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DEPARTMENT OF THE AIR FORCE  
AIR FORCE HISTORICAL RESEARCH AGENCY  
MAXWELL AIR FORCE BASE, ALABAMA

10 Jul 09  
RSA/U/2009-1918/64657/mtg

AFHRA  
600 Chennault Circle  
Maxwell AFB AL 36112-6424

John Greenewald, Jr.  
[REDACTED]

Dear Mr. Greenewald:

This letter is in reply to your Freedom of Information Act request of 7 July 2009. The request was received by the AFHRA on 7 July 2009 and was assigned the FOIA case number 2009-1918. After researching your request, AFHRA was able to locate a copy of IRIS #922209. Enclosed is a complete copy of this document. Please note that it is the best copy available. Thank you for your request.

Sincerely,

A handwritten signature in black ink, appearing to be "MT Green", followed by a horizontal line.

Mrs. Marcie T. Green  
Archivist

Attachments:

1. IRIS #922209 copy

MICROFILMED BY ISAM

1284.4201  
Jan-Jun 1970  
RETURN TO  
Historical Research Division  
3825/HOA  
Maxwell AFB, AL 36112

25 JUN 1990

AIR FORCE MUSEUM

Wright-Patterson Air Force Base, Ohio

Semiannual History

1 January 1970 - 30 June 1970

Approved by:

*Joseph D. Hornsby*  
JOSEPH D. HORNSBY  
Colonel, USAF  
Director

Prepared by:

*Charles G. Norman*  
CHARLES G. NORMAN  
Historian, Research Division

3-7219-3  
00922209

## Semi-annual History of the Air Force Museum, Jan.-June 1970

### Mission:

The mission of the Air Force Museum is to portray the history of the United States Air Force by maintaining and exhibiting aerospace items associated with notable accomplishments, celebrated events, important eras, and technological advances of the Air Force and its predecessor organizations.

In fulfilling this mission, the museum functions as an educational activity benefitting Air Force personnel as well as the general public by presenting to visitors a panorama of flight from mythological times to the exploration of space. The museum preserves for the benefit of future generations significant hardware items and documents which portray the progress and accomplishments of U.S. military aviation from its inception to the present. It also fosters a greater awareness of service heritage and traditions among Air Force personnel and serves as a reminder to the public of the importance of the U.S. Air Force in maintaining the security of the Free World.

### Administrative and personnel:

A minor organizational change occurred on 24 June with the creation of the Air Force Museum Acquisition Board composed of Messrs. Sloan, Frey, Brown and Worman. Each board member was to become an authority in his designated areas of interest so that he might better determine what historical properties



warranted acquisition. The member then was responsible for the determination of requirements and sources and the acquisition negotiations for those aerospace items significant to Air Force history.

One staff vacancy developed with the 1 June resignation of Miss Janet Patrick of the Research Division. During the same month, Mr. Erwin Hensel, Support Division, began a period of extended sick leave pending his medical retirement. Two student aides remained "on board" throughout the six-month period and the museum received authorization for two additional summer aides. Under a vocational work study program, 10 students from the Dayton school system joined the staff in June to assist the various divisions throughout the summer. The young people performed numerous tasks including painting, typing, filing, and projecting films.

#### New building construction and planning:

A most significant tangible step toward the long awaited goal of a new building for the Air Force Museum was the beginning of site excavation in April 1970. Situated on a 200 acre site at the former flying field in Area B, the multi-million dollar structure would be the fifth home of the Air Force Museum. The building was to be paid for entirely by public contributions to the Air Force Museum Foundation, Incorporated. When completed,

Foundation would donate the structure to the Air Force and American people.<sup>1</sup>

Official groundbreaking ceremonies took place at 1600 on Tuesday, 3 June 1970 at the construction site, despite intermittent showers and an unseasonable chill. Participating in the ceremony were Secretary of the Air Force Robert C. Seamans, Jr.; Mrs. Eugene W. Kettering, widow of the late Dayton philanthropist and aviation enthusiast; Mr. Robert C. Oelman, Chairman of the Air Force Museum Foundation; Foundation President Mr. Frank G. Inger; and AFMOC Commander Gen. Jack G. Herrell. A reception at the Officers' Club followed for invited guests. To highlight the reception, museum staff members exhibited the P-26A aircraft on the club lawn and the O-38 airframe and S-40 aircraft inside.

The \$5.7 million contract for the new museum building was let on 4 March 1970 to the Pascoe Steel Corporation of Columbus, Georgia. Based on a concept by the architect-engineer-planner firm of Dalton, Dalton and Little of Cleveland, Ohio, the building would measure nearly 800 feet long, 240 feet wide, and a maximum of 80 feet high. The air conditioned structure would include more than 210,000 square feet of space and would permit the inside display of the P-36, the XB-70, and approximately 100 other aircraft.

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1. See Photos Nos. 1 through 4

Other facilities included a 500-seat theater and dining accommodations for 200 persons. Occupancy date was tentatively set for the spring or early summer of 1971.<sup>2</sup>

The Air Force Museum traces its history back to 1923 when U.S. and foreign aircraft and equipment items were displayed rather informally at McCook Field. The collection was moved to Wright Field in 1927 and eight years later the museum was transferred to a newly erected building at Wright Field, built specifically for occupancy as a museum. World War II forced the closing of the museum which did not reopen until 1954 when it was relocated in its current "home," a converted WW II engine overhaul facility. Attendance in 1954 had totaled approximately 10,000 people, but in 15 years attendance had risen to a one-year figure of 644,000.

General John P. McConnell, retired USAF Chief of Staff, on 3 June 1970 was announced as the executive director of the Air Force Museum Foundation. In his new position, General McConnell would direct his efforts toward gaining the support of industry for the fund drive in support of the new building program.

Movement of the museum to the new building would be a complicated task demanding careful planning and involving all staff elements. Transportation of the exhibit aircraft was scheduled to begin in the fall of 1970. Most of the planes of

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2. AFM News Release (Atch 1)

metal construction probably would be towed to the new site by road. This would include the XB-70, although a circuitous route would be required due to the size of the experimental craft. Helicopter airlift was being considered for some of the fighter-type aircraft, while there was a possibility that several of the more recent acquisitions from operational inventory might be flown to Wright Field. The fabric-covered aircraft would be dismantled and hauled by truck. In anticipation of the move, many of the aircraft acquired by the museum during the previous several years had been flown into Wright Field and stored there.

To the Exhibits Division fell the task of planning the exhibits program for the new building, making the most effective use of existing displays and adapting them to the new structure. The absence of interior supporting columns in the new building plus its greater size offered an opportunity for the employment of new design concepts impossible to achieve within the confines of the present outdated building.

#### Visitors and public relations:

Attendance at the museum during the first half of 1970 totaled 253,868 in comparison to a 294,158 figure for the same period in 1969, a decrease of approximately 40,000 visitors.

Various groups arriving at the museum were provided with



briefings/and or a special welcome, including representatives of the Ohio Airport Managers' Association, the P-47 Pilots' Association, Frigidaire technicians, members of the Brazilian Air Command and Staff School, and the Women's Auxiliary of Plumbers. Colonel Joseph D. Hornsby, museum director, and/or members of the Information Division also greeted an Experimental Aircraft Association group, participants in the Armed Forces Staff College and Department of State Senior Seminar in Foreign Policy, Governor Tiemann of Nebraska and his party, officers from Indonesia and Thailand, the Israeli Air Attache and his family, representatives of the American Ordnance Association, and a civic group from Panama City, Florida.

A new tapecaster system was installed at the reception desk in the lobby in March. With this system, the receptionist could broadcast pre-recorded announcements of concern to visitors throughout the building with ease, offering the advantages of controlled modulation and uniformity in presentation.

A significant portion of the public relations effort was devoted to coordinating with the Air Force Museum Foundation and others in assembling material for promotional activities scheduled in support of the fund drive. Brochures and other publicity materials had to be selected and prepared and world-wide distribution to Air Force installations made. In addition, campaign



briefings had to be formulated. Major William L. Walker, USAF was temporarily assigned to the AFIC Office of Information beginning in April to guide the campaign throughout the Air Force.

Museum personnel supported several special displays of museum artifacts at locations away from the building. The Thomas Morse S-40 biplane was displayed in St. Louis for three days in conjunction with the American Institute of Aeronautics and Astronautics' gathering. Material was placed on weekend loan for a prisoner of war reunion in Cincinnati in April and the ceramic-lined YR-99 rocket engine for the X-15 aircraft was displayed at a ceramics show near Dayton during the same month. The Air Force Museum also provided support to the Hangar 9 museum at Brooks AFB, Texas as a JN4 "Jenny" was placed on short-term loan while a Standard J-1 engine, clothing, instruments, and other appropriate equipment items were loaned for an indefinite period in support of the new museum.

Fashion models added a bit of glamor to the museum exhibits for a brief period as the displays formed the background for a series of fashion photos by the Dayton Daily News. The museum continued to be a popular topic for magazine articles.

A two-week TDY trip to Lucerne, Switzerland; Paris, France; and London afforded Mr. Royal Frey, Chief of the Research Division, an opportunity to meet with representatives of aviation museums

from many European countries and to visit several of the most significant institutions. While participating in the International Conference of Museums, Mr. Frey presented a paper concerning museum documentation programs. Mr. Blair Brown, Chief of the Materiel Division, attended a five-day data processing seminar on computer application for museums at Poughkeepsie, New York.

#### Acquisitions:

No museum collection can be considered complete without the inclusion of at least one suit of armor; the Air Force Museum succeeded in achieving this status level with the arrival of "Iron Mike" from the 317th Fighter Interceptor Squadron at Elmendorf AFB, Alaska in January at the time of that unit's inactivation. As unit mascot, Mike was abducted from his home in Alaska on numerous occasions, reappearing suddenly at some USAF base from Greenland to South Vietnam. Frequently it was necessary for the 317th to organize its own raiding party to recover him. Securely mounted in a Plexiglas display case, Mike became the newest addition to the NORAD display in June.

The closure of the Project Blue Book office at Wright-Patterson afforded the museum an opportunity to acquire a unique group of hardware items typical of that office's extensive study of aerial phenomena and unidentified flying objects. Although the case reports and other technical data were retired to Maxwell AFB, these potential display items were added to the museum's collection and

placed in temporary storage.

Following the announcement of the scheduled closing of Wheelus Air Base in Libya, a memorial window honoring the crew of the B-24 "Lady Be Good" was removed from the chapel at Wheelus and transported to the Air Force Museum in March. Other acquisition items included fragments of the aircraft in which Lt. Joe Kennedy, brother of President Kennedy, lost his life during WW II; a K-20 aerial camera; a B-58 escape capsule; various items of Viet Cong armament and clothing; a WW II jeep; and an experimental space sled and power wrench from the Aerospace Medical Research Lab.

The museum's collection of clothing items was increased with the arrival of a uniform worn by Paul W. Airey, first man to hold the rank of Chief Master Sergeant of the Air Force; a German Me-262 pilot's high altitude flight suit; and several uniforms. Cartoonist Milton Caniff was responsible for the donation of a bush jacket and service cap worn by Col. Phil Cochran of the 1st Air Commando Group during WW II. "Flip Corbin" in the Terry and the Pirates comic strip was the counterpart of the real Colonel Cochran, a college classmate of Mr. Caniff.

Museum staff members who received flight training during WW II viewed with some nostalgia a newly acquired Link trainer. Other acquisitions included a BBU-342 guided bomb and a simply made miniature parachute used to drop candy to the German children during the Berlin Airlift. Operation Little Vittles had been



inaugurated by Lt. Gail Halvorsen; his humanitarian gesture had generated great interest and support in this country. When Colonel Halvorsen, currently stationed in Germany, learned that the museum was seeking memorabilia from that operation, he donated one of these chutes which he had retained.

The museum's aircraft collection continued to expand with the arrival of six additional aircraft. An RB-66B (S/N 53-475) with a record of combat missions over Southeast Asia touched down at Patterson Field at 1130 hours on 13 February. An AT-11 trainer of WW II vintage located and acquired from the Dayton Municipal airport at Vandalia arrived on 28 April. The revolutionary tilt-wing XO-142A arrived at Wright Field on 1 May and spectators were treated to a number of VTOL and hovering maneuvers before the unique aircraft settled gently but noisily to the concrete for the last time.

A silvery, gleaming C-39 arrived on 15 May as the result of its donation by an individual in Florida. An F-101B was accepted from the Aeronautical Systems Division on 8 June. The aircraft had been assigned to Wright-Patterson for use in an ejection seat test program since the early 1960s. Also secured with the aircraft was a number of hardware items including dummies, ejection seats, helmets, and other material related to the test project.

A P-51D S/N 44-74216 arrived on 11 May from McClelland AFB.

Like the P-51D already on display at the museum, the aircraft had not seen WW II combat action. Negotiations were also underway to acquire possession of a P-51D located at the Universal movie studio in California which the firm apparently had obtained from the Air Force on loan in the late 1950s. When acquired by the museum, the aircraft would be loaned to a new aviation museum in California.

#### Exhibits:

Much of the Exhibits Division effort was devoted to supporting plans for the fund drive for the new museum building. Artists prepared graphics as well as three-dimensional scale models for promotional and/or planning purposes. Despite this added workload, division personnel were able to provide a number of new and improved exhibits for the museum's visitors.

On 20 February, an impressive Medal of Honor display was unveiled in the Aviation Hall of Fame room. This display featured wall plaques honoring Air Force personnel who had earned this nation's highest award for bravery. Each plaque contained a portrait of the recipient by artist Woodi Ishmael plus a brief summary of the circumstances involving the heroic action. This exhibit was one of several of similar design prepared by the Air Force Orientation Group.<sup>3</sup>

3. See Photo No. 5



A new group of 44 paintings arrived on 30 March on loan from Hq USAF for temporary display in the museum's art gallery; these were put in place soon after arrival. Exhibits personnel also installed a table-type display case in the rest area containing POW items used by former prisoners of the Japanese. The case was later relocated in the WW II Pacific area and reflected the slowly increasing collection of POW items from that theater. Channel framework and a Plexiglas cover over the "Dirty Thirty" manikin were installed to prevent any future theft of original uniform items from that display. The "space log" panel was updated to reflect basic data on more recent space flights and a panel was added recognizing those astronauts and astronaut-trainees who had lost their lives.<sup>4</sup>

The SPAD XVI biplane used by Brigadier General "Billy" Mitchell during WW I was moved onto the exhibit floor in January where the DH-4 previously had been located. The repositioning of several aircraft was necessary to provide room for this new display and exhibit technicians extended one wall and repositioned many of the exhibits in the area covering the 1920s and 1930s era. This also necessitated relighting the area and relocating stanchions.

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4. See Photos Nos. 6 and 7

prior to exhibition, Restoration Division personnel had manufactured a missing engine cowling, repaired the propeller, and replaced part of the SPAD's fuselage fabric.

Thirteen paintings by Japanese artists made during WW II were removed from the museum walls for packing and eventual return to Japan. This move had been anticipated for many months and color photo negatives had already been made of this exquisite artwork. Museum files were updated to reflect the loss and also to identify the color negatives so that photographic reproductions could be made whenever desired.

During this six-month period, the exhibit in the popular "Featured Accessions" case was replaced. Memorabilia belonging to Lt. Stephen Thompson, a WW I flier who became the first man in an American uniform to down an enemy aircraft in aerial combat, was removed and replaced with "souvenir-type" relics of famous Air Force personages. A collection of awards and decorations presented to Brig. Gen William "Billy" Mitchell highlighted the exhibit which was complemented by such exotic items as a stuffed kiwi bird presented to Gen. H.H. Arnold during WW II, an ornate Bengal tiger skull given to Gen. Thomas D. White by the Royal Thai Air Force, and WW I ace Maj. Raoul Lufbery's cigarette holder and case.

For quite some time, rear-screen projectors had been located in the WW I, WW II, and space age portions of the building and

offered visitors brief film clips appropriate to those areas. One portrayed WW I aviator training activities, another described the Kamikaze attacks on U.S. shipping in the Pacific, while the third film showed scenes from Gemini flights and a walk in space. These projectors had never been designed to withstand the heavy usage to which they were subjected; they had proven to be frequent sources of time-consuming maintenance. Efforts by Mr. George Sonneborn of the Exhibits Division to engineer improved equipment proved successful and several of the new units were installed. When the project was completed, all of the older projectors would be replaced and several back up units would be available for easy insertion if a projector should require maintenance.

#### Restoration:

The completion of the restoration work required for the SPAD XVI permitted the division to initiate efforts on another aircraft on loan from the National Air and Space Museum, a Verville-Sperry M-1 "Messenger." Work on the diminutive aircraft of the 1920s began in January. Workers first had to remove the excessively tight wing fabric; they then found that many of the ribs required either replacement or repair. The engine was cleaned and inspected while personnel in the museum's metal shop manufactured missing control cables.



The O-38 aircraft recovered from the Alaskan wilderness in 1968 moved a little closer toward restoration to its original appearance as wing ribs and other wing parts were fabricated. Main landing gear wheel and cockpit canopy were manufactured for the FW-109 to replace those parts which had been borrowed by the museum for temporary display on the aircraft. Meanwhile, the FW-109 was withdrawn from exhibition due to its need for extensive restoration.

Preparation continued leading to the cleaning and repainting of the B-36J at Area B. The Convair Division of General Dynamics had offered to pay the cost of refurbishment. Museum personnel reviewed specifications with prospective contractors for the task and, in preparation for the work, the engine nacelles and tail area were flushed with firehoses to remove years' accumulation of bird debris. The experimental use of special nylon brushes had proved quite successful in removing corrosion; anticipated cleaning procedures included a combination of these brushes and judicious sandblasting.

Mechanics neared completion of the B-58 preservation procedures. The 20mm Vulcan cannon was removed and prepared for storage while the explosive charges in the various systems were removed. The museum planned, if practical, to have these units rendered inert to permit reinstallation in the aircraft. A final storage

engine run was accomplished and the aircraft was defueled; 200 gallons of 1010 oil were put into the fuel system as a preservative.

A Douglas F5D jet aircraft arrived on loan in mid-May; defuming and defueling was completed in June and inlets and landing gear openings were screened to prevent birds from entering. The aircraft was moved onto the exhibit lot in the middle of June; it would remain on display for approximately one year then would be transported to the Neil Armstrong Museum near Wapakoneta, Ohio for permanent exhibition. The aircraft was one which Astronaut Armstrong had flown extensively when he was developing and testing escape procedures for the X-20 program. The aircraft was on loan from the Ohio Historical Society.

The search for abandoned aircraft continued as Mr. Charles Gebhardt, Chief of the Restoration Division, traveled to the Trust Territory Islands in the South Pacific seeking WW II aircraft, particularly a Japanese "Zero" fighter. The trip uncovered or confirmed the existence of a number of allied and enemy planes, some of which warranted further consideration for possible retrieval.

Projects involving the lamination of historic documents by the Research Division and the preservation of WW I insignia on aircraft fabric by the Materiel Division were continued. Staff members also explored the feasibility of preserving such historical



sites as missile silos, SAGE computer stations, radar sites, and others located in various sections of the country.

Research:

A major activity within the Research Division was the constant effort being made to identify, locate, and acquire historic aircraft, both obsolete and in current inventory. In many cases, those planes located duplicated planes already in the museum collection, but acquisition could be followed by placing the aircraft on loan to another aviation museum, either military or civilian.

A P-51D was located at the Universal Pictures studio in California and action was taken to return it to the Air Force as historical property. The museum hoped to establish a procedure by which it would be possible to trade surplus USAF aircraft within the U.S. on a one-for-one basis for privately-owned historic planes. Negotiations were also underway involving a Japanese "Zero" located in Australia, a B-10 bomber of the 1930s in Argentina, and two F-80 jet fighters in Uruguay which had seen combat in Korea. A combat-proven B-17F "Shoe Shoe Baby" and a Nieuport 28 WW I-vintage aircraft, both presently in France, were high on the list of historic planes the museum hoped to acquire if negotiations proved successful.

Major Dora J. Strother, USAFR, was assigned to the Research Division during her two-week period of active duty in May. As a former WASP, Major Strother devoted her time to preparing a history of the organization and reorganizing the museum's files relating to that WW II group of women fliers. Letters from her to other former WASPs were responsible for the acquisition of a number of documents and WASP uniform items.

The museum's research facility was given a significant boost with the acquisition of a collection of approximately 500 pounds of aviation books from the estate of Capt. James J. McKinstry, Jr. a USAF pilot killed in Vietnam. The grouping contained over 200 volumes, many of which helped to fill existing gaps in the museum collection. This was the finest single assortment of books donated to that time by any individual.

The use of the division's microfilmed aircraft record cards was greatly facilitated by the acquisition of a new microfilm reader-printer. Frequent use was made of these records for various purposes and the new machine made this reference source many times more convenient to use. If printouts were needed of any microfilmed data, it had been necessary previously to take the film to another location on base where it could be reproduced.

A fire at the Imperial War Museum in England destroyed much of their library facilities. The Research Division arranged to send sixty pounds of duplicate aviation magazines to aid them

and would make additional shipments as duplicate items were acquired and/or identified. Thirty pounds of excess aviation books were sent from the Air Force Museum to the Air Force Academy Library at Colorado Springs.

Between January and June of 1970, the Research Division had more than 400 individuals visit the office to examine material in its files. Approximately 2000 documents were placed on loan during that six month period.

Support:

The Support Division was charged with responsibility for the many routine but essential tasks involved in building maintenance. Duties included relamping the building, custodial work on weekends, morning and evening building security, remodeling and/or modifying facilities within the museum, supporting other divisions such as restoration and exhibits by providing woodworking, metalworking, engraving, and other services, plus the countless other tasks required to maintain the museum in an efficient, safe, and attractive condition.

Workers began the construction of a new 15-inch sewer line early in May to facilitate the runoff of ground water which had plagued the museum for years. No successful solution had been found to the ever present problem of roof leaks; downspouts and floor seals were repaired but still did not alleviate the basic



difficulty inherent with occupancy of an outmoded, antiquated building. Plastic troughs suspended from the ceiling rerouted water entering from the ceiling into the warehouse area away from exhibits. The Wright-Sumlin Construction Company was awarded a contract to repair the storm sewer inlets, building downspout seals, and to open downspout laterals. Improvements made in the emergency lighting system also were monitored by the Support Division. Roof ventilator exhaust fans were installed and these in conjunction with large volume floor fans scattered throughout the exhibit area aided in moving air within the building. Visitors and staff alike could look forward with great anticipation to the air conditioned comfort of the new museum building.

Attachment No. 1: AFM Press Release

For Additional Information Contact:

Air Force Museum Foundation, Inc.  
P. O. Box 2586

Bright-Patterson AFB, Ohio 45133

James Clarke - (513) 449-2150

R. V. Jontes - (513) 257-2511

Information Officer -  
(513) 257-0111

FOR RELEASE, Wednesday, June 10, 1970

### THE NEW MUSEUM

Construction of the new \$6,000,000 home for the Air Force Museum, Ohio's largest tourist attraction, started in mid-April, 1970 following the letting of a contract to Kaiser Steel Corporation of Parma, California and Columbus, Georgia for the building.

The new structure will be 300 feet wide, sufficiently large to hold within it any aircraft the Air Force has designed. The building will be approximately 800 feet from end to end, with the arch roof soaring to 80 feet above ground. The total enclosed space will be in excess of 200,000 square feet, of which 160,000 will be available for enclosed exhibits. The height and size of the building is such that some aircraft can literally be hung in flying position suspended above the floor of the display area.

The new design concept for the structure provides enclosed display space for up to 400 aircraft, more than double the number in the existing museum building.

The building design provides two large exhibit areas without structural columns, providing uninterrupted, clear span floor space for maximum flexibility and ease of movement of planes and exhibits. A two-story glass enclosed core area between the two exhibit areas will provide administrative space, a theater seating 500, and a restaurant seating 200 with adjacent kitchen as well as a technical research library. The dining area and gallery spaces located on the second floor will provide a dramatic overlook of the interior displays as well as the outdoor displays grouped around the building.

The entire structure will have year-round air conditioning to provide visitor comfort and to help preserve older fabric and wooden aircraft.

In developing plans for the new structure, the Air Force Museum Foundation used the following objectives: maximum functional display space; flexibility for future expansion; design simplicity for low cost; and an architecturally pleasing effect.

"Since the original announcement of the Museum project in 1964, there has been constant re-evaluation of the initial design concept," Foundation Chairman Robert S. Gelman said, "especially in view of sharply rising building costs in order to insure the maximum facility for the investment made."

"The modular construction techniques developed in recent years make it possible to erect an attractive facility that the nation, the Air Force and the Dayton community can be proud of."



The Foundation initiated a fund-raising campaign for this purpose in 1964 receiving major contributions from Eugene W. Kettering, members of his family, local and national business and industry, foundations and private citizens.

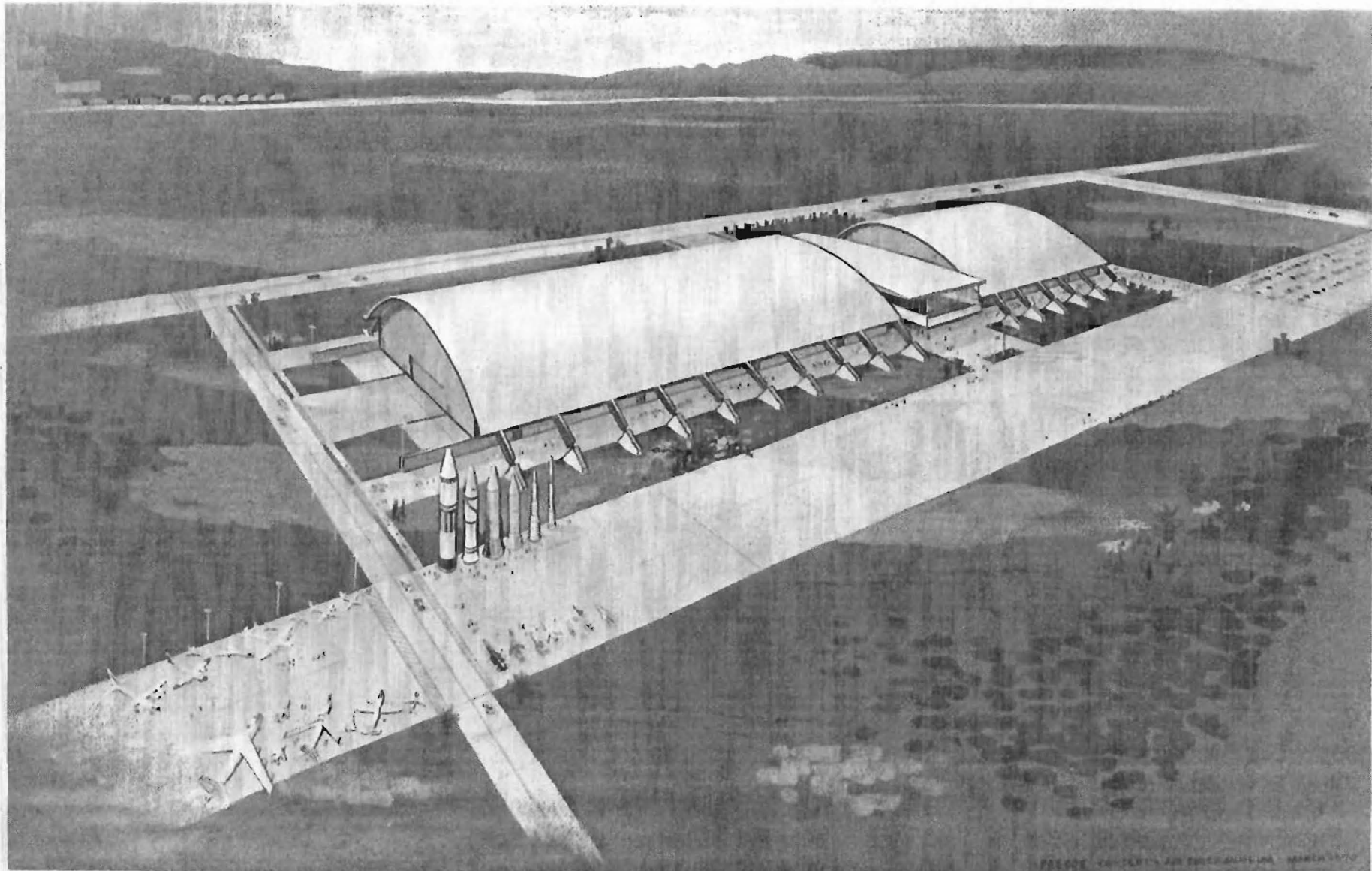
An in-service campaign among enlisted and officer personnel, and civilian employees of the U. S. Air Force world-wide will be conducted during the month of July in support of the Museum building fund.

The building is being built by the Air Force Museum Foundation and will be turned over to the Air Force for operation after its completion in the spring of 1971.

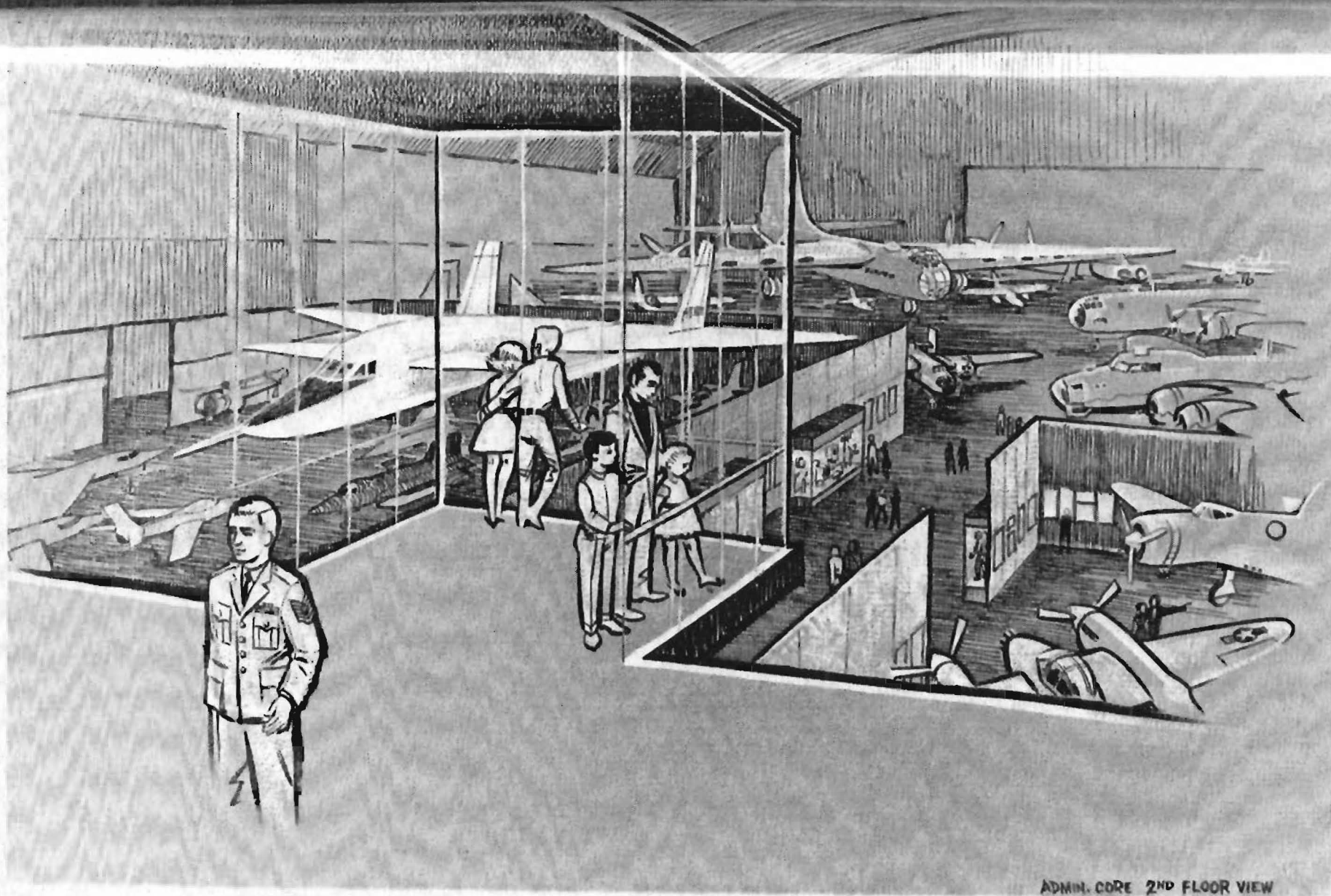
Photo 1. Construction begins....



Photo 2. Artist's concept of exterior of finished structure.







ADMIN. CORE 2ND FLOOR VIEW

Photo 3. Overlooks from the administrative core will provide a unique view.

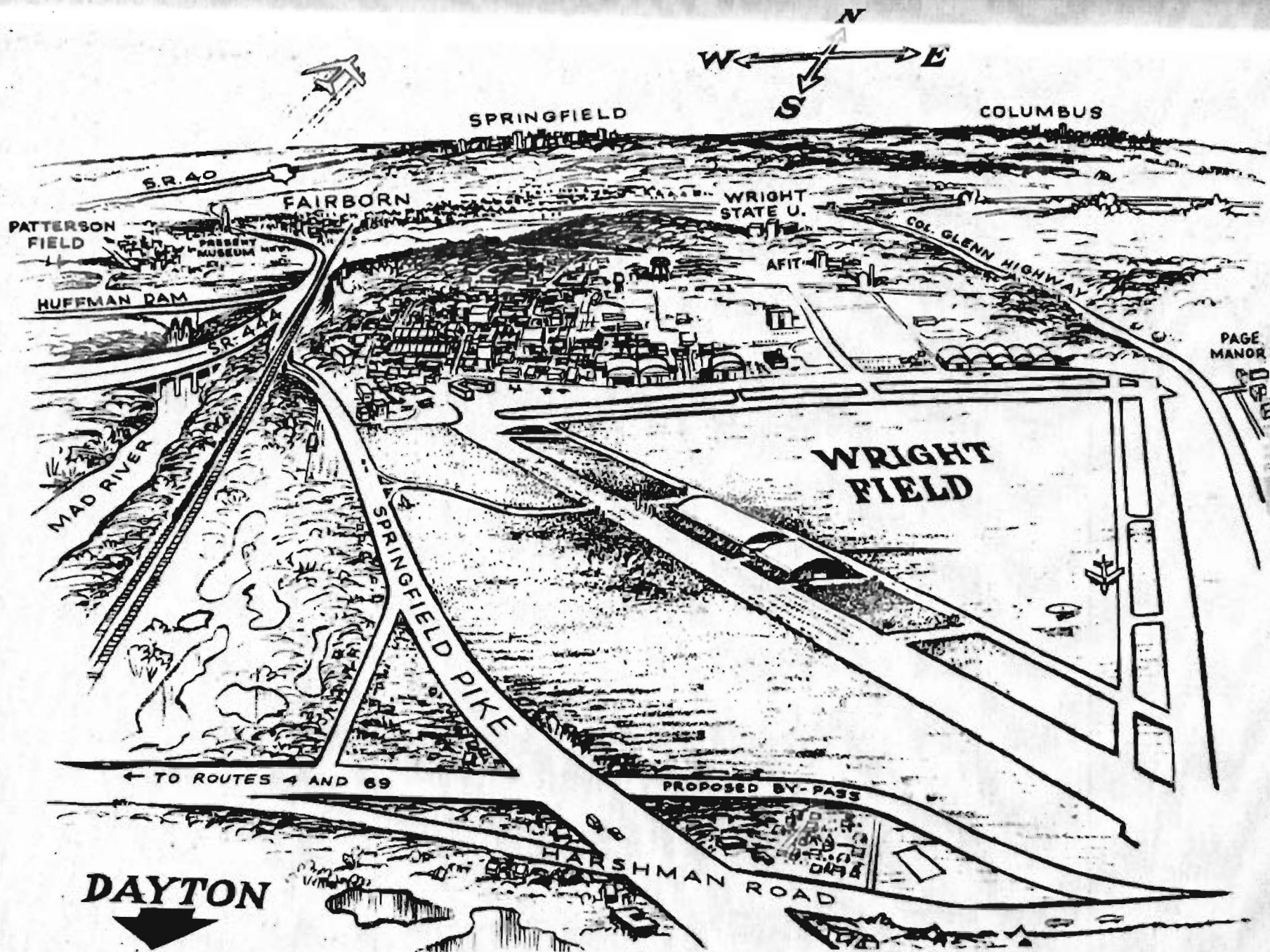


Photo h. Sketch of the museum site and vicinity.



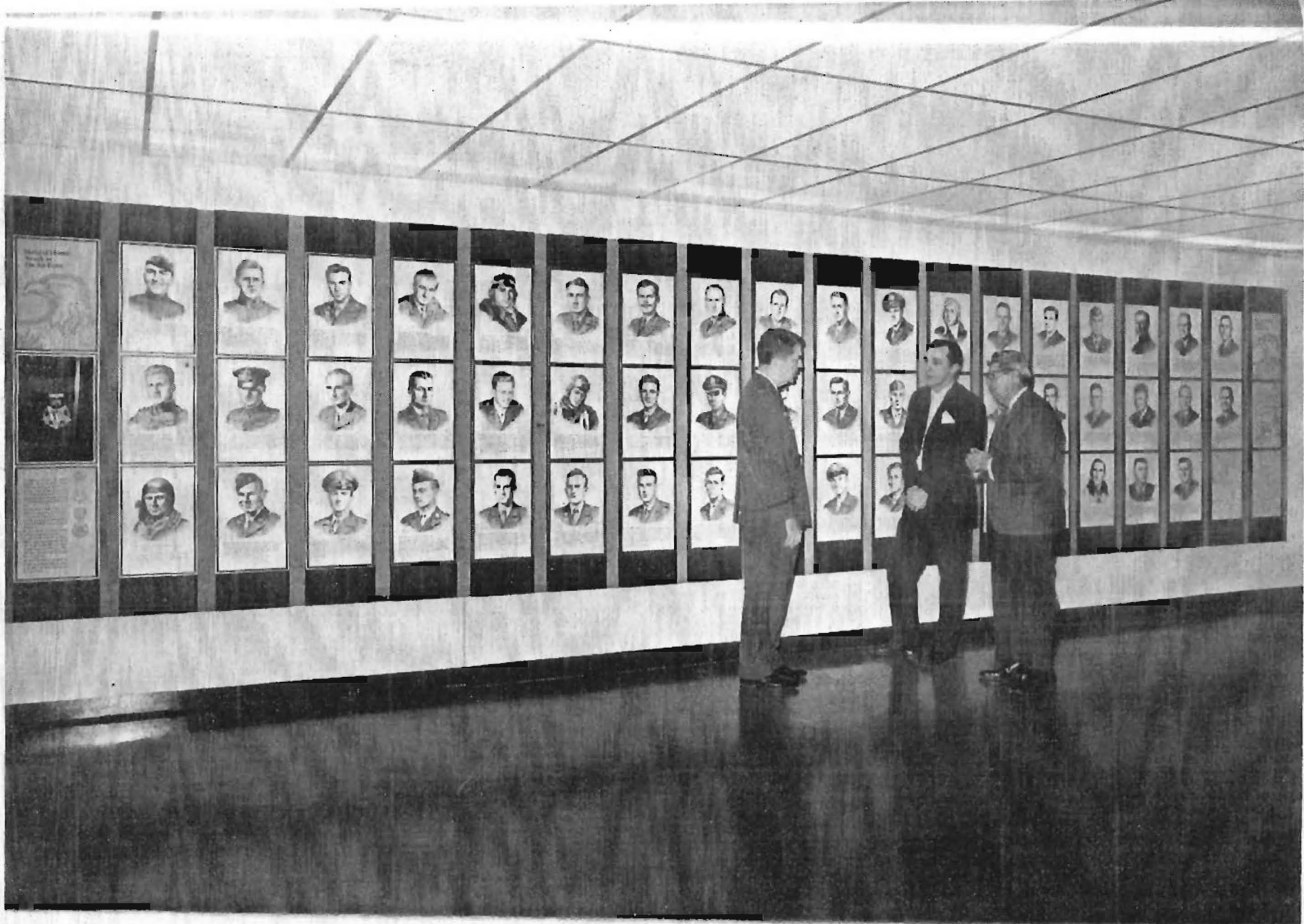


Photo 5. Medal of Honor display. From left: Col. W. G. Woodbury, Commander, Air Force Orientation Group; Mr. David Addison, Chief, Air Exhibit Division; Mr. Jack Sloan, Curator, AFM.





Photo 7. Dirty Thirty display.

