



TRAVIS AIR MUSEUM NEWS

A publication of the Travis Air Force Base Historical Society

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*Inside cockpit & nose of RB-29
L to R:
Capt. W. H. Cox;
Capt. Ray Lodin,
navigator.*

SAC Aircrews from Fairfield-Suisun AFB in the Korean War

By Col. William H. Cox (Ret.)

It is generally well known that during the Korean War squadrons from the Military Air Transport Service (MATS) stationed at Fairfield-Suisun AFB provided airlift for UN forces. Much less known is that four combat-ready reconnaissance aircrews from the 5th Recon Group at the base flew combat missions over North Korea. As a participant in these missions, I would like to provide a brief account of them in the early days of the Korean War.

The aircraft commanders of the aircrews in question were Capt. Lewis Courson, Capt. Donovan Manifold, Capt. George A. Zukowski, and myself, who was then also a captain. We were all assigned to the 23rd Strategic Recon Squadron, 5th Strategic Recon Group (H).

The aircrews, their crew chiefs and assistant crew chiefs, and their RB-29 aircraft were sent to the Far East under the authority of Special Order 90, dated 29 July 1950, from

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TRAVIS AIR MUSEUM Mission Statement

The purpose of the Museum is to portray the history of Travis Air Force Base's contribution to the development of airlift in the Pacific.

It's primary objectives are:

- To provide and maintain an aviation and aerospace, educational, scientific, cultural, historical and inspirational facility for the general public.
- To provide to youth, students and scholars historical research facilities and inspirational exhibits.
- To serve as a meeting place and forum for aerospace oriented organizations and individuals for the benefit of all Northern California.

* In accordance with AFD 64-1,
Air Force History and Museum Program.

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is now offering
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and the Solano County 150th year
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FAIRFIELD-SUISUN AFB IN THE KOREAN WAR CONTINUED

HQ 9th Bombardment Wing (H), Strategic Air Command (SAC), Fairfield-Suisun AFB. Brig. General Robert Travis was then the commander of that wing. The aircrews were sent to support the 31st Strategic Recon Squadron stationed at Kadena, Okinawa. The 31st Squadron had been in Okinawa for some time and its RB-29s had suffered from the corrosion caused by the salt air. Indeed, because of this, four of its aircraft were returned to the US. The squadron also lacked four aircrews.

Before going overseas, the four aircrews from Fairfield-Suisun were given 21 days leave. Some of the men, including myself, were on leave when North Korean forces crossed the border into South Korea. My wife, two boys and I had just arrived home in Rockford, Illinois when a telegram arrived from my squadron commander ordering me to return immediately to Fairfield-Suisun. The leave of all four aircrews was cancelled in order to speed our movement to the Far East.

It was the policy in SAC to “wed” each aircrew to their aircraft. Consequently they had to undergo major inspections. When the orders were cut, all the inspections were completed and the crews were ready to go. They got their shots, got their paperwork in order, and checked and updated all personal equipment.

On the evening of 30 July 1950, all crews departed Fairfield-Suisun, launching at different hours in order to space their arrival at Hickam AFB, Hawaii. The commander of each base at which we landed pushed us along because of the sudden rush of many aircraft proceeding to the Far East. Our route took us from Hickam to Johnston Island, Kwajalein Atoll, and Guam. At Guam, we were allowed a complete day of rest and then told to head for Johnson AB, Japan rather than Okinawa, for in the meantime the 31st Squadron had moved there. By 4 August all four crews were at Johnson AB.

Soon after our arrival, each pilot named his aircraft, had a “lady” of sorts painted on the left side of the nose, and began the practice of recording each combat sortie over North Korea by painting a camera on the opposite side of the nose. I named my plane “The Feather Merchant.” This came about because my aircraft always seemed to return to base with one or two props feathered. In addition, we had been to many places, including Panama, England, Azores, Germany, and now Japan, which made us feel like world-wide merchants.

By the time my aircrew and I left Japan in early February

1951, we had painted 29 small black cameras on the nose of our plane. We flew our first combat mission on 10 August 1950 and the last on 8 January 1951. All four aircrews returned to Fairfield-Suisun by the end of January. Three crewmembers were recipients of the Purple Heart after being wounded by flak. A number of others received one or more Air Medals. This decoration was given each time one completed ten combat recon missions.

Meanwhile, the designation of 31st Squadron was transferred to the newly formed squadron in the 5th Strategic Recon Group at Fairfield-Suisun on 1 January 1951. The squadron in Japan then became the 91st. While operating from Japan under the command of Lt. Col. Edward Edwards, the squadron lost one RB-29 flown by one of his permanently assigned aircrews. This occurred when four MIG-15s attacked it in the area later known as “MIG Alley.” The tail gunner of that RB-29 received credit for being the first aircrew gunner to shoot down a jet fighter and subsequently was awarded the DFC. Although two engines of the RB-29 were shot out, the pilot managed to fly back to Japan, only to crash on a second attempt to land at Johnson AB. Four members of the crew survived the crash: the

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FAIRFIELD-SUISUN AFB IN THE KOREAN WAR CONTINUED

navigator and three gunners from the rear of the aircraft. On 1 December 1950, our squadron moved to Yokota AB where the runway was longer than that at Johnson AB, 10,000 feet rather than 7,000 feet.

The squadron flew a recon mission every day. A typical sortie lasted ten hours. Six hours were spent over North Korea and four were spent en route to the area and back. While over North Korea, we were completely alone. We had neither fighter escort nor any ground radar control. If we were attacked, we had to run for the nearest cloud cover (if we could find any) and then, while calling for friendly fighters, try to reach the closest base in South Korea. Over the North we flew three basic routes: one along the east coast, then up or down the middle of the country, and finally along the west coast. We followed railroad lines, roads and trails, always looking for any movement of troops, tanks, trucks or other enemy vehicles. We also kept an eye peeled for "haystacks" that might move from one day to the next. It was an early trick of the North Koreans to cover their vehicles with hay. We photographed every airfield, old and new, watching for any change.

We photographed targets before they were bombed by B-29s (pre-

strike), just after they were hit and the smoke had cleared (post-strike), and finally one day later (bomb damage assessment). We frequently flew along the south side of the Yalu River, always watching for any Chinese troop movements. We used a camera with a long focal length to photograph the airfield across the Yalu at Antung where MIG-15s were based. I remember that early in the war its runway was only 6,000 feet, but shortly thereafter we watched it grow to 10,000 feet. At first the parking ramp had only about ten aircraft. By the beginning of December 1950, however, there were well over 100 shiny new MIGs sitting on a much larger ramp.

Our squadron also had two photomapping missions that were considered to be of great importance. In one of them, an aircrew from the 31st Squadron photo-mapped the entire area around Inchon two weeks before General MacArthur made a surprise landing there. The other, which was assigned in September to my crew, was to photo-map almost all of North Korea. All maps on hand were outdated and inaccurate. Some had blank areas marked "unmapped." There were a number of obstacles to completing this mission quickly: bad weather, camera malfunctions, and poor navigation that caused poor side overlapping of the photo strips.

There was great pressure from HQ Far East Air Forces to complete this mission as soon as possible because the UN ground forces were quickly driving north and had reached the 38th Parallel. Thus their need for accurate and complete maps was critical. My aircrew was briefed to accomplish this mission on 2 October 1950. We did so successfully and received a letter of appreciation from Lieutenant General George Stratemeyer, Commander FEAF. It stated in part, "The performance of this crew . . . was outstanding in the close adherence to the planned flight lines specified by this Headquarters. . . . It is desired that the individual members of the crew participating in the mission be . . . informed of my personal appreciation of their efforts."

On one occasion, Army Major General Frank E. Lowe flew with my crew to investigate "first hand" the rumors in Washington of Chinese participation in the war. The General told me he was a personal friend of President Harry Truman from their time in the National Guard in WW I. Truman had sent him to Korea "to discover the facts". He rode in the nose of our RB-29 and looked for the movement of Chinese troops near the Yalu. This was in early November 1950 just before the Chinese entered the war in mass.

PRESIDENT'S RAMBLINGS

By Earl Johnson

During the past two years, many things have happened to and for the Travis Heritage Center (p. correctness) or Air Museum:

- a new engine room
- aircraft identification display
- AT-11 aircraft
- 15th Air Force WWII photo display
- multi-sectioned History of Travis AFB (by decade) exhibit
- Korean War 50th anniversary room
- Air Evacuation medical field display
- Uniform exhibits
- Refurbished theater area.
- Story of the Loadmaster exhibit created by the Loadmasters Association



While on duty with the 31st Squadron, the four aircrews from Fairfield-Suisun flew 81 combat sorties for approximately 800 combat hours over North Korea. This occurred during the first six months of the war, when UN forces were driven south into the “Pusan Perimeter,” as well as later, when these forces broke out and pushed into North Korea as far as the Yalu River. They were also there when the Chinese subsequently entered the conflict and the air war began in earnest. The four aircrews witnessed it all from the air over North Korea as their 90-day temporary duty stretched to more than 180 days. It was not until late January 1951 that SAC relieved us with four aircrews from Fairchild AFB, Washington.

Each of our aircrews flew on at least one major holiday. My crew flew on Christmas day 1950. It still brings back sad memories. On that very cold day, I flew low over the Marines in the area of the Chosin Reservoir. I had completed my assigned targets and I witnessed their retreat south and the miserable conditions they had to endure. It was very difficult to watch from the inside of my warm aircraft. I will never forget it, an indelible memory from the “Forgotten War.”

I am sure there are other important areas I didn't mention. Which goes to show how much has been added, refurbished or updated. A special thanks to the many volunteers who have made these accomplishments possible.

Currently, design and finance plans are forming for a new building(s) and air park. The committees have a long way to go before we “turn dirt”, but it is great to see movement toward the goal of a new location, etc. More to come—stay tuned.

Joining the popular collector coin trend, the Museum Gift Shop is now offering collectors coins for the Travis Air Museum, the 60th AMW Director of Staff and the Solano County 150th year anniversary. The Solano county coins are available in bronze, silver, or gold.

Speaking of the Gift Shop, it has been open on a very limited basis since mid-June. This has occurred due to several factors. The need for additional volunteers is very evident now. While on vacation, my wife was injured. Thus, my volunteer time in the Gift Shop has been cut drastically. Look forward to her healing and my opportunity to give additional time to the Museum again.

CURATOR'S CORNER



By Gary Leiser

During the past quarter the Museum was primarily occupied with three projects: planning for the new museum, consolidation of the aircraft collection at the museum, and the Korean War exhibit. As for the new museum, a Museum Working Group has been established chaired by Koerner Rombauer of St. Helena. Other members include several leading local businessmen, representatives from the wing staff (including the Reserves), TAFB Historical Society, and myself. This group has met once a month to discuss the vision for the new facility, as well as its location, design, and financing. Preliminary work has begun with assistance from two architects to refine a design. We have heard presentations from two professional fund raising firms. And the bio-environmental office on base has briefed us on the “nature” of the site. There appear to be 10-12 acres available for a new museum near the Aero Club, but the necessary environmental assessment is still in abeyance pending funding. It has been estimated that the assessment could be completed in six-eight months. It has been proposed that the new facility be called the Jimmy Doolittle Air and Space Museum. Among other things, Gen. Doolittle was the first commander of 15th AF. To date the building fund of the TAFB Historical Society has reached about \$18,000.

For many years the C-7, C-123 and HU-16 Albatross in the Museum’s collection have been in storage on the Sugar Ramp. Within a month we plan to bring them to the Museum. The air park has been rear-

ranged to accommodate them. Civil engineering has prepared a tow route. And the paint shop has repainted the Albatross, with financial assistance from the Society. Long the ugly duckling of the collection, the Albatross is now gorgeous and will be a showpiece of the collection. MSgt Omler has headed this project with the assistance of TSgt Hoover.

This year marks the 50th anniversary of the Korean War. In order to commemorate that conflict the Museum has prepared a special permanent exhibit. Conceived and designed by Jim Houk, it consists of a unique module containing displays on the course of that war, the role of Travis in that war, the experiences of some members of the 3rd Infantry Division who were medevaced to Travis, OPERATION STARLIFT and the Warner Brothers movie “Starlift” that was based on it. The exhibit also includes a half-scale F-86 suspended from the ceiling. A full description of it will be published in the next newsletter. The “ground-breaking” ceremony for this exhibit was held on 1 September in conjunction with a reunion of members of the 3rd Division. We are very proud of this exhibit and invite you all to see it. Special thanks are in order to our master craftsman Bill Lancaster for his guiding hand in building the module. He was ably assisted by MSgt Omler and TSgt Hoover. MSgt Omler also built the display cases for the Korean War scrapbooks. Contributing as well were Ned Fall, Ben Reed, and Joe Tattersall.

Meanwhile, the volunteers have worked on many other projects. Cory Graham finished our observation hangar in the air

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“FRONT & CENTER”

park, complete with wind sock and checkered roof. Ben Reed attacked the corrosion on the C-118, C-126, F-86, F-104 and other aircraft. Joe Tattersall did restoration work on the F-105. Joe and Ben also hung the huge “Welcome to Travis” sign to give us an impressive gateway to the Museum. Jim Martin worked on one of the wheel wells of the C-119. Bill Lancaster improved the lighting and wiring in the Museum. Cris Lapp painted the outdoor metal benches. Don Austin repainted and polished the insignia on the C-124 and cleaned up the U3A. Dave Humphry worked on the tires of the C-119. Warren Bailey published several articles on our AT-17 in such publications as *Pacific Flyer*, *In Flight*, *Flypast*, and *War Birds International*. Heniz Eggers and Denell Burks made more progress on the history of Travis exhibit. Harry Ahlman kept the supplies coming. Justin Rosaaen, Jim Martin and the other volunteers helped rearranged the aircraft in the air park. And all worked to finish the long, new storage and display wall in the engine room.

The Air Show was a great, albeit hectic, success for the Museum. Virtually all the volunteers and members of the Society were here and provided assistance of one kind or another. In Earl Johnson’s absence, several people stepped in to run the gift shop. Special thanks are due in this respect to Diana Newlin and George Saaveora. The Gift shop grossed more than \$3,000.

Finally, I wish to welcome the following new life members: Koerner Rombauer, Stanley Davis II, and Robert Arnold.

Fairfield-Suisun Army Air Field

(Extract from the base newspaper for 2 September 1943)

The WACS are here! Six WAC Lieutenants arrived quietly last week and will be followed by more WACs—is the hope of officers and men. The new officers are Lieut. Margaret C. Mowbray of Cambridge, Md.; Lt. Julia A Smeya, of Buffalo, N.Y.; Lt. Kathryn H. Vardemand of Glendale, Calif.; Lt. Marion R. Ryall of Farmington, Mich.; Lt. Helen A. Awgun of Newark N.J.; Lt. Ellen M. Sumern of San Diego. The lady officers were sworn into the regular army at special ceremonies yesterday—automatically changing from Women’s Army Auxiliary Corps to Women’s Army Corps.

The first Catholic mass to be held here was conducted at 7:15 last Sunday morning by Father Francis J. O’Brien, auxiliary chaplain. Protestant, Jewish and Catholic services are held weekly at the Theatre-Chapel.

Brig. Gen. William Ryan, commanding general of the west coast and Pacific wing of the Air Transport Command visited the field last week and was well pleased with conditions there. He visited and talked with many officers and men of the command.

The Yountville Band from the Veterans’ Home gave a pleasing concert last Friday in headquarters courtyard, and with the other veterans who accompanied them, stood retreat at 7:30. The “Old Vets” thoroughly enjoyed being here—and especially enjoyed dinner.

Two 29-passenger busses have arrived at the Field and are in regular operation between Fairfield and Vacaville. Two other busses will be ready in the near future for transportation on the field.

May we take this opportunity to welcome the 100th Air Squadron to this Field. We are glad to join with this aggregation and are sure that with a little cooperation we can build a fine Squadron.

With fine programs all week, tomorrow night’s show (3 Sept.) will be “Follies Girl” with Wendy Barrie and Gordon Oliver. Girls, girls, and more girls.

Off the record and incidentally—There are several GOOD softball teams at the Field—just bustin’ at the seams for a game. SO, if anyone has ambish and talent and personnel available—maybe a game could be arranged at the Armijo Field sometime! Je ne ce pas?

DADDY, WHAT IS A C-133



By Cal Taylor

Very few people in or out of the Air Force can answer that question now. Some will ask if the C-133 was a variation of the C-130. Old C-133 hands will tell you that it was the box the C-130 came in. But, the C-133 was far more than that. It was the first true heavy airlifter of a young United States Air Force, bridging the gap between the World War II transports and the C-5 Galaxy and adding to the C-124's outsized airlift mission..

The Douglas C-133 Cargo-master first flew on 23 Apr 56 and served in three squadrons from 1957 to 1971. These were the 1st and 39th Military Airlift Squadrons (MAS) at Dover AFB, DE, and the 84th MAS at Travis AFB, CA. For seventeen years, C-133s carried every imaginable outsized cargo to destinations around the world. The C-133Bs were especially valuable to the growing intercontinental ballistic missile (ICBM) force and the American space program, because they were the first transport aircraft specifically designed to carry an entire missile from the factory to operational bases.



The lineage of the C-133 does not include its immediate Douglas predecessor, the C-132, which took form only as a single full-scale mockup. The C-132 is most easily visualized as a C-5 fuselage with a single conventional tail and swept high wings with four 15,000 hp turboprops. The wingspan was 177'6", length 179'3" and height 57'11". Gross weight was projected to be 408,000 lb with a 400 mph cruise.

The actual progenitor of the C-133 was the Douglas C-124 Globemaster II, built between 1950 and 1953. The Air Force's first step was a contract for the YC-124B, a single airplane with T-34 turboprop engines and a pressurized flight deck. Douglas studies in 1951 confirmed that a

pressurized fuselage would be severely overweight. Over a two-year period, the design moved through several permutations until, in 1952, the Model 1333 was defined. It had a high wing, rear loading to a truck-height cargo bed and full pressurization. On 10 Aug 53, the Air Force advised Douglas that this new logistics carrier would be designated the C-133A. The first airplane rolled out on 31 Jan 56, with its maiden flight a 1hr 35min trip to Edwards AFB, CA on 23 Apr 56.

Douglas Aircraft Company built 52 C-133 airframes, of which 50 actually were procured by the Air Force and went into squadron service. Of these, 32 were C-133A models and 18 were designated by the Air Force as C-133B.

Three B-models were actually hybrid A/Bs, because they incorporated features of both. They were designated as Bs largely because the fuselage incorporated the aft clamshell doors specific to the missile transport mission and the B-model engines. Beginning in 1959, Douglas modified thirteen C-133As to match the configuration of the fifteenth and follow-on aircraft. Thus, all C-133s became capable of loading and hauling ICBMs. Two airframes remained at the factory in Long Beach, CA, for use in structural testing.

At Dover AFB, the 39th Air Transport Squadron (ATS), later the 39th Military Airlift Squadron (MAS), was activated on 28 Aug 57. The first C-133A was delivered to Military Air Transportation Service the same date. A second squadron, the 1st ATS, was added at Dover on 7 May 60, and a total of 32 C-133As were assigned to Dover. The 84th ATS at Travis AFB, CA, began its conversion to C-133As in late 1958. The first B-model was delivered to Travis in April 1959 and the last airplane on 4 Nov 61.

The C-133 was a big airplane, the largest production transport until the C-5 came on line. Wingspan was 179'8", length 157'6" and height 48'3", with a normal maximum takeoff gross weight of 286,000 lbs (C-133B). It featured a pressurized cylindrical fuselage,

high wings, a single tail fin and tricycle landing gear with the main landing gear mounted in external pods similar to the C-130, C-141 and C-5. Design life was 10,000 hours, but extension programs took most of the fleet to 19,000 hours.

The cargo deck was 50" off the ground, accessed through clamshell doors and a ramp at the tail and a 106"x100" side door on the left forward fuselage. The C-133B could load and carry fully-assembled ICBMs. Other cargo carried over the years included propeller shafts for navy ships, diesel submarine motors, aircraft and helicopters and nearly anything else that would fit through an aft entry approximately 159" high by 142" wide, and on a cargo deck nearly 82' long.

Four Pratt & Whitney T34-P-9W turboprop engines producing 6,950 shaft horsepower (shp) powered the C-133B, up from 6,000 shp on the C-133A. Take-off power could be augmented by water-alcohol injection, which was very effective, especially in tropical conditions. Cruise speed was 300 mph at altitudes up to a maximum of 35,000' when lightly-loaded. Most missions were flown in a step-climb profile between 18,000' and 28,000', depending upon gross weight. The engines drove Curtiss fully-feathering reversible-pitch three-bladed turboelectric propellers

18' in diameter.

Early C-133s set several world records and caused great comment at such international appearances as the Paris Air Show. On 4 Jan 58, two Dover C-133As set a non-stop trans-Atlantic record for cargo airplanes, hauling 80,000 lbs of cargo to Chateauroux, France. In Sep 58, another C-133A record was 85,000 lbs of cargo from Dover to Burtonwood, England, with two stops. Over the ensuing 15 days, five C-133As delivered 600,000 lbs of cargo. In Dec 58, a C-133 set a weight to altitude record with 117,900 lbs to 10,000'.

The first round-the-world trip by three C-133s took place in Jan 59. A record distance was set on the Midway Island to Travis AFB leg of 3,253 miles. This later became a routine transit on Pacific missions. Later, another C-133 eclipsed that record with 4,526 miles from Wake Island to Travis. Perhaps the most notable event in 1959 was the C-133's appearance at the Paris Air Show. There, the pilot made a two-engine pass before a reviewing stand including French President Charles DeGaulle, who was reported to have called it "*Formidable!*"

Over the next twelve years, the C-133 carried outsized cargo to destinations all over the world. It

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WHAT IS A C-133 CONTINUED

participated in numerous major operations where its load-carrying capabilities were essential to success of joint and combined forces. Individual missions carried relief supplies to hurricane-stricken Caribbean islands, helicopters to Peru for earthquake rescue, and deployments to India during the 1962 Sino-Indian border war. NASA employed C-133s many times to move satellite tracking stations and a variety of research facilities to such destinations as Ascension Island, Madagascar and Brazil. One aircraft, C-133A 54136, was placed on permanent loan to NASA on 9 Jun 65.

Once the United States became fully involved in Vietnam, the C-133 was part of the MAC fleet supporting the war in Southeast Asia. The C-133 and C-124 carried outsized loads while the C-135 and C-141 were devoted to higher-priority cargo. In four major strategic airlift unit deployments between 1965 and 1970, the C-133 flew hundreds of missions to carry vehicles and other equipment that would not fit into the C-141. As the war progressed, one of the standard missions for the C-133 was that of redeploying helicopters and aircraft from Vietnam to depots in the United States. Other missions included transport of armored equipment into and within the combat theater to support key campaigns.

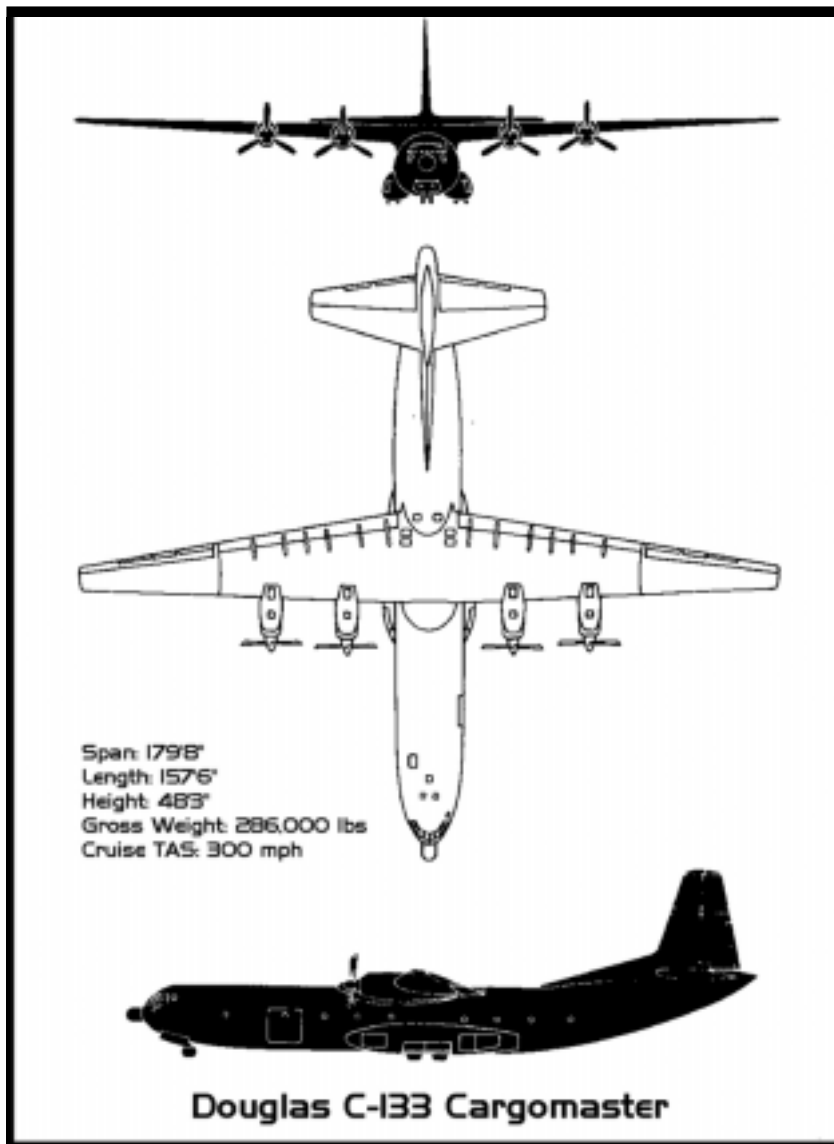
For a short time, C-133s and the new C-5A Galaxy overlapped as outsized cargo transports. This situation did not continue for long, though, for the C-133s were simply wearing out. Initially designed for a 10,000-hour airframe life, several major life extension programs carried most airplanes out to 19,000 hours. Fatigue and stress corrosion had become critical issues that were forcing decisions about retiring the C-133. Air Force studies beginning in 1968 looked at the possibility of further service life extensions to as much as 25,000 hours, but there were serious impacts upon MAC's operational capabilities. By 1970, the final decisions were essentially made to retire the C-133 in fiscal year 1971.

The necessity for such a decision was tragically emphasized with the tenth (and last) C-133 crash on 6 Feb 70, in Nebraska. An existing undetected stress crack in the forward fuselage propagated dramatically, causing skin to fly into number three engine. Earlier crashes dated back to 13 Apr 58, during a local flight at Dover AFB. Of the remainder, four happened overwater shortly after takeoff, with causes never determined. A Travis C-133B crashed during a local flight and a Dover C-133A crashed on departure from Goose Bay, Labrador. A Dover airplane was destroyed in

a refueling fire. Only one aircraft was successfully ditched, near Okinawa in 1967, with all crew rescued. Despite the 20% loss rate over its lifetime, the overall accident C-133 rate (accidents per 100,000 hours) was below the USAF average over its 14-year operational history. Though not conclusively proven, one most likely cause was aircraft stalls in different flight conditions. Other contributing factors may have been errors in basic weight and center of gravity measurements. Problems with propeller electrical systems were definitely a factor in the Okinawa crash.

With its retirement in 1971, the C-133 rapidly passed into obscurity, though five airframes are in civil registry and some still fly specialized cargo missions. Four airplanes are preserved at the Air Force Museum, the Pima Air Museum, Chanute AFB, and (by mid-2000) the Air Mobility Command Museum at Dover AFB, DE. A fifth museum aircraft at Bradley Field, Connecticut, was destroyed by a tornado in 1980. Thirty C-133s are listed as scrapped, but several partial hulks were at Davis-Monthan AFB, AZ, as late as 1999.

Though most C-133s are gone, they are far from forgotten by those who flew and serviced them. These magnificent airplanes fulfilled a vital mission for the Air Force during the transi-



tion from World War II designs to modern jet transports. They could carry cargo that would not fit into any other airplane, especially the ICBMs, delivering it to operational locations around the world. The C-133 established records for weight lifted and distance flown that soon became routine operations for its squad-

rons. In its design and testing process, new innovations in testing, instrumentation and equipment were developed that later became standard on many other airplanes.

So, in answer to the child's question, one can say that the C-133 is an unsung giant that served the United States Air Force well in a role no other airplane could fill.

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Former C-133 navigator with the 84th MAS, Travis AFB, CA, with 1,809 hours between May 69 and Jun 71. The C-133 was one of seven aircraft types flown, most of them transports, in an Air Force career spanning 26 years

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TRAVIS AFB HISTORICAL SOCIETY MEMBERSHIP

A membership in the Travis AFB Historical Society is an excellent gift for birthdays, holidays, or as thanks for a job well done.

A memorial contribution would be a fine legacy that would contribute to the Society's growth and prosperity.

Mail this form and check to: Travis AFB Historical Society
P.O. Box 1565
Travis AFB, CA 94535.

For further information phone: (707) 424-5598/5605.



Historical Society Membership Form (Please print)

Date _____

Name _____ Membership # _____

Address _____

City _____ State _____ Amount Enclosed: _____

Zip _____ Phone _____

ANNUAL DUES AND MEMBERSHIP CATEGORIES

New Renewal

- Individual Patron \$15.00/1 yr., \$40.00/3 yrs., \$65.00/5 yrs.
- Family Patron \$25.00/1 yr., \$70.00/3 yrs., \$115.00/5 yrs.
- Sustaining Patron \$50.00/1 yr., \$145.00/3 yrs., \$240.00/5 yrs.
- Contributing Patron \$100.00/1 yr., \$295.00/3yrs., \$490.00/5yrs.
- Sponsor Patron \$250.00/1 yr., \$745.00/3 yrs.
- Benefactor Patron \$500.00
- *LifePatron \$1,000.00

Business and Cooperate Annual Membership Available
*Life patrons may make this total contribution in any amount over a five consecutive calendar year period. Approved as tax deductible by both United States IRS and California Franchise Tax Board.

Travis Air Force Historical Society
P. O. Box 1565
Travis AFB, CA 94535

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“Happy Fall Y’all . . .”