



Berlin Airlift Historical Foundation

NATIONAL SUPPORT GROUP NEWS

News From Around The World Supporting the Spirit Of Freedom

TO: FOUNDATION SUPPORTING MEMBERS, BERLIN AIRLIFT VETERANS, HISTORIANS, EDUCATORS AND PATRIOTS OF THE UNITED STATES, GREAT BRITAIN, FRANCE AND GERMANY

FROM DARKNESS INTO THE SUNLIGHT, ALMOST

by Timothy A. Chopp, Founder and President of BAHF



The dark days for the Berlin Airlift Historical Foundation began in the early months of 2020 when the Covid-19 pandemic began, followed by the tragic loss of our Douglas C-54E on April 13, 2020. Then, everyone was caught off guard when all the aviation/air show events were cancelled for the rest of 2020, severing the vital source of financial income for organizations and businesses that rely on such events. We were no exception. These developments just compounded our problems, as we were already involved in trying to get our very rare Boeing C-97G up and flying again after suffering a #2 engine failure on June 4, 2019. Put it all together and we faced a pretty dire set of challenges.

For the past 18 months, the ups and downs of emotions and reckoning with the ever changing situation has been a voyage into the unknown. Now was the time for a "walk of faith". It took 3 months to evaluate the damage to our C-54E and make the decision to find a replacement. It took another 2 months to locate a viable replacement airplane and come to terms to purchase it. Of only 2 possible C-54's in the entire US that would suit our needs, the one chosen was located in New Smyrna Beach, Florida. The purchase agreement was signed on August 15th, 2020.

For the next 12 months the very demanding, agonizing, frustrating, and time consuming process began to bring our replacement C-54D into full compliance with airworthiness standards and the Federal Aviation Regulations. By the end of August of 2021, the Federal Aviation Administration issued the authorization to the Berlin Airlift Historical Foundation to resume flight operations. The months of September and October of 2021 was consumed with the logistics of flying the C-54 to Mena, Arkansas for paint, which was successfully accomplished. November of 2021 was devoted to flying the freshly painted C-54D back east in it's new 60th Troop Carrier livery, reborn as the new "*Spirit of Freedom*", to resume its "*Mission of History, Education, and Remembrance*" about the great Berlin Airlift of 1948 and 1949 and to honor those who served. During the period from May of 2021 until the present time, we did manage to transfer some of the Berlin Airlift Museum/exhibit from our damaged C-54E to our new C-54D, however, the transformation is really just beginning and there is much to be done to create a better educational museum exhibit inside the new "*Spirit of Freedom*".

During those times over the past 18 months when the darkest hours were upon us, the continued contributions from our dedicated BAHF supporters was most comforting and demonstrated, without a doubt, how many people really cared about the Foundation's purpose and mission. Saying "thank you" doesn't come close to showing the gratitude and appreciation for the generosity of those caring patriots who contributed during those dark hours. Allow me to apologize for the long delay it has taken to write this newsletter report. Hopefully the clock will begin to slow down from ultra fast to normal as time goes by. Wishful thinking, I know, but one can hope.



C-54 WINTER MAINTENANCE AND THE ONBOARD MUSEUM/EXHIBIT

Where did the year go? It feels like we were just in New Smyrna Beach, Florida completing the heavy Number 3 Service Inspection on our C-54D and it's time to do it again. Technically, this essential inspection is due by the end of March in 2022 to be in compliance with our FAA Approved Continuous Airworthiness Inspection Program. The Number 3 Service inspection is a heavy inspection that involves inspecting the entire airplane. While routine in nature, it is very time consuming as requires special equipment such as aircraft jacks and test equipment. Presently, the C-54D is parked at Elizabeth City Airport, North Carolina. The Elizabeth City Airport Manager, Scott Hinton, has offered to provide ramp space to allow us to perform the inspection there. This was most kind and gracious of Scott to make the offer. As we have other issues to consider, we have not made the decision as to how long the C-54 will remain there.

In addition to the Number 3 Service Inspection, the absolute and most critical item to be accomplished this winter is the onboard Berlin Airlift Museum/Exhibit. The entire purpose and mission of the BAHF organization is what visitors walk away with after touring the on board displays. Learning about the Berlin Airlift through a visit to the "Spirit" is what we are all about. The interior is everything. We now have the opportunity to use our 26 years of experience with the C-54E to create a better and more meaningful exhibit to be ready by May of 2022. Some great ideas have been presented. Funding will be needed for this next critical phase of our return from darkness into the sunlight.

RECOGNITION TO SPECIAL PEOPLE: ACTIONS ABOVE AND BEYOND THE CALL OF DUTY

The purchase agreement for our replacement Douglas C-54D was signed on August 15, 2020. By the end of September 2020, the official documents were submitted to the FAA in Oklahoma City confirming the Berlin Airlift Historical Foundation was now the new owner. In addition, our local FAA Flight Standards District Office # 17 in Philadelphia gave us the approval to use the existing Continuous Airworthiness Inspection Program we used for 26 years to inspect our previous C-54E, to be modified for use on our new C-54D. With these steps being accomplished, we now set out to begin the process of performing our heavy # 3 Service Inspection on our new and unfamiliar C-54D that had been sitting in the Florida sun for a decade. To assure the C-54D would be safe to fly, the entire inspection progress was very demanding and included many long road trips from the Northeast to New Smyrna Beach, Florida, beginning in September 2020 and ending in



JASON PENCE, TIM CHOPP, JIM REUGER AND SHAE PENCE POSE IN FRONT OF THE "NEW" C-54D "SPIRIT OF FREEDOM"



JASON PENCE AND DAVID COBAUGH SETTING A JACK IN PLACE UNDER THE WING OF THE C-54.

May of 2021. Each member of the work force was asked to be responsible for their own expenses as the BAHF organization had no meaningful income because of the Pandemic and the loss of our C-54E. The Inspection team was led by Foundation President Tim Chopp who over a 26 year period gained valuable experience in the previous 26 Number 3 Service Inspections performed on our C-54E. The primary members of the inspection team in addition to Tim Chopp were Jason Pence (a certified A&P Mechanic) from Woodstock, Virginia, Shae Leighland Pence also from Woodstock, Virginia, and Jim Reuger from Wauseon, Ohio. All three of these volunteers made 14 to 16 road trips from their respective homes to and from Florida to participate and insure our C-54D would be ready to fly at the earliest possible time. Work days would begin at 8:00 AM and often continue well into the night. This is what it takes when working 800 miles from home when time and economics is a major factor. For their valuable time and dedication we say a very sincere thank you for sticking with the inspection and repairs through the entire winter months working outdoors. We also want to recognize and say a sincere thank you to other local volunteers who gave from time to time their valuable help and were also a great asset. They were Leroy Buell, Pat Foley, Jeff Grubesich, Richard Welti, Dave Cobaugh, Dave Moucatel, Art Norton, James Armstrong, and Stephen Moddle Jr. We salute each and everyone of you for your dedication, your valuable time, your willingness to absorb your expenses, and more importantly, for caring.

Berlin Airlift Historical Foundation
P.O. Box 782 Farmingdale, NJ 07727

Phone: (732) 818-0034 Fax: (732) 818-0456 Membership: (732) 521-6068 E-mail- Airlift48@aol.com
World Wide Web- <http://www.spiritoffreedom.org>

The Berlin Airlift Historical Foundation is a non-profit, tax exempt corporation which meets the charitable requirements of Section 501 (3) (c) of the Internal Revenue Code.

Officers: Timothy A. Chopp, President (732) 818-0034 Kevin M. Kearney, Vice-President (908)705-0109 Jeff DeKonty, Corporate Secretary (610) 662-3415



CELEBRATING THE WRIGHT BROTHERS: OUR 22ND VISIT TO MANTEO, NC

While heavy demands, finances and time were always our enemy during the past 18 months, we are happy to report that we did manage to participate in 4 events in 2021. The income received from these 4 events was greatly needed and appreciated. The first event was in Waynesburg, Pennsylvania which included a static display, a candy drop and a plane pull! This event happened before the airplane went to the paint shop in Mena, Arkansas. The first event after receiving the new 60th Troop Carrier livery was at Sparta, Tennessee, along the way back east from Arkansas. The next event was at Monroe, North Carolina, and the last was our annual visit to the Dare County Regional Airport near Manteo, NC.



C-54D "SPIRIT OF FREEDOM" LIFTS OFF FROM THE RUNWAY AT FIRST FLIGHT AIRPORT IN KILL DEVIL HILLS, NC ON DECEMBER 17, 2021.

This was our 22nd year in a row participating in this event on December 17th, honoring the Wright Brothers with a flyover of the Wright Brother Monument. (They did not hold one in 2020) These have now included 2 landings at the First Flight Airport at the Wright Brothers site at Kill Devil Hill. Our first landing at the First Flight Airport with the C-54E took place on December 17th, 2019 to honor the Candy Bomber Gail Halvorsen who was the inductee of the Paul E. Garber First Flight Shrine Award.

Our 2nd landing was on December 17th, 2021 to honor the Wright Brothers and to also have our new C-54D receive the distinction of being the largest airplane to ever land at the First Flight Airport that only has a runway of 3000ft in length. We are happy to report the community welcomed our 'new' C-54 with enthusiasm and appreciation about our return as well as the new 60th Troop Carrier paint scheme. Because we've done this event for 22 years, it has become quite a tradition on the Outer Banks, as was evident by the reaction of everyone

we interacted with during the time we were there. Over the years, we have made many friends from the community and our return this year meant a great deal to all of us. We savored every second just being there to show off the new "Spirit of Freedom". Gail Halvorsen has participated in this event many times over the years and was planning to return again in 2021. Unfortunately, at the age of 101 years old, it would have been difficult to travel all the way from Provo, Utah.

As it turned out, the Candy Drop from the C-54 could not take place due to an all day rain with very strong Northeast winds and a wind chill of 37 degrees. The children that did show up just to see the C-54 were not disappointed. Gail Halvorsen's son Michael, who lives near Concord, NC, did show up to represent his dad and dropped parachutes with Hershey candy bars attached from the 2nd floor inside the airport terminal building, thus saving the day for hundreds of children. Santa Claus also made his appearance as scheduled. Despite the inclement weather, everyone appeared to be in the Christmas spirit and enjoyed the party-like atmosphere that lasted the entire day.

It would be remiss of us not to recognize the efforts of a very special German lady who was living in Berlin as a young girl during the Berlin Airlift and now lives in Manteo, NC. We had the honor and pleasure to meet her during our first visit to the Dare County Regional Airport in December of 1999. Her name is Karin Edmond. If there was ever an angel in human form, it would be Karin. This strong willed and fiercely dedicated patriot will do whatever it takes to insure every detail of our return is in place and the event itself is well prepared. From searching for event sponsors to baking 600 cupcakes, Karin is there. The force that drives Karin comes from her appreciation for the Berlin Airlift that saved her and her family from starvation during the aftermath of World War II. She has a never-ending love and total respect for the Candy Bomber, Gail Halvorsen who will always be a hero to her since first learning about the Candy Bomber as a small 7 year old girl.. It was the total efforts of Karin to have the Candy Bomber participate in the many Candy Drops we performed at the Dare County Regional Airport over the many years.. We salute and thank Karin Edmond for everything she does to continue our annual mission of the Gail Halvorsen Candy drop at the Dare County Regional Airport, Manteo, NC.



BERLIN CANDY BOMBER GAIL HALVORSEN AND FORMER BERLINER KARIN EDMOND TOGETHER INSIDE THE C-54E "SPIRIT OF FREEDOM" IN DECEMBER 2019



C-97 SPARES ACQUIRED TO ENSURE THE FUTURE OF THE “ANGEL OF DELIVERANCE”



On December 5, 2021, Foundation President Tim Chopp, Vice President Kevin Kearney, and Maintenance Coordinator Matthew Chopp made their way back to Greybull, Wyoming to meet with B&G Industries President, Karl Bertagnole to continue discussions for the future of our C-97 Program. Negotiations with B&G Industries for a vast supply of C-97 parts actually began 4 years ago. The team spent several days looking over the C-97's that were there from the Hawkins and Powers days and evaluating what was there and what was valuable to our C-97 program. We are absolutely happy and proud to report on December 7, the Foundation and B&G Industries reached an agreement for the BAHF to acquire several C-97's for essential spare parts that will include 12 serviceable Pratt & Whitney R-4360-59B Power Packs with records, propellers, brake assemblies and a myriad of spare parts. This purchase will ensure the longevity of our very rare C-97

program, whose aim is to keep the world's last viable Boeing C-97 in the air of which one was used during the waning months of the great Berlin Airlift.

WHY THIS PURCHASE?

First and foremost, we must say that this purchase was absolutely necessary in order to keep our C-97 program alive. There are no more viable engines anywhere, and the quoted cost to overhaul just one was north of \$250,000 each, just to open it up. These are the only parts available anywhere, at any cost. Naturally, acquiring these parts was expensive. We will be mounting a fundraising campaign to recover these costs.

NEXT STEPS:

Now that we have these parts, our first goal is to bring back several spare engines from Wyoming in order to get the “Angel of Deliverance” back in the air and out of Reading Regional Airport where she has been sitting since June of 2019. This is going to be a war on time, logistics, and finances to successfully complete, as each engine “Power Pack” weighs 6500lbs and they need to travel over 2,000 miles over the road from Greybull, Wyoming. We will need to coordinate bringing our tools and specialized equipment out to Wyoming, as the tooling and equipment that H&P had was sold in a liquidation auction in 2006. A heavy crane will need to be brought in from Cody, Wyoming. We will have to fabricate specialized engine stands to mount the Power Packs on to facilitate



safe transport.. A cargo carrying company will have to be contracted to haul these engines East, on a specialized ‘air ride’ trailer, to avoid damaging the engine internal parts from bumpy highway travel. Then we will need to contract a crane to install the engine on our C-97G “Angel of Deliverance” once the trip is complete.

A maintenance crew has already removed the damaged #2 engine from the “Angel of Deliverance” on September 25, 2021, in anticipation of this parts acquisition, and she is waiting patiently for a replacement.

SPARES FOR DAYS: 3 AIRPLANES, 12 ENGINES. THESE C-97'S WILL HOPEFULLY KEEP OUR “ANGEL OF DELIVERANCE” AIRWORTHY FOR THE FORESEEABLE FUTURE.



LOOKING FOR THOSE SPECIAL C-97 PEOPLE FOR SUPPORT



THE CREW POSING IN FRONT OF THE #2 ENGINE OF THE "ANGEL OF DELIVERANCE" DURING THE PROCESS OF REMOVING IT ON SEPTEMBER 25, 2021.

The Berlin Airlift Historical Foundation acquired our very rare Boeing C-97G from the Grace Air Medical Foundation all the way back in April of 1996. Since that time, getting our C-97 airworthy and flying was a very difficult and time consuming crusade that resulted in triumph on November 17, 2017. On that day, our beautiful and rare Boeing C-97G took to the skies proving that we have what it takes to get a C-97 in the air. We, as an organization, learned a lot during those years as we gained valuable experience about this great unsung hero transport of the Berlin Airlift and the Cold War era as an air to air refueler. Now that we have acquired an abundance of spare parts, the remaining resource needed are those special kind of people who also share the same visions; to hear the power of the mighty P&W R-4360 Wasp Major engines and to keep the world's last viable C-97 flying and be willing to support our needs. Back in June of 2019, operating our C-97 was beginning to progress from the crawling stage to a walking stage. We had several C-97 events scheduled for 2019 and 2020, many of them at Military bases with many others seeking more information.

Tragedy struck on June 4, 2019 with the catastrophic # 2 engine failure on our C-97 followed by the Covid Pandemic then the loss of our C-54E in early 2020. All of these combined hardships temporarily derailed the C-97 program until now. Now we need those tough, stubborn, "never give up" type C-97 supporters to join our ranks and help make it happen. All our C-97G needs to get airborne again is a current inspection and an airworthy engine. Together as a team, we can make this happen. Please see the enclosed C-97 insert page to learn more how you can help to save the world's only viable C-97 and keep it flying on its mission of history, education, and remembrance about the great Berlin Airlift of 1948 and 1949 and to honor those who served.



THE #2 POSITION OF C-97G "ANGEL OF DELIVERANCE" AWAITS A REPLACEMENT R4360-59B.

SPECIAL THANKS TO AKZO-NOBEL AND CRIDER AIRCRAFT PAINTING



The Berlin Airlift Historical Foundation would like to express our heartfelt thanks to the Akzo-Nobel Corporation for its generous donation of its excellent Alumi-Grip Paint products for painting the new "Spirit of Freedom". This is now the third time we have had the good fortune to work with the Akzo-Nobel folks and the Alumi-Grip products. The first time was back in 1994 when the "Spirit of Freedom" got its first 48th Troop Carrier paint scheme, and once again in 2014.

When we contacted Akzo-Nobel to explain what happened to our C-54E, and inquire about paint for our C-54D, there was no hesitation. They jumped right in willing to help. After some coordination between Akzo-Nobel and Roger Crider of Crider Aircraft Painting in Arkansas, the arrangements were made.

Thank you to Mr. Kevin Peterson and Akzo-Nobel for their patriotic and generous contribution to making the "Spirit of Freedom" look her best! We also want to express our appreciation to Mr. Roger Crider and his crew at Crider Aircraft Painting, for doing yet another fantastic job for us amid the pandemic and some otherwise difficult times. We salute you!!



C-54D 43-17228 "SPIRIT OF FREEDOM" BEING EXPERTLY PAINTED AT CRIDER AIRCRAFT PAINTING, INC. MENA, AR.



The Halvorsen Airlift 2022 Destination: Spanish Fork, Utah

Sometimes the planets unexpectedly line up for the better and this is exactly what has happened to create the ***Halvorsen Airlift 2022***. A growing collection of individuals, institutions, and corporations are rallying together with the aim to send BAHF's freshly restored C-54D on its first major mission as the new *Spirit of Freedom*; an epic cross continental flight to honor the original "Berlin Candy Bomber" himself, 101-year-old Col. Gail S. Halvorsen (USAF, Ret), in his beloved home state of Utah.

Spanish Fork Municipal Airport - Woodhouse Field (SPK) will welcome our C-54D and crew on 21 May 2022 for a tribute to their local hero that will also mark the groundbreaking for the Gail Halvorsen Learning Center and celebrate the Berlin Airlift Historical Foundation's triumphant return to the skies, culminating in a spectacular candy drop to the honored guests, kids, and fans alike.

It all started at the end of December 2021 after BAHF President Tim Chopp briefed one of the organization's many dedicated sponsors, Mr. Russ Matthews of Redondo Beach, CA, about the recent Wright Brothers flyover and improvised indoor candy drop at Dare County Airport. Like so many of us, Matthews was sorely disappointed to learn that health issues had prevented Gail Halvorsen from attending the special event in North Carolina, denying the centenarian flyer his opportunity to inaugurate our C-54D as a true aerial "candy bomber." Mr. Matthews considered the situation and then called Tim with an audacious idea, saying, "If Col. Halvorsen can't come to the plane, then the plane will have to go to him!"

Tim was immediately energized by the suggestion. Gail Halvorsen has been an invaluable and integral part of the Berlin Airlift Historical Foundation from its inception; not only by the example of his humanitarian actions in 1948-49, but through his lively participation in countless later candy drops and commemorative flights on our old C-54E throughout its illustrious 27-year career with BAHF (tragically cut short by severe damage from a tornado in April 2020). *Following the trials and tribulations of the past 18 months, it somehow seems more important than ever to forge the same type of tangible connection between Colonel Halvorsen and our rejuvenated C-54D Skymaster transport that will carry on his legacy (and that of all Berlin Airlift veterans).*

Of course, the challenge presented is equally as daunting as it is thrilling. While on the phone, Tim did some quick "back of the envelope" calculations and concluded that such a feat will require flying all the way to Provo, Utah and back from the US east coast, with hard costs easily surpassing \$60,000 (perhaps much more than that if fuel and oil prices continue to rise, not to mention that additional expenses just to prepare our C-54D for such a journey). Mr. Matthews thought it over and then committed to securing at least \$30,000 or half the projected money needed to jump start a fundraising campaign and get this mission onto the 2022 *Spirit of Freedom* schedule. *Mr. Matthews says he's been continually impressed and inspired by the "resilience and determination shown by the BAHF team" and urges others to come forward and help match or exceed his pledge for what has been dubbed, "The Halvorsen Airlift 2022." Any dollar amount or other in-kind support (fuel, oil, contacts with other potential sponsors, or just spreading the word) will be deeply appreciated. It is exactly this sort of sustained cumulative effort and passion that has always been the strength of BAHF and which will undoubtedly allow us to carry the day yet again.*

After his initial talk with Mr. Matthews, Tim immediately started working the phones, lining up the enthusiastic cooperation of long-standing friends like BAVA's *Eddie Ide and the wonderful Karin Edmond. Before long, Spanish Fork Airport Manager Cris Child as well as James Stewart, Director of the Halvorsen Learning Center had joined in the effort. And, most importantly, Gail Halvorsen's adult children have blessed the use of their family name for this singular salute to their father.*

In Berlin almost 74 years ago, candy, hope, and kindness were dropped to those most in need BY Gail Halvorsen. In Utah this May, it will be our chance to return all that and more to Gail Halvorsen with grateful appreciation. *"We're bringing things full circle," says Russ Matthews, "and showing how Colonel Halvorsen's credo of 'service before self' continues on through future generations and the Spirit of Freedom program."*

Please consider being a part of ***The Halvorsen Airlift 2022!*** (see enclosed form) Any funds collected over and above the needs of the cross-country flight and recognition activities in Utah will be put towards BAHF's ongoing C-54 mission and educating the public about the momentous history of the Berlin Airlift as we enter the milestone 75th Anniversary year in 2023-24.

*** This is not the first time that Mr. Matthews has stepped up to help BAHF reach its goals. He previously arranged a substantial grant towards the repaint 43-17228 in historic 60th Troop Carrier Squadron markings, as well as making a significant contribution towards fuel for a roundtrip flight to the Crider Aircraft Painting shop in Mena, AR.*



BRINGING AWARENESS TO A SPECIAL ORGANIZATION



An unexpected feature of the Halvorsen Airlift will be the privilege and opportunity to coordinate meaningful activities during our multiday visit to Spanish Fork, Utah. The primary contact we will be working with is James Stewart, director of the Gail S. Halvorsen Heritage Center. This fine organization has taken on the challenge to construct a special facility.

The Berlin Airlift taught Gail to look outside himself and find ways to bring hope to others. His efforts during Operation Vittles became the foundation for a life of humanitarian service to others. The Gail S. Halvorsen Aviation Education Foundation continues that legacy by bringing his principles of gratitude and service before self to the rising generation. The Foundation carries on Gail's legacy of inspiration through service projects, community programs, and a partnership with local school districts. The Foundation is currently raising funds to build the Halvorsen Heritage Center, a 10,000 square foot facility which will feature a display area that presents the principles that lay at the core of the Candy Bomber story. Other areas of the Heritage Center will host STEM activities for school kids, plus hangar space for Civil Air Patrol aircraft. Donations can be accepted on-line at www.thecandybomber.org

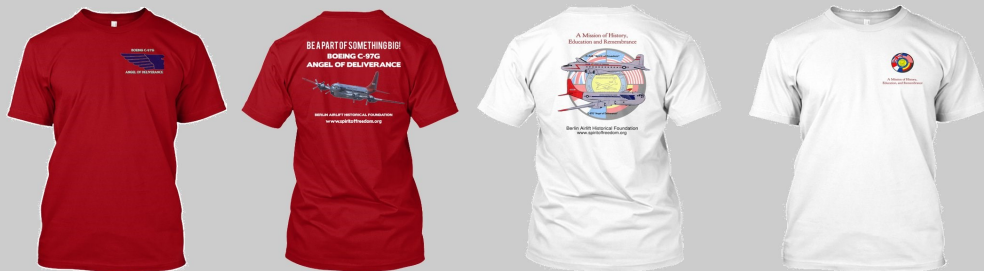
2022: STILL STANDING IN QUICKSAND

The past 2 years were tough and most difficult to endure. Truth be told, tough and difficult are too mild of words to describe the carnage suffered by Berlin Airlift Historical Foundation during that period. Words like overwhelmed, paralyzed and devastated would be more appropriate. Only through hard work, long hours, sacrifice, perseverance and timely financial contributions, we were able to make the transition from darkness back into sunlight, although a pall of uncertainty remains. Why you ask? The answer is very simple, because of COVID and the varying measures imposed to combat it, our normal source of income remains disrupted. This is due to the fact that public events such as air shows are slow to return.

As it's only January of 2022, it still remains unknown what we can hope to expect in the form of meaningful income to support the organization. We've been standing in quicksand now for 2 years and we're slowly sinking. We will need continued contributions throughout the year to ensure the continuation of our mission while the world hopefully gets itself back in order. Our obligations don't stop regardless, we still have to continue our mission, and keep the aircraft in compliance with required inspections and other Federal Aviation Regulations.

We salute all the fine patriots who have stood with the Foundation during those dark months with your kind and generous contributions. Thank you very, very much. The Foundation officers and directors will continue to do our best to keep your trust and confidence in all we do to continue our "Mission of History, Education and Remembrance". Look out 2022, here we come!

Show your support for the BAHF with this great gear!



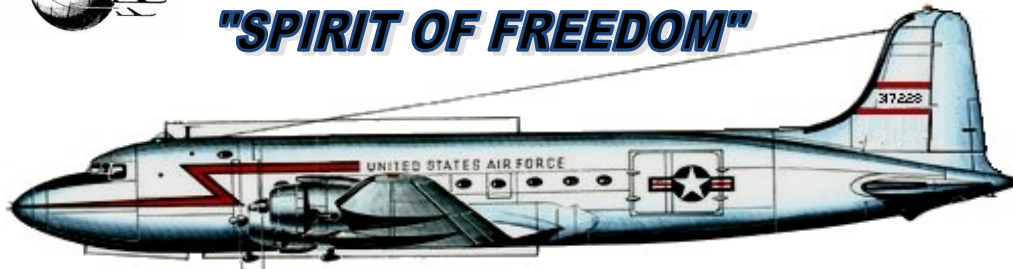
These and other great BAHF Gear available through Teespring

<https://teespring.com/stores/bahf-store>





C-54D 43-17228 "SPIRIT OF FREEDOM"



Built by Douglas Aircraft Co., Chicago, IL and delivered to the USAAF on September 6, 1945.

September 1945 - 1103rd AAF Base Unit (Air Transport Command - Caribbean Division)

May 1946 - 1377th AAF Base Unit (Air Transport Command - Atlantic Division)

☆ 22 October 1948 - 61st Troop Carrier Group (MATS), Rhein Main AB, Germany

☆ 16 May 1949—317 Troop Carrier Squadron (MATS), Celle AB, Germany

☆ 3 August 1949 - 513th Troop Carrier Group (MATS), Rhein-Main, AB, Germany

17 August 1949—513th Troop Carrier Group (MATS), Fassberg AB, Germany.

September 1949 - 62nd Troop Carrier Squadron (MATS)

February 1951 - 8th Troop Carrier Squadron (MATS)

June 1951 - 14th Troop Carrier Squadron (MATS)

October 1951 - 61st Troop Carrier Squadron (MATS)

July 1952 - 1600 Air Transport Group (MATS)

April 1953 - 42nd Air Transport Squadron (MATS)

Jan 1954 - 41st Air Transport Squadron (MATS)

September 1954 - 33rd Air Transport Squadron (MATS)

May 1955 - 57th Air Transport Squadron (MATS)

Nov 1956 - 1700th Air Transport Group (MATS)

February 1957 - 328th Fighter Group (ADC)

November 1959 - 29th Air Division (ADC)

February 1961 - 4642 Support Squadron (ADC)

June 1961 - 328th Fighter Wing (ADC)

July 1962 - 4614 Consolidated Maintenance Squadron (ADC)

April 1963 - 4600 Consolidated Maintenance Squadron (ADC)

August 1965 - to MASDC Davis Monthan AFB

July 1967 - to US Army, Kwajalein Missile Range, Marshall Islands

January 1978 - to MASDC Davis Monthan AFB

December 1978 - EMI Services as N9015Q

April 1982 - ARDCO Inc. as "Tanker 152"

October 2008 to Air Elite, Inc

October 2011 - Florida Air Transport

October 2012 - Jet One Express

May 2014 - Island Air Transport

August 2020 - Berlin Airlift Historical Foundation as N500EJ "Spirit of Freedom"



Berlin Airlift Lineage:

In October 1948, 43-17228 was transferred to the Berlin Airlift as part of the 61st Troop Carrier Squadron based at Rhein Main for six months. In May of 49, after a 1,000 hour inspection and overhaul at Lockheed in Burbank, CA, she was reassigned to the airlift with the 317th at Celle for three months, then the 317/513th splitting the month of August between Rhein Main and Fassberg.

