



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Western-Pacific Intercom



**A Labor of Love for  
Airway Facilities Technician**

## Cover Story

Larry Rengstorf, an Environmental Support Technician from the Santa Rosa, Calif. Airway Facilities Sector Field Office, feels fortunate to have been a part of the restoration and subsequent flight of the largest aircraft to ever be restored -- a Douglas C-124C Globemaster, affectionately known as "Old Shakey" by her crews. The aircraft was flown from Aberdeen Proving Grounds, Maryland, to Travis Air Force Base, California, for display at the Travis Air Force Museum.

Larry started working on C-124s in the U.S. Air Force at Tachikawa, Japan, in 1957. He worked on them for the next 15 years in the Air Force and also as a full-time Air Reserve Technician at Stewart AFB, New York, and Hamilton AFB, Calif., until they were phased out for the C-130 Hercules aircraft in 1972. He then figured he had worked and flown on the last of them, but this was not to be the case.

Over a year ago now, Larry heard that Travis AFB wanted to recover a C-124 and was looking for a set of maintenance manuals and a crew chief -- Larry filled both requirements as he had saved a complete set of manuals for the C-124.

A composite team was set up to go back to Aberdeen, Maryland, to inspect the aircraft for condition and they found many parts missing including the rudder, instruments, radios, control boxes and C/B panels. In addition, the four R-4360 engines were rusted from sitting idle for eight years.

There was much to be done. Larry traveled to Harlingen, Texas, and removed a rudder from a USAF Museum-owned C-124. He then went on to Tucson, Ariz., where he located and made arrangements for purchase of five used

engines from a salvage dealer and shipped all this to Aberdeen. Many more trips to Aberdeen were made by Larry to work on the aircraft restoration.

After months and months of back-breaking work, the aircraft was ready for its last flight. For the first time in nearly nine years, the aircraft took to the air making stops at Dover AFB, Dobbins AFB, Scott AFB, Norton AFB and finally on to Travis AFB, Calif., where it is now on permanent display with other military airlift aircraft at the Travis Air Force Museum.

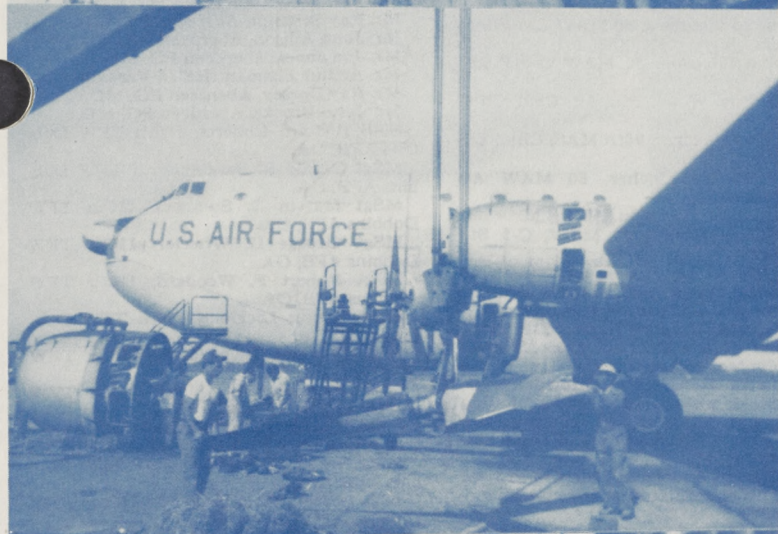
"I never thought I would see a C-124 fly again," Larry commented, "much less work so hard to make that possible -- especially all on my own time and for FREE!" Larry adds that it was really a gratifying sight and well worth all the effort to preserve some of our Heritage of Flight.

For those of you who may think that Larry then took advantage of a well-earned rest -- let us set the record straight. After helping to restore the C-124, Larry then went on to recover another aircraft for the Travis Air Force Museum -- a C-45 which hadn't flown in two years.

To say that Larry has gone the extra mile would be the understatement of the year. Needless to say, the FAA family is very proud of Larry Rengstorf. Intercom is especially appreciative of the efforts of Dick Williams, Red Bluff AFS Manager (since transferred to LAX AFS) in encouraging Larry to share his accomplishments with us all.

Cover photo: C-124C-52-1000 over the Golden Gate Bridge on its final leg to Travis Air Force Museum.

## Rengsdorf's Labor of Love



### RESTORING C-124C

Top right--Look close and you'll see Larry Rengsdorf, Environmental Support Technician at Santa Rosa AFSFO, removing a rudder from a C-124 in Texas for shipment to Maryland for C-124C's ferry flight to the Travis Air Force Museum.

Top left--Larry picks out five used engines at an engine salvage yard in Tucson, Ariz. for shipment to Maryland.

Middle--Propellers and engines being changed at Aberdeen, Md., Proving Grounds prior to the ferry flight to Travis.

Below--Larry checks the running engines prior to the first flight from Aberdeen.



United States  
of America

# Congressional Record

PROCEEDINGS AND DEBATES OF THE 98<sup>th</sup> CONGRESS, SECOND SESSION

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## House of Representatives

C-124 FOR TRAVIS AIR FORCE  
MUSEUM

HON. VIC FAZIO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Tuesday, June 5, 1984

Mr. FAZIO. Mr. Speaker, I rise today to pay tribute to the successful efforts of the Travis Air Force Base Historical Society in obtaining a C-124 for the Travis Air Force Museum.

This is the first time that an aircraft this large has ever been recovered and restored by anyone, particularly a private organization like the historical society.

The C-124, or "Old Shakey" as the aircraft is known to its former crew members, went into service in 1952 and served as the workhorse of the Air Force for 20 years until it was retired in 1972.

Before the historical society obtained permission to recover this particular C-124, the plane had been standing stolidly for nearly 12 years on the grounds of the Aberdeen-Edgewood Proving Grounds in Maryland, gathering dust and mildew and serving as a little used storage facility.

But with the help of a dedicated recovery crew and a number of volunteers at Aberdeen, Dover Air Force Base in Delaware and Dobbins Air Force Base in Georgia, Old Snakey is now ready to make its way back to Travis to become one of the centerpieces of the Travis Air Force Museum.

Members of the historical society deserve our praise for helping to save the C-124. As Dave Fleming, the president of the Air Force Museum, said recently, recovery of the plane "was a monumental achievement and coupled good luck with the dedicated efforts of many volunteers. \* \* \*

Mr. Speaker, on Sunday, June 10, I will participate in a very special ceremony: The arrival of the C-124 to Travis Air Force Base. This will most probably be the last leg of this fine aircraft's outstanding career. It may be the last landing of the last flight of the last of the seven "Old Shakeys" in existence.

The following deserve our special recognition for helping to bring about this great achievement:

The crew, all active duty Air Force C-5 qualified flyers who had thousands of hours in the C-124, including:

Lt Col Louis Tobin, 75th MAS, 60 MAW.  
Lt Col Terry LaMaida, 60 MAW Inspector General.

Maj Harold Maynard, 60 MAW C-5 Flight Simulator.

Maj John Simpson, 60 MAW C-5 Flight Simulator.

CMSgt Troy Wood, Mil Air Cmd Chief Engineer.

CMSgt Jack Pledger, 75th MAS, Chief Engineer.

CMSgt Marlon Fincher, 60 MAW Attached, Strat Alft.

Test Proj Supt, Kirtland, AFB N.M.

SMSgt Gary Arnett, 60 MAW, C-5 Std Loadmaster.

SMSgt David L. Florek, 60 MAW, in charge of the Travis AFB recovery and restoration project, and project supervisor;

MSgt Gerald "Junior" Nance, 116 TFW, Crew Chief of the Dobbins AFB National Guard volunteer recovery team;

MSgt Larry Rengstorf, California ANG, Moffett Field, who donated weeks of time chasing parts all over the country and acting as Crew Chief and part of the maintenance team;

Major George Anderson, Museum Project Officer, who coordinated the entire undertaking; and

A number of volunteers who gave of their time and expertise, including:

SMS David L. Florek, 60 MAW, Travis AFB.

Major George Anderson, 60 MAW, Travis AFB.

Mr. David Fleming, Vacaville, CA.  
MSgt Larry Rengstorf, CA ANG.

Mr. Roger Evans (RET), Vacaville, CA.  
Mr. Bob Gilman, USAFR, Cotati, CA.  
Mr. John Tobin, USAFR, Travis AFB.  
Mr. Billie Dare, Sacramento, CA.  
Mr. Joe Bozeman, Vallejo, CA.  
Mr. David Burns, Vacaville, CA.  
Mr. John Dolman (RET), Vacaville, CA.  
Mr. Bill Hess, Fairfield, CA.  
Mr. Carl Johns (RET), Spokane, WA.  
Mr. Len Martin, Vacaville, CA.  
Mr. Nathaniel Robinson (RET), Vacaville, CA.

Mr. Walter Scott (RET), Dixon, CA.  
Mr. Leo Turk (RET), Havre DeGrace, MD.

Mr. Lee Whalen (RET), Dover, DE.  
MSgt Richard Pokorny, Felton, DE.

Mr. Ellis Williams, Fairfield, CA.  
Mr. Ray Wheeler, Aberdeen PG, MD.

Mr. Bill Keithley, Aberdeen PG, MD.  
Mr. Earl Lester, Aberdeen PG, MD.

Mr. Ray Schmidt, Aberdeen PG, MD.  
Mr. John Allison, Aberdeen PG, MD.

Mr. Jim Jones, Aberdeen PG, MD.  
Mr. Arthur Littman (RET), Vacaville, CA.

Mr. Ray Dorsey, Aberdeen PG, MD.  
Mr. John Brooks, Aberdeen PG, MD.

SMS Richard Roberts, 116th TFW Dobbins AFB, GA.

MSgt Gerald R. Nance, 116th TFW Dobbins AFB, GA.

MSgt Marvin D. Sumners, 116th TFW Dobbins AFB, GA.

MSgt George H. Wheeler, 116th TFW Dobbins AFB, GA.

MSgt Robert F. Woodard, 116th TFW Dobbins AFB, GA.

MSgt Bemus Locklear, 116th TFW Dobbins AFB, GA.

MSgt Tommy Richardson, 116th TFW Dobbins AFB, GA.

MSgt Lawrence W. Lines, 116th TFW Dobbins AFB, GA.

MSgt Herbert P. Wyatt, 116th TFW Dobbins AFB, GA.

MSgt Harold W. Painter, 116th TFW Dobbins AFB, GA.

TSgt Robert E. Blackwell, 116th TFW Dobbins AFB, GA.

TSgt Thomas L. Meek, 116th TFW Dobbins AFB, GA.

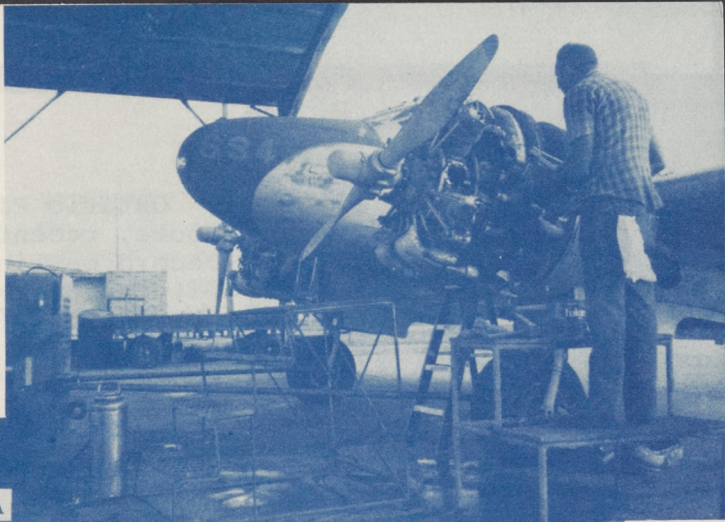
TSgt Michael G. Donahoo, 116th TFW Dobbins AFB, GA.

TSgt Donald Holsapple, 116th TFW Dobbins AFB, GA.

SSgt Lynn Barnard, 116th TFW Dobbins AFB, GA.

In addition to making the Congressional Record (see middle column), Larry Rengstorf also received a Letter of Appreciation from the Travis Air Force Museum which said, in part, "Larry Rengstorf is to be commended for his superb dedication to this monumental task. He was totally responsible for the obtainment of vitally needed replacement parts and support equipment. Additionally, he expended hundreds of hours of his own time and spent untold personal funds to contribute his part to the preservation of Air Force History. . . ."

## More Labor of Love



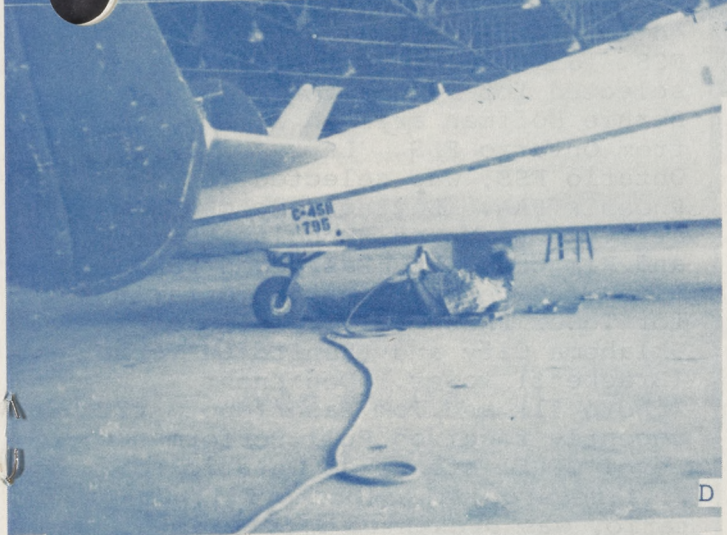
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B



C



D

E

### RESTORING A C-45

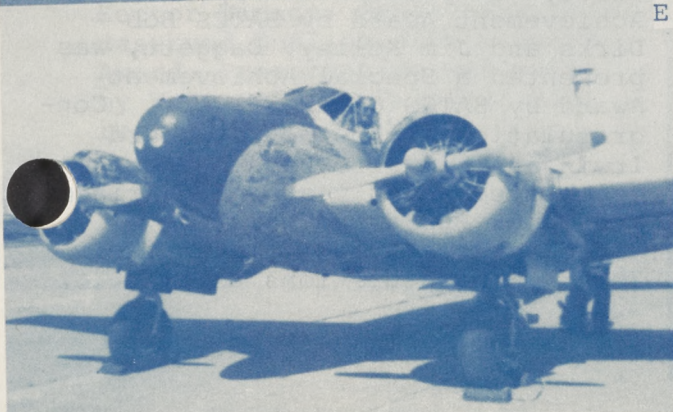
A--Larry Rengstorf changes a cylinder on #1 engine of the C-45 prior to the ferry flight to Travis AFB.

B--Painting the AF numbers on the airplane.

C--Larry himself flying the C-45 between Texas and Arizona.

D--Covering holes where sterile fly chutes came out of the belly.

E--Larry arrives at Travis AFB with the restored C-45.

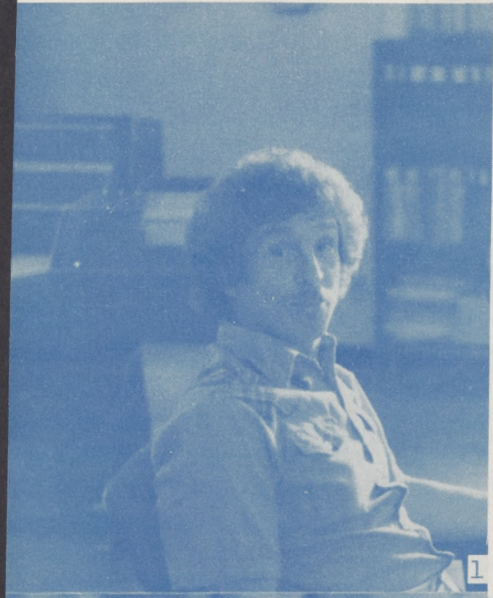


## Ontario/Daggett/Needles/Blythe FSS Happenings

Writer: Chuck Burge  
Photos: Scott Hipp

Ontario Flight Service Station Manager, Jack Moore, recently announced that March 1985 was a record setting month for Ontario FSS. The facility set new all time records in numbers of total phone calls (19,750); pilot briefs (17,758) and total flight plans (7,835). This record volume was handled with a telephone abandoned rate of only 2.5%! In recognizing and congratulating the people of Ontario FSS for their efforts in this significant accomplishment, Jack revealed that Ontario traffic figures have been steadily climbing since Oct. 1984. During that period the facility experienced a total increase of 30,000 flight service operations.....Needles and Blythe FSS were recently administratively combined with Ontario FSS; along with Daggett

FSS, three facilities are now administratively assigned to Ontario. Supervisory Air Traffic Control Specialist Bob Dirks from Ontario visited Needles and immediately began working with William Davis and Wes Johnson to assure a smooth and trouble free changeover.....Richard Smith at Thermal FSS and Richard (Bill) Fennemore at Elko FSS were selected to fill positions at Ontario FSS. Jim Kelley at Daggett was selected for Palo Alto Tower and Bernie Hoffman arrived at Daggett from Ontario FSS. Larry Ditler, Ontario FSS, was selected for Phoenix FAA. Blythe welcomed new arrivals Ed Murch, Douglas FSS, and Kim Cathcart, Las Vegas FSS. Also Fred Werner departed Ontario for Tower Phase III Training at Oklahoma City and then to La Verne (Brackett) Tower. Don Knehr (photo #1) and Tom Rash (photo #2) recently received Full Performance Level (FPL) status at Ontario FSS. ....Howard Irwin (photo #3), Ontario, was presented a Special Achievement Award by SATCS Bob Dirks and Jim Kelley, Daggett, was presented a Special Achievement Award by SATCS Chuck Stewart. Congratulations to both.....Howard Irwin and his wife Pamela recently celebrated seven years of marriage and Chuck Burge and his wife Maureen recently celebrated their 20th. Congratulations to all.....



## Lihue Tower News

"The friendliest people were the ones I didn't see." Those were the words of Captain R. A. Bass as he described the controllers at Lihue Tower in a letter to the Hawaii Visitor Bureau published in the Kauai newspaper, The Garden Island. Captain Bass said he has flown various types of aircraft all over America and Egypt but, "In all my travels I have never spoken to friendlier or more helpful Air Traffic Controllers than the men I worked with flying into and out of Lihue this last weekend. Experienced commercial pilots and novice pilots all were treated patiently and fairly. If you knew how seldom I even write to my Mom, it would make this letter carry a heavier impact. I live on Oahu, but I was a visitor on Kauai and the friendliest people I met over there were the ones I didn't see."

After a record-setting 100,992 operations in 1984, Air Traffic Manager Rich Mathews predicted 1985 would see 120,000 total operations with 36,000 instrument and 60,000 helicopter operations. After the first quarter of the Calendar Year, total operations were 30,944; in-

strument operations were 9,201. Only the helicopter operations were slightly off the predicted pace due to some bad weather. Helicopter operations were 14,782.

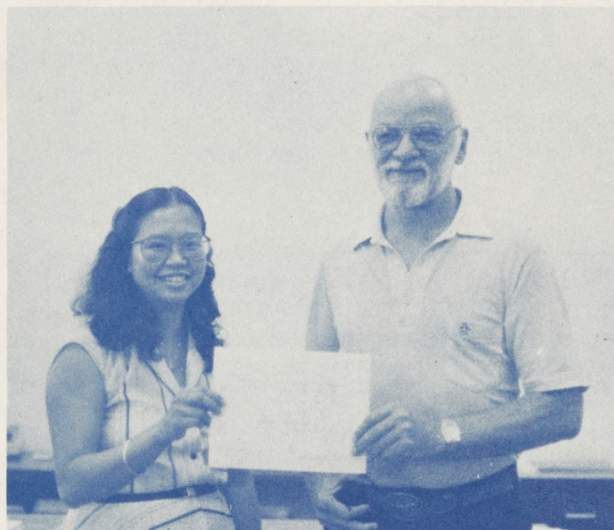
A recent visitor to the facility was Mr. Glenn Leister of Helicopter Association International. Mr. Leister stated that there may be one or two heliports in the nation with a higher volume of helicopters, but he couldn't think of an air carrier airport that matched Lihue's 47,935 helicopter operations in CY-1984.

Lihue recently welcomed aboard Richard Davis from Honolulu Flight Service Station. Rich is a real Kamaaina (long time island resident) having come to Hawaii to live in 1956. He joined FAA in 1964 at Honolulu Center, left in 1971 to work for the Treasury Department, returning to the Center in 1976. Since then, he has worked in both Honolulu Center and Flight Service. His hobbies are fishing and classic cars, which on Kauai translates to a three-year-old car without rust. Rich and his lovely wife, Mari, plan to buy a home and enjoy life on Hawaii's most beautiful island.



## Elenita Flores Receives Award

Elenita Flores, Secretary to the Guam Resident Director/Sector Manager receives a well deserved Quality Within-Grade Award. Presentation was made by Walt Ryness, Resident Director/Sector Manager. Congratulations Elenita!



## Outstanding Handicapped For 1985 Selected

This year's outstanding handicapped employee is an engineer with a long list of FAA awards. They provide convincing evidence that Aerospace Engineer Frederick G. Jenkins of the Northwest Mountain Region has clearly exceeded his job requirements in spite of a severe physical handicap.

Even more impressive than his awards--which include two Sustained Superior Performance Awards, three Quality Within Grade Increases, and numerous Letters of Commendation and appreciation--is Jenkins' can-do attitude. He doesn't consider himself physically handicapped, only physically challenged, although he suffers from a unique condition called syringomyelia which requires him to use an electric cart to get around. In addition, he has only limited use of his right arm.

Jenkins is an expert in aircraft emergency evacuation and his advice is sought by flight standards as well as aircraft certification engineers. For example, when the FAA Administrator recently needed material on emergency evacuations for Congressional testimony, Jenkins was called upon to supply the information.

A plaque recognizing excellence and a letter from the FAA Administrator will be presented to Jenkins by Regional Director Charles R. Foster in the near future.

FAA INTERCOM is published weekly for Western-Pacific Region employees of the Department of Transportation/Federal Aviation Administration by the Public Affairs Office. Articles and black and white photographs should be sent to Barbara Abels, Editor, or Beth Caughey, Assistant Editor, AWP-5, 213/536-6431 or FTS 966-6431.

## In Memoriam

### Walter James Forrestall, Jr.

Friends throughout the FAA family will be saddened to learn of the March 19 death of Walter James "Jim" Forrestall, Jr. Jim died at his Markleeville home after a long illness. He was 58 years old.

Jim retired in 1978 after 11 years with the FAA, the last 10 at the South Lake Tahoe, Calif. Tower. In addition, he was a retired U.S. Naval Air Traffic Controller.

He is survived by his wife, Patricia, of Markleeville, his mother and brother, his 10 children and eight grandchildren.

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