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A/TQ Editor
Mr. Collin R. Bakse
It’s an Honor to Carry “Old Glory”

Back in the early 1800s, long before the Wright Brothers first flight, 100 years ago this December, and the use of military aircraft for rapid transport, our young country relied on seafarers for “mobility.” Even then those serving America’s interests proudly displayed the Flag aboard their vessels. It was aboard the brigantine “Charles Doggett,” that the term “Old Glory” was first given voice.

Some versions of the story say it was 1824, some say it was 1831, but all agree that Captain William Driver, a shipmaster in Salem, Massachusetts, exclaimed “Old Glory,” upon seeing a 24-star Flag, handmade by his mother’s sewing circle, catch an ocean breeze for the first time. The flag went on to circle the world twice and was flying when the Charles Doggett rescued the survivors of the mutiny on HMS “Bounty.”

When Captain Driver retired to Nashville, Tennessee, in 1837 he took his beloved flag with him. In 1860, the Captain’s wife and daughter lovingly repaired the flag, replacing it’s 24 stars with 34 to reflect the proper number of stars for the time. To commemorate Captain Driver’s sea service, they also embroidered an anchor in the lower right corner of the canton.

When the country erupted into Civil War Captain Driver’s “Old Glory” was well known in and around Nashville, and upon Tennessee’s secession from the Union local “Rebels” were determined to destroy this hated “Yankee” symbol. They failed in repeated searches to find any trace of its existence.

On the 25th of February, 1862, as Union forces captured Nashville, the Captain was on hand to greet an Ohio Regiment as they became the first to enter the city. Captain Driver invited them to follow him home and they watched as he began ripping at the seams of his bed cover. As the quilt unraveled they were amazed to see “Old Glory” safe inside. Captain Driver gathered up the flag and returned with the soldiers to the Capitol, and though 60 years of age, he climbed the tower to hoist his beloved flag. The 6th Ohio Regiment cheered and saluted and later adopted the nickname “Old Glory” as their own. “Old Glory” now resides at the Smithsonian Institution.

When you see the Flag on the tails of aircraft and shoulders of airmen, remember this story and the honor with which they are “Carrying Freedom’s Flag.”

Collin R. Bakse, editor

I have been your chairman for the past four years and I frankly don’t know where the time has gone. I do know that I have just loved being involved with you – each and everyone of you – for these past years, watching our Association get stronger with each passing year.

As I look back I wonder when it was that I really got hooked on this Mobility mission that I have spent nearly all of my adult life involved in. It is clearly a mission that gets under your skin, every day doing what you are trained to do and every day helping someone else, serving your fellow Americans in so many ways in so many places. But, I know all too well that it really is not the mission that grabs you, as noble as it is. It really is the guys next to you; it is the man or woman working shoulder to shoulder with you making the complexities of what we do seem easy. It is that person next to you who finds a better way to do it, or just a way to do it all, that keeps you going, performing, wanting to do more, doing more than you ever thought you could.

It is that group of fellow airmen who brings out the swell of pride, the tear in your eye, the shiver up your spine, that inspiration from a peer that is what counts, yet can not be described. I guess that if you have not experienced it you would assess these comments as emotional dribble, but if you have, well, just smile, you know what I mean. It is simply that esoteric feeling that comes from teamwork and working toward a common goal with people you enjoy being with that has the angels on its side. That is what we are all about, that is what this Association celebrates every year in a great, and getting greater all the time, convention.

As I hang up my Chairman’s badge and turn over the reigns to Ron Fogleman, I have to tell you that I have been proud to have been your chairman and to be part of this great group of first class Professionals.

“Carrying Freedom’s Flag”

As I hang up my Chairman’s badge and turn over the reigns to Ron Fogleman, I have to tell you that I have been proud to have been your chairman and to be part of this great group of first class Professionals. All of you, people who do what you do because it has to be done, perform a mission worthy of those of you involved.

I can’t leave without thanking the superb board of officers I have served with. To each of you – Barry, John, Dennis, Bill, Mark, Eddie, Bob, Buck, the “Bagger,” Bud, Collin, Jim, and my predecessor Bob – all of you who willingly give of your time and unselfishly share your talents with us all, my sincere thanks; once again it has been great serving with each of you!

The Association is strong, there is none other like it, keep it that way, keep it fresh, keep it relevant – welcome the new, celebrate with the old, and enjoy every moment...

Cassidy, OUT!
Welcome Air Mobility Warriors to the 35th Annual Airlift/Tanker Association Convention and Symposium! Bob Dawson’s symposium agenda is one of the best ever and I believe you must make some hard choices in determining which sessions to attend. As for the convention (reunion), it will be absolutely wonderful to rekindle old friendships and make new ones as General “Bagger” leads the way.

Our theme this year is “Carrying Freedom’s Flag.” While these words mean something different to each of us, we all share the same common thread of proudly protecting America and often view the flag as our symbol of freedom. Our A/TQ Editor, Collin Bakse, asked me to share what carrying freedom’s flag means to me.

My first thoughts return me to the days when I was a young airman. I remember buying a small cloth 2” X 4” flag in the BX at Fairchild AFB, WA. I bought the flag in preparation to attend aircrew survival school (got a tip from a NCO who told us to try and sneak some “American” items into our personal belongings). He said that we may need some extra inspiration from time to time during our course of instruction. I folded that flag and carefully hid it in my clothing throughout several weeks of survival training. There were often times that I needed to unfold it and look at the small flag during our training. On several occasions, I was able to share a glimpse of the small flag with my squad and just the sight of it changed our attitude each time we saw or touched it. After survival training, I continued to carry that same flag in my personal survival kit for 22 years and still have it to this day. That “freedom” flag carried me to many countries on many air mobility missions.

Today, there are many dedicated military and civilian personnel who continue to carry the flag on their sleeves and hearts every day. We sincerely appreciate your dedication and are very proud of your contributions and the sacrifices you make to keep America safe. Thank you for Carrying Freedom’s Flag!

Speaking of proudly displaying the flag, Lieutenant Colonel Steve Groenheim, 14th Airlift Squadron Commander at Charleston AFB, SC represented the Air Mobility Command and the C-17 aircraft during the Dayton International Air Show and 100th year celebration of flight. I attended the celebration and asked LTC Groenheim to share his C-17 flying experiences in Afghanistan and Iraq with Ohio University’s Russ College of Engineering and Technology. The Ohio Engineering College supports anAvionics Engineering Center, Aviation Department, and Flight School. LTC Groenheim shared his air mobility stories and C-17 flying experiences with many young aviators and engineering alumni. I felt very proud to witness his professionalism and guidance to these impressionable young adults. His dedication and enthusiasm were top-notch...thanks Steve!

Another word of thanks goes to Alamo Chapter for their contribution to the A/TA Enlisted Tuition Grant program. Using the words from the Chapter Treasurer, MSGt William Griesemer, we have $400 burning a hole in our checkbook and would like to make a contribution to the National ETG Program. Thanks Bill and the Alamo Chapter! Some young airmen and NCO’s will benefit from your generous contribution.

Lastly, I would like to personally thank General Duane Cassidy for his dedication and many contributions to this Association during his leadership the past 4 years. His vision to expand and grow the Airlift/Tanker Association while maintaining our unique character continues to lead our formation. His contributions were many and great. General Cassidy recently challenged the board to revisit the awards program by refining our criteria and creating two new awards. Thanks General Cassidy – we appreciate your guidance and diligent work and look forward to seeing you and Rosalie for many years to follow!

Congratulations to the 2003 recipients and families of our Hall of Fame, General Huysen, General Carlton, and Young Leadership awards. We are very proud of your accomplishments. Enjoy the convention!

Cabin Report - Secure!
Golden Bear Chapter

On August 26, 2003, the Golden Bear Chapter invited MSGt (ret) Marvin Riehl to speak at its monthly meeting. With numerous veterans in the local area and our chapter’s commitment to the preservation of Air Force heritage, it seemed fitting to have a hero of the Second World War share his experiences with us.

MSGt Riehl was a B-17, B-24 Flight Engineer/Gunner serving in the Pacific theater of operations. He shared with us the war fervor that gripped the United States after the bombing of Pearl Harbor, and his rush to enlistment. It was very interesting to have him recollect his experiences with unit basic training and the long ship ride to Australia were the Allied movement started.

Sergeant Riehl told us of the harsh conditions in Australia and how he leapfrogged to several bases as the need for more combat aircraft arose. After he became an expert mechanic on the B-17, he volunteered for “combat.” The B-17 and B-24 employed their engineers as both aircraft experts and top turret gunners. He recounted several flights his crew made through thick flak and enemy anti-aircraft artillery to hit their target with precision.

After countless hair-raising missions, his crew was chosen to rotate home in 1943. Although he denies being a hero, local Airlift Tanker Association members say they admire the courage and sacrifice of MSGt Riehl and the many other heroes of his generation. The A/TA Golden Bear chapter president, Lt Col George Meyers, presented Marvin Riehl with an A/TA coin as a symbol of the group’s gratitude for his willingness to share his experiences. Attendees to the luncheon represented the diverse membership of the A/TA that welcomes active duty, reserve and retired military personnel, both officer and enlisted. Civilian supporters of air mobility are also active in the organization. With numerous veterans in the local area and the chapter’s commitment to the preservation of Air Force heritage, it was fitting to have a hero of the Second World War share his experiences with the group.

Next on our scope was the end of Berlin Airlift participants. Where in the World Are They?

The following “Lost Members” list is published in as effort to “find” some of the folks whose names have migrated to “lost” status. Please read the following list and contact Bud Traynor if you know where any of these members can be currently contacted:

Adams, MSGt Keith A
Alles, Kenneth D (Ken)
Aston, Pete
Bailey, James C
Baker, LtCol Kenneth W (Ret) (Ken)
Bates, Maj John W
Berube, Maj Howard A
Bielski, Maj James L USAF (Ret)
Blumhagen, Maj Alan L. (Al)
Bond, Langhorne M
Boyle, Maj Karen A
Brand, Amn Angelina E (Angel)
Britt, Maj Willi aam J
Brown, Capt Gary W
Brown, SrA Jerry D
Carlton, SSgt John D
Castelli, LtCol Garry L
Cathey, SSgt Brian C
Christopher, MSGt Lloyd F USAF (Ret)
Clapsaddle, 1LT James R
Clouden, Maj Marilyn M
Cooper, Col Richard M USAF (Ret)
Coy, LtCol Gary L
Deluca, Unk John A (Ret)
Derringer, MSGt Rodney L
Drell, 1LT Hans-Dieter
Dudley, LtCol Robert B (Ret)
Enig, Eric N
Etchek, Bill
Ford, Capt Robert G (Ret)
Gascho, SrA Sarah C
Gorman, Col Joe V
Halpin, MSGt Thomas S (Tom)
Harbeck, LtCol William L
Hillard, Col Jerry
Hockman, Maj Andrew M
Horton, 2LT Jennifer L (Jenn)
Hubbert, A1C Thomas J
Hundsdorfer, Diana R
Huneycutt, LtCol Carroll USAF (Ret)
Ingle, A1C Jennifer N (Jenn)
Irissumi, Takashi
Kershaw, LtCol John H
Kettler, Maj Thomas R
Kincaid, Capt David N
Kintzing, Capt Jeffrey K
Klobucher, Maj Daniel R
Knight, Maj David B (Dave)
Knott, Maj Steven D
Kumashiro, Capt David J (Dave)
LaMar , A1C Ronald L (Ron)
Lamar, TSgt Tammarra
Lewis, SSgt Robert P
Lopez, Maj Adalberto Jr (Al)
Masi, SrA Matthieu J (Matt)
Mathis, Capt Gerald
Mc Loughlin, Ssgt Lorraine E
McArd, MSGt John H
Mena, MSGt Peter J
Meyer, 1LT Dennis W
Mize, MSGt Curtis L USAF (Ret)
Mogg, Ssgt Jeffrey E
Moore, A1C Stephanie A
Morison, Col Tom O
Morrison, James P
Mosier, BGen Alvin J USAF (Ret)
Namdar, Maj Deborah A
Pattel, A1C Falgunkumar J
Pauk, LtCol Creg D
Phelps, LtCol Michael E (Mike)
Price, Maj Michael J
Rigg, MGen Donald A USAF (Ret)
Rogers, Wendy J
Rotega, MSGt Lucas Jr
Rothwell, Capt Patrick K
Roudebusch, BGen James G (Jim)
Rozier, LtCol Richard E
Rubel, LtCol Ray R USAF (Ret)
Russell, TSgt Robert S
Saunders, LtCol Robert A
Schrader, Capt David M
Scott, Col Rodney G USAF (Ret)
Scott, MSGt John L
Sheehan, MSGt William J USAF (Ret)
Simmons, 2LT Christopher E (Chris)
Skarbek, Capt Kelan J
Smith, A1C Adam M
Tucker, Capt Aaron A
White, Maj Marsha
White, Unk Douglas S USAF (Ret)
Williams, LtCol Thomas G
Witte, HPTM Klaus Non-US (Ret)
An A/TA Enlisted Tuition Grant can help you to –

Soar Like an Eagle...

Could $200 help you achieve your continuing education goals?

Airlift/Tanker Association Enlisted Tuition Grants are available to Air Force, Air National Guard and Air Force Reserve members pursuing undergraduate or graduate degrees. If you meet the criteria, apply today! The A/TA wants to help you continue your education so you too can soar like an eagle.

ETG CRITERIA:

• Membership in the Airlift/Tanker Association
• Hold the Rank of E-2 through E-6
• Commander’s Recommendation
• Assigned in an air mobility operational and/or support function (an augmentee on a mobility or maintenance support team, for example). Anyone directly or indirectly supporting the USAF Airlift or Air Refueling mission.
• Checks will be issued upon completion of a course with proof of a grade of C or better in an accredited degree program
• Individuals are limited to one ETG per 12-month period.
• Student financial need is not a principal criterion
• May not be used for a lower or lateral previously awarded degree
• Additional details available online at www.atalink.org

The A/TA ETG Program.

Working to improve America’s Air Mobility Force.
Each day I’m impressed with the tremendous number of accolades I hear for the work of U.S. Transportation Command and Air Mobility Command. There have been countless stories on television and in newspapers and trade magazines on the accomplishments of our airlifters and tankers.

As wonderful as this is, the most important aspect of our success in Air Mobility Command is often overlooked. The focus shouldn’t be on the aircraft, the “cold steel” that so often gets the limelight in the news. I want the world to understand the depth and breadth of the efforts by you, the airmen, NCOs, young officers, as well as senior officers and decision makers who pull together as an unrivaled professional team. You are responsible for the accolades.

I was recently at a White House luncheon sitting with a member of National Security Advisor Dr. Condoleezza Rice’s staff. We talked about the impact of AMC on the Global War on Terrorism. The recognition of the significance of what we in AMC were able to do certainly gave me a sense of awe and made my chest swell with pride. I’ve talked face to face with U.S. Central Command Commander Gen. Tommy Franks before he retired, about the value of AMC. You know, we never let him down! We never failed to support his efforts.

I’ve talked with the current commander, Gen. John Abizaid, and heard his perceptions as the deputy commander (forward) for Combined Forces Command for CENTCOM during the conflict. He has accolades for what our command does. Truly, I am overwhelmed with compliments — and I can’t adequately convey the deep admiration and gratitude I hear in the words from our admirers every single day.

It’s healthy for all of us – active duty, Guard, Reserve, civilian and our families — to step back and look at what we’ve done together. Success is not just measured by the tons of cargo, numbers of troops or gallons of gas we’ve brought to the battle. We know these are remarkable numbers.

Success is measured by the dedication of our security forces at the main gates, guarding the perimeter and flight line through rain, sleet, and snow from Force Protection Condition Bravo through Delta. It’s the X-ray tech at the hospital or dental clinic, the chaplain, the food services workers, the maintainers, everyone and their families who are part of our team.

When you see a C-5 or C-17 land at Baghdad International Airport, it’s a team effort that brings that aircraft in. That’s the full story. In addition to great aircraft and talented airmen, someone had to get the airplane fixed, fueled, loaded and ready to take care of the people on board. Somebody had to pay the travel vouchers or maintain the records. It’s all of us together.

It’s a total team effort from office to aircraft, kitchen to flight line. It’s our civilian workers who are our “Rocks of Gibraltar.” The military rotate in and out, but the civilians give us stability, the touchstones for tough questions. They are quick to tell us what works or doesn’t, and have a calming affect on raging waters.

It’s our Guard and Reserve teammates, who hold the vast majority of our command’s capabilities. As an active duty commander, I am actually a minority stockholder in AMC. The Guard and Reserve give us instant capabilities equal or greater than active duty capabilities. They are ready, as ready as anyone, to execute our mission, and it’s not just the airmen. It’s the total Expeditionary Combat Support package. We are blessed to have them on our team.

Our total force team has enabled us to succeed at what I consider the most important accomplishments since the Global War on Terrorism began – airlift and air refueling into Afghanistan and Iraq. It wasn’t until we were well into the conflict that we were able to open seaports and landlines of communication into Afghanistan, a totally landlocked country. Using night vision equipment under a blanket of darkness, we brought forces into Southern Afghanistan and airdropped soldiers to open Iraq’s northern front. Both Afghanistan and Iraq were air mobility wars. And every single flight into these areas of operation needed some kind of air refueling – fighters, bombers, lifters and even other tankers needed air refueling. Navy carrier-based fighters need dramatic air refueling to get them the “legs” they needed.

Another essentially untold story is aeromedical evacuation. We’ve transported more than 11,000 patients, about 1,500 of them wounded in battle. Without missing a beat, for every patient in our care, we provided incredible medical capability on the ground up close to the battle, all the way through the AE system, to safe and secure hospitals for continued treatment. It’s a remarkable story that continues today.

If you look at the total of air refueling, airlift and aeromedical evacuation, no command has ever done what we do together in prosecuting the Global War on Terrorism. It’s the number one history-making air mobility accomplishment of all time.

And while we continue to make history, I am concerned about the impact of our high operations tempo, not only on our people, but also on our families. I will do all I can to mitigate that impact. We will continue our mission, but if we can find an opportunity for rest, recuperation and recovery, the time to take a breath, we will do that. I know you are tired and stressed. Your families are tired, and they want you home with them. But they also have a deep appreciation for the job on our hands. We will remember Sept. 11, 2001, and we will remember all the occasions Americans have died on behalf of our great country.

This is not a never-ending story or a never-ending battle. This is air mobility. We will continue to raise the bar, to get better, more efficient and effective. We won’t rest on our laurels. We’ll continue to acquire more aircraft and to refresh our fleet. We will continue to work to get the right people in the right places to do the job we need to do.

We will get there, we will prevail. Americans are tough people. Air mobility people are tough people. Your spirit, your dedication are awe-inspiring. I am proud to be your commander.

“People Are At The Heart Of Accolades For AMC”

by Gen. John W. Handy, Commander, U.S. Transportation Command and Air Mobility Command

Gen. John W. Handy is Commander in Chief, U.S. Transportation Command, and Commander, Air Mobility Command, Scott Air Force Base, Ill. USTRANSCOM is the single manager for global air, land and sea transportation for the Department of Defense.

General Handy was commissioned in 1967 and received his pilot wings in 1968. He has commanded the 21st Air Force at McGuire Air Force Base; the Air Mobility Command’s Tanker Airlift Control Center; as well as two airlift wings and a maintenance squadron. He has served as the Air Force’s Director of Programs and Evaluations, as the Director of Operations and Logistics for USTRANSCOM, and in numerous headquarters-level staff positions.

General Handy is a command pilot with nearly 5,000 flying hours, principally in airlift aircraft. As a C-130 pilot, he logged more than 300 combat hours in Southeast Asia. Prior to assuming his current position, the general was Vice Chief of Staff, Headquarters U.S. Air Force, Washington, D.C.
John F. Shea served as the Assistant Deputy Chief of Staff for Plans at Headquarters Military Airlift Command, from 1960 until his retirement in 1983. During a distinguished career, Mr. Shea conceived, developed, and saw to fruition a series of visionary airlift enhancement and modernization programs. His outstanding leadership, executive ability, and vision substantially increased the effectiveness of the nation’s emergency airlift capability. He persistently pursued overall improvements to MAC’s airlift fleet through the C-5 wing modification and C-141 stretch and air refueling modification programs. His understanding and skillful management of the C-141 stretch program contributed significantly to limiting production costs being $171.6 million below the 1978 FYDP projection. At the same time, his personal interest and close working relationship with the Air Force Scientific Advisory Board validated the pioneering fracture analysis techniques applied to the C-5 wing modification program.

Mr. Shea also initiated and directed a cost-effective program for increasing the nation’s total airlift capability by adding emergency cargo conversion features to wide-bodied passenger aircraft during their initial production as part of the Civil Reserve Air Fleet (CRAF) program. These modified aircraft, operated by civil carriers in peacetime as passenger aircraft, are capable of carrying military cargo during a national emergency. This program added considerable airlift capability for military movements at a fraction of the cost of purchasing additional organic military transports.

Mr. Shea, moreover, developed a program for the joint development of an advanced technology intertheater airlift aircraft by the civil and military sectors. The Advanced Civil-Military Aircraft concept benefitted both sectors through commonality of design and spare parts and by avoiding the extra cost of having to develop separate aircraft for the civil and military fleets. This joint-development concept conserved national resources, allowed United States carriers to modernize their fleets to maintain their competitive edge in international air commerce, and ensured the continuing vitality of our nation’s aircraft manufacturers. His ideas and expertise on airlift helped to shape the National Airlift Expansion Act which provided the legislative foundation for joint development.

The need to estimate MAC’s wartime capabilities accurately and to evaluate resource allocation has been widely recognized. Cost, safety, and technical considerations, however, precluded an actual surge test. Mr. Shea formed a small group of analysts who used computer techniques to simulate the MAC airlift system and created a model that encompassed 400 bases worldwide and 10 aircraft types. Senior managers used the data the model provided to formulate allocation decisions and assess the effect of scenario assumptions on the airlift system.

When the USAF’s tactical airlift forces were assigned to MAC in the mid-1970s, the Command inherited a cumbersome organizational structure in both Europe and the Pacific. Mr. Shea recognized the inefficiency of these structures and was a leader in creating an organizational structure in each theater that provided a single commander at Airlift Divisions who worked directly with the supported theater commander in chief. In sum, many successes have brought great benefits to both the military and civil transport agencies in the nation that will last well into the twenty-first century.

“A nation that rests on the will of the people must also depend on individuals to support its institutions in order to flourish. Persons who are qualified for public service should feel some obligation to make that contribution.”

–Thomas Jefferson
Mr. John F. Shea was born in Chicago, Illinois, on 1 July 1919. He was graduated from the University of Illinois in 1943 with a bachelor of science degree in management and accounting. He became a member of the University's Honor Society, Alpha Kappa Psi professional fraternity and Beta Gamma Sigma, the Commerce Honorary Fraternity. Following completion of his formal education, Mr. Shea served as an officer in the United States Army Air Forces between 1943 and 1946, and left the military service following World War II with the rank of major.

Upon returning to civilian life Mr. Shea became a management analyst at Headquarters Air Transport Command, the predecessor of Military Airlift Command. He held numerous responsible positions in the headquarters, but most importantly he served as the MAC Assistant Deputy Chief of Staff for Plans from 1960 through 1983. In that capacity his most outstanding, enduring accomplishments included shaping and developing broad MAC concepts, policies, and long-range objectives which enabled the Military Airlift Command to meet its dynamic mission. Mr. Shea provided the guidance and expertise needed for future weapons systems planning and for maintaining a viable civil air capability for use in national emergencies. He also advised the Commander in Chief on legislative policies and was an especially dynamic force in defining the relationship between MAC and the National Defense Transportation Association’s Military Airlift Committee, which provides a forum for CINCMAC and civilian transportation industry executives to discuss national transportation needs. As a nationally recognized authority on air transportation, Mr. Shea was eminently successful in bringing MAC programs to fruition through his close working relationship with civil aviation executives. He worked extensively with Congress and often appeared before congressional committees and subcommittees to share his expertise on military airlift policy and doctrine.

The Emergency Cargo Airlift Capabilities Study, conceived and orchestrated by Mr. Shea, proposed modifying commercial wide-bodied passenger aircraft, enabling the modified aircraft to carry military cargo during a national emergency or war. He provided expertise to NATO in planning for the NATO-member nations' civil air augmentation of military airlift resources and headed a task force which assessed military and commercial requirements for a new generation of cargo aircraft.

Mr. Shea received many prestigious awards during his long and distinguished career: The Air Force Commendation for Meritorious Civilian Service (1958); the Secretary of the Air Force Certificate for Honorary Recognition of High-Grade Personnel (1965); the Secretary of the Air Force Decoration for Exceptional Civilian Service Award (1975); and MAC Outstanding Civilian of the Year (1970 and 1977). He was the Secretary of the Air Force nominee for the Rockefeller Public Service Award (1976), was nominated for the Wright Brothers Memorial Trophy (1976); and was nominated for the Eugene F. Zuckert Management Award (1979 and 1980). In 1980, he received the Presidential rank of Meritorious Executive in the Senior Executive Service. In December 1980, he was again presented the Secretary of the Air Force Decoration for Exceptional Civilian Service Award. In 1981, Secretary of Defense Caspar W. Weinberger presented Mr. Shea the Department of Defense Distinguished Civilian Service Award. Mr. Shea retired from Senior Executive Service in 1983.

With his induction into the Airlift/Tanker Hall of Fame, Mr. Shea’s name is added to an honor roll of men and women whose insight and dedication helped build the most formidable and compassionate Air Mobility force in the world…
The Airlift/Tanker Hall of Fame

The men and women of the United States Air Force and our mobility forces are trained and ready to deploy anywhere in the world in defense of our country. It is their unselfish sacrifice, unceasing efforts and outstanding achievements that have contributed immensely to the establishment and to the maintenance of peace in the free world.

Not only are their efforts and achievements attained during times of conflict, but they also occur during acts of natural disaster and humanitarian relief efforts. The balance of power and our freedom has been and will continue to be achieved and built on the “Wings of Freedom.”

The Airlift/Tanker Association wished to recognize and honor those men and women who have distinguished themselves in the outstanding performance above and beyond their duties as members of the United States Air Force and as Airlifters and Tankers. It is for this purpose the “Airlift/Tanker Hall of Fame” has been established.

His vision of the role airlift plays in our national defense capability is as valid now as it was in China or Berlin.
Lt. Gen. Tunner’s outstanding contributions to our airlift heritage warrant his recognition as “Father of the Military Airlift Command.”
Inducted – October 1989

Gen. Laurence S. Kuter 1905 – 1979
His leadership, vision and direction while Military Air Transport Service Commander was especially important in the years 1948-1952, because it set the course followed by MATS/MAC down to the present.
Inducted – October 1990

Mr. Donald W. Douglas 1892 – 1981
Engineer, visionary and entrepreneur, he was a monumental figure in aviation history. His aircraft designs revolutionized Commercial and Military Airlift.
Inducted – October 1990

“Aviation is the architect of a changing world,” said C. R. Smith. Responsible for the expansion in operations of the Air Transport Command and especially significant was the provision making “ATC” the War Department agent for strategic airlift.
Inducted – October 1992

His masterful, diplomatic and successful operation of the Air Transport Command gained the Army Air Forces an international reputation for ability to accomplish the seemingly impossible. He is recognized as the “First” leader of Airlift.
Inducted – October 1991

An advocate of airpower, a pioneer of air refueling, a champion of the famous “Question Mark” flight: a world record – 150 hours, 40 minutes and 15 seconds that established and proved the potential of in-flight refueling.
Inducted – October 1993

Commander in Chief of Air Mobility Forces whose career span covered World War II, Korea, Vietnam and numerous humanitarian missions. A visionary for Mobility Forces who established the foundation for a “Global Reach Capability.” A mentor for both Officer and Enlisted. A leader who built a backbone deterrent of air mobility power on the “Wings of Freedom.”
A true American Patriot and Senior Statesman.
Inducted – October 1994

“There is no question what the roll of honor in America is.
The roll of honor consists of the names of those who have squared their conduct by ideals of duty.”

–Woodrow Wilson
Lt. Gen. Joseph Smith
1901 – 1993

Nancy Harkness Love
1914 – 1976
A true pioneer in aviation, visionary, and champion for military veterans of the Women’s Airforce Service Pilots (WASP). Flying since 1930; earning Air Transport rating in 1933; test pilot from 1937-1938. She was instrumental in establishing the Women’s Auxiliary Ferrying Squadron (WAFS) and merging with the WASP. She made her greatest contribution to military air transportation from 1942-1944 when efforts under her leadership resulted in the delivery of 12,650 aircraft of 77 different types. Inducted – November 1996

Colonel Joe M. Jackson
1923 –
“AN INDIVIDUAL WHO MAKES A DIFFERENCE”
A Man...an Air Force Officer...A Hero
Army Air Corps WWII Aircraft Mechanic
B-25 Crew Chief
Commissioned Officer & Pilot Fighter Pilot, Korea
U-2 Reconnaissance Pilot, Cuba
Air Commando & Airlifter, Vietnam
AWARDED MEDAL OF HONOR
JANUARY 16, 1969
Inducted – November 1997

Sergeant John L. Levitow
1945-2000
A Hero...An Airman...A Gallant Citizen. Patriot whose selfless and heroic action saved his fellow crewmembers and aircraft from certain death and destruction. Though severely wounded, after his AC-47 “Spooky 71” was hit by enemy fire, with total disregard for personal safety he came to the aid of a fellow crewmember in extreme peril. Then, despite the loss of blood, partial use of legs, and using his body as a shield, he removed a burning flare that detonated on clearing the aircraft. AWARDED THE MEDAL OF HONOR
MAY 14, 1970
Inducted – October 1998

Major General Winston P. “Wimpy” Wilson
1911 –1996
Early leader in the Air National Guard. Rose from mechanic on the JN-4 “Jennies” in 1929 to building the Air Guard into a combat ready reserve program consisting of modern day fighter, transport and tanker aircraft as head of the ANC from 1953 to 1963 and Chief of the National Guard Bureau from 1963 to 1971. He changed the paradigm by which Reserve Forces were trained and deployed within the Total Force policy. Respected by all – from President Kennedy to all his contemporaries and subordinates. Inducted November 2000

General William G. Moore, Jr.
1920 –
Commander in Chief, Military Airlift Command April 1977 – June 1979
Inducted – November 1997

Colonel Gail S. Halvorsen
1920-
Legendary humanitarian, famed “Candy Bomber” of the 1948-49 Berlin Airlift, originator of “Operation Little Vittles,” airdropping candy with handkerchief parachutes. Awarded the prestigious Cheney Award for his efforts during the Berlin Airlift. Respected by millions for his human relief efforts worldwide for over fifty years. Inducted November 1999

General Carl A. “Tooey” Spaatz
1891-1974
Fighter pilot in WWII. Commander of Air Forces in Europe and the Pacific in WWII. General Spaatz was the first commander of the United States Air Force. Aviation pioneer and leader in air refueling procedures while commanding the famed “Question Mark” in its refueling flight in 1929 keeping the airplane aloft for a record 150 hours, 40 minutes and 15 seconds proving that aerial refueling was safe and practical for future endeavors. Awarded the Distinguished Flying Cross. Inducted – November 2002

Master Sergeant Roy W. Hooe
1922-1973
Aviation pioneer. Regarded as the best airplane crew chief in the Army Air Corps. Hand Picked to be the airborne mechanic on the Air Corps Fokker C-2A Trimotor, dubbed the “Question Mark” by the crew, which completed a world record endurance flight of 150 hours, 40 minutes and 15 seconds. Coupled with the many positive achievements of the flight, air-to-air refueling proved to be a safe and practical future operation. He was awarded the Distinguished Flying Cross by direction of President Calvin Coolidge. Inducted – October 2001
Captain Brian T. Backman

Captain Brian T. Backman is a Nuclear Airlift Monitor & C-17A Instructor Aircraft Commander assigned to the 4th Airlift Squadron at McChord AFB, WA.

Captain Backman was born on 7 August 1972. He attended high school in Hastings, MN, where he excelled academically. Following graduation from high school in 1990, Captain Backman attended the University of North Dakota. He graduated Cum Laude in December of 1994, earning a Bachelor of Science degree in Aeronautical Studies with a minor in Meteorology. After graduation he moved to Sioux Falls, SD and went to work for Business Aviation as a flight instructor. In April 1998, Captain Backman attended Officer Training School and was commissioned a 2nd Lieutenant in the United States Air Force on 14 August 1998.

Captain Backman began his active duty career by attending Joint Specialized Undergraduate Pilot Training at Vance AFB, OK, where he earned his pilot rating and the coveted top three honors: Distinguished Graduate, Air Education Training Command Commanders Trophy, and the flying training award. He was a Distinguished Graduate from initial copilot qualification training at Altus AFB.

His initial assignment took him to the 7th Airlift Squadron at McChord AFB, WA, flying the C-17 Globemaster III. During his first two years at McChord AFB, Captain Backman rapidly upgraded to Aircraft Commander and took his first C-17A command as a 1st Lieutenant, accumulating over 1,100 hours of flying in support of Operation ENDURING FREEDOM, presidential support, aero medical evacuation, and a repatriation mission to Papua, New Guinea. Approximately ten months into his McChord assignment, Captain Backman was selected to enter the elite Prime Nuclear Airlift Force (PNAF) program, Air Mobility Command's (AMC) number-one mission. In addition, he was selected for the initial cadre team in the mission planning office for the program's transition from the C-141B to C-17A.

He upgraded to Courier seven months after entering training and attended the Central Altitude Reservation Function (CARF) School to bring back more expertise on Altitude Reservations for the PNAF program. In April 2002, he became part of the Fightin’ 4th Airlift Squadron, McChord AFB and was selected to attend Squadron Officer School (SOS) as a 1st Lieutenant. Upon returning to McChord AFB, Captain Backman was selected to attend Instructor Aircraft Commander School in January 2003 and completed his upgrade in the PNAF program to PNAF Aircraft Commander in March 2003, making him one of only seven AMC pilots certified to command a nuclear airlift mission. He is currently serving as the 4th Airlift Squadron’s Nuclear Airlift Monitor.

Captain Backman’s military awards and decorations include the Kosovo Campaign Medal, National Defense Service Medal, and the AF Outstanding Unit Award.

Captain Backman is married to the former Brandi Lee Van Alyne and has two children, Austin 6 and Raelyn 3. He is active in the local community and devotes his time to the Parent Teacher Association, 4th Airlift Squadron Booster Fund, National Fraternity of Daedalians, and his church.

Captain Trevor B. Benitone

Captain Trevor B. Benitone is an MC-130H Crew Commander, Commander’s Support Staff Flight Commander, and Executive Officer assigned to the 1st Special Operations Squadron, Kadena AB, Okinawa, Japan.

Captain Benitone was born in Memphis, TN on 15 March 1973. He graduated high school with honors from Memphis University School in 1991. After graduating Captain Benitone was awarded a nomination and accepted into the United States Air Force Academy. As a Distinguished Graduate of the Class of 1995, Captain Benitone was commissioned a Second Lieutenant in the United States Air Force and was selected for the highly competitive United States Air Force Academy Graduate School Program and Undergraduate Pilot Training. After commissioning, Captain Benitone became an Air Force Institute of Technology graduate student at the University of Alabama where, after a year and a half, he finished a Masters in Political Science.

After completion of his Masters program in 1997, Captain Benitone attended Undergraduate Pilot Training at Columbus AFB, MS where he accomplished his primary instruction in the T-37B Tweet. After successful completion of T-37 instruction, Captain Benitone selected the T-44A and attended Joint Undergraduate Pilot Training with the Navy at NAS Corpus Christi, TX. In 1998 he finished pilot training as a Distinguished Graduate and selected an assignment to the 15th Special Operations Squadron, Hurlburt Field, FL to fly the MC-130H Combat Talon II. After completion of initial qualification courses at Little Rock AFB and Kirtland AFB, Captain Benitone began his first operational tour as a MC-130H pilot. During his tour, he worked as the Assistant Chief of Current Operations and was vital to many Joint Chiefs of Staff directed deployments and exercises. In 2001, Captain Benitone attended Squadron Officer’s School where he was a Distinguished Graduate and member of the Right of Line Flight. Captain Benitone’s second operational assignment is the one that he hold now at Kadena AB, Japan. Since arriving at Kadena he has been assigned as the Tactics Officer, Commander’s Executive Officer, as well as, Flight Commander for the Commander’s Support Staff. Captain

“The secret of a leader lies in the tests he has faced over the whole course of his life and the habit of action he develops in meeting those tests.”

— Gail Sheehy
Benitone’s astute flying abilities earned him a position as an aircraft commander and crew commander on “Goose 32.” He has significantly contributed to Operation ENDURING FREEDOM-Philippines as both an aircraft commander and staff officer at the United States Embassy in Manila, Philippines.

Captain Benitone’s awards and decorations include the Air Force Commendation Medal, the Aerial Achievement Medal, the Joint Service Achievement Medal, the Air Force Outstanding Unit Award with two Oak Leaf Clusters and Valor and the Air Force Medal with a Bronze Star.

Captain Benitone is married to the former Catherine Selene Jones and has two sons, Cole Thomas Callaway and Worthington Banks.

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**Senior Airman Robert K. Cordell**

Senior Airman Robert K. Cordell is a C-130E Loadmaster assigned to the 36th Airlift Squadron, Yokota AB, Japan as an aircrew ground training scheduler and flight instructor.

Airman Cordell enlisted in the Air Force in 1999 and entered basic training at Lackland AFB, TX in November 1999. He immediately demonstrated his outstanding leadership qualities as a training flight squad leader, mentoring his peers to a successful graduation. Upon completion, he attended training in the Enlisted Aircrew Member Course at Sheppard AFB, TX. After leaving Sheppard he attended the initial loadmaster (LIQ) and mission qualification (LMQ) courses at Little Rock AFB, AR.

At Little Rock AFB he was recognized as a LMQ Distinguished Graduate. Upon graduation Airman Cordell reported to Yokota AB for his first duty assignment. Since arriving at Yokota AB in July 2000, he has demonstrated continued outstanding leadership and professionalism, culminating in his selection as the HQ PACAF nominee for the SSGt Henry E. “Red” Erwin Enlisted Aircrew Member Award for 2002. He has been selected as the 374th Operations Group Airman of the Quarter (twice), 36 AS Airman of the Year for 2002, and the 36 AS Airman of the Quarter an unprecedented five times. Airman Cordell is an active leader of the Yokota Boy Scouts Troop 45 and is a staunch supporter of all unit and community activities.

Airman Cordell’s awards and decorations include the Air Force Aerial Achievement Medal (2), Air Force Volunteer Medal, Combat Readiness Medal and the National Defense Service Medal. He attends the University of Maryland-Asia Division and has completed 46 hours towards a Bachelor’s Degree (undeclared).

Airman Cordell is married to the former Sanae Kanomata and they have one son, Tristan.

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**Technical Sergeant Michael R. Crawford**

Technical Sergeant Michael R. Crawford is an Air Transportation Craftsman assigned to the 728th Air Mobility Squadron, Incirlik Air Base, Turkey as the noncommissioned officer in charge of Aircraft Services.

Sergeant Crawford was born at Eglin AFB, FL on 30 March, 1966. He attended Kaiserslautern American High School, Kaiserslautern Germany. Upon Graduation in January 1984, Sergeant Crawford moved to Deland, FL and worked for RAF Magnetics as a quality assurance evaluator. In October of 1984, he enlisted in the Air Force under the Delayed Enlistment Program and entered active duty in January of 1985.

Upon completion of Basic Military Training at Lackland AFB, TX, Sergeant Crawford began technical training as a Fabrication and Parachute Specialist at Chanute AFB, IL. Following graduation from technical training, Sergeant Crawford proceeded to his first permanent duty assignment at Nellis, AFB, NV in June 1985. Not only was he responsible for packing parachutes for the USAF Thunderbird demonstration team, he was accredited with saving the life of an F-16 pilot who ejected due to aircraft maintenance problems. Sergeant Crawford was reassigned in April of 1990 to Keflavik Naval Air Station, Iceland where for 6 weeks, he was the only specialist assigned to a 7-person shop. Despite the manning shortfall, he was able to keep the life support equipment serviceable and in inspection order. Sergeant Crawford arrived for duty at Wurtsmith AFB, MI in April 1991 where he performed noncommissioned officer in charge duties for an 8-person shop. Sergeant Crawford was not only responsible for getting the Wing’s KC-135 aircraft outfitted with new survival safety slides, but also ensured the smooth process of closing the Survival Equipment Shop during the first round of base realignment and closure process. In November 1993, he was assigned to K.I. Sawyer AFB, MI where again was credited with saving the life of a T-37 pilot who ejected due to maintenance problems with the aircraft. His expertise of base closure came to the forefront as he volunteered to help ensure a smooth transition during another round of base closures.

In December 1994, Sergeant Crawford moved to Minot AFB, ND where he was noncommissioned officer in charge of the Survival Equipment Shop. He was directly responsible for saving the Air Force over $500,000 by procuring aircraft parts from bases that were closing and from aircraft that were retiring. In January 1996, Sergeant Crawford volunteered to retrain into Air Transportation and reported for technical training at Lackland AFB, TX where he was bestowed as Honor Graduate. Sergeant Crawford was reassigned to Charleston AFB, SC where he was a Ramp Service and Air Terminal Operations Center Supervisor. During his assignment to Charleston AFB he was awarded his 7-level after just two years in the new career field, and later volunteered for the unit’s Mobility Flight where he led 37 personnel on numerous deployments worldwide, most notably to Prince Sultan Air Base, Saudi Arabia in support of Operation SOUTHERN WATCH. In March 2001 Sergeant Crawford assumed his present duties at Incirlik AB, Turkey where his stellar leadership and logistical support earned him the NCO of the Year honors at Incirlik AB and the 721st Air Mobility Operations Group.

Sergeant Crawford is the recipient of three Air Force Achievement Medals and three Air Force Commendation Medals.

Sergeant Crawford is married to the former Kimberly K. Hines, Technical Sergeant, United States Air Force. They have three daughters Kirsten, Amber and Shelby.

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**Master Sergeant Carlos O. Figueroa**

Master Sergeant Carlos O. Figueroa is an Evaluator, Airborne Communications and Electronics Specialist assigned to the 76th Airlift Squadron, Ramstein AB, Germany.

Sergeant Figueroa was born on 1 January 1968 in Bronx, NY. He graduated from Theodore Roosevelt Senior High in 1987 and enlisted in the Air Force.

Upon completion of basic military training at Lackland AFB, TX, Sergeant Figueroa began initial aircrew qualification training at Sheppard AFB, TX, where he graduated as an Honor Graduate. He then received technical training for the Airborne Communication career field at Keesler AFB, MS. In June 1988, Sergeant Figueroa was assigned to the 10th Airborne Command and Control Squadron at RAF Mildenhall, England. While assigned there, Sergeant Figueroa quickly upgraded to instructor status and was the only airman to hold this important position. In December 1991, he was reassigned to the 1850th Airborne Communications Squadron (1850 ACS) at Offutt AFB, NE. Upon deactivation of the 1850 ACS, he was reassigned to the 1st Airborne Command and Control Squadron at Offutt AFB. In September 1996, Sergeant Figueroa was reassigned to the 412th Flight Test Squadron (FLTS), Edwards AFB, CA. He instantly upgraded to the position of evaluator. He ultimately was STEP promoted to technical sergeant in December 1999.

He was reassigned September 2001 to the 76th Airlift Squadron, Ramstein AB, Germany, where he was the NCOIC, Airborne Communications and Electronics Specialist. He then upgraded on the C-20A aircraft and then the C-9A aircraft in minimum time and has also upgraded to the C-20H aircraft.

Sergeant Figueroa’s awards and decorations include the Air Force Aerial Achievement Medal with four Oak Leaf Clusters, Air Force Commendation Medal with one Oak Leaf Cluster and the Air Force Achievement Medal with four Oak Leaf Clusters. He has completed
his CCAF degree in Information Systems Technology and is currently attending the University of Maryland in Germany working towards his bachelor’s degree in computer studies.

**Captain Stephen J. Henske, Jr.**

Captain Stephen J. Henske, Jr. is the Logistics Flight Commander for the 33rd Flight Test Squadron, Air Mobility Warfare Center, Fort Dix, NJ.

Captain Henske was born on 24 March 1970 at Eglin AFB, FL. He attended Monsignor Farrell High School in Staten Island, NY and graduated from Villanova University, Villanova, PA in 1992 with a Bachelor’s in Mechanical Engineering. He received his commission from the Reserve Officer Training Corps at St. Joseph University, Philadelphia, PA. An Administrative Delay from the USAF allowed him to complete a Masters in Business Administration from St. Joseph before entering active duty.

Captain Henske entered active duty in June 1994, training as a Maintenance Officer at Sheppard AFB, TX. Upon graduation, he was assigned to the 552nd Air Control Wing, Tinker AFB, OK in October 1994. He was responsible for multiple levels of maintenance for ACC’s fleet of 28 E-3 AWACS and 3 EC/C-135 aircraft, and participated in Operations PROVIDE COMFORT, NORTHERN WATCH and SOUTHERN WATCH, as well as multiple RED FLAG exercises. He also led maintenance personnel supporting aircraft advance teams heading to Bosnia. He was awarded the 552nd Operations Group Lance P. Sijan Award and the 552nd Air Control Wing 1996 Maintainer of the Year Award. He was then assigned to the 621st Air Mobility Operations Group (AMOG), McGuire AFB, NJ.

While assigned to the 721st Air Mobility Squadron, 621st AMOG, Captain Henske was Officer in Charge of Readiness and Mobility. He cross-trained as a Transportation Officer and assumed the 721st Aerial Port Flight Commander position and became fully qualified as a Transportation Officer. Captain Henske was then named the Assistant Director of Operations for the 721st AMS. He was the first Transportation Officer to become a Tanker Airlift Control Element (TALCE) Commander. Captain Henske was then moved to the Group Staff where his duties included the complete reorganization of the personnel and equipment deployment process. He then stood-up the newly formed 621st AMOG Standardization and Evaluation Section. While in the AMOG, he participated in Operations PHOENIX SCORPION, DESERT FOX, JOINT GUARDIAN (Kosovo) and ENDURING FREEDOM.

Captain Henske arrived at the 33rd Flight Test Squadron, Air Mobility Warfare Center, in July 2002. He became the first-ever fully qualified AMC Logistics Test Director and was chosen as the 33rd FLTS CGO of the Year, 2002. He was then elevated to Logistics Flight Commander.

Captain Henske’s awards and decorations include the Air Force Achievement, Commendation and Meritorious Service Medals, as well as the Army Commendation Medal for his actions in Kandahar, Afghanistan with the 101st Airborne Division.

**Captain Tim Julian**

Captain Tim Julian is the Chief Executive Officer assigned to the 86th Operations Group, Ramstein Air Base, Germany.

Captain Julian graduated from Floydada High School, TX, in 1989 and was the president and salutatorian. He graduated from Texas Tech University in 1993 and was commissioned from the AFROTC program.

Captain Julian was a maintenance officer on KC-10s and B-52s for two years at Barksdale AFB, LA, and then was selected for Specialized Undergraduate Navigator Training, graduating in 1997.

Captain Julian was assigned to the 61st Airlift Squadron, Little Rock AFB, AR, and served as chief of training, executive officer and chief evaluator navigator. In 2001, he was reassigned to the 37th Airlift Squadron at Ramstein AB, Germany. He served as the navigator flight commander and was selected as the chief executive officer for the 86th Operations Group Commander. Captain Julian has participated in numerous military operations, including UPHOLD DEMOCRACY, JOINT FORGE/GUARDIAN, ALLIED FORCE, SHINING HOPE, SOUTHERN WATCH, ENDURING FREEDOM, and most recently in IRAQI FREEDOM.

Captain Julian’s awards and decorations include 463rd Airlift Group Training Officer of the Year for 1999, the 37 AS and 86 OG Company Grade Officer of the Year for 2002, the Air Medal, the Aerial Achievement Medal with one Oak Leaf Cluster, and the Air Force Commendation Medal with one Oak Leaf Cluster. He is an active member in the Airlift/Tanker Association and the National Down Syndrome Society.

Captain Julian is married to the former Heather Hivnor and they have one daughter, Kate, 2 years old.

**Captain Stan D. Lawrie**

Captain Stan D. Lawrie is a KC-135 Instructor Aircraft Commander assigned to the 6th Operations Group, 6th Air Mobility Wing, MacDill Air Force Base, FL.

Captain Lawrie was born 6 October 1971 in Indianapolis, Indiana. He attended Roncalli High School in Indianapolis. He was a Mars/Milkyway AAU All-American and two-time all-city, all-state running back in football, two-time all-city in baseball and three year varsity letter winner in wrestling. After graduating from high school, Captain Lawrie was selected to attend the United States Air Force Academy. He played in three post-season Liberty Bowls as a Falcon football player and was cadet flight commander for his squadron’s headquarters flight. He received a regular Air Force commission in June 1994.

Captain Lawrie began Intelligence Officer training at Goodfellow AFB, TX in October 1994. Upon graduation, he was assigned to HQ Air Force Materiel Command, Wright Patterson AFB, OH, where he worked as a foreign materiel acquisitions and exploitations officer. While assigned, he participated in the Dayton Proximity Peace Talks as a maps, charts and geodesy expert. His involvement led to a four-month tour as an intelligence watch officer at Aviano AB, Italy, in support of Operation JOINT ENDEAVOR.

Captain Lawrie was chosen to attend Joint Specialized Undergraduate Pilot Training at Vance AFB, OK. After receiving his wings and initial qualification training in the KC-135R, he was assigned to the 91st Air Refueling Squadron, MacDill AFB, FL. He has served as a standardization/evaluation co-pilot, wing scheduler, and operations group executive officer.

Captain Lawrie’s awards and decorations include the Air Force Commendation Medal and the Aerial Achievement Medal with four Oak Leaf Clusters.

Captain Lawrie is married to the former Karen Hobbs and they have three children, Blake, Wade, and Kathryn.

**Staff Sergeant William K. McQueen**

Staff Sergeant William K. McQueen is a Evaluator In-Flight Refueling Operator, KC-135 R/T assigned to the 909th Air Refueling Squadron, Kadena AB, Japan.

Sergeant McQueen was born on 9 October 1974 in Lockport, New York. He attended Medaille College in Buffalo, New York before entering the United States Air Force in 1993.

Sergeant McQueen attended the Initial Aircrew Undergraduate Course, Sheppard AFB, Texas followed by the Combat Survival Training Course and Water Survival Training Course at Fairchild AFB, WA. He attended the KC-135 Initial In-Flight Refueling Training Course at Altus AFB, OK in 1996. Sergeant McQueen was then assigned to the 349th Air Refueling Squadron, McConnell AFB, KS where he fine-tuned his boom operator skills by working in Scheduling, Training, and Standardization and Evaluation Flights. In 1999 he attended KC-135 Instructor Boom Operator Course at Altus AFB, OK. In March 2000, he arrived a Kadena...
Captain Erik M. Moratzka

Captain Erik M. Moratzka is a communications officer assigned to the 436th Communications Squadron, 436th Mission Support Group, 436th Airlift Wing, Dover AFB, DE.

Captain Moratzka was born on 5 June 1973 in Forest Lake, MN. After graduating from Forest Lake High School in 1991, Captain Moratzka enrolled at Rhodes College in Memphis, TN, where he graduated with a Bachelor of Arts in Religious Studies. While at Rhodes College he participated in ROTC and received his commission in the United States Air Force on 13 May 1995.

Upon his commission, Captain Moratzka was selected for a one-year tour as a “Gold Bar” recruiter, finishing #1 in his region for scholarship recipients. He was then assigned to Eielson AFB, AK, where he was a Section Commander and Executive Officer for the Support Group. Captain Moratzka was then chosen to be the Executive Officer for Operations Assignments Division, Air Force Personnel Center, Randolph AFB, TX. While at the AFPC he was instrumental in several key rated management conferences that paved the way for long-term health of critically manned rated career fields. After several years at AFPC, he accepted the opportunity to cross-train into communications. He completed Basic Communications Officers Training at Keesler AFB, MS, and finished #2 in this class. After Basic Communications Officer Training he was assigned to Dover AFB, DE, as the Mission Systems Flight Commander. Following a year of many landmark achievements, including the 2001 AMC Maintenance Effectiveness Award, he was chosen as the Information Systems Flight Commander, where he is currently serving.

Captain Moratzka’s awards and decorations include the Air Force Commendation Medal with one Oak Leaf Cluster, the 2002 CS CGO of the Year, the 2001 Lt. Gen Leo Marquez winner for Dover AFB, and the 2002 Communications and Information CGO winner for Dover AFB. Captain Moratzka is married to the former Kristin Noele McCleskey.

Senior Airman (Staff Select) Daniel L. Nicholas

Senior Airman Daniel L. Nicholas is a Security Forces Craftsman, assigned to the 92nd Security Forces Squadron as a Security Forces Trainer, Fairchild AFB, WA.

Airman Nicholas was born on 19 July 1978 in North Platte, NE. He attended Hershey Public High School and aggressively pursued and achieved goals through an array of school activities. He lettered in Football, Cross Country and actively participated outside school in Swimming, Taekwondo, and Weight Lifting Competitions.

Airman Nicholas enlisted in the United States Navy directly after graduating high school and completed the Law Enforcement Academy at Lackland AFB, TX. His first permanent duty station was NAS Naples, Italy where he performed as Kennel Support, providing training and care for seven detection dog teams. Upon completion of his tour Airman Nicholas received an honorable discharge from the United States Navy on 16 September 2000. On 1 March 2001 Airman Nicholas enlisted in the United States Air Force and reported to Fairchild AFB on 5 March 2001.

Airman Nicholas has performed duties as Security Forces entry controller, installation patrol, flight line patrol, and is currently performing duties as a Security Forces Trainer.

Airman Nicholas’s awards and decorations include Team Fairchild’s Airman of the Year 2002, 92d SFS Outstanding Staff Support Airman of the Year 2002, the Navy Unit Commendation, Navy Good Conduct Medal, Navy Overseas Ribbon, Navy Marksmanship Ribbon Rifle, and Navy Marksmanship Ribbon Pistol.

First Lieutenant William P. Triche

First Lieutenant William P. Triche is the Aircraft Maintenance Flight Commander assigned to the 725th Air Mobility Squadron, Naval Station Rota, Spain.

Lieutenant Triche was born on 16 March 1967 in New Orleans, LA. He graduated from Saint Amant High School in 1985. He has also earned a Bachelor of Science in Professional Aeronautics, Embry-Riddle Aeronautical University.

Lieutenant Triche enlisted in the Air Force on 2 August 1985. He served as a conventional and nuclear munitions maintenance technician from 1985 to 1991. He was reassigned to Incirlik AB, Republic of Turkey from 1991-94 and served as a Weapons Loader, Quality Assurance Evaluator, and 39th Wing Weapons NCO for the Air Forces stationed in Turkey. He was reassigned to Luke AFB, AZ from 1994-1999 where he was assigned to the 62 Fighter Squadron. He served there as backshop maintenance, NCOIC and flightline expediter. Lieutenant Triche was selected for a commission and graduated #1 out of his OTS class. He was then assigned to McConnell AFB, KS as a Sortie Generation Flight Commander. He was assigned 26 KC-135 air refueling tankers and 265 personnel. He deployed on many assignments in support of Operations ENDURING FREEDOM, PROVIDE COMFORT, JUST CAUSE, PROVIDE HOPE and RESTORE HOPE.

Lieutenant Triche’s awards and decorations include the Air Force Commendation Medal with three Oak Leaf Clusters, the Air Force Achievement Award, Joint Meritorious Unit Award, and the AF Outstanding Unit Award with three Oak Leaf Clusters.

Lieutenant Triche is married to the former Catherine Chaves. They have three daughters, Briana, Paulina, and Sophia.

“So nigh is Grandeur to our dust, so near is God to man, when Duty whispers low, ‘thou must,’ the youth replies, ‘I can.’”

— Ralph Waldo Emerson
PILOT

Major Alexander W. Walford

Major Alexander W. Walford, currently serving as the 37AS Readiness Flight Commander, Ramstein AB, Germany, is a C-130 AWADS Evaluator Pilot with over 2400 flight hours.

Maj. Walford entered the Air Force in May 1992, following his graduation from Texas A&M University in 1991 with a B.S. in Ocean Engineering.

Maj. Walford attended undergraduate pilot training at Del Rio, Texas, logging over 200 hours in the T-37 and T-38. Following graduation from pilot training he served as a B-2 Lead Flight Test Engineer from May 1992 to September 1996, conducted the first and most extensive radar cross section reduction testing and low observable testing on B-2 while logging over 400 hours in F-16B/D and T-38 chase aircraft.

After completing C-130 initial qualification at Little Rock AFB, AR, Maj. Walford was stationed at Dyess AFB from October 1996 to July 2001, during which time he participated in Operations JOINT ENDEAVOR, JOINT FORGE, JOINT GUARDIAN, SOUTHERN WATCH and CORONET OAK.

Enroute to his current assignment, Maj. Walford attended the US Air Force Weapons School in July 2001, where he was lauded Air Force wide for “Best Research Paper.” He is actively involved with DoD Schools, mentoring high school seniors and is a member of the Texas A&M Associates of Former Students, Ramstein Chapter. He has been involved with fund raising efforts to provide scholarships for deserving students.

Maj. Walford’s military decorations include the Air Medal, Aerial Achievement Medal, Air Force Achievement Medal, Commendation Medal and the Humanitarian Service Medal. He was named “Instructor Pilot of the Year 2001,” while stationed with the 39AS Dyess AFB, Texas.

Maj. Walford and his wife Kristie have two sons, Ryan and Grant.

NAVIGATOR

Captain Michael J. Sierco

Captain Michael J. Sierco, a C-130H Flight Commander/Instructor Navigator with the 50th Airlift Squadron at Little Rock AFB, Arkansas, is one of the few class away from dual Masters Degrees in Science, Aerospace Operations/Aerospace Management. Prior to his graduation from undergraduate Navigator Training in December 1999 he held positions as an ICBM Deputy Missile Combat Crew Commander (August 1994 - May 1995); an ICBM Deputy Flight Commander/Instructor (May 1995 - June 1996); an ICBM Missile Combat Crew Commander (June 1996 - February 1997); and an ICBM Assistant Flight Commander (February 1997 - February 1999).

Since graduating from Navigator Training he has served as a C-130H3 Navigator/Duty Officer (December 1999 - June 2000); a C-130H3 Navigator Scheduler (June 2000 - January 2001); a C-130H3 Assistant Flight Commander/Navigator (January 2001 - June 2001); a C-130H3 Flight Commander/Navigator; and a MC-130H Navigator.

Captain Sierco, a military history buff, pours over battle manuals – his “lessons learned” research was used to help with preparations for Afghanistan air drops during OPERATION ENDURING FREEDOM. He is active in his church and the community, volunteering for work with the Girl and Boy Scouts, the Arkansas Highway Patrol and the Salvation Army among others.

Captain Sierco’s military decorations include the AF Commendation Medal (2 OLC), the AF Outstanding Unit Award (4 OLC), the Combat Readiness Medal with (1 OLC), the National Defense Service Medal with (1 OLC), the Air Medal (2 OLC), and the Kosovo Campaign Medal.

FLIGHT ENGINEER

Technical Sergeant William D. Harris

Technical Sergeant William D. “Dave” Harris, a MC-130H Instructor Flight Engineer with the 15th SOS, Hurlburt Field, Florida, was born on 10 September 1966 in Fort Worth, Texas. He graduated from Boswell High School, also located in Fort Worth, Texas. A 1990 graduate of NCO Leadership School, his military education also includes 53 semester hours with the Community College of the Air Force and 42 semester hours with Embry Riddle Aeronautical University.

TSGT Harris first Air Force assignment was with the 4th Fighter Squadron (FS) at Hill AFB, Utah, where he worked A-10 maintenance. He continued in that capacity at his next assignments to the 91st FS at RAF Woodbridge, United Kingdom and the 358th FS at Davis-Monthan AFB, Arizona. After his selection for, and completion of, the MC-130E Flight Engineer training, TSgt Harris was assigned to the 61st Airlift Squadron at Little Rock AFB, Arkansas. There he rose to become the squadron’s Chief Instructor Flight Engineer. Following his completion of the MC-130H Combat Talon II Qualification Course, TSgt Harris was assigned to the 15th Special Operations Squadron at Hurlburt Field, Florida. He is a senior flight engineer with over 2200 flying hours.

TSgt Harris has flown in every major Air Force contingency since 1995. Serving as a CT II engineer on a high-risk exfiltration mission during OPERATION ENDURING FREEDOM he was credited with saving several lives by configuring the aircraft and dumping fuel, buying time for the pilot to find suitable terrain for a forced landing, and despite injuries to his head, hands and legs sustained during the incident he risked his own life by helping others egress the flaming wreckage.

Active in his community, TSgt. Harris has been a Habitat for Humanity volunteer since 1996, and is a stalwart supporter of the local little-league baseball program.
LOADMASTER

Technical Sergeant Daniel W. Downey

Technical Sergeant Daniel W. Downey is a C-130 Flight Evaluator Loadmaster with the 36th Airlift Squadron, Yokota, Japan. He was promoted to TSgt. under the Stripes for Exceptional Performers program and has completed over 42 hours toward a Community College of the Air Force degree.

TSgt. Downey is an experienced aviator and a first-class loadmaster with over 5,600 accident-free hours. He is considered a gifted instructor who continually demonstrates initiative, thoroughness and patience. He is Yokota’s highest qualified loadmaster and has mentored officers and enlisted personnel alike.

TSgt. Downey led the first-ever US/Indian Air Force airlift exercise, COPE INDIA, helping to improve the Air Force’s interoperability with the Indian Air Force. He received national press when he participated in a Christmas Drop with Col. (ret) Gail Halvorsen, the famous “Candy Bomber” of the Berlin Airlift.

TSgt. Downey has participated in support of OPERATION ENDURING FREEDOM and nine AMC channel missions, three PACOM exercises and innumerable training missions. He has been lauded for his support in the repatriation of he remains of 11 Vietnam MIAs and provided instrumental support to two United Nations repatriation missions to North Korea.

TSgt. Downey’s community involvement includes being his unit’s Combined Federal Campaign representative, Treasurer of the Airlift/Tanker Association’s Shogun Chapter, and a base open house volunteer. Intimately involved with orphan programs, TSgt. Downey has played Santa Claus for a Japanese orphanage, participated in a clothing drive for an Indian orphanage and has acted as a fundraiser for a Philippine orphanage.

TSgt. Downey’s awards and decorations include the Aerial Achievement Medal (1 OLC) and the Air Force Commendation Medal (2 OLC).

BOOM OPERATOR

Master Sergeant Luis M. Drummond

Master Sergeant Luis M. Drummond is the Inflight Refueling Operator Superintendent with the 9th Air Refueling Squadron, Travis AFB, California.

MSgt. Drummond enlisted in the USMCR in November of 1984 and was an honor graduate of the field radio operator’s course at Twenty Nine Palms MCAS, CA. After serving 2 years with the 4th Light Anti-Aircraft Battery, Fresno, California, he transferred to the USAF. After completion of basic military training he began technical training as a KC-135A inflight refueling operator and graduated with an outstanding performance evaluation. This was followed by an assignment to the 906 ARES Minot AFB ND, until 1987. From 1987-1989 he served with the 909th ARES at Kadena AB, Okinawa, where he earned numerous awards. Based on exceptional performance, MSgt Drummond was accepted in 1989 for training as a KC-10A in-flight refueling operator at March AFB CA. As part of the 1995 realignment, he was transferred to Travis AFB as part of the award-winning ADVON team entrusted with standing up a KC-10 squadron from scratch. While at CCTS he was instrumental in the development and implementation of the KC-10 initial student-training syllabus, which was recognized as an AMC benchmark program. He was also entrusted with the training of four Royal Dutch Air Force initial boom operators. He served as 60 OG/OGV Boom Operator for 2000-2001. During 2002, MSgt Drummond was selected for his current assignment as Chief Boom Operator for the 9th Air Refueling Squadron.

MSgt. Drummond holds a CCAF degree in Aircrew Operations, a Bachelors in Management of Technical Operations with a minor in Safety and a FAA Safety Certificate gained through Emory Riddle Aeronautical University. His military education also includes graduation from the NCO Preparatory School, the NCO Leadership School and the NCO Academy. In August 2003 we was selected to attend the USCG Chief Petty Officer Academy.

MSgt. Drummond’s awards and decorations include AMC RODEO Best KC-10 Wing, Squadron and Air Refueling Crew honors, the Meritorious Service Medal (1 OLC), Aerial Achievement Medal (6 OLC), Air Force Commendation Medal (1 OLC), Air Force Achievement Medal (1 OLC), and Air Force Outstanding Unit Award (6 Devices).

“Wars may be fought with weapons, but they are won by men. It is the spirit of the men who follow and of the man who leads that gains the victory.”

–General George S. Patton
Captain Paul E. Pendleton demonstrated extraordinary courage, strength, and determination as an MC-130H Combat Talon II Navigator supporting Operation ENDURING FREEDOM, the American-led war on terrorism.

On 21 February 2002, Capt Pendleton planned and flew a high-risk mission supporting Operation ANACONDA, the effort to rout the Taliban and al-Qaeda from Southeastern Afghanistan. His objective was to airdrop 9 Container Delivery System (CDS) bundles full of ammunition and rations to commandos in the vicinity of Tarin-Kowt Drop Zone (DZ). Capt Pendleton conducted detailed mission planning, including a review of the low-level route, terrain, and actions to be taken in the event of enemy engagement.

He then took off from his staging base, bound for the threat-laden skies over Afghanistan. Following an uneventful mid-level ingress, Capt Pendleton began directing the low-level portion of the mission and completing his airdrop checklists. Ten minutes prior to the objective area, three separate anti-aircraft artillery (AAA) sites fired upon Capt Pendleton’s aircraft. He demonstrated nerves of steel as he manipulated the aircraft’s sophisticated radar and infrared sensors to keep the aircraft clear of terrain as the crew avoided the deadly projectiles. Less than one minute from the DZ, AAA fire once again rocketed up at him. Capt Pendleton’s skill as a navigator was instrumental to saving the aircraft and crew as they continued toward the drop.

Despite being engaged from multiple directions, he directed the crew through a flawless airdrop of all 9 CDS bundles. He then began the “Completion of Drop” checklist as the aircraft cleared the DZ. Approximately one mile past the objective, Capt Pendleton’s crew saw red tracers streaking toward them. He instantly updated the pilots on the jagged terrain surrounding the drop zone, and they altered the escape heading to avoid the hail of bullets. Thanks to Capt Pendleton’s decisive reaction, the crew was able to narrowly avoid the threat and the mountains. As he navigated the aircraft through the next two turnpoints, the aircraft was engaged by AAA three more times. Given the total lack of moonlight, he used the aircraft sensors to deftly weave through jagged terrain to defeat each enemy attack.

Next, Capt Pendleton’s aircraft left the mountains and headed into flat terrain. Suddenly two AAA sites attacked him simultaneously; the tracers from the first turning from the benign red streaks of inaccurate fire to the deadly pinpoints that indicate the enemy had homed in. Despite enduring extreme “g” forces from the pilots’ aggressive “jinking” maneuvers, Capt Pendleton kept the aircraft clear of the ground and devised the most expeditious route out of the combat zone. He had just defeated the first site, its tracers falling away behind him, when the second site began accurately attacking the aircraft.

Capt Pendleton quickly found lower terrain to his left and advised the pilot to break in that direction to evade the barrage of hot lead. He continued to navigate the aircraft through the final portion of the low-level egress, evading three more enemy engagements before climbing to mid-level and returning to his staging base.

In all, Capt Pendleton’s airmanship was instrumental to the defeat of an astounding 11 separate AAA engagements, saving a 115 million-dollar aircraft and seven lives. At the same time, he affected the successful resupply of engaged special forces troops, hastening their pursuit of the Taliban and al-Qaeda. His courage under extreme enemy fire contributed immeasurably to the struggle to free the world from terrorism. For his courage, skill, and devotion to duty, Captain Paul Pendleton is deserving of the 2003 P. K. Carlton Award for Valor.

CAPTAIN PAUL E. PENDLETON
15th Special Operations Squadron/DOFN

Captain Paul Pendleton was born 18 Apr 1971 in Marion, Ohio. He attended Mt. Gilead High School in Mt. Gilead, Ohio, graduating in 1989. He then attended Purdue University before transferring to and graduating from The Ohio State University in 1994. After two years of civilian employment, Capt Pendleton entered the Air Force and graduated from OTS. He graduated from Undergraduate Navigator Training in Pensacola, Florida in August 1996. He was assigned to the 36th Airlift Squadron, Yokota, Japan as navigator and standardization/evaluation navigator in the C-130E. Following that assignment, he moved to the 15th Special Operations Squadron, Hurlburt Field, Florida. He is an instructor navigator with 1790 total flying hours, including 316 combat hours.

“…the battle, sir, is not to the strong alone, it is to the vigilant, the active, and brave.”
– Patrick Henry
“Carrying Freedom's Flag,” the theme for this year's A/TA Convention & Symposium, grew out of a desire to find a simple, straight-forward way of describing not only the everyday mission of America's Air Mobility forces – a multi-faceted mission that encompasses not only military objectives, but geo-political goals and humanitarian efforts as well – but also the pride with which that mission is accomplished.

The brave men and women who perform that mission proudly wear “Freedom's Flag” on their shoulders, and the aircraft they use to perform their taskings have “Freedom's Flag” emblazoned on their tails. Thousands of American's see these proud displays of “Freedom's Flag” at annual air shows held throughout the country, and millions of people world-wide see them when America’s mobility personnel come to their aid in times of need.

Punctuated with photos featuring “Freedom's Flag,” the following stories highlight the remarkable performance of the assets and personnel of America’s Air Mobility Team who provide responsive Global Reach for America...Every Day –
C-5 Galaxy

C-5 Team Achieves ‘23 in ‘03’

by Lanorris Askew
Warner Robins Air Logistics Center Public Affairs

Maintainers at Robins Air Force Base, Georgia, cut four months off individual C-5 Galaxy programmed depot maintenance times in fiscal 2003 which allowed them to deliver a center-record 23rd cargo giant back to the warfighter on 24 September.

The 23rd aircraft represented the most C-5s center workers have ever taken through PDM in a single year. World events pushed C-5 production goals here from 17 aircraft in fiscal 2002 to 23 in fiscal 2003.

During a ceremony celebrating the Warner Robins Air Logistics Center milestone, Maj. Gen. Don Wetekam, center commander, said his message to the C-5 program depot maintenance team was a simple one. “I’m proud of you,” he said. “I’ve been looking forward to this day for most of this fiscal year.”

As the final C-5 taxied to the runway for its trip home, a sea of C-5 workers sat to its left, clad in white T-shirts emblazoned with the slogan, “We Did It.” With a crowd of nearly 1,000 looking on, Wetekam said although making the promise to deliver the 23 C-5s in 2003 was his idea, making the commitment was the easy part.

“When we struggle, we all struggle,” he said. “When we fall short, we all fall short; but when we succeed, we all succeed.”

Calling this achievement a long-term success, Col. Ed Connolly, C-5 production chief, said what is being seen today is the dividend of hard work that has built up steam during the past several years.

“We got here because of the solid foundation laid by supervisors in the C-5, both today and in the past,” he said. “This is not a flash-in-the-pan success. We will continue to see an increase in the reduction of flow days, increase in customer support and cost-cutting.”

“In my 34 years in logistics command, I have never seen anything at this level,” said Jim Culpepper, maintenance director. Besides reaching the goal, Culpepper said that in the past seven months there have been zero defects reported on aircraft returned to the user.

Wetekam ended the ceremony by saying the efforts must continue.

C-9 Nightingale

C-9 Completes Last CONUS Mission

by 2nd Lt. Nicole Barnum
375th Airlift Wing Public Affairs

They prepared for the Monday, 18 August, mission, AirEvac 696, as they would for any other mission. The beginning began with the usual - pilot and medical crew briefings, weather briefing and flight planning at base ops. A routine similar to those that have taken place at Scott since 1968.

But this was not like any other mission.

Tail # 959 was embarking on the 375th Airlift Wing’s last scheduled C-9A Nightingale aeromedical evacuation flight. In fact, it was the last operational C-9 AE flight in the continental United States.

“Since its inception, the C-9A has been the ‘Cadillac’ of aeromedical evacuation,” said Lt. Col. Ron Langford, commander, 11th Airlift Squadron. “The last AE mission is a sad day for those of us who’ve flown or worked on the C-9. There is no more rewarding mission than helping your fellow soldier, sailor and airmen return home to family and friends after sacrificing so much for this country. In the AE business, we got to briefly brush paths with the true heroes of this nation.”

The final operational mission included one litter patient, several Army patients returning home from operations in Iraq and even some Space Available travelers. The aircraft flew first to Fort Campbell, Ky., then onto Alexandria International Airport in Louisiana, and off-loaded its last AE patient at Kelly Field Annex in San Antonio.

“The C-9 and aeromedical evacuation have been partners in care for 32 years. The very sight of the C-9 has been a constant symbol of hope, care and relief to servicemen at home and abroad in times of trouble and in times of peace. As that great partnership passes into history, its proud heritage will carry on,” said Col. David Doty, commander, 375th Aeromedical Evacuation Squadron.

“The Nightingale mission was the breeding ground for the aeromedical culture that stands today as the world wide leader of military medical ‘care in the air.’ AE is a mission, not an airframe, and so it will continue. But we will always owe a debt of gratitude to that proud bird, and the women and men that flew it, for their enduring legacy of sacrifice and excellence.”

As Tail #959 lifted off and headed back to Scott, the crew reflected on retirement of the aircraft they’d become so accustomed to.

“It was truly an honor to fly the last C-9 AE mission, said Maj. Jeff Davis, aircraft commander for this mission. “The C-9 has been the workhorse for aeromedical evacuation. From Vietnam to the Kosovo
Standing on the tarmac at Ramstein Air Base, Germany, Airman 1st Class Gentry Koepp salutes the last C-9 Nightingale aeromedical evacuation from Ramstein on 27 September. Koepp is a crew chief assigned to the 86th Aircraft Maintenance Squadron. The 75th Airlift Squadron crew flew the C-9A to Scott Air Force Base, Illinois, where it will be transferred to the Air Force Reserve. (U.S. Air Force photo by Master Sgt. Jon Hanson)

Crewmembers fold the American flag flown aboard a C-17 Globemaster III during the first Tri-Wall Aerial Delivery System mission over Afghanistan. The crew delivered humanitarian daily rations to Afghanistan. C-17s carried thousands of rations packed in TRIAD boxes. (U.S. Air Force photo)

C-17 Globemaster III
Team Altus Moves Stryker

by TSgt. Robert Burgess
97th AMW PA

With little time and a lot of effort, the 97th Air Mobility Wing completed a joint Air Force and U.S. Army three-day field training exercise May 2 - 4, a full 13 hours ahead of schedule.

Capt. Russel Frantz, medical crew director for the 375 AES, elaborated on the final mission.

“The next time you’ll see this aircraft will probably be in a museum. This has been the most rewarding job. It was the first plane I qualified on and it is truly the ‘Cadillac of air evac’ I’m going to miss it.”

Senior Master Sgt. Sam Dalton, medical technician for the 932 AES, has been doing AE for 28 years and says he’ll not only miss the C-9, but its role in AE missions.

“The most rewarding part of this job was carrying patients to safety, providing the medical care they needed on an airframe like the C-9. What I’ll miss most is the personal interaction with the patients. It’s unlike any other job in the world.”

Colonel Langford concluded, “The C-9 mission has been a total force effort from the beginning with crews consisting of active duty, Air Force Reserve Command, and on occasion, Air National Guard crews.”

The 97th Operations Group was tasked to shuttle the Army’s new armor personnel carrier “Stryker,” from Fort Sill Okla., located 60 miles from Altus AFB to Alexandria, La.

“We had 48 hours to plan for and launch the first mission, normally it takes about 30 days to plan for a mission like this,” said Lt. Col. Gene Carter, 58th Airlift Squadron commander and the deployed commander at Alexandria.

Notification came from the U.S. Transportation Command through Air Education and Training Command, Randolph AFB, Texas, the MAJCOM headquarters for our wing, said Colonel Carter.

“The U.S. Transportation Command normally doesn’t request aircraft from a training command, but with the high level of support to CENTCOM and the importance of this exercise to the Army, we needed help,” said Air Force Col. Curtis Ross, deputy director of operations at USTRANSCOM.

As the third C-17 sortie landed at Alexandria and offloaded the Stryker and support equipment, Colonel Carter said, “This airlift portion of the exercise is only one phase of the Army’s certification process to validate the Stryker’s Combat readiness as part of a congressionally directed evaluation.”

In simulating a real world deployment of the Army’s 3rd Brigade, 2nd Infantry Division (Stryker Brigade Combat Team), Fort Lewis, Wash., the 58th AS averaged one takeoff and landing per hour using engine running offload procedures at Alexandria to download 55 Strykers, 140 pieces of support vehicles and 667 passengers.

The drill started at 1 p.m., May 1 with the first C-17 launching from here, headed for Fort Sill and another at 3 p.m., said TSgt. Scott Haak, 58th AS loadmaster instructor and flight scheduler for the 97th Operations Support Squadron. “The two aircraft were used to review the off-loading procedures of the Stryker and to preposition loaded aircraft.”

Five C-17s and 11 aircrews flew 45 shuttles totaling 90 sorties and completed the exercise in 46 hours. “To ensure success, a sixth aircraft was flown to Fort Sill to act as a spare aircraft and another was standing by at Altus AFB,” said Lt.Col. Mike Gosnell, 58th AS director of operations and Fort Sill mission commander.

Twelve hours after the first aircraft touched down at Alexandria International Airport, formerly know as England AFB, Colonel Gosnell said, “We’ve already moved a million and half pounds in less than a day.”

Fort Sill’s rather short 5000-foot runway did not hinder C-17 operations as the aircraft moved maximum cargo loads. “Because of the short distances we’re flying, we’re able to refuel aircraft with enough fuel to land at an alternate location in case of bad weather or an emergency. We’re turning jets in about an hour and half,” said Colonel Gosnell.

Shortly before midnight on May 1, Lt. Col. Carter landed Reach 218 at Fort Sill from Altus AFB to fly the first sortie carrying three Strykers and 23 passengers to Alexandria, La.

Loadmaster TSgt. William Wittenbrink said, “Two duty loadmasters pre-loaded the Stryker and verified the loading procedures using the Boeing loading certification letter.”

The load weighs 113,000 pounds compared to average training load
of 30,000 pounds, said Sergeant Wittenbrink. “We usually run out of space before we ever meet our maximum weight.” The loadmaster has been with the C-17 since 1994 and has moved just about everything that will fit in a C-17.

Sergeant Wittenbrink said he has no difficulty loading the Stryker, explaining that the driver backs up in eight-wheel drive, switches to four-wheel drive after he clears the ramp, and sets the brake and then toggles a switch to lower it.

The most stable position for flying the Stryker is reached when it’s lowered to the bump position, said Fernando Munoz, General Dynamics project engineer, who was on board to observe the air transport. “It takes three minutes to lower it all the way to the bump stop, and the driver can drive off in any mode.”

On Sergeant Wittenbrink’s second shuttle into Alexandria, he off loaded three Strykers and 42 troops in 22 minutes, said Colonel Carter. “It’s phenomenal; we’re doing it faster and safer.”

Maj. Ken Olsen, overall mission commander, said, “The last aircraft was uploaded with 80,000 pounds of cargo in 18 minutes. Overall, it took only 42 minutes including a maintenance pretlight check and 50,000 pounds of fuel to launch the aircraft.”

Lieutenant Colonel Carter, who has commanded the 58th AS for just a few weeks, added, “I know about 60 percent of the members in my squadron from my five years of flying the line at Charleston. They all have 10 to 15 years experience, and when the chance to fly a real world mission came about they all pulled together to make it happen.”

For the crews flying these missions it brings them back to their roots, said Maj. Joe Wolfer aircraft commander and evaluator pilot, “Aircrews live for this and if you ask any pilot or loadmaster on this mission, they enjoyed the challenge and were proud to have participated in this historic exercise.”

“It’s not just the 58th AS that carried the tip of the spear to the battlefield, it’s a huge effort on the part of all Altus Warriors,” said Colonel Carter. “We had A-Team crew chiefs on every mission and ground maintenance support at Fort Sill.”

In his 20-year plus loadmaster career, MSGt. Robert Austin, superintendent of loadmasters and one of four duty-loadmasters at Fort Sill said, “It’s the single best movement exercise that I’ve ever been involved with or heard about.”

Sounding off in an Army-style Warrior call, Colonel Carter said, “That’s a big ‘Hoo-ah for Team Altus and the U.S. Army!”

### C-130 Hercules

#### C-130 Maintainers Finish Herculean Effort

by Tech. Sgt. James A. Rush
376th Air Expeditionary Wing Public Affairs

For two years, maintenance crews from Dyess Air Force Base, Texas, have kept the 317th Airlift Group’s C-130 Hercules aircraft flying over lands far removed from the Lone Star State.

The unit ended 24 consecutive months of deployment in late September and is headed home.

Hercules aircrews with the 777th Expeditionary Airlift Squadron and maintainers attached to the 376th Expeditionary Aircraft Maintenance Squadron deployed to Manas AB, Kyrgyz Republic, in January. Other locations remain classified, but the aircraft have been temporarily housed at up to three different deployed bases at once. It all adds up to a lot of flying for some old aircraft.

“All of our planes were built in 1973 and 1974. They’ve been flown hard into unimproved airfields that are rutted, dusty and covered with gravel,” said Capt. Gerald Gallegos, a maintenance officer. “It takes a lot of dedication and persistence by professional crew chiefs, specialists and back-shop personnel to keep these planes in the air.”

The types of missions flown add to the stress placed on aircraft also, according to the captain.

“Flying these planes into harm’s way is not anything like flying around the flagpole back home or moving cargo and passengers within the United States,” he said. “When these planes get opened up back at Dyess for their six-month home station check or 330-day inspection, we’re finding lots of cracks.”

Gallegos said the aircraft are flying three to four times more than they did before 9-11.

C-130s are small compared to the C-5 Galaxy, 757s and other jumbo jets that bring troops and cargo to Manas. Airfields in Afghanistan cannot support the bigger planes, so troops and cargo must be split into smaller loads and ferried down range in the Hercules.

Dyess aircraft have moved 11,521.6 short tons of cargo and 20,169 passengers while flying 9,514.2 hours during 3,873 sorties since arriving here in January. The 317th Airlift Group has 29 aircraft.

### C-141 Starlifter

#### McGuire Starlifters Thrive

by 1st Lt. Diane Weed
305th Air Mobility Wing Public Affairs

The 6th Airlift Squadron, at McGuire AFB, New Jersey, may be the last active-duty squadron in the Air Force still flying C-141B Starlifters; however, the aircraft is far from being retired.
though the squadron is being drawn down to make way for the C-17 Globemaster III, its operations tempo has been on the rise. The Iraqis are free and the KC-10s Extenders have returned home, and now the heavy lifting begins -- the Starlifter way.

“We’ve been getting smaller every day for the last five months, but, if anything, our operations tempo has been going up,” said Lt. Col. Eric Wydra, 6th AS commander. “We really are doing more with less.”

The KC-10s were used heavily as cargo haulers during the combat portion of the war, but since the reconstruction phase has begun, the C-141s have taken on a bigger role and are now flying a greater number of missions.

Officials at the Air Mobility Command’s Tanker/Airlift Control Center task about 85 percent of the available Starlifters here daily. This is approximately 20 percent higher than the current KC-10 tasking level, relative to the number of available aircraft here.

In fact, the Starlifters are the only McGuire aircraft going into Iraq right now. Their “Baghdad Express” lands at Baghdad International Airport almost daily.

“Baghdad Express” is the term given to the C-141 re-supply run from Ramstein Air Base, Germany, to Baghdad. Two McGuire aircraft, two active-duty aircrews and one Reserve crew from the 514th Air Mobility Wing are staged in Germany flying daily missions into either Baghdad or Kuwait, said Wydra.

“Our job is to re-supply the ground troops who’ve established a pretty big presence there,” said Master Sgt. Bill Marley, a C-141 flight engineer.

The “Baghdad Express” began on May 14 when an eight-person, active-duty crew took flight over European air toward the area of responsibility.

“It was an uneventful through Europe until we hit Turkish airspace,” said Lt. Col. Keith Michel, a C-141 pilot examiner. “At that point, all the rules changed. We no longer had normal air traffic control coverage of things like altitudes, airways, speeds or routes.”

They made their way along “parkways, avenues and highways” in the sky using the “see and avoid” navigation technique into Iraq.

Once there, they had to use their threat-avoidance arrival and departure procedures to do a tactical approach -- coming in at a high altitude and rapidly descending to the airfield – in order to avoid threats posed by surface-to-air missiles and anti-aircraft artillery.

“We had to watch out for generally happy Iraqis who sometimes shot random shots into the air, too,” said Marley, who was on that first trip into Iraq.

Cargo runs make up about 95 percent of the C-141s’ trips into Iraq, resulting in more than 1 million pounds of cargo getting to the troops who need it.

Other flights include medical evacuation missions. One mission carried a belly-full of wounded troops, including two seriously injured Army soldiers suffering from multiple shrapnel wounds caused by a rocket-propelled grenade.

“The whole idea of someone shooting someone else ... I’ve never seen that before. I’d never been that close,” said Capt. Josh Rice, 6th AS co-pilot.

While some 6th AS crews are helping save lives and support combat operations, others are maintaining their routine channel and re-supply missions or unique opportunities. These include a mission to Kazakhstan supporting the National Aeronautics and Space Administration, repatriation missions of WWII aviators’ remains, South American counterdrug missions, worldwide embassy support missions, presidential/vice presidential movement support, and Thunderbird aerial demonstration team-support missions.

“From where the sun rises to where the sun sets, we’re there,” said Tech. Sgt. Karl Eckberg, a loadmaster in the 6th AS.

“They’re flying twice as many flying hours now as they did this time last year, they’re doing it with fewer people and they’re doing it all with smiles on their faces,” said Wydra.

KC-10 Extender

Life ‘Booms’ for KC-10 Airmen

by Senior Airman Rachel Bush
380th Air Expeditionary Wing Public Affairs

At midnight in early September, Airman 1st Class Katherine Monke looked out over Afghanistan from her KC-10 Extender. She said one of the best things about her job was just sitting up in the cockpit.

“I think to myself, ‘I wonder what my friends back home are doing?’ Then I look down and realize I am flying over Baghdad or Afghanistan or one of the hundreds of other places I have flown over,” Monke said.

“I know this is something they will never get to experience, and this is something that I will never forget.”

Monke, the tanker’s boom operator, will usually refuel between one and four planes, but she stayed incredibly busy on this 12-hour mission Sept. 5, making 18 refuelings.

Monke chose to be a boom operator after her recruiter suggested she be a fler, since she had a great desire to travel and see the world.

“It is definitely a lot of fun. I am happy with my decision,” she said.

Monke has been in the Air Force for almost two years, with training taking up the better part of one of those years. This is her first deployment.

Four hours into the mission, Monke was called to her post to make the first boom connection. A-10 Thunderbolt IIs and F-16 Fighting Falcons were her customers that night.

“A-10s are the hardest to refuel because they fly so much slower than the KC-10. The KC-10 has to drastically slow down for them to catch up,” Monke said.

“Refueling an A-10 makes my job look a lot harder than it is. Really, I never have to work this hard to get someone connected,” she said as the A-10 pilot backed away for his fourth attempt at a connection.

Although the situation can be frustrating, Monke remained calm as the A-10 came in closer.
“She can do that. She can handle the most nerve-racking portion of her job with a lot of patience because she is damn good at her job,” said flight engineer Tech. Sgt. Mike Cox.

After the A-10 received its fill, Monke received a short break. At 1:25 a.m., she prepared to refuel two F-16s.

A little more than five hours later, after distributing more than 60,000 pounds of fuel, the biggest part of Monke’s job was finished. She was nearing the end of her 16-hour duty day, but still had to complete the paperwork that comes with the job.

With her paperwork completed, she was free to start studying her Career Development Course.

The best thing about her job, she said, are the people she works with.

“… Everyone I work with is phenomenal. They all have knowledge to share, and we learn from each other along the way,” she said.

Although her time in the Air Force has been short, Monke has already accomplished one of the biggest goals she had set for herself: Working on a KC-10. Before leaving for basic training, she had seen a KC-10 at an air show and set her sights on it.

“When you come in as a boom (operator) you are guaranteed to work on a KC-135, but you have to be asked to join the KC-10 team,” she said. “I told my dad, ‘That is the plane I want to work on.’ So, being asked to work on (it) is definitely my biggest accomplishment.”

**KC-135 Stratotanker**

**Ganci Air Base: Fairchild Airmen Support Global War on Terrorism**

by Tech. Sgt. Martie Capoeman
92nd Air Refueling Wing Public Affairs

Ganci Air Base, situated about 20 miles outside Bishkek, the capital of Kyrgyzstan, is located about 500 miles from Afghanistan.

Only 10 years ago, this area was part of the Soviet Union, but now it’s considered an American ally against the Global War on Terrorism.

Ganci is possibly one of the most well known deployed bases since being named in honor of Chief Peter Ganci, the New York City fire chief who died Sept. 11, 2001, in the collapse of the World Trade Center Towers.

“It’s a privilege to serve our country overseas specifically at a base named in honor of Chief Peter J. Ganci,” said 1st Lieutenant Tanya Smith, an executive officer for the 92nd Air Refueling Wing.

Lieutenant Smith is currently deployed to Ganci. She deployed as a Russian linguist. She said her duties include providing Russian language support to the 376th Air Expeditionary Wing staff. More specifically though, she serves as an honesty broker at meetings with local officials, helping to verify accurate translations, translating some documents and, at times, accompanying the commander or wing staff to functions downtown.

In addition, she also calls local offices to arrange appointments and provide Russian language support for on-base functions with local guests.

The 376th AEW mission is to provide tactical airlift, fighter support and air refueling, which includes KC-135R Stratotankers from the United States supporting Operation Enduring Freedom.

“Never would I have imagined that I would be launching combat missions from a former Soviet air force base,” said Master Sgt. Joe Veliz, 92nd Air Refueling Wing, currently deployed as the weapons safety manager, 376th Air Expeditionary Wing.

Sergeant Veliz is in charge of overseeing the weapons safety program at Ganci with the Coalition forces that fly aircraft combat missions, cargo re-supply and movement of U.S and Coalition personnel downrange for combat missions.

“We’re the main theater processing focal point for personnel who deploy downrange for contingency missions,” said Sergeant Veliz.

Although everyone in the military plays a part in the Global War on Terrorism serving closer to enemy territory can bring a new perspective.

“The most rewarding experience is serving with these young airmen, soldiers and Marines here at Ganci,” said Sergeant Veliz. “The youth of America have rose and stepped-up to the challenge. The fire that burns in them to secure the protection of American lives, for me it’s an honor to serve with them.”

Many Coalition forces have been deployed to Ganci along with the United States in support of OEF. France, Norway and Spain have finished their mission there and returned home. However, other European air forces from Italy, Denmark and the Netherlands join New Zealand and Korea in participating in the mission with U.S. forces.

“One of the great things about being deployed is experiencing another culture and meeting interesting people,” said Lieutenant Smith. “Kyrgyzstan is a beautiful country, from what I’ve seen near Bishkek; it has a colorful history and culture, with welcoming people.”

According to the Air Force Link OEF operational overview, throughout combat operations in Afghanistan, the Air Force has flown more than 48,000 airlift missions, and tankers have flown more than 17,050 refueling missions supporting aircraft from all services.
The Airlift/Tanker Association is a professional organization dedicated to providing a forum to ensure American military forces continue to have the air mobility capability required to implement U.S. national security strategy. International in scope, with members and Chapters throughout the world, the Association is strong and growing. Membership includes active duty, guard, reserve and retired military personnel, officers and enlisted, as well as civilian and industry supporters of the air mobility mission. Membership is open to all.

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- Conduct and sponsor speaking engagements, seminars, symposiums, conventions and public forums that advance air mobility and community relations...
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From Battlefields to Airfields – The Role of AMC Assessment Teams in Operation Iraqi Freedom

by Colonel Gregory P. Cook

Introduction
The United States Air Force has evolved into a truly expeditionary force, as evidenced by continuing operations in support of the Global War on Terrorism. In the time period since the terrorist attacks of September 11th, 2001, a number of Air Force forward operating bases were rapidly established around and inside combat zones, with Air Force units operating side by side with ground combat forces in austere, and often hostile, conditions. From Afghanistan to Iraq and throughout the United States Central Command (USCENTCOM) Area of Responsibility (AOR), these forward bases have proven crucial to allied victories in both Operation Enduring Freedom (OEF) and Operation Iraqi Freedom (OIF). The role of Air Mobility Command (AMC) has been central to these efforts, and the command has thus been given primary responsibility for establishing expeditionary air bases to support these types of operations in the future. As a result, new operational concepts and missions are being developed to meet this requirement, building on existing air mobility capabilities while incorporating the many lessons learned along the way.

At the root of AMC’s new role is the realization that substantial airlift is required to establish forward operating locations or to enable the rapid introduction of combat forces and support capabilities deep into hostile or denied territory, especially in landlocked countries like Afghanistan. The most significant uncertainties and challenges faced by Air Force units revolved around the need to bridge the gap between airfield seizure forces and airbase opening forces, essentially to transform what had been a “battlefield” into an airfield. Yet Joint doctrine and operating procedures had not been fully developed to achieve these objectives, and thus the Air Force experienced some difficulties opening airfields in Afghanistan as a result. Ground force commanders had different priorities and perceptions than their Air Force counterparts, and it took longer than expected to ensure a safe operating environment for air mobility aircraft both in the air and on the ground before airlift operations could commence. What was missing from these base openings was the influence of an airman on the initial activities at the new airfield. Ground commanders often do not share an airman’s sensitivity to the characteristics of mobility aircraft that make them highly vulnerable – larger, slower and less maneuverable than fighter aircraft, with predictable tactics for arrivals and departures.

Initially, the concept of a Global Mobility Task Force (GMTF) was developed to address these shortcomings and to prescribe the types of capabilities needed and the order in which they would be introduced to realize base opening objectives. The first and most critical requirement was the ability to rapidly assess the physical characteristics of a captured airfield and the surrounding operational environment to determine its capability to safely and effectively support air operations. To address this need, AMC worked with its two Air Mobility Operations Groups (AMOGs) at McGuire and Travis Air Force Bases to create four new, rapidly deployable, airfield assessment teams. These teams were to be manned, equipped and trained to work alongside seizure forces to assess and shape the operational environment of an airfield, initiate airlift operations and then lead the airbase opening process until follow-on forces and leadership arrive on scene. As the likelihood of war in Iraq increased, concept development turned quickly into real-world deployment and execution of the assessment team mission. Their successful employment during Operation Iraqi Freedom became history in the making, and ushered in a new era in air mobility and USAF operations.

Assessment Team Concept of Operations
The objective of the assessment team is to conduct rapid airfield assessment and basic preparations for follow-on forces. To accomplish their mission, a small, highly mobile, self-sufficient team would rapidly deploy and insert with any Department of Defense ground combat or airfield seizure force. The assessment team would survey the airfield, assess the operational environment, and then report their findings directly back to pre-identified decision makers via secure communications. This report would be the basis for development and sequencing of follow-on forces required to execute the base opening.

The teams were to organize as a deployable package that is light, lean, quick to deploy and employ, and easy to sustain, re-deploy, and reconstitute. For AMC, the teams would provide the command with a senior officer’s “eyes on,” first-person assessment of the operational environment. In a Joint force operating scenario, they would coordinate AMC and USAF needs and requirements with ground force commanders. In combat conditions, they would bridge the gap between airfield seizure and base opening forces, reduce the time for the start of airlift operations, initiate airfield opening actions and receive initial deploying forces.

Assessment Focus Areas
Initially, the assessment teams would gather data about the airfield, including runway, taxiway and ramp dimensions and conditions. They would also document obstacles that could interfere with aircraft operations, evaluate pavements for their strength, weight-bearing capacity and expected longevity, and identify types and conditions of airfield lighting and markings. They would analyze airfield operations facilities that could provide air traffic control, communications, and weather capabilities, and determine the availability of transportation, logistics, and base support assets. Finally, they would review security and force protection requirements, conduct threat assessments, and determine the friendly order of battle and its capability to respond to threats.

What do We Call Them?
Not surprisingly, what to call the teams became a point of significant discussion and confusion, as the name changed with virtually every new draft CONOPS or briefing. First they were called a Base Assessment Team or BAT, then a Contingency Base Assessment Team or C-BAT. Next came the Global Mobility Task Force Assessment Team (GMTF AT), which was shortened to Global Mobility Assessment Team (GMAT). The name that finally stuck, as the result of common usage, was Global Assessment Team, or GAT. The one common denominator in all these descriptors was that they were an Assessment Team (AT), and so the team commanders simply used that term when discussing their mission. At one point during the war, a media report probably coined the most descriptive term, that of a Global Airfield Assessment Team (GAAT), which truly captured the essence of their mission. They are globally oriented and capable, their mission is airfield assessment, and they are a small, specialized team of experts.

Assessment Team Makeup
AMC determined that the assessment team commander must be a rated colonel with extensive air mobility expertise. His role was to act as the primary point of contact for theater and command decision makers and serve as the principal liaison between his team and the ground and/or host nation forces. Since the assessment team commander was expected to be the senior Air Force officer on the scene, he would have much greater influence,
acting as the “airman in charge of the airfield” until an Air Expeditionary Group (AEG) or Wing commander arrived to take long-term command of the operation.

Primary team members also included a field grade operations officer who would lead the physical survey and deal with air operations issues, a Security Forces specialist who would work with ground forces to implement airfield security procedures and coordinate Joint force protection measures, and communications specialists responsible for establishing and maintaining all communications. An airfield management specialist and civil engineer were also required to survey and assess airfield capabilities, including the dimensions and weight bearing capacities of runways, taxiways and aircraft parking areas, and to evaluate facilities and supporting infrastructure. Their duties also included battle damage assessment and the identification of physical hazards and obstructions to aircraft operations, including unexploded ordinance. Finally, the team commanders retained the option to add augmentees as required to support the mission, with the potential to include specialties such as intelligence, logistics or finance and contracting, among others.

**Teams Identified, Equipped and Trained**

In the fall of 2002, the commanders and deputy commanders of the AMOGs were selected to develop and lead four assessment teams. They were Colonels Rick Martin and Pete Gray from the 615th AMOG at Travis AFB, and Colonels Greg Cook and A. Ray Myers from the 621st AMOG at McGuire AFB. Since the AMOGs already possessed extensive experience in surveying and establishing forward air mobility operating locations, it was clear to AMC planners that the AMOGs were the units most capable of completing this new mission. They already possessed AMC airfield survey teams, and for many years, their Tanker Airlift Control Elements (TALCEs) had already operated successfully in austere, sometimes hostile, environments throughout the world. TALCEs had recently written a new chapter in AMC operations in Afghanistan, providing direct support to ground combat operations and enabling AMC missions under challenging conditions, including under cover of darkness through the use of night vision goggles. Most importantly, AMOG units were highly mobile and equipped to operate completely independent of other units, with their own communications, tent shelters and other equipment items necessary to sustain their operations.

With potential combat operations looming in Iraq, everyone felt a great sense of urgency in fielding this new capability as quickly as possible. The first challenge for AMC and the four commanders was how to properly train and equip the assessment teams to conduct their mission. Assessment team members needed to be familiar in the tactics, techniques, and procedures of the supporting ground force combat maneuver units, including the Army, Marines and Special Operations Forces (SOF). Air Mobility Liaison Officers and Army Ground Liaison Officers assigned to the AMOGs were tasked to provide this training. AMC then equipped the teams with a new satellite communications system capable of providing dependable, secure and non-secure, data and voice communications. Team members were outfitted with personal tactical and force protection gear that mirrored the ground forces they were expected to operate with, including night vision goggles and night capable weapons. Small tactical vehicles were purchased to enable greater airfield mobility and allow the teams to be transported via helicopter when required. Chemical warfare equipment was purchased to enable greater airfield mobility and allow the teams to be night vision goggles and night capable weapons. Small tactical vehicles were purchased to enable greater airfield mobility and allow the teams to be transported via helicopter when required. Chemical warfare equipment was purchased to enable greater airfield mobility and allow the teams to be operated completely independent of other units, with their own communications, tent shelters and other equipment items necessary to sustain their operations.

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**Preparations for War**

With war plans for operations in and around Iraq being refined, AMC assigned the four assessment teams areas of responsibility and identified the key ground combat units that they were expected to operate alongside. Colonel Martin’s team was given the Northern sector of Iraq and was expected to stage from Turkey to work with the 173rd Airborne Brigade, while Colonel Myer’s team was assigned the Southern sector, where he was aligned with the Army’s V Corp combat units. Colonel Cook’s team was aligned with SOF units, with anticipated operations in Western Iraq, and Colonel Gray’s team was to be held in reserve while they continued to develop and exercise the assessment team concept of operations. Since these assessment teams were a new and unknown capability, AMC and the commanders made a concerted effort to contact their associated units to develop working relationships with their combat planners and staffs, and to explain to them assessment team roles and capabilities. This effort was to pay great dividends during subsequent combat operations in Iraq.

Now immersed into contingency planning, the teams gathered imagery and information on potential operating airfields in their areas of responsibility, recognizing that data on airfields in Iraq was dated or unreliable. All quickly realized that the Iraqis had deliberately sabotaged most useable runways by obstructing them with discarded military vehicles and piles of rocks, dirt and other materials. No one knew what lay beneath, although there was some speculation that the obstructions might also be booby-trapped with conventional or chemical weapons.

Command and control relationships were also defined, with the Director of Mobility Forces (DIRMOBFOR) in the CENTCOM Combined Air Operations Center holding responsibility for identifying assessment team requirements and operating locations, then coordinating their tasking through AMC’s Tanker Airlift Control Center at Scott AFB. AMC’s Crisis Action Team would also be monitoring assessment team operations to provide reach-back information and support from the command. This was possible only because of the teams’ secure, dependable long-range communications capability. The stage was now set for the GATs to be put into action.

**February – March 2003:**

**The GATS Deploy Forward**

GAT Myers was the first to leave home station, departing McGuire AFB in early February 2003 bound for their staging location in Kuwait. Upon arrival, they began final coordination and preparation for forward movement with Army forces into Southeastern Iraq. In the meantime, they also surveyed the newly constructed Udairi Army Airfield in the Kuwait desert. GAT Martin deployed to Italy in March to join up with the 173rd Airborne Brigade, survey Italian airfields and discuss war plans for an Iraqi Northern front. When Turkey refused to support these plans, and the strategy in the North changed, GAT Martin moved to Qatar to prepare for operations in other sectors. GAT Cook also deployed forward in early March to the Egyptian air base at Cairo West, where the team spent ten days and helped establish a USAF tanker Air Expeditionary Group operation. They then moved to another forward operating location much closer to Iraq, where they planned and coordinated their anticipated missions in Iraq with SOF forces. When the war began on March 19th, the GATs were postured and ready for their mission.

**The GATS Go To War**

**March 22-31:**

**GAT Myers Opens Tallil Air Base**

The first airfield expected to be captured was Tallil in Southeastern Iraq, and there was a comprehensive plan in place to revive air operations at the field that had been coordinated between air and ground combat planners throughout the AOR. GAT Myers played a significant role in those plans. As the 3rd Infantry Division (3ID) fought its way towards Tallil, the GAT was not far behind. Traveling via Army ground convoy, GAT Myers entered Iraq on March 22, and arrived in Tallil on March 23 just hours after 3ID had captured the field. In the ensuing days, the team completed its survey of the field despite ongoing combat operations in the vicinity, coordinated security and force protection issues, and helped clear the blocked runways of obstructions. Finally, they endured the “mother of all dust storms” that slowed the opening of the field for two days. The first C-130 landed on March 27, carrying with it lead TALCE elements from the 621 AMOG. The air base was officially open, and its capability to support air operations grew dramatically with each passing day. A-10 aircraft were operating from the
field by March 29, providing close air support for U.S. ground forces as they approached Baghdad and attacking Iraqi forces throughout the area. With full-up mobility and combat air operations underway and an AEG commander now in charge of the airfield, GAT Myers returned to Kuwait on March 31 to prepare for their next mission.

March 29 – April 15:
**GAT Martin Gets “In the Dirt” at Bushmaster**

In the meantime, GAT Martin was tasked to help the Army build and certify a C-130 capable dirt airstrip codenamed “Bushmaster” near An Najaf, Iraq at the height of combat operations. Flying first into Talil via C-130, they traveled via ground convoy on March 29 to the Bushmaster construction site. For the next two weeks, they were deeply involved with the Army Corps of Engineers in the technical details of establishing a forward operating base literally “out of the dirt” to support combat operations. Contending with dust, wild dogs and camels, the team overcame many obstacles to enable the effort. The only C-130 dirt runway established during the war, Bushmaster played an important role in supporting the Army’s V Corp operations in Southern Iraq. With their mission complete and the need for Bushmaster diminishing as the war progressed, GAT Martin finally departed on April 15.

March 31 – April 2 and April 5-16:
**GAT Cook Opens the “Wild, Wild West”**

GAT Cook first entered Iraq on March 31, moving forward from their staging base to assess an isolated airstrip in the Western desert which SOF forces had seized and begun operating from. Lacking any significant infrastructure except for a well-constructed runway, taxiways and parking ramp, Cook’s team determined that the airfield could be used to support extensive air operations, although everything required to do so would have to be flown in. It was a classic bare base scenario in the making. After returning to their staging base, the GAT was called back on April 5 to fully open the base. Assisted by a 621 AMOG TALCE who arrived shortly after, the base quickly became a major air mobility operations hub in Western Iraq. Their operations enabled the movement of heavy ground combat forces to the region, sustained SOF operations in the area, and supported USAF search and rescue operations from the airfield. The base also served as a hot refueling stop for A-10s conducting attack operations. The GAT remained there until they received their next tasking on April 16.

April 10 – 30:
**GAT Myers Establishes Mobility Hub at Baghdad International**

On April 4, 3ID seized Saddam International Airport, which was promptly renamed Baghdad International Airport and turned into a major focal point for continuing combat actions in and around the capital city. The airport had fallen into disrepair and the preferred landing runways on the military side had been cratered by U.S. bombing attacks in the preceding days. Yet it was clear that Baghdad would have to be reopened quickly to support the continuing war campaign and the reconstruction efforts that were sure to follow. Thus GAT Myers was called in to begin that effort, and they were inserted on April 10 in a C-130 that landed on a makeshift runway established on an undamaged taxiway under blacked out conditions. After the GAT completed their initial assessment and basic preparations for follow-on forces, AMC aircraft began to land within two days, with a 621 AMOG TALCE the first to arrive to establish AMC support operations. From that point, the flow of aircraft grew continuously as the airport became the major air mobility hub in Central Iraq. The opening of the commercial runway on April 23 further increased its importance and signaled that the airport was well on its way to full recovery. The flow of major commanders and distinguished visitors to Baghdad was one of the challenges the team successfully contended with during their tenure there. With major airfields now operating in Southern, Western and Central Iraq, attention now turned to the front in Northern Iraq.

April 16 - 28:
**GAT Cook Opens a Northern Hub in Kirkuk**

On April 15, GAT Cook was directed to head north to establish another USAF operations hub in the city of Kirkuk. They departed the next day via C-130 for Bashur, where the 86th Contingency Response Group from Ramstein Air Base in Germany had established a forward operating base to support the 173rd Airborne Brigade’s operations in the area. Together, they had seized and established Bashur in the largest airdrop operation since World War II, which was further enabled by follow-on airland operations. The 173rd had just moved the bulk of its force to Kirkuk, however – where they had taken and occupied the military air base on the edge of the city. But its supply lines from Bashur were badly strained, and a request was put in to USCENTCOM to shift sustainment operations for the unit to Kirkuk. The Joint Forces Air Component Commander for USCENTCOM also wanted to establish an A-10 forward operating base there, so the GAT was charged with opening the airfield. Moving by MH-53 to Kirkuk on April 17th, the team found itself in a chaotic, uncertain operational environment. While the airfield survey was easily accomplished and the undamaged airport ready to receive aircraft, the security assessment was infinitely more difficult. Armed clashes between Iraqi factions within the city, coupled with looting, fires and explosions just outside the airfield perimeter, were cause for concern about the safety of arriving aircraft. The GAT worked closely with the 173rd to mitigate these concerns, and the first fixed wing aircraft, a C-17, arrived on April 19th with a TALCE from the 615th AMOG on board. Within days, the airport had been transformed into a fully functional air base, with hundreds of airmen working to build a long-term capability at the field. By the time they departed on April 28, a new Air Expeditionary Group had been established at Kirkuk.

**Summary**

For the assessment teams, every situation they encountered was unique, and there was no single formula for success. During the course of their operations, the assessment teams fulfilled multiple roles, many times because they were the only personnel capable of performing the task at hand. In addition to their assessment duties, they became de facto AMC liaisons in the field with Joint force commanders and acted as interim USAF command elements. As such, they provided base engineering leadership, directed airfield operations, coordinated airbase defense and force protection requirements, and served as the airbase communications center. They not only provided air mobility leadership and expertise, they also worked on the ramp to load and unload aircraft, coordinate cargo and passenger handling needs, and perform other mission essential tasks. Flexibility and adaptability were the keys to their success. They learned that under combat conditions, even established airfields will likely be severely degraded or inoperative, thus bare base operations must be assumed in planning. Night low light conditions and the use of night vision goggles for operations are also now the norm in the interest of force protection.

In the end, the assessment teams played a pivotal role in Operation Iraqi Freedom. They performed airfield assessments at seven Iraqi airfields, opening up four for full-scale air operations and one for limited C-130 operations. From Talil and Bushmaster to Baghdad, Kirkuk and the Western desert, these airfields were used to sustain and conduct combat operations that contributed to a quick allied victory. The teams turned a concept into reality at the height of combat operations, overcoming a multitude of challenges through innovation, ingenuity, and outright leadership. They validated the underlying precepts of the emerging Global Mobility CONOPS, demonstrating that airfields can be assessed and open in minimum time under even the most challenging of operational environments. In so doing, their successful employment during Operation Iraqi Freedom became history in the making, and ushered in a new era in air mobility and USAF operations.

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Colonel Gregory P. Cook is the commander of the 621st Air Mobility Operations Group at McGuire AFB, New Jersey. He is a Life Member of the Airlift/Tanker Association, serves as its Public Affairs Coordinator and is a frequent contributor to Airlift/Tanker Quarterly.
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DTS is a powerful entity with an extraordinary track record for outstanding customer satisfaction. DTS core capabilities include: Aviation Services, Base Operations, and Range Technical Services.

EADS CASA

EADS CASA (CASA Aircraft USA, Inc.) in Chantilly, VA, is the subsidiary of Construcciones Aeronauticas headquartered in Madrid, Spain. CASA merged with the German and French aerospace groups DASA et Aerospatiale Matra respectively to form EADS, the European Aeronautic Defense and Space corporation. EADS CASA (USA) will support the marketing and sales operation for Military Transport Aircraft business unit in North America. Its product line includes the C-212, CN-235, C-295, A400M and military derivatives developed from the Airbus aircraft family.

Engineered Support Systems, Inc.

Engineered Support Systems, Inc. engineers and manufactures a wide range of military support equipment and electronics for various branches of the US military and commercial customers. Our products include aircraft load management equipment, communications systems, power generation and conditioning equipment, petroleum and water logistics systems, NBC defense systems, environmental control systems, refrigeration plants and air handling units, electronics equipment, military trailers, airborne radar systems, automatic test equipment, reconnaissance/surveillance/target acquisition systems, and on-line logistics, maintenance and spares ordering.

Federated Software Group

The Federated Software Group, Inc. (FSG) is a premier software developer. Formed in 1992 by four engineers, the company has grown to a team of over 100 dedicated software professionals. FSG is a prime contractor. We take on entire software engineering projects from beginning to end delivering a total solution to our customers. We are in this position because our customers trust our ability to build their most critical systems on time, on budget and on track with their requirements. FSG specializes in Command and Control, Collaborative and Innovative Transportation Scheduling solutions.

CSC Computer Sciences Corporation

Engineered Support Systems, Inc.

Evans & Sutherland Computer Corporation

Evans & Sutherland provides complete solutions and services to satisfy a broad range of training requirements and budgets. Long known for excellence in visual system technology and image quality, E&S continues to offer the industry’s most complete line of visual systems products available anywhere. In addition to database modeling tools and display systems, E&S visual systems include an array of image generators built around industry-standard hardware and software platforms. E&S visual systems are an integral part of full simulators, which incorporate other components such as cockpits or vehicle cabs and motion bases.

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DynCorp

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Evans & Sutherland Computer Corporation

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CSC Computer Sciences Corporation

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Federated Software Group
FedEx Express

FedEx Express is the world’s largest express transportation company. Leveraging its unmatched air route authorities and extensive air/ground infrastructure, FedEx Express connects markets, within just 1 to 2 business days, which comprise a large portion of the world’s economic activity. The FedEx Express global transportation network provides rapid, reliable, time-definite delivery of documents, packages and freight shipments worldwide.

Today, FedEx Express and its 144,000 employees handle about 3.0 million packages and documents every night. FedEx aircraft, which comprise the world’s largest all-cargo fleet, have a combined lift capacity of more than 26.5 million pounds daily. In a 24-hour period, FedEx planes travel nearly one-half million miles. FedEx couriers log 2.5 million miles a day, the equivalent of 100 trips around the earth.

FedEx is one of the world’s great success stories. In the past 30 years, the company that revolutionized the delivery of packages and information has grown into a diverse family of companies - a FedEx that’s bigger, stronger, better than ever. Visit FedEx at www.fedex.com.

FlightSafety International

FlightSafety International is a simulator-based training company whose contributions to aviation began with its founding in 1951. The company’s special emphasis is on developing proficiency in the safe and effective operation of complex, potentially hazardous equipment. This normally means training pilots and maintenance technicians for all types of aircraft. FlightSafety’s FAA-certified training revolves around the use of advanced simulators that replicate with certified accuracy the experience of flying. FlightSafety’s aircraft simulators are designed and built by its Simulator Systems Division near Tulsa. Company training encompasses all facets of aviation - commercial, corporate, private and military. Included in its military programs, FlightSafety operates and maintains the C-5, C-141 and KC-135 Aircraf Training Systems (ATSs) and the Joint STARS Flight Crew Training System (J-FTS) for the United States Air Force. The company is developing and deploying the Joint Primary Aircrew Training System (JPATS) ground based system for the USAF and the Navy. Since its founding, the company has always championed that: “The best safety device in any aircraft is a well-trained crewmember.”

FMC Airport Systems

FMC Airport Systems is a unit of FMC Technologies, Inc. FMC Airport Systems designs, manufactures, and markets cargo loaders, deicers, passenger boarding bridges, automated guided vehicle systems and other aviation ground support systems and services worldwide. It is composed of: Airport Systems, Military Programs, Jetway Systems, Airport Services, Airline Equipment Europe and Automated Systems. Having business centers worldwide has allowed FMC Airport Systems to grow into what industry experts are calling “the leading supplier of ground support equipment in the world.” FMC Airport Systems is currently supplying the USAF with the MB-2 Aircraft Tow Tractor and the Halvorsen Loader which is the USAF selection to fill the Next Generation Small Loader requirement.

GE Aircraft Engines

GE Aircraft Engines and CFM International (a joint company of General Electric Company, U.S.A. and Snecma, France) are the leading suppliers of new engines for Air Mobility Command aircraft. From the venerable TF39 for the C-5A/B, to the commercially popular CF6-80C2 for the C-5 Modernization, GE continues its commitment to a successful C-5 fleet. F103 (CF6) engines, which provided outstanding reliability on KC-10 aircraft during Operation Desert Storm, also powers Air Force One. Now entering its second decade of operation, the CFM56 offers added range, increased fuel offload, and low noise and emission levels to KC-135R refueling missions, while enhancing its reputation as the most reliable engine in the USAF inventory.

Gulfstream

Gulfstream, a General Dynamics company, is the pre-eminent manufacturer of business jets for corporations and governments worldwide. Gulfstreams are flown by all U.S. military services and several federal agencies as well as by 34 international governments. The USAF’s Presidential Wing, the 89th AW at Andrews, is a flagship operator of Gulfstream aircraft with its fleet of C-20 and C-37 aircraft.

The ultra-long range Gulfstream V introduced in 1997, is now in service as the C-37A with the US Air Force, Army, Navy, and Coast Guard. The latest derivative of the GV, the G550, has more recently been selected as an airborne platform for signals intelligence, high altitude research, maritime patrol, and airborne early warning missions. These new programs build on Gulfstream’s many decades of military and civil special missions experience.

Hamilton Sundstrand

Hamilton Sundstrand has supplied equipment for airlift/tanker aircraft since the C-133 more than 40 years ago. Today, we design and produce systems for electric power generation; auxiliary, secondary and emergency power; actuation; environmental control; engine controls, and fluid pumping. As an example Hamilton Sundstrand provides the C-17 Globemaster III’s electric power generation system, emergency ram air turbine, main fuel and lube and scavenging pumps, main engine fuel control, and the compressor for the onboard inert gas generation system. Hamilton Sundstrand, headquartered in Windsor Locks, CT, a division of United Technologies Corp, is an international market leader in the design, manufacture and sale of a variety of proprietary, technology-based components and subsystems for aerospace and industrial markets, with 1999 sales of over $3 billion.
Kellstrom Defense Aerospace Inc.

Kellstrom Defense Aerospace Inc. is a “heavyweight pro” when it comes to support of Lockheed C-130/L-100 “Hercules” aircraft, with over thirty years serving both military and commercial operators worldwide. Kellstrom owns the copyrights to the only successfully in stalled and flown C-130 Short Pod APU Upgrade, which is licensed by Lockheed Martin. Kellstrom is the exclusive distributor for Conformal Aircraft Seats for Oregon Aero, Inc and stocks both C-130 and KC-135 Seats. Kellstrom is a “stocking distributor” for many major OEMs and carries in excess of 40,000 line items of C-130/L-100 material. Kellstrom also operates an FAA repair station (#LJ4R338M), which is approved by Lockheed, to service and overhaul for than 2,000 C-130 components. Kellstrom now has added F-16 support to its product line for both spare parts and repair services.

Honeywell International, Defense Avionics Systems

Honeywell Defense Avionics Systems designs, manufactures, markets and supports control, display and test systems for military aircraft and surface vehicles for the U.S. Department of Defense and its prime contractors. It provides similar systems for allied nations under licensed export agreements. Honeywell is a U.S. $24 billion diversified technology and manufacturing leader, serving customers worldwide with aerospace products and services; control technologies for buildings, homes and industry; automotive products; specialty chemicals; fibers; plastics; and electronic and advanced materials. Honeywell employs approximately 115,000 people in 95 countries and is traded on the New York Stock exchange under the symbol HON, as well as on the London, Chicago and Pacific stock exchanges. It is one of the 30 stocks that make up the Dow Jones Industrial Average and is also a component of the Standard & Poor’s 500 Index. Additional information on the company is available on the Internet at www.honeywell.com.

IDT/Metric Systems

IDT/Metric Systems is the original design and manufacturing authority for the Type IV and Type V Aerial Delivery and Cargo Transport Platforms. In addition IDT/Metric Systems designs and builds inventories of specialized platforms, pallets and transportation devices for military shelters, generators, electronic equipment, airborne surveillance cameras and air bearing pallets for the Trident missile. IDT/Metric Systems is an acknowledged leader in providing specialized on-board cargo handling systems for various types of military aircraft, including the CH-47 Chinook Helicopters and KC-135 aircraft. We also provide essential logistic support and training for all air and ground crew personnel in the use of the IDT/Metric Products. IDT/Metric’s modern electronic/mechanical manufacturing facility (ISO 9001), also produces a diverse line of high-tech military training systems as well as sophisticated DOD products, including major components of the MK-41 Shipboard Vertical Missile Launching System. Call us, we’d like to assist you in your next large program.

L-3 Communications, Integrated Systems

L-3 Communications Integrated Systems (L3/IS) is a world class systems designer and integrator of architectures for new and operational aircraft. The breadth of systems design and integration experience includes complete modernization of flight and mission avionics, electronic warfare suites, defensive avionics suites in the areas of intelligence, reconnaissance, surveillance, and C3I. Current airlift/tanker programs include the C-130/C-141 autopilot replacement program which provided for the integration and installation of an interchangeable autopilot and ground collision avoidance system. The C-141 also received new active matrix liquid crystal displays (four 8”x10”), GPSENS, and TCAS. Integration and installation of the ALQ-172 low band jamming system on the AC-130H has been completed. L3/IS is working GATM modifications on the KC-135s as well as PDM and mission upgrades for special user C-130 aircraft. Overflow depot work for Warner Robins on C-141s has recently been completed.

Lockheed Martin Aeronautics Company

Lockheed Martin Aeronautics Company is the direct descendant of the original aircraft companies begun by Glenn Martin in 1911 and Allan and Malcom Loughead (later changed to Lockheed) in 1913. With headquarters in Fort Worth, Texas, and major facilities in Marietta, Georgia, and Palmdale, California, Lockheed Martin Aeronautics Company is unrivaled in the aerospace world, with expertise in advanced aircraft design and production, modification and support, stealth technology, and systems integration. Current programs include development or production of the F-22 Raptor, C-130 Hercules, F-16 Fighting Falcon, Joint Strike Fighter, Japan F-3, Korea T/A-50, C-27J, and unmanned surveillance vehicles. The company produced and is responsible for technical support and upgrade modification of the F-16, F-117 Nighthawk, C-130, C-5, U-2, S-3/ES-3A, P-3/EP-3, SR-71 “Blackbird”, C-141, and other Lockheed Martin aircraft.

Northrop Grumman – Electronic Systems

Based in Baltimore, Northrop Grumman’s Electronic Systems, is a world leader in the design, development and manufacture of defense electronics and systems including airborne radar systems, navigation systems, electronic warfare systems, precision weapons, airspace management systems, air defense systems, communications systems, space systems, marine systems, oceanic and naval systems, logistics systems and automation and information systems.
Raytheon EW Operations

Raytheon Company’s EW Operation is a leading defense electronics technology supplier with a Worldwide reputation for the development and production of highly capable, highly reliable electronic Defense systems. Located in Goleta, California, Raytheon’s EW Operation has been an operating unit for over four decades. Their predominant experience and expertise is in developing and producing electronic countermeasures to protect U.S. and allied aircraft and ships against enemy attack. Ongoing programs include: the ALE-50 and derivative towed decoy systems; the ALQ-184 self-protection jamming pod, for both the U.S. and Taiwanese Air Forces; the ALQ-187 internal jamming system; the ALR-67(V)3 radar warning receiver; the SLQ-32 shipboard defense system; PAWS 2 Missile Warning System; and Directed Infrared Countermeasures Prototype. Goleta’s extensive line of defense Technology products has played a significant role in the ongoing pursuit of peace and the defense of Military troops worldwide.

SAIC – An Employee Owned Company

SAIC is the nation’s largest employee-owned research and engineering company, providing information technology, systems integration and eSolutions to commercial and government customers. SAIC engineers and scientists work to solve complex technical problems in national and homeland security, energy, the environment, space telecommunications, health care and transportation. With annual revenues of $6.1 billion, SAIC and its subsidiaries, including Telcordia Technologies, have more than 40,000 employees at offices in more than 150 cities worldwide. More information about SAIC can be found on the Internet at www.saic.com

Parker Hannifin Corporation

Parker Aerospace, of the Parker Hannifin Corporation, designs, manufactures and services hydraulic, pneumatic and fuel components, systems and related electronic controls for aircraft and high-technology markets. Based in Irvine, California, its product line includes flight controls, utility hydraulics, fuel measurement and management systems, air turbine starters and valves, heat exchangers and fuel injection nozzles.

Phantom Products, Inc.

NVG secure, color accurate lighting for cockpit, cargo and tocs. Our “Phantom Warrior” flashlights are standard issue for many military components and have been tested and approved by SOCOM. Phantom’s bellabeams are part of the DZ/LZ/PZ lighting kits for marking zones and require minimal resupply and maintenance. We have rugged solid state lights for all applications and missions and all of our lights are currently deployed with our nation’s troops. We only sell to U.S. military. www.phantomwarrior.com.

Pratt & Whitney / Military Engines

Pratt & Whitney is a world leader in the design, development, manufacture and support of gas turbine engines for military, commercial, industrial and space applications. Four F117 engines power the Boeing C-17 Globemaster III, the U.S. Air Force’s premier airlifter. The F117 is a derivative of the PW2000 commercial airline engine that powers the Boeing 757 aircraft. The PW4000, proven through 16 years of commercial airline service, is an efficient, maintainable power choice for Boeing 767 tanker applications. And Pratt’s experience in military engine fleet management is unmatched. Flexible, custom-tailored material and engine management programs help customers keep focused on the mission - flying - while Pratt & Whitney takes care of the engines.

Rolls-Royce North America

Rolls-Royce provides engines to power commercial, business and military aircraft. These engines are operated by most U.S. major airlines, more than 100 U.S. corporations and the U.S. Government. Rolls-Royce is a major supplier to the military services, especially to the airlift community. In support of the company’s manufacturing efforts, and extensive vendor network throughout the U.S. provides parts and support services. To ensure close coordination between Rolls-Royce and U.S. aircraft manufacturers, Rolls-Royce maintains offices at Boeing, Gulfstream, and Lockheed, as well as major U.S. military bases. The Rolls-Royce team provides engines for all the U.S. military services, including fighters, transports, trainers and helicopters. Rolls-Royce is also actively involved with the development of the V-22 and the Joint Strike Fighter.

Rockwell Collins, Inc.

Rockwell Collins Government Systems is a world class supplier of defense electronics products and systems, including communications, navigation and integrated systems for airborne, ground and shipboard applications. Customers include the U.S. Department of Defense, foreign militaries, government agencies and manufacturers of military aircraft and helicopters. The company is a leader in providing open systems architecture and commercial-off-the-shelf technology solutions offering the growth and flexibility needed to address emerging GATM requirements. Communication and navigation solutions meeting these mandates include Collins Flight2 products and systems, GPS receivers, data links, flight management systems, communications systems and aviation electronics systems. Additionally, Rockwell Collins acquired K Systems, Inc., parent company of Kaiser Aerospace and Electronics, strengthening Rockwell Collins’ offerings to military display customers. This diverse product portfolio and the company’s integration experience makes Rockwell Collins best qualified to deliver high-quality, low risk defense electronics. Contact Rockwell Collins at 319-295-4777 or visit the website at www.rockwellcollins.com.

Rockwell Collins, Inc.
Sierra Research

Sierra Research is an ISO 9001-2000 certified manufacturer and integrator of electronic products and systems. Since 1968, Sierra has provided Stationkeeping Equipment (SKE) to the USAF and allied air forces, first in the C-130 aircraft followed by the C-141 and C-17. A newer version, the AN/APN 243A SKE Follow-On (SFO), will fully support AMC’s requirement to meet the US Army’s Strategic Brigade Airdrop Mission (SBA). The 243A features a robust, covert wide band data link to increase range, number of participants, and other multiple use features, while retaining compatibility with 800 fielded systems. The wide band data link technology has been flight tested at Sierra and is currently being demonstrated to the US Army for use on helos and UAVs.

Smiths Aerospace

Smiths Aerospace is the leading transatlantic aerospace equipment company, with half its 12,000 staff and $2 billion revenues in North America. The Company holds key positions in the supply chains of all major military and civil aircraft and engine manufacturers and are world-leaders in electronic systems, detection and protection systems, actuation systems and precision components.

SPEC – Systems & Processes Engineering Corporation

SPEC (Systems & Processes Engineering Corp.) produces innovative global wireless solutions for asset tracking, monitoring, and management. We create the building blocks for automatic data collection and automatic identification technology. Our product line includes wireless communications, remote cargo/passenger monitoring/tracking systems, biological and chemical sensors, and solid state recording devices. Current Air Force/AMC programs include Falcon Gateway (worldwide C2 messaging and tracking), the Infomaster RTV flyaway kit and the Deployed Asset Visibility System (DAVES) (ITV for austere locations), and the Universal Handheld RFID Reader (used in conjunction with the Infomaster and DAVES to collect Cargo and PAX data). The Falcon Gateway solution is the commercial off-the-shelf communication technology (utilizing multiple transmission media) providing the Air Force with position information, ITV, and e-mail capabilities for its fleet of world-wide deployed airlift and tanker assets.

“Never tell people how to do things.
Tell them what to do and they will surprise you with their ingenuity.”
–General George S. Patton

Standard Aero

Standard Aero, a member of Dunlop Standard Aerospace Group, is one of the world’s largest independent small gas turbine engine and accessories, repair and overhaul company. Standard Aero services engines used on corporate/business aircraft, commercial airliners, helicopters, government and military aircraft

Legacy of Excellence – Standard Aero has grown into one of the fastest growing aerospace maintenance and servicing companies worldwide. Over the years, the organization's strength has been built on its unsurpassed legacy of excellence in customer service, cutting-edge innovation, and unfailing commitment to quality.

Customer Support Worldwide – Employing over 2400 people, Standard Aero operates in facilities, and has sales and services centers strategically located in Canada, United States, Mexico, the Netherlands, the United Kingdom, Australia and Pacific Rim. Having earned a reputation for excellence through years of superior performance and customer satisfaction, the company has grown its customer base that now spans over 75 countries.

Turbine Engines and Accessories Serviced – Standard Aero has world-class facilities to provide repair and overhaul services:
• Pratt & Whitney Canada PW100 and PT6A turboprop engines.
• Rolls-Royce Model 250, T56/501D, AE3007 and AE2100 engines.
• General Electric CF34® Authorized Service Provider.
• Honeywell GTCP 36 and 85 Series APUs.
• Hamilton-Sundstrand 54H60 propellers used on C130 Hercules/Orion P3/CP140 Aurora.

For more information, please visit our website: www.standardaero.com.

Telephonics Corporation

Telephonics is an integrated information and communication systems company serving customers worldwide. The company designs and manufactures airborne and ground based telecommunications and communications management systems, maritime surveillance radar, military IFF, air traffic control systems, and ICSs for military and commercial applications. Based on Long Island, New York, Telephonics’s communication products include secure intercoms, digital and analog communication management systems and communications systems integration. These products are incorporated onto DoD platforms such as; C-17, Joint STARS, Air Force One, P-3C, F/A-18 E/F, over 20 helicopters and the Space Shuttle.
Volga Dnepr – Unique Air Cargo, Inc.

Volga-Dnepr Airlines is the world’s leading commercial carrier of outsized, oversized, and super heavy cargo. It operates the world’s largest fleet of AN-124’s, possessing 10 stage 3 compliant AN-124 freighters, 3 IL-76TD’s, and 3 YAK 40’s passenger airplanes. Since its founding in 1990, Volga has supported military operations from nations in Europe, Asia, Africa, Middle East and North and South America, as well as United Nations peacekeeping and relief operations. Volga-Dnepr Airlines is very involved with commercial sales in the United States supporting the satellite and missile industry and the oil and gas exploration industry through clients such as Lockheed Martin, The Boeing Company, and Loral. As the only airline certified by the DoD to operate the AN-124, Volga-Dnepr has been very involved in support of America’s Global War on Terror providing to date nearly fifty sorties supporting the U.S. military moving everything from Patriot missile batteries and helicopters, to the complete equipment movement of the Turkish military Kabul, Afghanistan in support of the International Stabilization Force for Afghanistan. Volga-Dnepr Airlines has a proven track record of reliable and timely delivery of cargo to all corners of the world.

Vought Aircraft Industries Inc.

Largest independent aerostructures subcontractor in U.S. Designs, fabricates, assembles and installs systems for major complex aerostructures for prime aircraft contractors. Product lines include fuselage, empennage, nacelle, flight control surfaces, doors and wings for both commercial and military aircraft. Provides in-house structures and systems test labs, certification support, product support and maintenance, repair and overhaul (MRO) for products. Offers 2 FAA-certified repair stations for nacelles and doors. Continuously producing aircraft products since 1917.

Wel-Fab, Inc., Collapsible Container Division

The Wel-Fab Inc. Collapsible Cargo and Liquid Storage containers are lightweight 6061-T6 aluminum shipping crates with patented hinge arrangements that fold into themselves when empty. The cargo containers feature integral forklift runners, latch systems for stacking and securing to an aircraft shipping pallet and rain tight storage. The Liquid Storage containers feature an integral-skid baseframe that holds a polyethylene liner bag suitable for potable water storage. Other features of liquid container include non-corroding plastic valves, fittings and lid latches. All containers can be ordered in a variety of sizes and colors featuring internal shelf systems and access doors.

World Airways, Inc.

World Airways is a worldwide charter airline specializing in both passenger and cargo ACMI and full service charter operations. The Company is the largest provider of passenger transportation for the Air Mobility Command. World Airways has an enviable record of safety, reliability and customer service spanning more than 55 years. The Company currently has a mixed fleet of MD-11s and DC-10s in both passenger and freighter configurations. World Airways prides itself in providing customized transportation services for major international passenger and cargo carriers, international leisure tour operators, freight forwarders, professional and collegiate sports teams and the United States military. Recognized for its modern aircraft, flexibility and ability to provide superior service, World Airways meets the needs of businesses and governments around the globe. For more information, visit the Company’s website at www.worldair.com.
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