



Travis Air Museum NEWS[®]

A publication of the Jimmy Doolittle Air & Space Museum Foundation

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Season's Greetings

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Lift off for Terry Juran

TRAVIS AIR MUSEUM'S NEW DIRECTOR

Terry Juran came on board as the new director of the Travis Air Museum this last July replacing Dr. Leiser as he retired after twelve years of service. Prior to

becoming the Director of the Travis Air Museum, Terry had been the Superintendent of the museum while on active duty status. When asked by fellow airman how it was being the Superintendent at the museum, Terry's response was, "It's the best job I have had in 25 years of being in the Air Force".

Terry's interest in aviation started an early age back in 1966 while in the second grade and has grown stronger through the years. While in high school, his friends would remark, "Anytime an airplane flew over, Terry was looking up to see what kind of aircraft it was". Terry's primary interest has always been in military aviation with a strong focus on the World War II years of aviation.

His education includes a Master of Arts in history from the American Military University, Bachelor of Arts from Bethany College in Applied Professional Studies and an Associates degree in graphic arts. This last May, Terry hit the 25 year mark as reservist with the 349th Aircraft Maintenance Squadron here at Travis Air Force Base where he has serviced as a crew chief on C-5 aircraft as well as flying crew chief. He is also a certified licensed Airframe and Powerplant mechanic by the FAA.

Prior to coming onto active duty for ten years, Terry worked as a graphic artist for TRW in the Silicon Valley doing art work for many exciting and cutting edge projects within the defense industry. Terry's wife Adriana and his two boys, Brian 7, Stephen 26 and Stephan's wife Stephanie reside in his home state of Oregon.

Recently, Terry coordinated the addition of a C-133 to the Travis Air Museum collection and supervised the commemoration of the 60th anniversary of the Berlin Airlift. Between October 15 and November 29, the German government's Berlin Airlift traveling exhibit is at Travis Air Museum. During a ceremony, on October 15, the German consulate presented Certificates of Appreciation to 25 veterans of the Berlin Airlift that live in the local area.

Terry is looking forward to an extremely rewarding career here at the Travis Air Museum where he can pursue his greatest passion, aviation!

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Comments and questions about the NEWS may be addressed to Editor, Jimmy Doolittle Air & Space Museum Foundation NEWS, PO Box 1565, Travis AFB, CA 94535

ABOUT Us



The Jimmy Doolittle Air and Space Museum Foundation, with its Education Museum Foundation, is registered as a non-profit 501(c)(3) organization. It brings together historical, educational and technological resources to create programs which preserve our aviation heritage in building an air and space museum for all ages that embraces California aviation, Travis Air Force Base, the U. S. Air Force and the history of the Doolittle Tokyo Raiders.



It took major cooperation to bring home the last flying C-133A Cargomaster during the 2008 Travis Air Show.

*Salute!
Applause!
Bravo!*

JIMMY DOOLITTLE AIR AND SPACE MUSEUM

The Jimmy Doolittle Air and Space Museum will be the name of the new museum that is being created by the Jimmy Doolittle Air and Space Museum Education Foundation in cooperation with Travis Air Force Base. Currently, it is to be located near David Grant Hospital at Travis AFB. This will be a major tourist destination in northern California that will embrace the history of the Jimmy Doolittle Raid, the history of Travis Air Force Base, and the history of the US Air Force.

TRAVIS AIR MUSEUM

The Travis Air Museum is presently located on Travis Air Force Base on Burgan Blvd. It presents the history of that base and the history of airlift in the Pacific. The Jimmy Doolittle Air and Space Museum Foundation, formerly the Travis AFB Historical Society, is the designated non-profit arm of the museum.

(Wayne Lederer photos)



Without the overwhelming financial and enthusiastic support by C-133 retirees, aviation enthusiasts, local communities, the Jimmy Doolittle Air and Space Museum Foundation, the Travis Air Museum staff and the entire Travis Team, the arrival of the last flying C-133 during the 2008 Travis Air Show would have been impossible. Many thanks to Maurice Carlson for donating the C-133A to the Jimmy Doolittle Air and Space Museum Education Foundation and Travis Air Force Base for giving the OK for it to be displayed at Travis Air Museum's Heritage Park. Salute and thanks, again.

Home sweet home for C-133 Cargomaster

By Senior Airman Shaun Emery
60th Air Mobility Wing Public Affairs
www.travis.af.mil

Dateline: 8/31/2008 - TRAVIS AIR FORCE BASE, Calif.

In front of more than 80,000 spectators, the last flying C-133A Cargomaster returned home to Travis Air Force Base at the 2008 Travis Air Expo, Aug. 30.

The event was special for a lot of reasons said Master Sgt. Terry Juran, Travis Air Museum director.

“The arrival and retirement of the C-133 here really fills a void in our aircraft collection,” said Sergeant Juran. “Only two bases had the C-133, Travis and Dover. They have their aircraft and now we have ours.”

The C-133 flew at Travis from 1958 until its departure in 1971. According to Mr. John Lacomia, 60th Air Mobility Wing histo-

rian, the first C-133 arrived at Travis on Oct. 17, 1958 and was dubbed the “State of California” and was assigned to the 84th Air Transport Squadron of the 1501st Air Transport Wing. The last Cargomaster a C-133B departed Travis on July 30, 1971 for Davis-Monthan AFB in Arizona.

The arrival of the C-133A has been more than 20 years in the making. Members of the Jimmy Doolittle Air and Space Foundation, formally the Travis Historical Society, played a major role in the acquisition.

“We wanted to have this part of history here at Travis,” said Mr. Dave Florek, foundation member. “This arrival means a lot to so many people.”

Continued on next page

Mr. Florek was an active duty Airman and worked on the aircraft while stationed in Okinawa. He, along with other C-133A crew members and maintainers, from as far away as Switzerland, made the trip to Travis to see the landing.

“It’s a great day for the aircraft,” said retired Lt. Col. Joe Fouts, a former C-133A pilot.

Colonel Fouts resides in Anchorage, Alaska, where the C-133 had been flying. He saw the plane take off from there and land during the show at Travis.

Colonel Fouts said he had many fond memories of the Aircraft. In particular was a mission that took his crew around the globe, flying heads of state and dignitaries in July, 1960.

“We planned for the trip to take 84 hours,” he said. “We took off from Travis and touched down in exactly that time.”

Colonel Fouts praised the Aircraft for its reliability but said they knew it was better to be safe than sorry.

“We took two extra engines, two props and an extra maintenance crew, just in case.”

The Travis Air Museum has plans to move the aircraft from its position on the ramp to a location near the David Grant Medical Center, closer to the base’s entrance and future site of the Jimmy Doolittle Air Museum.

“We really want to show off this aircraft to honor those who served and sacrificed.”

Because only 50 total C-133s flew in the Air Force, Sergeant Juran said he felt its history, and the history of its crewmembers had been overlooked.

“It’s such a small community of people who served on this aircraft. But they did a lot of work. I think we may have forgotten that, but with the arrival of this aircraft we can right that wrong.”

(Photos below by Tom Degen, C-133 navigator)





(U.S. Air Force photo)

History of the C-133 Cargomaster

John M. Lacomia, 60th Air Mobility Wing History Office, reported in an 8/29/2008 - TRAVIS AIR FORCE BASE, Calif. press release that the C-133 flew at Travis from 1958 until its departure in 1971.

The Cargomaster was the largest turboprop transport to be used by the United States Air Force. At over 157 feet long with a wingspan of 179 feet, plus its four Pratt and Whitney T34-P-7WA engines rated each at 6,500 horsepower, the aircraft was able to do what was considered impossible at the time.. There were only 50 Cargomasters produced; 35 "A Models" and 15 "B Models." It was the first aircraft in Air Force history to go directly into production without any prototypes.

The aircraft was flown only at Travis and Dover Air Force Bases for the 1501st (later the 60 MAW) and 1607th (later the 436 MAW) Air Transport Wings. Three squadrons flew the aircraft that included the 1st, 39th and 84th Air Transport Squadron (later military airlift squadrons).

As a result of its design, the C-133 was capable of carrying large payloads that included transporting the Atlas, Titan and

Minuteman ballistic missiles. The C-133 would also do work for NASA transporting Atlas, Saturn and Titan rockets to Cape Canaveral as the launch booster for the Gemini, Mercury and then the Apollo space programs.

The first C-133A arrived at Travis on Oct. 17, 1958 and was dubbed the "State of California" and was assigned to the 84th Air Transport Squadron of the 1501st Air Transport Wing. The last Cargomaster a C-133B departed Travis on July 30, 1971 for the Davis-Monthan Air Force Base in Arizona.

The C-133A (Tail Number 56-1999) was assigned to Travis from February thru November 1960. It is the last Cargomaster in flyable condition and will become a permanent static display at the Travis Air Museum.

N199AB as it was re-dubbed on Dec. 6, 1975 was purchased by Maurice Carlson for the Cargomaster Corporation and was flown to Alaska to haul cargo for the Alaskan Pipeline. Forty-eight years after its departure from Travis, it will return to a base that it called home for the last time.

FOUNDATION TEAM

Foundation Team: Jimmy Doolittle Air and Space Museum Foundation’s Board of Directors, membership and volunteers. Travis Air Museum staff are employees of the U. S. Government.

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Membership

Since 1982, members of the Jimmy Doolittle Air and Space Museum Foundation (previously the Travis AFB Historical Society) played an important role in meeting the mission of bringing together historical, educational and technological resources to help create programs which preserve our aviation heritage and build an air and space museum for all ages, embracing California aviation, Travis Air Force Base, the U. S. Air Force and the history of the Doolittle Tokyo Raiders. Join Up! The Jimmy Doolittle Air and Space Museum Foundation, with its Education Museum Foundation, is registered as a non-profit 501(c)(3) organization.

Travis Air Museum Staff

The staff of the Travis Air Museum are employees of the U S government. The Travis Air Museum is a part of the National Museum of the United States Air Force field program.

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Volunteers

Volunteers are the lifeblood of the Foundation and the Museum. Day in and day out, they provide a myriad of services for the Foundation and the Museum.

How to Become a Volunteer:

Volunteers at the Museum enjoy a real sense of camaraderie, in a flexible environment that appreciates the value of their time and commitment. We use their particular skills or areas of interest to fulfill the needs of the Museum.

We encourage you to become a museum volunteer—give the gift of time. Even a small commitment of time can make a real difference. It’s a great opportunity to share your excitement and enthusiasm about aviation, while making a positive impact in the community.

If you’re interested, please call the Museum office at (707) 424-5606. We look forward to hearing from you. From docents to artisans, mechanics to shop keepers, we appreciate the gift of time and talent.

Crew Chiefs:

We at the “Air Museum” are proud of the work our volunteers accomplish on a daily basis. We currently have a need for “volunteers” or “organizations” to adopt one of our aircraft displayed outside of the museum building. As a “crew chief” assigned to one of our aircraft you would be responsible for maintaining the overall appearance.

BERLIN AIRLIFT REMEMBERED 60 YEARS LATER

BERLIN AIRLIFT VETS RECOGNIZED BY GERMAN GOVERNMENT

By Staff Sgt. Shaun Emery

60th Air Mobility Wing Public Affairs

10/17/2008 - TRAVIS AIR FORCE BASE, Calif. --

Veterans of the Berlin Airlift were recognized by the German government for their bravery and sacrifice at a ceremony at Travis Air Force Base, Calif. Oct. 15 celebrating the 60th anniversary of the operation and marking the opening of a six-week exhibit on the Airlift at the Travis Air Museum.

While they may not be heroes in their own minds, to the people of Germany, the veterans' actions are a vital part of their post-war history.

"This ceremony is about the people whose service ended long ago, but their service and accomplishments will never be forgotten," said Rolf Schütte, consul general of Germany for the Northwest Region of the United States.

To this day, schoolchildren in Germany are taught about the American heroes who came to the rescue in a dire time to lift up a city and solidify its people's fight for freedom against the communist government trying to starve them out.

"The Berlin Airlift was not only about food," said Mr. Schütte. "It was a means for the German people to fight for freedom. They would rather live off 800 calories a day, than to give up hope for a better future in a free city."

According to Mr. Schütte, the "Candy Bombers'" actions and the spirit of the Berlin Airlift forged a friendship between two nations that had been enemies just years before.

During the ceremony, 23 Berlin Airlift veterans were presented the German-American Friendship Award. The award is reserved for Americans who made special contributions to foster German-American relations. Afterwards, the veterans witnessed the ribbon cutting to open the 60th anniversary exhibit and were the first to walk through it.

Col. Mark Dillon said it was fitting to have the exhibit at Travis, the busiest mobility wing in the Air Force.

"These veterans laid the groundwork for airlift today," he said. "We are continuing the mission and keeping their legacy alive. It is an honor to recognize those who served before us."

When asked what strikes him most now about his actions during the airlift, Johnny Macia, a retired Air Force Master Sergeant and engine mechanic, said it's seeing the people when he travels back to Germany.

"It was great to contribute to the operation," he said. "Especially when I go back for events and talk to someone who says they were a little girl sitting in the rubble when candy bars started dropping from the sky. It feels good knowing that those people are still there because of what we did."

The effect the Airlift had on the spread of communism was not lost on Mr. Macia.

"We were able to deter the Soviets from going any further," he said. "They would have gone through as much territory as they could have taken if we hadn't stopped them. I'm glad we had leaders who were instrumental in getting the lift going."

"We flew seven hours a day, seven days a week," he said. "We would work one week of day shift then a week of swing shift then a week of the graveyard shift. And we did this for seven months."

"I fully understood what was going on in the world. I'm just sad that if another situation like that came up, there is nothing I can do at my age to volunteer. The airlift was an experience. I'm glad I did it. I'm glad I came tonight, it's nice to be honored."

Many of the veterans at the ceremony said they were just doing their job during the airlift and never thought they were doing something special. Mr. Schütte said that is common in the veterans he speaks to around the U.S.



Retired Lt. Col. Clinton Hankins, a veteran of the Berlin Airlift, walks through the 60th anniversary exhibit on display at the Travis Air Museum. (U.S. Air Force photo/Airman 1st Class Kristen Rohrer)

Continued on next page

BERLIN AIRLIFT CONTINUED

BERLIN AIRLIFT REMEMBERED

By John M. Lacomia
60th Air Mobility Wing History Office

10/10/2008 - TRAVIS AIR FORCE BASE, Calif. -- It has been over 60 years since the beginning of Operation Vittles or Operation Plain Fare, as the British called it. The Berlin Airlift, as it is referred to, has been praised as the first successful humanitarian operation of the Cold War. When the airlift concluded in September 1949, the Allies had completed more than 277,000 flights and transported more than 2,325,000 tons of food, supplies and coal to the two million people of Berlin.

Following World War II, agreements between the Allies had divided Germany into four zones, said Dr. Roger Launius, former Command Historian for the Military Airlift Command, one each for the French, British, American, and Soviet allies.

“These agreements allowed the Soviets to occupy Germany territory well into the west of Berlin, while Berlin itself was placed in the hand of the remaining allies,” he said.

By early 1948, tensions between western allies and the Soviet Union were mounting. Their relations deteriorated due to numerous disagreements over the types of governments to be established in postwar Europe.

By April 1948, allied trains were being stopped en-route to western-controlled zones. On June 18, the United States, Great Britain and France announced plans to create a unified West Germany currency, excluding Berlin in an attempt to revive the country’s economy.

Six days later, the Soviets blocked all land routes connecting the noncommunist sectors of western Berlin claiming “technical difficulties” on the railroad and Autobahn.

According to British calculations, the Allies would need to airlift 5,000 to 8,000 tons of coal and food into Berlin every day to meet the needs of the two million Berliners.

The allies anticipated the blockade and on June 25, Gen. Lucius D. Clay, military governor of American Zone of Germany called upon Lt. Gen. Curtis LeMay, United States Air Forces in Europe commander, to come up with a plan for an allied airlift. LeMay’s response to Clay when he asked if he could transport coal by air was, “The Air Force can deliver anything.”

At his disposal were 102 C-47 Skytrain transports that could deliver three tons of cargo each and two C-54 Skymaster aircraft that could transport ten tons of cargo. General LeMay put Brig. Gen. Joseph Smith in charge of the temporary Airlift Task

Force at Wiesbaden Air Base.

The operating units that General Smith had under him were the 60th and 61st Troop Carrier Groups stationed at Rhein-Main and Wiesbaden Air Bases that operated the C-47s. The 60th Troop Carrier Group completed one of the first airdrops into Berlin June 26, 1948.



(U.S. Air Force photo)

Task force aircraft flew air corridors out of Rhein-Main and Weisbaden Air Bases into Tempelhof in the western part of Berlin. The pilots flew the C-47 and C-54. The aircraft flew three round trips into Berlin each day.

The need to increase the amount of cargo flown caused General LeMay to request 30 additional C-54. He received 39 C-54s with some coming from Fairfield-Suisun Air Force Base (later Travis AFB). By mid July, the task force had completed more than 5,000 flights and delivered more than 69,000 tons of supplies to the people of Berlin. The airlift would utilize more than 225 aircraft during the operation.

When it was determined that the airlift would last more than a few weeks, the newly formed Military Air Transport Service became the new caretaker of the airlift. Once MATS became involved in the operation, Maj. Gen. William Tunner, MATS deputy commander, became the task force commander.

Though the operation had been successful, Tunner’s involvement made the operation even more effective and efficient. Tunner was known for his success transporting troops, equipment and supplies in the China-India-Burma Theatre during World War II.

According to Dr. Launius, Tunner’s approach to the airlift was precise and well planned.

“Tunner referred to his methods as rhythmical cadence to the aircraft that allowed no excess or unplanned action,” said Dr. Launius “His approach worked like a conveyor belt; each aircraft operated at equal speeds, executed preplanned actions at specific locations and never deviated from the method of operation.”

None of this could have been accomplished without effective and efficient maintenance practices, he said.

“Each aircraft’s maintenance activity was planned, recorded and controlled by the Headquarters at the Airlift Task Force.”

Tunner’s tactics increased the number of flights per month to 19,000 delivering more than 171,000 tons of much needed supplies.

If General Tunner and his crew were the champions of the airlift then, 1st Lt. Gail S. Halvorsen would be the luminary of kindness for the children of Berlin.

Lieutenant Halvorsen, a C-54 pilot, visited the city of Berlin. During his visit, he encountered a number of children standing around watching the planes coming into Berlin. The children he encountered were thankful for the food, so Lieutenant Halvorsen passed pieces of chewing gum through a fence. He promised that the next time he flew overhead he would drop candy and gum out of his plane for all the children. This small act of kindness would balloon into what is now referred to as Operation “Little Vittles.”

Word got around as Lieutenant Halvorsen dropped candy out of his plane using make-shift parachutes from his handkerchiefs. His operation grew and he was making more and more drops to the children of Berlin. The operation also caught the attention of the press and the task force leadership. Lieutenant Halvorsen was hailed for his kind heart by the press and was congratulated by leadership for his innovation.

Though the Soviet Union officially ended the blockade of Berlin on May 12, 1949, the allies continued the airlift until Sept. 30. This was to ensure that the people of Berlin had a three-month surplus.

The Berlin Airlift proved that a sustained airlift could be maintained for long periods, that joint operations are successful when there was a common goal and it confirmed that the United States could standup against an oppressive force employing peaceful methods.

The Berlin Airlift set the standard for modern day airlift and humanitarian operations, proving that precision airlift can be accomplished anywhere in the world in an effective and efficient manner.

The airlifter of the 1940s could carry an average of ten tons per trip. Sixty years later the United States Air Force, utilizing the C-17 Globemaster III and C-5 Galaxy, can transport between 85 to 145 tons per flight respectively.

The most important aspect of this operation was that it created a long and bonding friendship between the German people and the countries of the West that has endured for more than six decades.

AIRLIFT LEGACY

Commentary by Col. Mark Dillon
Commander 60th Air Mobility Wing

10/8/2008 - TRAVIS AIR FORCE BASE, Calif. -- This year marks the 60th Anniversary of one of the most distinguished air mobility efforts in history -- the Berlin Airlift. The successful airlift operation was the first Cold War victory and a true triumph for democracy.



The legendary humanitarian effort supplied 2.3 million tons of food, coal and other necessary equipment to two million West Berlin residents stranded during the Soviet blockade. The successful airplane-only delivery of life-saving essentials occurred as a result of dedicated air mobility pioneers. These pioneers -- LeMay, Tunner, Clay, Halvorsen -- overcame insurmountable challenges and along the way improved airlift efficiency, implemented new safety rules and innovated new tactics, techniques and procedures. When Operation Vittles ended on Sept. 30, 1949, 278,228 missions were flown in 322 days.

That sortie pace -- one flight every 90 seconds -- matches Air Mobility Command's current operations. It was dedicated and innovative Airmen who, much like you, were the key to success.

The Berlin Airlift helped to unify former World War II enemies, and develop lasting camaraderie between the United States and Germany. In commemoration of this historic effort, the German government is sponsoring a traveling exhibit which highlights the heroism and heritage of the Airmen of 60 years ago. Our air museum will host the exhibit from Oct. 15 through Nov. 28. Fittingly, the display will be flanked by the museum's C-47 Skytrain, "Okie Dokie," which flew the air corridors into Berlin. During the event's opening ceremony Oct. 15, 20 Berlin Airlift veterans from Northern California will be honored by the German Consulate.

As the decades pass, Team Travis has diligently preserved our air mobility legacy. Next week's German Consulate ceremony and Mr. Brannon's lectures are two great examples celebrating that legacy. The "we can haul anything" determination of Gen. Curtis LeMay during the Berlin Airlift continues today as we successfully prosecute the Global War on Terrorism.

Jimmy Doolittle Air and Space Museum Foundation

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CURATOR'S CORNER, FAREWELL GARY LEISER

Editor's note:

The following Curator's Corner was written by Gary this past June. He retired as of 31 July 2008. I am also pleased to include his "Brief History of Twenty-Second Air Force" on pages 13 – 15. Enjoy. Gary is an excellent author; as the editor, you can imagine how much I will miss him.



By Gary Leiser

The past few months have been a period of excitement and transition for the Museum.

The last flying C-133 will have been added to our collection of aircraft. Also in the dock is an F-100 which will come to us from Lackland AFB, TX. In addition, a very utilitarian, and long overdue, acquisition was made in June when TSgt **Robert Perry** spotted a "bobtail" tow vehicle that had been turned in to salvage and "requisitioned" it. For the first time we have a proper vehicle that can tow small aircraft as well as maintenance trailers.

In the fall the Museum will host a special traveling exhibit on the Berlin Airlift. This exhibit has been prepared by the German government and will be on display for at least a month. Further details will be provided later.

As for transition, in July **MSgt Juran** was named the new director of the Museum. Indeed, by the time this newsletter appears from the press, I will have left civil service, departing on 31 July. I am confident that the Museum will be left in good hands. I became the director in January 1996 and served in that position longer than all previous directors combined. During this time the Museum has been reinvented, expanded, and dramatically improved. For those who have not visited the Museum since 1996 the cumulative changes will be quite striking

I became the director following an AF audit which made 69 recommendations, that is, described 69 problems that needed to be addressed. The wing commander at the time told me to "clean it up or close it." Two years later, all recommendations had been resolved, including the demolition of a building. Since then we—the Museum staff, volunteers, and Foundation—can point to the following major accomplishments:

These accomplishments would have been impossible without the help of the volunteers and the Foundation.

Seven aircraft were taken from storage, restored and repainted. (C-7, C-123, C-54, C-141, UH-16, AT-17, Hound Dog Missile). We raised \$15,000 from private sources, in addition to the \$25,000 contributed by the Museum foundation, to place the C-141 on display. We applied for, and received, a grant of \$1,800 to restore the missile.

We repainted five aircraft that were already on display (O-2, A-26, F-105, F-4, B-52).

Four aircraft currently on display have been prepped for repainting (U-3A, C-140, F-104, T-33).

The Museum was repainted inside and out and all the front windows and doors were replaced.

The interior of the C-118, which has been on display, was completely restored.

Exhibit space inside the Museum was expanded by 4,000 square feet, more than 40%.

Since the audit, more than 40 new displays have been built.

Only one dates from the time of the audit and it has been redone.

Since the audit, the number of visitors has grown significantly every year, peaking at 60,000 just before 9/11.

Since 1996, the Museum has hosted more than 1,500 functions (promotions, retirements, holiday parties, birthday parties, etc.)

In April 2003, we organized and hosted the 61st Reunion of the Doolittle Raiders. This reunion was a week-long affair that required a year of planning. The Museum coordinated the joint participation of Travis AFB and the neighboring cities of Fairfield, Suisun City, and Vacaville.

No joint event had ever been arranged with all these entities. The Museum marshaled an army of 200 volunteers and, with the help of the Foundation, raised and spent more than \$200,000. To this day the Raiders say it was the best reunion they ever attended.

For the past eight years, the Museum director and Foundation have been in the forefront of planning for, and promoting the construction of, a new museum. The Foundation has spent more than \$40,000 in feasibility studies, consultations, and the like for this purpose.

The Foundation has raised and spent more than \$1 million on the Museum (displays, supplies, equipment, etc.)

Continued on next page

LEISER CONTINUED

We publish the best newsletter of all AF field museums.

These accomplishments would have been impossible without the help of the volunteers and the Foundation. When I became director, I had a staff of four full-time NCOs and a budget of \$20,000 from the Wing. As I leave, there is a staff of one NCO and basically no budget. Yet we have become one of the largest and best know aviation museums of any kind on the West Coast, attracting visitors from throughout the US and abroad. We have frequently been featured in all media, including documentaries and films. In short, the volunteers and Foundation have much to be proud of. No field museum with similar resources can boast of similar accomplishments. I will miss working with the volunteers and the Foundation. On the other hand, I am delighted to be leaving the AF History and Museum Program. My wife and I plan to move to Central Oregon. Meanwhile, I am considering offers for research and academic positions in Spain and Turkey. We'll see.

NUTS AND BOLTS

Bob Jenkins worked on constructing a new pilot seat for the C-47. **Tom Roberts**, **Bob Zirzow**, **Jake Jacobson**, and **Tom Kurka** prepared the F-104 for painting and made repairs in the cockpit. **Bob Jenkins** and **Bob Zirzow** set up an air conditioning system inside the museum building so they would be comfortable during the summer. **Bob Jenkins** also kept the Cushman running. **Bob Z** and **Neil Wood** fabricated locks for the elevator and rudder of the C-141. **Tom Kurka** continued on the restoration of the large model of the C-54 and the space capsules. **Tom** and **Charlie White** worked on preparing our B-29 propeller for display. **Charlie White** and **Charlie Moran** worked on seat covers and a new galley for the C-118. **Joe Tattersall** repaired the ECM pod for the F-105. **Joe** and **Bob Zirzow** made the final preparations for painting the T-33. **Mike McKenny**, **Neil Wood**, and **John Card** worked on the hydraulic system for the Hound Dog missile. **John Card** worked on a new radio compartment for the A-26. **Jimmy Martin** inspected the outdoor aircraft each week and made minor repairs. **Ben Reed** continued to keep the library and archives in order. **Bill Santee** monitored the meetings of the Doolittle Foundation. **Tom Roberts** finished painting the rudder for the C-119, which is now ready for installation. **Bob Zirzow**, **Bob Jenkins**, **Ken Cox**, **John Card**, and **Neil Wood** rearranged several outdoor aircraft. **Bill Shanahan** carried out various tasks. And new volunteer **Juliana Gheorghiu** improved the space displays. Meanwhile, as usual, **Earl Johnson**, **Gerry Propp**, and **Jim Disher** kept the gift shop humming and **Bob Florkowski**, **Virgil Sellers**, and **Mike Venning** conducted many tours.

VISITOR'S INFO:

TRAVIS AIR MUSEUM

Location: Building 80, 461 Burgan Blvd, Travis AFB, CA 94535
Mailing Address: 400 Brennan Circle, Travis AFB, CA 94535
(707) 424-5605

One of the Largest Collections of Military Aircraft on the West Coast. Located an hour from San Francisco or Sacramento, the Travis Air Museum has 35 aircraft on display, assorted exhibits on military aviation, a gift shop, and picnic area.

Museum of Military Aviation History: The Museum has a representative collection of American military aircraft from various periods: fighters, bombers, trainers, cargo and liaison aircraft. Its exhibits showcase Jimmy Doolittle and the Tokyo Raiders, the 15th AF in WWII, the Tuskegee Airmen, the Consairways story, the Berlin Airlift, and the history of Travis AFB with special emphasis on the Korean war, the war in Vietnam and other significant military missions.

Additional Attractions: Other exhibits include a space capsule for children, air force uniforms, the nose of a WWII glider, WWII aircraft recognition models, a link trainer, aircraft engines, and the cockpits of a T-28, a T-37, and a F-100.

*Museum Hours: Tuesday-Saturday, 09:00-16:00.
Closed Sundays, Mondays, and Federal holidays.
Air park hours: Everyday until dark. Admission is free.
Gift shop in the museum. Picnic area next door.*

Tours: Exhibits are self-explanatory. Guided tours are available by reservation for groups of ten or more. Ideal group size is 10-30 because of space restrictions among exhibits. Tours are designed for ages 12 and older. For tours for children under age 12 call the museum for availability. All children must be accompanied by adults. Allow 45 minutes for a tour.

Directions: Interstate 80 to Airbase Parkway exit in Fairfield. Follow Airbase Parkway east to the main gate of Travis AFB where it ends.

How do I get a decent led tour of Travis Air Museum?

Entry to the base for those without US Government ID: Visitors without USG ID may enter the base when accompanied by one who holds the proper ID. Otherwise, the procedure for entering the base for those without USG ID is to stop at the visitors' center at the main gate, present your auto registration, proof of auto insurance, driver's license and a photo ID for all passengers aged 18 or older. The guard at the center will then call the museum to let the staff know you're coming. It is helpful to call the museum office in advance (707) 424-5605.

ATTENTION: The Travis Air Museum is located on Travis Air Force Base, and as such has many rules and safety measures governing vehicles and proper clothing/safety apparel required for entry, especially for those riding motorcycles or bicycles. Please call the Travis Visitors Center at (707) 424-1462 or e-mail: pass.id@travis.af.mil for all current guidelines required to enter Travis Force Air Base.

A BRIEF HISTORY OF TWENTY-SECOND AIR FORCE

By Gary Leiser

28 DECEMBER 1941: DOMESTIC DIVISION, AIR CORPS FERRY COMMAND

Twenty-Second Air Force, which was headquartered at Travis from 1966 to 1993 and is currently a Reserve unit, traces its origin to 28 December 1941 when the Domestic Division, Air Corps Ferrying Command, was established and activated in Washington, D.C. It is slightly older than its former sister organization, 21 AF, which had its beginning on 18 June 1942. Indeed it is older than the former TAC, SAC and even the USAF. The Domestic Division was renamed a number of times during World War II. It was finally redesignated the Continental Division, Air Transport Command, on 28 February 1946 and was discontinued on 31 October of that year. Much later, in 1979, the lineage of this unit was consolidated with that of the Continental Division, Military Air Transport Service (MATS), which was organized at Kelly AFB, Texas on 1 July 1948. On 25 June 1958, the Continental Division moved to Travis AFB, California where it was renamed the Western Transport Air Force (WESTAF) on 1 July 1958. On 8 January 1966, this unit became 22 AF.

1 JULY 1958: WESTERN TRANSPORT AIR FORCE

Subordinate to MATS, WESTAF was comprised of units that had formerly been assigned to both the Continental and Pacific divisions. These units were seven wings, one air division, two groups and one support squadron. WESTAF hosted bases in Florida, South Carolina, Washington, and California and had tenant status at bases in Texas, Hawaii, Japan, Okinawa, Philippines, Guam, Midway, Washington, California and Alaska. Within and beyond the area circumscribed by these bases, its mission was primarily to airlift cargo, troops, and other personnel, and mail and provide aeromedical evacuation. It also had to train aircrews. At its conception in 1958, WESTAF had 29,595 civilian and military personnel, including 1,807 Navy personnel. Indeed, it even provided training in Gruman SA-16 Albatross (flying boat) aircraft. The backbone of its fleet, however, was composed of Douglas C-118s, C-124s, Lockheed C-121s, and Boeing C-97s.

Given its area of responsibility and mission, WESTAF and its successor, 22 AF, were to become participants, directly or indirectly, in many international crises in which American interests were at stake. In fact, no sooner was WESTAF established than it became involved in the Formosa (Taiwan) crisis.

AUGUST 1958:

In August 1958, when Communist China threatened the islands

of Quemoy and Matsu, which were held by the Nationalist Chinese, the US responded in part with a build-up of forces, both American and nationalist Chinese, in the Far East. In August and September, WESTAF shipped hundreds of tons of cargo, including jet fighters, and thousands of personnel to that region. It is worthy of note that when this crisis began, WESTAF had 36 aircraft in Europe on standby to support the US intervention in Lebanon, which had taken place in July. These aircraft were then redeployed to the Far East.

EARLY YEARS OF WESTAF

The early years of WESTAF witnessed many changes in organization. Almost immediately, one wing was reassigned to EASTAF and another to HQ MATS. And WESTAF's area of responsibility was redefined as stretching west from Travis to Dhahran, Saudi Arabia. New flying routes were tested and old ones were refined. The longest route was the Embassy run. It went around the world with primary stops at Clark AB in the Philippines and then on to Saigon, Bangkok, Calcutta, New Delhi, Karachi, Dhahran, Torrejon, and finally to Charleston and Travis. In the meantime, numerous special missions were flown. In 1959 a series of airdrops and airlandings were made on an ice island in the Arctic Ocean in support of scientific research. In the same year, WESTAF made the first airlift of an Atlas ICBM, carrying it from California to Wyoming. It also helped transport Soviet Premier Nikita Khrushchev and his party on a trip around the US. In 1950 WESTAF carried tons of relief supplies to flood victims in East Pakistan (now Bangladesh). This marked the start of a long and proud record of bringing humanitarian assistance to survivors of major natural and man-made disasters. In addition to special flights, aircraft from WESTAF participated in numerous "routine" exercises in which troops and cargo were airdropped or airlanded in the Far East, the US, including Alaska, and Europe. In 1961, WESTAF conducted a small-scale airlift rodeo to encourage the growth of professionalism among its aircrews. This eventually evolved into an international, all-service airlift rodeo. In the same year, WESTAF participated, for the first time, in Operation DEEP FREEZE, which provided logistical support to American scientists in Antarctica. Previously, this operation had been carried out by EASTAF. Later, in 1974, 22 AF was given permanent responsibility for this task.

OCTOBER 1962

In October 1962, WESTAF was activated in several political crises. First it carried men from the 101st Airborne Division to Oxford, Mississippi to help calm civil rights disturbances. Then, during the Cuban Missile Crisis, it helped airlift Marines and

continued on next page

TWENTY-SECOND AIR FORCE CONTINUED

cargo to Guantanamo NAS, Cuba and Cherry Point, North Carolina. About the same time, an undeclared war broke out between India and Communist China. India asked the US for help and WESTAF subsequently flew 15 missions carrying small arms and equipment to Calcutta.

In 1962, WESTAF began the first phase of modernization with the receipt of Boeing C-135 aircraft. The C-135 was a modified version of the Strategic Air Command's KC-135 tanker. Equipped with turbofan engines, it was the first jet cargo plane in WESTAF's inventory and was based at Travis.

In the following year, WESTAF received its first Lockheed C-130 aircraft. The C-130 became the workhorse of WESTAF's tactical airlift. The first were assigned to Travis. In 1964, WESTAF used C-130s for Operation DEEP FREEZE. In the same year, the boundary dividing the areas of responsibility between WESTAF and EASTAF was changed to give the latter Pakistan and India. Meanwhile, WESTAF's territory was to stretch east from Travis to the Mississippi River. This change resulted in the reassignment of several units. In addition, MATS and PACAF consolidated some of their air routes and facilities. This opened several new routes to WESTAF. In 1965, the second phase of modernization occurred with the arrival of Lockheed C-141s. The first jets to be conceived strictly as transports, they were first assigned to Travis where they replaced the C-135s. These aircraft, with their great speed, range and cargo capacity, dramatically increased WESTAF's strategic airlift capability.

Early in 1965, when a cholera epidemic struck South Vietnam, WESTAF aircraft flew thousands of pounds of serum to Saigon to fight it. Shortly thereafter, a massive earthquake and tidal wave struck south central Alaska and, again, relief assistance was transported to the survivors.

1965 - 1975: VIETNAM ERA

Between 1965 and 1975, WESTAF, which, as mentioned, became 22 AF on 1 January 1966, was heavily involved in supporting American and allied forces in Southeast Asia. Although WESTAF aircraft had routinely flown to Saigon for many years, it was only in 1965, after the war in Vietnam began to intensify and American troops were committed to the conflict, that airlift operations in Southeast Asia began to expand. In February 1965, WESTAF evacuated to Travis the first American casualties from a Viet Cong raid on Pleiku. Immediately thereafter, more than 1,600 US military and civilian dependents were evacuated from Saigon. In December 1965 and January 1966, WESTAF conducted its first large-scale airlift of American troops and their equipment from the US to Vietnam in Operation BLUE LIGHT. Some

3,000 Army troops were transported to Pleiku. This was the first time a complete military unit with its equipment was airlifted by MATS aircraft into a combat zone. Also in January, the first military airlift support squadron of the newly designated 22 AF was organized in South Vietnam at Ton Son Nhut Airfield. Thus began 22 AF's full participation in the war. One of its largest operations took place between 17 November and 29 December 1967 when it helped transport thousands of tons of equipment and the 101st Airborne Division to Bien Hon, South Vietnam in Operation EAGLE THRUST. This action was a major factor in the defeat of North Vietnam's 1968 Tet Offensive.

In 1968 and early 1969, the participation of 22 AF in the war in Vietnam reached its peak. Between January 1968 and June 1969, 22 AF airlifted more than 80,000 tons of super priority cargo to Southeast Asia out of a total of almost 800,000 tons through the Pacific area. During the same period, 22 AF and commercial contract aircraft moved 3.1 million military passengers in the same region. Subsequent highlights included a large-scale airlift of personnel and equipment to Southeast Asia in 1972 to help counter an intensified North Vietnamese offensive. This was the first combat operation in which the new C-5 aircraft was used. In February 1973, 22 AF flew American and allied prisoners of war from North Vietnam to freedom in Operation HOMECOMING. A month later, between 27-29 March, 22 AF withdrew the last US soldiers from South Vietnam, marking the end of American military involvement in that country. In April and May 1975, during Operation BABYLIFT, 22 AF evacuated 2,678 Vietnamese and Cambodian orphans to the US. Also in April, it evacuated more than 50,000 American, Vietnamese and other nationals from Saigon to safe havens. The evacuation of refugees continued, in fact, throughout September.

During the war in Vietnam, WESTAF, and then 22 AF, underwent a number of administrative and organizational changes. As mentioned, WESTAF was renamed 22 AF on 1 January 1966. Most subordinate units changed their names as well. Air transport wings, for example, became military airlift wings. And MATS meanwhile had become the Military Airlift Command (MAC). By the end of 1966, 22 AF had 40 per cent more personnel than its predecessor had in 1958 and twice as many aircraft. It was composed of five wings (60th at Travis, 61st at Hickam, 62nd at McChord, 63rd at Norton, and the Naval Air Transport Wing at Moffet NAS), two support squadrons, the Air Force hospital at Travis, and numerous detachments and operating locations. In 1966, Travis was annexed by the city of Fairfield. In 1971, the headquarters of 22 AF was restructured into an "operational headquarters." As a result, a half dozen staff agencies were eliminated from the headquarters and their functions transferred to MAC or 22 AF wings. There were also some changes in mission. In 1973, for instance, the flights to support US embassies were ended.

In 1967, a wing was lost when the Navy withdrew from 22 AF. Later, in 1973, a wing was regained with the acquisition of the 443rd at Altus AFB. With the departure of the Navy went the C-130s in the inventory of 22 AF. C-130 aircraft were not re-assigned to 22 AF until 1975. In 1970, C-5s entered service with 22 AF. In 1974, the last of the aircraft that were in service in 1958 (C-118s) were phased out. The return of C-130s in 1975 caused another restructuring of 22 AF, for it gained three tactical airlift wings (314th at Little Rock, 463rd at Dyess, and 374th at Clark in the Philippines). Along with tactical airlift responsibilities came increased aeromedical airlift responsibilities and, consequently, four C-9s at Clark were transferred to 22 AF. The new mission that resulted from this restructuring remained in effect until the early 90s. From 1975 to 1985, 22 AF operated only C-5s, C-130s, C-141s and C-9s. In 1985, C-12s were added and a year later C-21s. In 1990 C-140s joined the fleet.

1965 - 1975: ACTIONS OUTSIDE VIETNAM

Between 1965 and 1975, WESTAF/22 AF was often involved in actions outside Vietnam. In 1965, for example, WESTAF aircraft helped airlift American troops to the Dominican Republic to stop the civil war in that country. In 1968, after North Korea seized the *USS Pueblo*, 22 AF carried out a special airlift operation called COMBAT FOX. This operation reinforced various American positions within striking distance of North Korea. In 1973, 22 AF took part in Operation NICKEL GRASS, which airlifted supplies and equipment to Israel during the October/Yom Kippur War, and subsequently flew UN peacekeeping forces to the Middle East. In the following year, 22 AF transported minesweeping equipment to Egypt to help clear the Suez Canal. In 1975, aircraft from 22 AF flew Marines to rescue the *USS Mayaguez*, which had been seized by Cambodia. It is worthy of note that WESTAF/22 AF was frequently a participant in the US space program. In 1963, for instance, WESTAF airlifted the first Gemini space capsule from Baltimore to Cape Kennedy and, in 1969, 22 AF provided airlift support for Apollo 11, man's first trip to the moon.

AFTER 1978:

In 1978, the 834th Airlift Division was established at Hickam AFB, Hawaii. It absorbed the 61st Military Airlift Support Wing and was assigned to 22 AF. The resulting basic structural organization of 22 AF, namely, a headquarters, four military airlift wings, three tactical airlift wings, one airlift division, and an Air Force hospital, remained unchanged until 1990. At that time the 375th Military Airlift Wing and USAF Medical Center at Scott AFB, Illinois were assigned to 22 AF. Also in 1978, 22 AF's area of responsibility expanded to include India, Pakistan, and the Indian Ocean as far as the east coast of Africa.

After the end of the war in Southeast Asia, 22 AF continued to play an important role in various contingencies and humanitarian operations. In 1978, it supported French and Belgian forces in their rescue of foreign nationals from warfare in Zaire. In 1981, 22 AF flew military aid to El Salvador to assist its government against leftist guerrillas. In 1983, it participated in the American invasion of the Caribbean island of Grenada, which restored democracy in that country. In 1986, 22 AF evacuated Ferdinand Marcos and his followers from the Philippines after the popular rejection of his long rule. In the following year, it transported minesweeping equipment to Diego Garcia in support of US Naval operations in the Persian Gulf. In 1988, 22 AF helped airlift American troops to Honduras as a show of strength against military incursions from Nicaragua. And at the end of 1989 and beginning of 1990, it took part in Operation JUST CAUSE, the American invasion of Panama and the overthrow of the dictatorship of General Manuel Noriega.

HUMANITARIAN ACTIVITIES

The humanitarian activities of 22 AF were equally diverse. For example, after 1977, it periodically repatriated the remains of American servicemen from Southeast Asia. In 1977, 22 AF evacuated survivors of the worst disaster in civil aviation history, the collision of two Boeing 747s in the Canary Islands. In 1978, it carried relief supplies to flood victims in the Sudan and typhoon victims in Sri Lanka. In the same year, it participated in airlifting the remains of victims of mass suicide from Guyana to the US. In 1983, 22 AF helped in the search for survivors of a South Korean airliner which had been shot down by the Soviet Union in the Sea of Japan. In 1985, it carried relief supplies to earthquake survivors in Mexico. In 1988, 22 AF helped fight forest fires in Yellowstone National Park and areas of the Northwest. And in 1989, it supported efforts to clean up an enormous oil spill in the Gulf of Alaska. In the same year, 22 AF made aviation history by landing a C-5 on the ice in Antarctica.

In addition to being ready for unexpected contingencies and humanitarian missions, 22 AF continually carried out a wide range of activities. These included airlift support for the President and Vice President of the United States, a mid-winter airdrop at the South Pole and Operation DEEP FREEZE, transport of American inspection teams to the USSR and Soviet inspection teams to various places within the US in support of the Intermediate-Range Nuclear Force Treaty of 1987, airlift of Minuteman missiles for maintenance, and participation in periodic large-scale military exercises in South Korea, Canada and Alaska, and various parts of the contiguous US. Meanwhile, every day, 22 AF carried thousands of passengers and thousands of tons of cargo throughout half the world.

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