

**National Capital Wing**

**CIVIL AIR PATROL**

**ANNUAL SUMMER ENCAMPMENT  
18-24 JUNE 1967**



**DOVER AIR FORCE BASE DELAWARE**

## HISTORY OF DOVER AIR FORCE BASE

The newly completed Dover municipal airfield was leased to the U.S. Army Air Corps for military operations immediately after the United States' entry into World War II in 1941. The field was assigned to the Eastern Defense Command as a coastal patrol base. By Christmas of that year, the 112th Observation Squadron, a federalized Ohio National Guard unit, was flying missions from this Delaware base.

Early in 1942, a construction program to extend runways and make the base suitable for operations of heavy aircraft was started. In April, the 39th Bombardment Squadron, equipped with B-25 "Mitchell" medium bombers, was stationed at Dover to conduct anti-submarine operations. Runway construction continued.

The Air Service Command, responsible for providing logistic support for Army Air Force units and for maintenance of aircraft and equipment, acquired the base in December. Two months later, in February 1943, the 39th Bombardment Squadron was moved to Fort Dix Army Air Field and Dover was temporarily closed to air traffic to permit completion of a 7,000-foot runway and 29,000 square yards of paved apron.

By August, the airfield re-opened for use by the First Air Force as an operational training base. Hundreds of P-47 fighter pilots were trained here by combat returnee instructors.

Concurrently with the training program, the base became the site for the development of air launched rockets. A special unit of the Air Technical Service Command was assigned to Dover to construct and experiment with the new weapon which was to play such a decisive part in the closing phase of the war.

The end of World War II brought another change in the mission of the base. It became a pre-separation processing center for personnel leaving the service. The base was deactivated in September 1946.

In February 1951 the base was reactivated and assigned to the Air Defense Command. The 148th Fighter Interceptor Squadron of the Pennsylvania Air National Guard was assigned here. One year later the 80th Air Base Squadron was activated to maintain and provide base services for the 148th and three other tenant organizations. On April 1, 1952, the Military Air Transport Service assumed command jurisdiction of Dover Air Force Base.

On August 1, 1953, four units of the Atlantic Division, Military Air Transport Service were organized at Dover. These were the 1607th Air Base Group, the 1607th Air Base Squadron, the 1607th Maintenance and Supply Squadron and the 1607th Medical Squadron. This was the nucleus of the 1607th Air Transport Wing which was activated on the first of January 1954.

The Military Air Transport Service (MATS) was redesignated the Military Airlift Command (MAC) effective January 1, 1966. Concurrent with this redesignation, the 1607th Air Transport Wing was redesignated the 436th Military Airlift Wing. Numerical designations of most subordinate units were also redesignated, with the exception of the flying squadrons. They retained their numerical designation but their nomenclature was changed from Air Transport/Troop Carrier Squadrons to Military Airlift Squadrons.

The wing, with about 65 heavy transport aircraft and over 8,000 military and civilian personnel, is a vital part of the nation's only global airlift force. Its airlift fleet is comprised of C-124 Globemasters, C-133 Cargomasters, and the most modern addition, the jet C-141 Starlifter, the first of which was received August 18, 1965. These aircraft and crews maintain a D-Day state of readiness to airlift men and material to U.S. and allied military forces, and to respond to emergency humanitarian airlifts to nations suffering natural disasters.

The 3,600-acre Dover Base is also the home of a number of tenant organizations: 95th Fighter Interceptor Squadron, 2016th Air Force Communications Squadron, Detachment 5 of the 15th Weather Squadron, 219S Field Training Detachment, and others.

(NOTE: The Wing's immediate higher headquarters was Atlantic Division, Westover AFB, Mass., which was redesignated in 1958 as the Eastern Transport Air Force and moved to McGuire AFB, New Jersey. Concurrent with the present redesignations, the Eastern Transport Air Force is now the 21st Air Force).

G436(OGT)

## SATURDAY

<u>HOURL</u>	<u>SUBJECT</u>	<u>LOCATION</u>	<u>UNIFORM</u>
1300	Arrival of Cadet Officers	Bldg 481	Class A
1400	Arrival of Cadets	Bldg 481	
1400-1500	Processing and physical examinations		
	Male	Bldg 481	
	Female	Bldg 481	
1530-1600	Clean-up quarters area and change uniforms	Bldg 481	
1600-1630	Prepare for Supper	Bldg 481	
1630-1645	Proceed to Supper	Dining Hall #3 Bldg 463	
1645-1745	Supper	Dining Hall #3 Bldg 463	
1745-2115	Complete Processing; Flight Details		
2115-2200	Taps, lights out, bed check		

## SUNDAY

<u>HOOR</u>	<u>SUBJECT</u>	<u>LOCATION</u>	<u>UNIFORM</u>
0700	Reveille	Bldg 481	Fatigues
0700-0725	Police Quarters	Bldg 481	Fatigues
0725-0730	Proceed to Breakfast	Dining Hall #3	Fatigues
0730-0815	Breakfast	Dining Hall #3	Fatigues
0815-0830	Change Uniform	Bldg 481	Class A
0830-1045	Church	Base Chapel (419)	Class A
1100-1145	Free Time		
1145-1200	Proceed to Dinner	Dining Hall #3	Class A
1200-1300	Dinner	Dining Hall #3	Class A
1300-1315	Proceed to Auditorium	Bldg 910 - Rm 11	Class A
1315-1630	Communications	Bldg 910 - Rm 11	Class A
1630-1645	Proceed to Supper	Dining Hall #3	Class A
1645-1745	Supper	Dining Hall #3	Class A
1745-1900	Prepare for Welcoming Cermony	Bldg 481	Class A
1900-1915	Proceed to Auditorium	Bldg 910 - Rm 11	Class A
1915-2100	Welcoming Ceremony	Bldg 910 - Rm 11	Class A
2100-2115	Return to Quarters	Bldg 481	Class A
2115-2200	Taps, bed check, lights out		

MONDAY

<u>HOUR</u>	<u>SUBJECT</u>	<u>LOCATION</u>	<u>UNIFORM</u>
0625	Reveille	Bldg 481	Class A
0640-0645	Proceed to Breakfast	Dining Hall #3	Class A
0645-0730	Breakfast	Dining Hall #3	Class A
0730-0815	Police Quarters and Area	Bldg 481	Class A
0815-0830	Proceed to Auditorium	Bldg 204	Class A
0830-0930	Military Airlift Command Briefing	Bldg 204	Class A
0930-1015	Base Exchange Visit	BX (519)	Class A
1030-1115	Flight Pictures	Bldg 481	Class A
1115-1130	Proceed to Dinner	Dining Hall #3	Class A
1130-1230	Dinner	Dining Hall #3	Class A
1230-1245	Return to Quarters (Change Uniform)	Bldg 481	Fatigues
1300-1530	Tour	Base Terminal Area	Fatigues
	1. Air Force Communications Sq.		
	2. Base Operations		
	3. Navigation Route Briefing		
1530-1545	Return to Quarters	Bldg 481	Fatigues
1545-1615	Clean-up and Change Uniform	Bldg 481	Class A
1615-1630	Prepare for Supper	Bldg 481	Class A
1630-1645	Proceed to Supper	Dining Hall #3	Class A
1645-1745	Supper	Dining Hall #3	Class A
1745-1800	Proceed to Base Chapel	Bldg 419	Class A
1800-1830	Moral Leadership	Bldg 419	Class A
1830-2100	Evening Activities		As Required
2100-2115	Return to Quarters	Bldg 481	
2115-2200	Taps, bed check, lights out		

G436(OGT)

## TUESDAY

<u>HOOR</u>	<u>SUBJECT</u>	<u>LOCATION</u>	<u>UNIFORM</u>
0625	Reveille	Bldg 481	Class A
0640-0645	Proceed to Breakfast	Dining Hall #3	Class A
0645-0730	Breakfast	Dining Hall #3	Class A
0730-0815	Police Quarters and Area	Bldg 481	Class A
0815-1100	Flight Line Picture; Aircraft Tour	Flight Line	Class A
1100-1115	Return to Quarters	Bldg 481	Class A
1115-1130	Proceed to Dinner	Dining Hall #3	Class A
1130-1230	Dinner	Dining Hall #3	Class A
1230-1245	Return to Quarters	Bldg 481	Class A
1245-1300	Proceed to ADC Fighter Area	ADC Area	Class A
1300-1530	Tour Air Defense Command F-106 Squadron	ADC Area	Class A
1530-1545	Return to Quarters	Bldg 481	Class A
1545-1615	Flight Duties	Bldg 481	Class A
1615-1630	Prepare for Supper	Bldg 481	Class A
1630-1645	Proceed to Supper	Dining Hall #3	Class A
1645-1745	Supper	Dining Hall #3	Class A
1745-1800	Proceed to Base Chapel	Bldg 419	Class A
1800-1830	Moral Leadership	Bldg 419	Class A
1830-2100	Evening Activities		As Required
2100-2115	Return to Quarters	Bldg 481	
2115-2200	Taps, bed check, lights out		

WEDNESDAY

<u>HOOR</u>	<u>SUBJECT</u>	<u>LOCATION</u>	<u>UNIFORM</u>
0625	Reveille	Bldg 481	Fatigues
0640-0645	Proceed to Breakfast	Dining Hall #3	Fatigues
0645-0730	Breakfast	Dining Hall #3	Fatigues
0730-0830	Police Quarters and Area	Bldg 481	Fatigues
0830-0845	Proceed to Auditorium	Bldg 204 - Audit.	Fatigues
0845-1100	Aerospace Science	Bldg 204 - Audit.	Fatigues
1100-1115	Return to Quarters	Bldg 481	Fatigues
1115-1130	Proceed to Dinner	Dining Hall #3	Fatigues
1130-1230	Dinner	Dining Hall #3	Fatigues
1230-1245	Return to Quarters	Bldg 481	Fatigues
1300-1800	Picnic (Games, Sports	Base Picnic Area	As Required
1830-2100	Evening Activities (Teen Dance)	Teen Club (Bldg 315)	*
2100-2115	Return to Quarters	Bldg 481	
2115-2200	Taps, bed check, lights out		

\*Girls: Skirt and blouse or dress.

Boys: Long pants and sport shirt (worn inside pants)

## THURSDAY

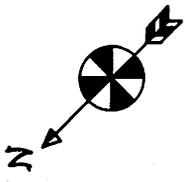
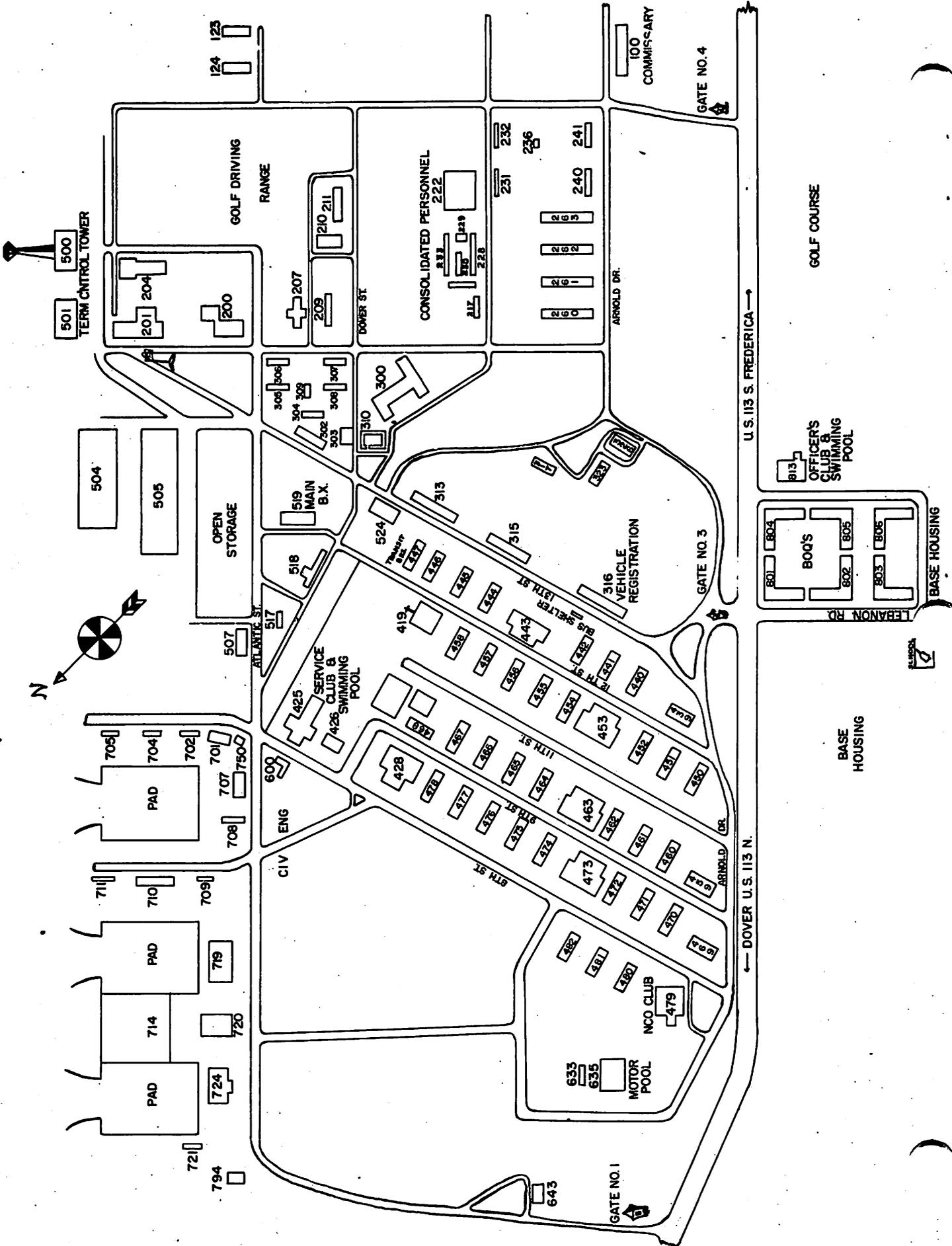
<u>HOURL</u>	<u>SUBJECT</u>	<u>LOCATION</u>	<u>UNIFORM</u>
0625	Reveille	Bldg 481	Fatigues
0640-0645	Proceed to Breakfast	Dining Hall #3	Fatigues
0645-0730	Breakfast	Dining Hall #3	Fatigues
0730-0815	Police quarters and area	Bldg 481	Fatigues
0815-0940	Drills and Ceremonies practice	Bldg 481	Fatigues
0945-1000	Proceed to Bldg. 204	Bldg 204	Fatigues
1000-1100	Intelligence Briefing	Bldg 204	Fatigues
1100-1115	Return to Quarters	Bldg 481	Fatigues
1115-1130	Proceed to dinner	Dining Hall #3	Fatigues
1130-1230	Dinner	Dining Hall #3	Fatigues
1245-1300	Proceed to bldg. 510 (Fire Sta.#1)		Fatigues
1300-1530	Briefings and Demonstration by base fire dept.	Bldg 510	Fatigues
1530-1545	Return to quarters	Bldg 481	Fatigues
1545-1625	Proceed to Base Flag Pole	Flag Pole Area	Class A
1625-1635	Retreat	Flag Pole Area	Class A
1635-1645	Proceed to Supper	Dining Hall #3	Class A
1645-1745	Supper	Dining Hall #3	Class A
1745-1800	Proceed to Base Chapel	Bldg 419	Class A
1800-1830	Moral Leadership	Bldg 419	Class A
1830-2100	Evening Activities		As Required
2100-2115	Return to Quarters	Bldg 481	
2115-2200	Taps, bed check, lights out		

## FRIDAY

<u>HOUR</u>	<u>SUBJECT</u>	<u>LOCATION</u>	<u>UNIFORM</u>
0625	Reveille	Bldg 481	Fatigues
0640-0645	Proceed to Breakfast	Dining Hall #3	Fatigues
0645-0715	Breakfast	Dining Hall #3	Fatigues
0715-1200	M-16 Rifle Firing Range	Fort Miles	Fatigues
1200-1300	Dinner	Dining Hall #3	Fatigues
1300-1330	Clean-up, Prepare for Flight	Bldg 481	Fatigues
1330-1400	Proceed to Base Operations	Terminal	Fatigues
1400-1600	C-141 Flight	Local Area	Fatigues
1600-1630	Clean-up and change uniform	Bldg 481	Class A
1630-1645	Proceed to Supper	Dining Hall #3	Class A
1645-1745	Supper	Dining Hall #3	Class A
1745-1800	Proceed to Base Chapel	Bldg 419	Class A
1800-1830	Moral Leadership	Bldg 419	Class A
1830-2100	Evening Activities		As Required
2100-2115	Return to Quarters	Bldg 481	
2115-2200	Taps, bed check, lights out		

SATURDAY

<u>HOUR</u>	<u>SUBJECT</u>	<u>LOCATION</u>	<u>UNIFORM</u>
0700	Reveille	Bldg 481	Fatigues
0725-0730	Proceed to Breakfast	Dining Hall #3	Fatigues
0730-0815	Breakfast	Dining Hall #3	Fatigues
0815-1100	CAP Training	As Required	Fatigues
1100-1200	Clean-up, change uniform, turn in supplies	Bldg 481	Class A
1200-1215	Proceed to Dinner	Dining Hall #3	Class A
1215-1300	Dinner	Dining Hall #3	Class A
1300-1345	Final Preparation for Graduation Ceremony; Remove luggage from Bldg 481; Room Inspection	Bldg 481	Class A
1345-1400	Proceed to Graduation	Service Club	Class A
1400-1530	Graduation Ceremony	Service Club	Class A
30	Depart Dover Air Force Base for Home		



← DOVER U.S. 113 N.

U.S. 113 S. FREDERICA →

501  
500  
TERM CONTROL TOWER

201 204  
200  
GOLF DRIVING RANGE

207  
209  
210 211  
DOVER ST.  
CONSOLIDATED PERSONNEL 222  
228 229 230 231 232 236 240 241  
117

100  
COMMISSARY  
GATE NO. 4

504  
505  
OPEN STORAGE

300 301 302 303 304 305 306 307 308 309 310 313 315

519 MAIN B.X.  
518  
524  
313  
315  
316 VEHICLE REGISTRATION  
GATE NO. 3  
320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500

813  
OFFICER'S CLUB & SWIMMING POOL

801 802 803 804 805 806  
BOQ'S  
BASE HOUSING

705 704 702 701 707 750 708  
PAD  
ENG  
600

425 SERVICE CLUB & SWIMMING POOL  
426

428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500  
MOTOR POOL 633 635  
NCO CLUB 479  
GATE NO. 1  
ARNOLD DR.

BASE HOUSING

711 710 709 719 720 724 794  
PAD  
CIV



# U.S. AIR FORCE C-141A STARLIFTER

## DESCRIPTION

The U.S. Air Force C-141 is a modern, high speed aircraft which was designed for and meets all of the Air Force requirements for a logistics support system. Its capacity, loadability, and air-drop capability have not compromised its ability to maintain high subsonic cruise speeds. Four modern, turbofan, pod-mounted engines on a 25° swept wing provide cruise speeds up to 485 knots. A uniquely faired after-body plus a T-tail combine to provide high aerodynamic efficiency in flight with ease of loading and unloading on the ground.

The high wing configuration and fuselage-mounted landing gear provide a low truck-bed-level, cargo compartment. In flight, both cargo compartment and flight station are pressurized and 8,000-foot cabin altitude at 40,000 feet or sea level cabin up to 21,000 feet. The interior is basically 109 inches high, 123 inches wide, and 70 feet long which allows a clear cube volume of 6,514 cubic feet plus 826 cubic feet on the ramp for a total of 7,340 cubic feet. The Air Force loading system 436L is included as an integral part of the design. The rollers and restraining rails for the pallets can be quickly retracted into recesses to provide a flat, smooth floor which is suitable for bulk loading, rolling stock, troops, and litter patients.

## PERFORMANCE (In accordance with MIL-C-5011A)

Maximum cruise speed.....	485 knots
Model spec. cruise speed.....	440 knots
Aerial delivery drop speed.....	115-200 knots
Rate of climb (S.L., std. day) 4-engines, normal power at 316,100 pounds..	3300 ft/min
Take-off distance over 50 feet at 316,100 pounds.....	4,800 ft
Landing distance from 50 feet at 257,500 pounds.....	3,700 ft
Range with 68,480 pound payload.....	3,675 n. m.
Payload with maximum fuel.....	31,840 lb
Range with maximum fuel (150, 020 lb) and payload (31, 840 lb).....	5,353 n. m.
Ferry range.....	5,925 n. m.

## C-133 CARGOMASTER

The C-133 CARGOMASTER, largest turboprop transport in the U.S. Air Force inventory, made its first flight in 1956. It can airlift any of our operational intercontinental ballistic missiles at speeds up to 300 miles per hour. This means that the C-133 can move an ICBM from the factory to its launching site in a matter of hours instead of the days it would take for overland hauling. Its rear-loading entrance is 12-feet square. The front left-side loading entrance is 8' 4" high and 8' 6" wide. The CARGOMASTER holds the world's weight-lifting record for propeller-driven aircraft. In December 1958, it flew 117,900 pounds of cargo to an altitude of 10,000 feet, topping the previous record by 40,000 pounds. It can swallow 16 loaded jeeps or two 40,000-pound prime movers, which can be driven aboard by means of its rear-loading ramps. The Air Force received thirty C-133A's and fifteen B-models before production was completed in April 1961.

### ADDITIONAL DATA:

CONTRACTOR:	Douglas Aircraft Co.
POWER PLANT/MANUFACTURER:	Four Pratt & Whitney T34-9W's (turboprops)
THRUST:	5,600 pounds each
CEILING:	Above 30,000 feet
RANGE:	2,200 miles with 90,000 pounds of cargo
DIMENSIONS:	Span 179' 8"; length 158'; height 48'

## C-124 GLOBEMASTER

The C-124 GLOBEMASTER can carry 50,000 pounds of cargo more than 2,300 miles. It's clamshell nose doors and a built-in loading ramp permit rapid loading and unloading of cargo. Almost any motorized vehicle used by the military services can be driven up the ramp of this giant aircraft and flown away. An elevator located in the middle of the fuselage also can be used to speed the loading and unloading of cargo. The C-124 can carry 200 fully equipped infantrymen or, with litters installed, 127 patients and their medical attendants.

### ADDITIONAL DATA:

CONTRACTOR:	Douglas Aircraft Co.
POWER PLANT/MANUFACTURER:	Four Pratt & Whitney R-4360-63A's (piston)
HORSEPOWER:	3,800 each
SPEED:	250 miles per hour
CEILING:	Above 20,000 feet
DIMENSIONS:	Span 174' 2"; length 130'; height 48' 3"

