



# WASSUP??

April 2015

**THE SELFRIDGE POST OFFICE HAS MOVED AND CHANGED THEIR HOURS:** For those of you who use the US Post Office on Selfridge ANG Base

- (1) They've moved to near the BX in Bldg 715 which they share with the Credit Union and the Official Mail Center
- (2) They've changed their hours to 9:00 am to 1:00 pm on Tuesdays thru Fridays. They are closed on Mondays!

## VOLUNTEER AWARD WINNERS

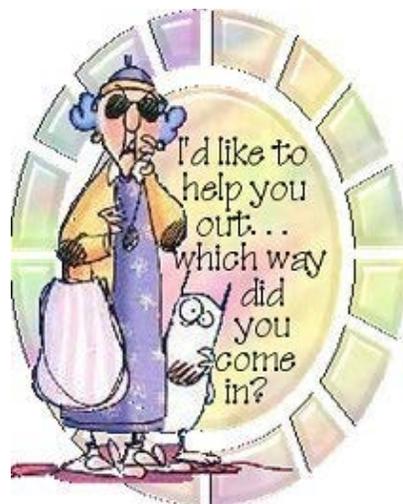
**Volunteer of the Quarter: BILL CONAWAY** was nominated by Dave Leasia and selected as our Volunteer of the Quarter for the period January thru March 2015. Bill is one of our newest volunteers and he stepped up to the plate on his first day by working on one of our lawn mowers by actually getting down on the floor ON HIS BACK to facilitate the repairs. He's also stepped up with his plumbing and electrical skills by fixing the urinal flusher in Bldg 1011 and helping in the remodeling work in Bldg 1010. Bill has not hesitated to help anyone who needed it and he's been a real asset from his very first day.

Team Chiefs are reminded that nominations for the Volunteer of the Quarter awards should be submitted to Lou Nigro no later than the 15<sup>th</sup> day of March, June, September, and December. If no one is nominated, a Volunteer of the Quarter award will not be made.

## NEW VOLUNTEERS

We continue to be blessed with new people volunteering their time to help us here at the Museum. Since the last issue of the WASSUP, we've added the following:

**LEONARD NOWAK** – Host C-130A Team  
**DAVID SMITH** – Air Park Displays Team  
**STEPHEN VIHTELIC** – Grounds Team





## **SELFRIDGE ACCESS**

For those who use a Government ID card to access the Base, Selfridge has gone to a 100% ID card check. If the person(s) in your car do not have a Government ID card, they'll have to show their driver's license.

For those who do not use a Government ID card to access the Base, I will be sending a revised list of volunteers (and, if applicable, their spouse or, for those that don't drive yet, the person bringing them to/from the Museum) to the Base Access Control Officer in mid-May 2015 to renew the new Defense Biometric Identification System (DBIDS) card that will allow you access to the Base.

Because DBIDS cards can be issued for a maximum of one year, if you picked up your current DBIDS card before the requested expiration of your old one, your current card should show an expiration date of one year after the issuance of your current card. So keep an eye on the expiration date of your DBIDS card as they are all not in synch. To get everyone back in synch, we'll be requesting renewals every six months.

**The AF-mandated background check on the individuals listed will be done at the Visitor's Center when the DBIDS card is issued.**

Once you are issued a DBIDS card, when you come thru the Gate, just show them that card, they'll scan the bar code on the back, and you'll be on your way. REMEMBER that: (1) Only the persons on the validated list will be issued a DBIDS card and allowed access to the Base. (2) If your spouse may need unescorted access to the Base to drop you off or pick you up, he/she will need to get their own DBIDS card.

The DBIDS cards were requested for the period 1 August 2015 to 31 December 2015 **BUT** if you picked up a new DBIDS card before the requested expiration of the old one (31 July 2014), the new one expires one year after the issuance of the new one. So keep an eye on the expiration date of your DBIDS card as they are all not in synch.



DBIDS cards are issued at the Vehicle Registration desk in the Visitor's Center north of the Main Gate adjacent to our Main Gate at the intersection of M-59 and Jefferson Avenue. Their hours are from 8:00 am to 3:00 pm on Monday and from 7:30 am to 3:00 pm on Tuesday thru Saturday. They are closed on Sundays and Federal holidays and they close for one hour on Saturday for lunch. I would recommend that you call before you try to get your pass, regardless of the day you plan to arrive, as they frequently close for an assortment of reasons and their lunch hour on Saturday varies depending on the workload. Their phone number is 586-239-6849.

**DBIDS cards have been requested solely for participation in Museum activities, the performance of Museum business at other on-Base locations, and transportation to/from on-Base eating establishments. Use of the pass for other reasons is not authorized.**

# Remembering Our Namesake



## Lt. Thomas Selfridge

by Staff Sgt. Dan Heaton  
127th Public Affairs

Despite the fact that he apparently never set foot in southeastern Michigan, one man's name has long been at the forefront of military aviation in the state: Thomas Selfridge.

U.S. Army 1st Lt. Thomas E. Selfridge, the first military person ever to die in an aircraft accident during a flight, was killed after a crash landing Sept. 17, 1908, while flying with Orville Wright. Ironically, the men were flying just a few hundred yards away from Arlington National Cemetery in Virginia, where Selfridge would later be buried with full military honors.

In 1917, the Army leased (and would eventually purchase) Joy Aviation Field in Harrison Township and renamed it in Selfridge's honor. Initially, the base was used to train pilots in the run-up to American involvement in World War I. Over the years, the base's name has changed to reflect its changing mission from Selfridge Field to Selfridge Air Force Base in 1947 to Selfridge Air National Guard Base in 1971.

Selfridge, who graduated from the U.S. Military Academy at West Point in 1903 as part of the same class that produced future Gen. Douglas MacArthur, came from a family steeped in American military tradition. Selfridge's grandfather and an uncle, Thomas O. Selfridge Sr. and Jr., both served more than 40 years in the U.S. Navy, both saw combat action with the Union Navy during the Civil War and both men retired as admirals. The Navy named two different destroyers after the men, the second of which saw extensive action in World War II.

Selfridge's older brother, Edward Selfridge, served as a captain in the infantry and fought in the Battle of San Juan Hill in the Spanish-American War and is also buried in Arlington National Cemetery.

Selfridge, who was 26 when he died, was initially assigned to the infantry, but grew fascinated with aviation after reading about some work that Dr. Alexander Graham Bell, the same man who invented the telephone, was doing with kites in Nova Scotia in Canada. Eventually assigned by President Theodore Roosevelt as an observer to the Bell experiments, in 1907, Selfridge would take his first flight. Strapped into the center of a giant kite created by Bell, Selfridge made his first flight on Dec. 6 of that year, rising to 168 feet as the kite was pulled by a tugboat on Lake Bras d'Or.

The following summer, Selfridge was one of three Army officers to be trained to fly Army Dirigible Number One and his enthusiasm and advocacy for military air power was continuing to grow. Arguing that the Army needed to purchase its own airplanes, Selfridge was assigned to a small team to test out the Wright Flyers being made by Orville and Wilbur Wright, the famed brothers from Dayton, Ohio, who had made the world's first controlled, powered and sustained airplane flight on Dec. 17, 1903.

In a demonstration for the Army (the separate Air Force would not be created until 1947), Orville Wright brought a Wright Flyer to Fort Meyer VA for a series of flights. After several days of observing Wright fly his aircraft, for up to an hour at a time, Lt. Selfridge convinced Wright to take him aloft as a passenger on one of the flights. Selfridge had to leave the next morning on other Army business.

The flight with Wright was to be Selfridge's last.

"The accident was witnessed by a throng of upwards of 2,500 persons, who were instantly changed from cheering enthusiasts to saddened and depressed sympathizers," the Washington Post reported the next day.

"The accident was caused by the breaking of one of the propeller blades. It occurred as the machine was making the second turn, at the lower end of the field, on the fourth lap.

"An end of the blade flew off, and Mr. Wright apparently completely lost control of the machine, which tacked about choppily for a hundred feet or more, soared ten feet higher, and then dropped to the ground with a frightful force, from a height of about 75 feet.

"The machine crumpled up into a tangled mass of wreckage, burying the two men. The horrified spectators dashed down the field, and those in the van lifted the machine and extricated the victims. Mr. Wright was conscious. Lieutenant Selfridge was unconscious, and his face was covered with blood, which gushed from a great gash on his forehead."

Selfridge died at the scene. Wright was hospitalized for several weeks but made a full recovery and eventually sold his airplane to the Army.

The Washington Post goes on to report that Selfridge was "one of the most enthusiastic and experience aviators" in the military at the time of his death.

To mark the centennial of Selfridge's death, Lou Nigro, director of the Selfridge MilitaryAir Museum at the local base, has created a presentation on the early aviator's life that is suitable for service clubs, libraries or other interested groups.

"Selfridge's legacy lives on here at the base that bears his name," Nigro said. "This base has a more than 90-year history of aviation excellence and service to the nation through the use of air power. I think Thomas Selfridge would be proud of how his name endures to this day."

## KC-135 Snowy Take-Off!



## GOLF SHIRTS

One of the ways we say “thank you” to our volunteers **who do more than just say they want to volunteer and then either don’t show up or come in one time and then leave** is to provide them with a golf shirt in a size of their choice with the Museum logo and their name embroidered on it. The initial golf shirt is free. If additional or replacement shirts are needed, we’ll order and mail them to you with an invoice for just our cost for the shirt(s) requested.

It’s hard to keep track of who wanted a shirt (some don’t) and who received one already so until I hear to the contrary, **I’m going to assume that all of our current volunteers have already received their shirt. If my assumption is incorrect, and it probably is, please call me and we’ll get it on order.**

## WORLD WAR I SPADS LINED UP AT SELFRIDGE FIELD IN JUNE 1922



## NEW WEBSITE/FACEBOOK PAGE

Museum volunteer Lori Nye has completely redone our website ([www.selfridgeairmuseum.org](http://www.selfridgeairmuseum.org)). Check it out and if you have any recommended additions, deletions, or changes, please notify Lou. THANKS LORI.

And Museum volunteer Rob Sandstrom is doing yeoman’s work keeping our Facebook page up to date by adding historic photos gleaned from a variety of sources. You can view Rob’s handiwork by logging into Facebook ([www.facebook.com](http://www.facebook.com)), signing in (you’ll have to register if you haven’t already but registration is free), then entering “Selfridge Airmuseum” in the search box. We’ve had a lot of great comments on Rob’s work on our Facebook page! THANKS ROB!

## AN EDITORIAL

I need a place to vent. Please don't take these ramblings personally...

- I'll say it again and keep saying it until everyone gets the word! **ONLY THE CURATOR (DICK SOULES) OR THE EXECUTIVE DIRECTOR (THAT'S ME) CAN ACCEPT A DONATION TO THE MUSEUM!** Do not bring anything from your home or from others that is to be donated to the Museum unless you first come thru me or Dick! We keep getting stuff that I have to back door thru the review, acceptance and inventory process and it's getting a little old trying to figure out what happened and when after the fact.
- **For those of you who have our Museum Master Card number memorized or on a piece of paper, it has changed!** See me or call me and I'll share it with you.
- Although membership in our parent organization, the Michigan Air Guard Historical Association (MAGHA), is certainly not a requirement to be an Air Museum volunteer, the membership donations we receive are a significant part of our yearly income and provide us with the financial wherewithal to reimburse you for purchases you make on our behalf and to fund needed improvements to our operation. We presently have over 110 volunteers on our rolls and over 50% have chosen **not** to become members of MAGHA. Please consider joining our Historical Association...a membership application is on page 8 of this newsletter.
- For those of you that purchase from Grainger, we now have our own account instead of sharing the Base Supply account. Our account number is 884941782.
- If I sometimes seem a little frazzled or annoyed, please forgive me as I sometimes feel like I'm getting ready to fall into my full plate. I can't begin to count the number of times that a conversation begins with "Wouldn't it be great if we..." and "we" usually translates to **me!** Between newsletter development (thanks Mike Evans for helping that process), IRS filings, tasks assigned to me by our Board of Directors, pop-up crises, email issues, host schedule development, requests from our volunteers and MAGHA members, and acting as my child bride's care giver, this has been a hectic last few months.

## 2015 GOALS

It never ends...

- Purge our storage areas of assets that are excess to our current and future needs, a long-term and ongoing effort.
- Training more of our "full-time" volunteers on aircraft corrosion control.
- Cataloguing, digitizing, and filing historic photos.
- Finishing up some small items for the restoration of the F-89. It is almost completely restored, painted, and on display in the Air Park. A thing of beauty!
- The AT-6 "Texan" is undergoing the final stages of restoration in Bldg 1045 and when complete it will be placed to the left front of the door that leads from the Museum to the Air Park near the Mobile Tower.
- Restore the FG-1D "Corsair" using industry-standard components. The "plan" is to restore portions of it in Bldg 1007 for final assembly in Bldg 1045. Expect the Corsair to be moved out of the Air Park when the AT-6 gets placed in the Air Park and to be moved back to the Air Park in the summer/fall of 2016.

# Michigan Airmen complete Snowbird Training

by Tech. Sgt. Dan Heaton  
127th Wing Public Affairs



About 200 Michigan Airmen engaged in a series of exercises - primarily focusing on combat search and rescue utilizing the A-10 Thunderbolt II - centered at Davis-Monthan Air Force Base in Tucson, Ariz., and the nearby Barry M. Goldwater Air Force Range over the two weeks ending Feb. 7, 2015.

The Snowbird exercise allowed the Airmen of the 107th Fighter Squadron, 127th Maintenance Group and other supporting elements of the Michigan Air National Guard's 127th Wing to practice the major movement of their aircraft and personnel from home station at Selfridge Air National Guard Base and then to be able to engage in a simulated combat environment.

"When you make a big movement like that, there's always issues that have to be worked through," said Chief Master Sgt. Wayne Fetty, aircraft maintenance superintendent on the trip. "But our Airmen worked together in a professional manner - acting like the true Airmen they are - and had a successful trip."

During the exercise, the A-10s from Selfridge fired nearly 15,000 rounds from the 30mm GAU-8 gun that is the aircraft's primary weapon. In addition, almost 500 bombs, rockets and missiles were fired by the aircraft's pilots during training missions in the Goldwater range. In many of the missions, Selfridge pilots worked closely with local Air Force rescue helicopters and other assets in a complex and realistic series of scenarios. Originally designed for close air support, the A-10 provides an ideal platform to provide support to rescue operations in potential close proximity to opposition ground forces. The A-10 can also provide airborne command and control support to rescue operations, as well as serve in air interdiction and intelligence, surveillance and reconnaissance capacities.

"This exercise gave everyone a chance to see that when we come together - Wing Commander Brig. Gen. (John D.) Slocum calls it 'One Team, One Fight' - that we can pack a serious punch," said Lt. Col. Shawn Holtz, 107th Fighter Squadron commander.

Holtz and Fetty said that as a result of the training during Snowbird, numerous pilots, maintenance personnel and others were able to be "signed off" in a variety of upgrade training, further widening the skill set of 127th Wing personnel.

# MAGHA MEMBERSHIP APPLICATION

I believe that my support for the goals of the Michigan Air Guard Historical Association and the Selfridge Military Air Museum will attest to my commitment to the Michigan Air National Guard, Selfridge Air National Guard Base, and the thousands of dedicated men and women who have served our great nation and the State of Michigan. I wish to demonstrate this commitment by becoming a member of MAGHA as follows:

- NEW MEMBERSHIP APPLICATION
- RENEWAL MEMBERSHIP APPLICATION
- PATRON MEMBERSHIP (\$1,000.00)
- SUSTAINING MEMBERSHIP (\$500.00)
- LIFE MEMBERSHIP (\$250.00)
- REGULAR MEMBERSHIP (\$25.00)
- DONATION ONLY

RANK & NAME \_\_\_\_\_

UNIT OF AFFILIATION (ONLY ONE PLEASE) \_\_\_\_\_

MEMBER OF THE MI ANG (YEARS ONLY) FROM \_\_\_\_\_ TO \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

E-MAIL ADDRESS \_\_\_\_\_

HOW WOULD YOU PREFER TO RECEIVE YOUR NEWSLETTER (check one)

- BY EMAIL     BY US MAIL     OFF THE WEB SITE ([www.selfridgeairmuseum.org](http://www.selfridgeairmuseum.org))

Complete your payment information below and mail to 27333 C St, Bldg 1011, Selfridge ANG Base MI 48045.

Your support of MAGHA is gratefully appreciated and **REMEMBER** your membership donation is **100% TAX DEDUCTIBLE.**

MICHIGAN SOLICITATION LICENSE NUMBER: MICS 26603

Check # \_\_\_\_\_ dated \_\_\_\_\_ enclosed. Checks should be made payable to "MAGHA".

- Please charge my:  VISA CARD  
 MASTER CARD  
 AMERICAN EXPRESS CARD  
 DISCOVER CARD

Account # \_\_\_\_\_

Expiration Date: \_\_\_\_\_

Signature: \_\_\_\_\_



## 127th Wing Shield

Approved in July 1954, the 127th Wing's insignia represents the unit's rich history. With a red background bordered in gold, the wing's motto, "We Stand Ready" anchors the badge.

The three gold fleur-de-leis on the upper right corner stand for the three squadrons which have constituted the wing -- the 107th, the 171st and the 172nd -- and their service in the European Theater of Operations during World War II. Today, the 107th Fighter Squadron and the 171st Air Refueling Squadron remain a part of the 127th Wing at Selfridge Air National Guard Base, Mich. The 172nd is a component of the 110th Airlift Wing stationed in Battle Creek, Mich.

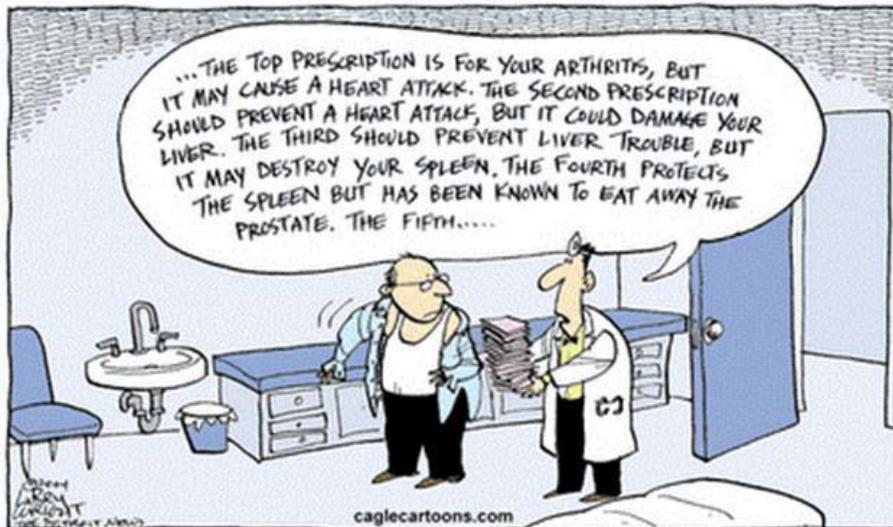
The green saguaro cactus denotes the efforts of the 107th and 171st, both of which were fighter squadrons at the time -- and their deployment to Luke Air Force Base in Arizona to conduct pilot training during the Korean Conflict. The pink apple blossom signifies the 172nd Squadron's active duty service at Selfridge during the same period.

The bendlet, made of 5 equal lines of gold, red and blue (two gold stripes on the outside with two inner red stripes and a single blue stripe in the center) represent the three original squadrons of the wing.

An earlier version of the shield featured the wing motto, "We Stand Ready," in Latin, "Parati Stamus."

## 127th Wing Mission

To provide trained, equipped and motivated airlift, fighter, combat weather and support resources serving the community, state and nation.



# Museum Attendance

Attendance

