Africa and helped deliver surplus P-47 fighters to the Shaw of Iran. In 1951, he was assigned to the Air Research and Development Command at Wright Patterson Air Force Base, Ohio. Helping to test many types of airplanes he was sent to Edwards Air Force Base where he remained until 1956 when he transferred to Japan. Orville retired from the US Air Force after 30 years and one month as a E-9 Chief Master Sargent. The Sarge stated "Once I was in the Army Air Corp, I knew this was the place to be and never thought of going back to civilian life".

It is always a pleasure to talk to the Sarge and his wife Ollie on the telephone, to thank them for their most kind and generous support over the years. W are indeed fortunate and thankful to have them in our ranks. We salute CMSgt.Orville C. Grams for his long service to his Country. The Sarge is now 93 years old.
A THANK YOU TO THE WINCHESTER REGIONAL AIRPORT

For many years the Winchester Regional Airport has held a special place in our heart. Over the years, the good folks and patriots of the Winchester Regional Airport Authority, from time to time, has donated fuel to our Douglas C-54, the "Spirit of Freedom" as part of their promotional program. The amount of fuel donated varies as to their economic issues and other factors. We can say that over the years their generosity has saved us on several occasions with our fuel needs. Fuel remains our #1 obstacle to our success each year due to the expense and the fact we operate a thirsty transport. We owe a special thank you to the Executive Director and Airport Manager, Renny Manuel. Not only is Renny one of the finest people you will ever meet, she does a terrific job operating and managing the airport. She has done a great job creating a professional staff who are knowledgeable, courteous, and efficient in their duties, and reflect the high standards Renny demands. We also want to thank and recognize Angie Lamm who is the Account Clerk for the airport. When Renny is busy or away from the airport, it is always a pleasure to talk to Angie who we can count on to insure our needs are met. Thanks to the generosity and support from the Winchester Regional Airport Authority, we have been able to turn lemons to lemonade to fulfill our purpose and mission. We are honored to report the most recent need for fuel was the mission to Oklahoma City for the 25th Anniversary of the Berlin Airlift veterans Association. We wish more airports shared their goodwill and patriotic spirit. We thank and salute the Winchester Regional Airport Authority, Renny Manuel, Angie Lamm, and the entire airport staff.

THIS PHOTO TAKEN ON WEDNESDAY, SEPTEMBER 30TH, 2015, AT THE WINCHESTER REGIONAL AIRPORT, VIRGINIA, JUST PRIOR TO DEPARTURE FOR OKLAHOMA CITY.

ON THE RIGHT IS THE EXECUTIVE DIRECTOR AND AIRPORT MANAGER, RENNY MANUEL. ON THE LEFT IS ANGIE LAMM, ACCOUNT CLERK OF THE AIRPORT. TWO OUTSTANDING PATRIOTS
One of the key funding programs for the C-97 has been the "Angel of Deliverance" Angel Program that was created early after we acquired the C-97. To date, 15 supporters have stepped forward and donated $5000 each to help the C-97 and thus received the "Angel" designation. These "Angels" have played a key role to help us get the C-97 to where it is today, however, the remaining critical items to depart Floyd Bennett Field of fuel, oil, insurance, and certification fees will be at least $20,000. Hopefully in the next few months, four patriots will step forward and become Angels 16, 17, 18, and 19.

Getting the C-97 ready for its first event and meeting all the Federal Aviation Administration requirements will be divided in two phases as follows:

**Phase One, Get out of New York** -
Our stay at Floyd Bennett Field beginning in 1997 was a Godsent gift that provided storage and protection during the winter months for our C-54 and our C-97. Hurricane Sandy is the culprit that changed things by damaging the hangar to where it became dangerous being there. As a result, we lost our winter home. We continue to search for a home for both aircraft. In the meantime, we have to leave, so this is the primary focus. We need four Angels to provide funding to get out of New York.

**Phase Two, Operating Experience** -
This phase is where our organization will learn the C-97 by undergoing flight training for each member of the C-97 crew. Initially, instructors with experience will be brought in to help supervise the training of our crewmembers. To help fund this transition phase into the C-97, a new program named the "Tiger Team" to be implemented. Funds from the "Tiger team" will help with Phase two. More details on the "Tiger Team" and its purpose will be explained later after Phase One is completed.
Below is an updated list of the patriots who stepped forward to become an Angel of the "Angel of Deliverance".

<table>
<thead>
<tr>
<th>Supporting Angel Number</th>
<th>Name</th>
<th>Residence</th>
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<tbody>
<tr>
<td>1.</td>
<td>Randy McConahy</td>
<td>Freehold, New Jersey</td>
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<tr>
<td>2.</td>
<td>John Enggren III</td>
<td>Forked River, New Jersey</td>
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<tr>
<td>3.</td>
<td>Yvette Straet</td>
<td>Brussels, Belgium</td>
</tr>
<tr>
<td>4.</td>
<td>Ruth Jorgensen Smock</td>
<td>Silver Springs, Maryland</td>
</tr>
<tr>
<td>5.</td>
<td>Marjorie J. Armstrong</td>
<td>New Castle, Pennsylvania</td>
</tr>
<tr>
<td>6.</td>
<td>John P. Amtower</td>
<td>Gettysburg, South Dakota</td>
</tr>
<tr>
<td>7.</td>
<td>Zadalee Furlano</td>
<td>Lakewood, New Jersey</td>
</tr>
<tr>
<td>8.</td>
<td>Justin Benson</td>
<td>Toms River, New Jersey</td>
</tr>
<tr>
<td>9.</td>
<td>Jason Pence</td>
<td>Culpepper, Virginia</td>
</tr>
<tr>
<td>12.</td>
<td>Charles &quot;Pat&quot; Patterson</td>
<td>Hamilton, Montana</td>
</tr>
<tr>
<td>13.</td>
<td>Mark Meltzer</td>
<td>Palo Alto, California</td>
</tr>
<tr>
<td>14.</td>
<td>James G. Cole</td>
<td>Kempner, Texas</td>
</tr>
<tr>
<td>15.</td>
<td>B. Jeffrey DeKonty</td>
<td>Glenmore, Pennsylvania</td>
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<td>16.</td>
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<td>19.</td>
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</tbody>
</table>

WE NEED FOUR MORE ANGELS, as the Foundation is a 501(c)(3) charitable organization, your contributions are tax deductible. Consider making history by helping to get our C97G flying.

NOTE: A list of the names of all of our supporting Angels is displayed inside the C-97 to this day. This list will always be on permanent display and will be improved and updated. We are very proud and thankful for our supporting Angels.
One of the patriots who stepped forward and contributed $5000 to the C-97 project was James G. Cole, from Kempner, Texas. James became an official Angel Supporter on April 18th, 2014, when the Foundation received his unexpected and generous contribution. Not knowing who James G. Cole is, we wanted to learn more, so we telephoned James and learned a great deal as to why he would support our Boeing C-97G project. James was a Radio Operator on our C-97 in 1957 and 1958 when it was based in Altus, Oklahoma, with the 15th Air Force, 96th Bomb Squadron, 96th Air Refueling Squadron. James is from Honey Creek, Wisconsin, where he worked on a dairy farm. On the 2nd day after graduating high school, he joined the US Air Force. After Basic Training he was sent to Keesler Air Force Base for radio operator training and upon graduation was assigned to Altus Air Force Base, Oklahoma. That is where he flew our C-97G when it was a Tanker.

The crew he flew with consisted of Captain Byron J. McDaniel, Aircraft Commander; Lt. James Bergstrom, co-pilot; Lt. Dick Lyon, Navigator; Hilliard Henson, Flight Engineer; Jimmy Pruett, Boom Operator; James Gregg Cole, Airborne radio operator. James said our C-97 was only one year old when it arrived at Altus, AFB. His missions in our C-97 took him to Cuba, South America, Mexico, Venezuela, and from coast to coast here in the US. He has 2000hrs flight time in our C-97. After his enlistment in the US Air Force, James became an Air Traffic Controller. His first assignment was at Key West, Florida, where he opened the control tower in 1964. After Key West, he worked at several facilities in Texas. James also donated his C-97G Flight Handbook to the Foundation which we are making good use of.

We salute James G. Cole for his service to our country, and for his generosity to become our 14th Angel to save our C-97G, the Angel of Deliverance. Thank you James G. Cole.
NEW INTERIOR DISPLAYS

By Jason Capra

In the spring of 2014, an ambitious new project was undertaken by two members of the Berlin Airlift Historical Foundation. That mission was to completely overhaul the interior display cases of the C-54 and bring them up to date as well as offer new material for the thousands of patrons who visit the Spirit of Freedom every year on the airshow circuit. Having just received a new coat of paint, the interior needed to match the gleam and shine of the outside of the aircraft as well as effectively tell its story. The display cases to be overhauled would include the upper as well as lower display cases and the rear cargo display. Jumping in head first on the project was longtime foundation member and copilot Jason Capra and new member Angela Hudson.

Having an extensive background in model building and displays, Jason was in his element taking on the project. With an allotted budget at hand, Jason and Angela began the toughest part of the project, collecting new artifacts, memorabilia, and building the many dioramas and models on display.

Having come up with each theme for the display cases, the story of the airlift would be told as well as the history of the Douglas C-54E Skymaster through an array of carefully thought-out displays and dioramas. After weeks of scavenging the internet, EBay, antique stores, and personal collections, the time came for the construction to begin. Frequent trips to Michaels, Hobby-Lobby, and Hobby Express in the Pittsburgh area provided the construction materials necessary to turn the inside of the C-54 into a state of the art museum.

With the first load being taken to the aircraft at Washington County Airport in May 2014, work progressed at the rate of 2-3 days a week in between airshows and Jason and Angela’s own personal schedule. Angela being an Air Traffic Controller at Washington National Airport in Washington DC, would match her schedule and days off with Jason’s airline schedule to be able to devote every day possible to finishing the interior of the plane. From May to September of 2014, almost every single day off that summer was devoted to completing this mission as well as the hours at home building and painting the many models and dioramas on display. This still found both Jason and Angela on the Airshow circuit with the airplane as well as cleaning and scrubbing her every time she returned from a show. This is the type of dedication required to make an airplane like the C-54 fly and be successful in her mission of history, remembrance, and education.

After months of work, the interior of the Spirit of Freedom was finally finished. New display cases now grab at the attention of our guest as they walk through the cabin of the Spirit. From Dioramas of bombed out Berlin, to examples of the candy used in operation “Little Vittles,” the hard work of Jason and Angela has paid off in dividends for our foundation.
EMERGENCY LOCATOR TRANSMITTER DONATED TO C-97
PROJECT

One of the many obstacles that had to be addressed on the C-97 was a replacement for the existing Pioneer 3000 ELT that was installed on the C-97 when we acquired it in April of 1996. ELT is the abbreviation for the Emergency Locator Transmitter which is a radio that emits an emergency signal when suddenly jarred such as would happen in the event of a crash. Search and Rescue crews would then home in on the signal to locate the crash site. Earlier ELT's used the VHF frequency of 121.5, however, the regulation has been revised to soon require ELT's to transmit not only on VHF 121.5, but also 406 MHZ. A search was made to locate a quality ELT that would fit our needs. The best choice for a new ELT was the ACK Technologies, Inc. model E-04 ELT. Located in San Jose, California, contact was established with the owner and president Mike Akatiff. After presenting our needs for a new ELT for the C-97 in early August, 2015, ACK Technologies, Inc. most graciously not only donated a new model E-04 ELT, but also all the hardware required to install it. The patriotic support from ACK Technologies, Inc. speaks well of its values. The prompt and courteous service they have displayed also speaks well of the technicians and employees of this patriotic company. As we do with all the Companies who support the C-54 and C-97 with their products, the ACK Technology name will be added to our product support display to proudly announce the C-97 is equipped with the ACK model E-04 ELT. We want to say a sincere thank you to ACK Technologies, Inc. and president Mike Akatiff for their kind and patriotic donation. Learn more about this fine company and their products by visiting www.ackavionics.com.

CONSTRUCTION TO BEGIN ON BERLIN DIORAMA FOR C-54

The Foundation staff is always searching for new ways to improve the onboard displays inside the "Spirit of Freedom" to enhance our educational message about the great Berlin Airlift of 1948 and 1949. For the past 4 years, the idea of enhancing the aft display area inside the C-54 with a large diorama of what Berlin looked like in 1948 would add greatly to the value of our purpose and mission to preserve the history and memory of the Airlift. The problem in creating such a diorama of course requires time and skill and funding. The idea remained an idea until fate stepped in during our visit last April to the annual Sun-n-Fun event in Lakeland, Florida, when our president Tim Chopp met a visitor on board the C-54 by the name of Tim Kelly. Tim was ecstatic to learn that Tim Kelly owns the WoodWright Company in Fredericksburg, Virginia, that specializes in industrial displays. Tim Chopp presented the idea of a bombed out Berlin diorama to Tim Kelly and he immediately wanted in on the creation phase of the project. Since then, Tim Chopp not only has visited the Woodwright Company shop in Fredericksburg, Virginia, but has also flown the C-54 to the Stafford, Virginia airport where Tim Kelly spent several days inspecting and evaluation the display area. The plan is the construction of the diorama will begin this winter and installed inside the C-54 at a later date when a flight to Stafford, Virginia can be arranged. This is an exciting project and we hope it goes forward according to plan. We will keep you informed. Another idea proposed several years ago by our vice-president Kevin Kearney, was the installation of a replica of the Brandenburg Gate installed inside the C-54 near the rear door entrance. Visitors after entering the C-54 would make the left turn and pass through the Brandenburg Gate as they walk forward into the main cabin. We all liked the idea a lot and are now pursuing ways to make this a reality. This would be a great addition to our educational message for our visitors.
NEW WEIGHT AND BALANCE FOR THE C-97

The 2 hour drive to Floyd Bennett Field on August 8th, 2015 was special because that was the date set to have our beautiful C-97G weighed in order to establish a new weight and balance. Due to the extensive maintenance over the past 12 years and thousands of pounds of non-essential systems and equipment removed that will not be needed or required for our operation, it was a requirement to have the C-97 re weighed to establish the empty weight and empty weight center of gravity. The goal is to simplify operating the C-97 as much as we can and to reduce the weight as much as possible to use lower engine power settings while cruising to save fuel. A lighter airplane is safer than a heavier airplane.

Plane Weighs USA, out of Fort Worth, Texas, owned by Terry McCants, was contracted to do the job. Jesse Hennell and his professional weighing team made the drive all the way from Fort Worth, Texas, to Brooklyn, New York, bringing with them their weighing scales and support equipment. Jesse Hennell is the Chief Inspector for Plane Weighs USA and has weighed several thousand airplanes during the course of his career weighing aircraft. The Foundation also had a good showing of our own maintenance team to assist where needed. The ramps were placed into position that allows the C-97 to be towed onto the scales where the readings would take place. The Foundation mailed all the weight and balance data pertaining to our C-97 weeks earlier, so Jesse was quite knowledgeable about weighing our C-97 when he arrived. After taking measurements and several readings of each scale located under each main wheel and nose wheel, the new empty weight was established. The average empty weight for a US Air Force C-97 and KC-97 was 86,000 lbs. The new empty weight of our Boeing C-97, the "Angel of Deliverance" is 80,849 lbs. The maximum gross weight allowed for our C-97 is 153,000 lbs. We will be operating our C-97 with a gross takeoff weight well under 100,000 lbs. This is a good place to be. Once again, a lighter airplane is safer than a heavier airplane and more economical as well.

We have been looking forward for the past several years to the day when the C-97 would be re weighed. This is another major step behind us as we get closer to becoming airworthy for the departure flight from Floyd Bennett Field. We want to thank the Plane Weighs USA company, owner Terry McCants, Chief Inspector Jesse Hennell, and his professional team for a job well done. It was a pleasure working with them. To learn more about Plane Weighs USA go to www.planeweighsusas.com.

DID YOU KNOW?
The maximum allowed gross takeoff weight of the C-54 is 73,000 lbs while the empty weight of the C-97 is 80,849 lbs.

One propeller on the C-97 weighs as much as an entire engine on the C-54. 1500 lbs.
C-97 LANDING GEAR RETRACTION TEST COMPLETED

If there is any C-97 maintenance procedure we enjoy performing, it's getting the C-97 on jacks and performing a landing gear retraction test. Our records indicate the landing gear retraction test performed on December 5th, 2015, was the 7th time we have performed this procedure. In addition to insuring the landing gear is retracting and extending normally, it also provides the opportunity for our flight crewmembers and maintenance personnel to receive hands on experience, extending the landing gear using the emergency procedures. We are happy to report the landing gear performed normally and met all the specifications of T.O. 1-C-97 (K)E(C)-2-7. Unless there is any unexpected delays, this was the last time the C-97 will be on jacks before it departs Floyd Bennett Field.

TIM CHOPP AND FRANK BENSON POSITIONING A JACK IN PREPARATION FOR A LANDING GEAR RETRACTION TEST ON DECEMBER 5, 2015.

A GOOD ANGLE OF THE C-97 ON JACKS

FRANK BENSON OBSERVING THE NOSE LANDING GEAR RETRACTING WHILE COMMUNICATING TO THE COCKPIT VIA RADIO.

ALL THREE LANDING GEARS UP AND LOCKED. ALL IS WELL.
C-97 TAXI TESTS COMPLETE!

On November 18, members of the BAHF gathered outside of Hangar B at Floyd Bennett Field to undertake a very important step in the return to flight of our great Boring C-97G, “Angel of Deliverance”… the taxi tests. It was a cold gray morning, but the crew was eager to get at it. We first had to remove the fence dividing the C-97’s area from the general ramp. Then, we had to coax the airplane forward using our tiny Toyota Tug, which, while effective, is woefully inadequate to pull the C-54, let alone the C-97. However, in the spirit of the “Little Engine That Could,” our tiny tug finally got the airplane moving (With a little help from a tow strap and a truck) and the airplane slowly made its way down the ramp to the area where were would start her.

Once the crew was satisfied with the airplane, and the National Park Service folks cordoned off the area from the public, the C-97 was started up. It started well, though the #3 engine was still pretty smoky. Once the engines were sufficiently warm, Tim began the tests. We ran the airplane around for about an hour or so, testing the steering, brakes, prop controls, reversing them and unreversing them, running the engines up and down, generally putting the airplane through its paces. We were pretty satisfied with the results, though there were a few squawks that were rectified since. All in all, it was a pretty encouraging day and an important step in returning the “Angel of Deliverance” to the air.