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# Table of Contents

Association Business	
2005 A/TA Board of Officers & Convention Staff	2
Chairman's Comments.	4
President's Message	5
Secretary's Notes	5
Association Round-Up	6-8
Where in World Are They? (Lost Member List)	
Chapter Contacts	
Association Contacts	68
Features	
A Salute to the Founding Members of the Airlift/Tanker Associati	ion 10-11
A Message from General Handy	
A Message from General Kelly	15
Cover Story	
Air Mobility: Lifeline of Freedom and Hope	
	16.24
Meeting the Challenge	16-24
Associa IATHA IATHAGA	44.57
Angels With Wings	44-37
"Operation Babylift –Homeward Bound" A Story of Generosity, Graditude and the Circle of Life	
by Collin Bakse, editor A/TQ	
2005 A/TA Hall of Fame Inductee	
Airlift/Tanker Hall of Fame	28-29
2005 A/TA Young Leader Award Winners	30-33
2005 A/TA General Robert E. "Dutch" Huyser Award Winners	36-37
2005 A/TA Colonel Gail S. Halvorsen Award Winner	38
2005 A/TA Specialized Mission Award Winner	41
2005 A/TA General P. K. Carlton Award for Valor Winner	42
A Salute to A/TA Corporate Members	59-67
Alphabetical List of Advertisers	
AAR Mobility Systems	3
Armor Holdings Aerospace & Defense Group	
Bell Helicopter Textron, IncBack Co	
Boeing Company, The	
Bose Corporation	
EADS North America (Northrup Grumman)	
FlightSafety International	
FMC Technologies	
Lockheed Martin Corporation	
MTC Technologies	
Northrup-Grumman - Electronic Systems	
Parker Aerospace	

Pratt & Whitney......14

SSAI .......13 





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A/TQ Editor Mr. Collin R. Bakse

## **Awesome Mother Nature**

In today's vernacular "awesome" is used in place of words like great, magnificent, outstanding, etc., but its original meaning is closer to "fear mixed with dread." The year 2005 has shown that, when used in connection with Mother Nature, awesome, unfortunately, is much more akin to its original meaning.

The year started with the world facing the aftermath of one of history's most terrible humanitarian disasters, the tsunami in the Indian Ocean, which spread its fearsome, dreadful waves outward, destroying nearly everything in their wake. From late spring and throughout the summer, wildfires raged throughout the American west causing more widespread destruction. Then, at the end of August, Mother Nature, in the guise of Hurricane Katrina, visited her fury on the Gulf Coast region of the American south, causing devastation in an area of nearly 90,000 square miles. Awesome indeed.

While all of these events underscore the dangerous and deadly effects that can be wrought by the power of Mother Nature, they also have another thing in common – the awesome, in this case meaning great, magnificent and outstanding, response of America's air mobility forces. Without hesitation, the men and women of the world's most highly trained and resourceful humanitarian team, brought the world's most impressive array of air mobility assets to bear, extending a lifeline of hope to the millions of people who needed assistance.

The hope they, or rather *you*, brought, in the form of food, water, medicine, shelter and the equipment needed to help rescue survivors, aid the injured, fight the fires, clear the debris, and start the long, arduous task of rebuilding the infrastructure needed to sustain on-going efforts, was, in many cases, the difference between life and death.

Amazingly, you did all this while simultaneously extending a lifeline of freedom to people a world away in Afghanistan and Iraq.

As an American, I thank you for your service to our country. As a veteran, I thank you for your selfless sacrifices in the effort to make the world a better, safer place. As a person, I thank you for your service to humanity. Whenever and wherever a challenge requiring the response of air mobility is raised, you stand-up and meet it – you are truly awesome – in the best sense of the word. God bless you all, and God Bless the United States of America.

Respectfully, Collin Bakse, editor

# Chairman's Community



Gen Ronald R. Fogleman USAF, Ret

As I write this, Miss Jane and I have just returned from the change of command ceremony held at Scott AFB for TRANSCOM and Air Mobility Command. The Secretary of Defense served as the host for the event and the Chairman of the Joint Chiefs of Staff joined him as the presiding official for the TRANSCOM ceremony. They were joined by the Chief of Staff of the Air Force who presided at the AMC change of command and General Handy's retirement ceremony.

As each of the officials rose to speak, their remarks were focused on how critical TRANSCOM and AMC are to the execution of the National Security Strategy and what an important role air mobility plays in meeting the challenges posed by supporting a global war on terror and being at the forefront of providing humanitarian relief to fellow Americans devastated by a natural disaster of historic proportions.

It was very gratifying to see that the senior leadership knows and appreciates what our air mobility troops do.

Secretary Rumsfeld praised the accomplishments of the air mobility forces as well as the leadership of General Handy. He reminded the audience that during the past several years the mobility forces have moved more people and material than at anytime in our history.

General Myers commented on how the mobility troops make the near impossible seem easy. He related a conversation with the President in which the Chairman was explaining "...you can be proud of the role you have played in advancing the cause of freedom and democracy and in easing the suffering of your fellow Americans, as well as others around the globe."

how difficult it was going to be to execute the first rotation of troops in and out of Iraq in 2004. According to General Myers the President stopped him and said he had seen first hand how the transporters had met the challenges in the past and had full confidence they would meet this challenge. As history recorded, he was right.

General Moseley recognized General Handy's thirty-nine years of outstanding active service and spoke of how important the air mobility forces had been in the execution of the air and land missions during Enduring Freedom and Iraqi Freedom. As the Air Component Commander in the CENTCOM theatre of operations, he had observed first hand the incredible feats of the tanker and airlift crews. In recognition of his high regard for the mobility forces he has made a commitment to come to Nashville and deliver the keynote address for our convention on one of his first trips outside of Washington after becoming the Chief.

As we gather for our convention this year you can be proud of the role you have played in advancing the cause of freedom and democracy and in easing the suffering of your fellow Americans, as well as others around the globe. I look forward to seeing and mingling with this assemblage of magnificent Americans providing the lifeline for freedom and hope to the World.

Welcome to Nashville and your convention. This year we plan to honor those who have gone before and recognize you who continue to serve.

It is the right thing to do!

Air Mobility:

27-JO October 2005

# President's



CMSgt Mark A. Smith USAF, Ret

Hooah air mobility warriors! Welcome to the 37th Annual Airlift/ Tanker Association Convention and Symposium in Nashville, Tennessee!

Our theme this year is "Air Mobility: Lifeline of Freedom and Hope." There is no better example of our professionalism, expertise, and dedication to meeting all air mobility challenges than our response to Hurricane Katrina after the storm roared through the gulf coast and damaged our homeland. In the aftermath of Hurricane Katrina, Air Mobility Wings transported thousands of military support personnel and civilian emergency response team members in support of relief operations.

As of early September, Air Mobility Command transported over 4000 short tons of emergency equipment and supplies, 10,000-

plus passengers, and more than 2,500 patients. Your response was quite amazing! You accomplished this stateside humanitarian and rescue mission while continuing to fight the war on terror, both at home and overseas. We are extremely proud of your sacrifices and efforts. You continue to meet the challenge from the active-duty, guard, and reserve air mobility forces to a defense industry team that continues to produce superior equipment!

It is always wonderful to see old friends and make new ones as our air mobility warriors takeover the Opryland Hotel (and the rest of Nashville, TN). Our symposium agenda is one of the best ever. You will be forced to make some tough choices as you decide which sessions to attend. We are thrilled to honor our 2005 Hall of Fame Recipient, Major General (Ret) Jim Baginski. General "Bagger" has dedicated over 50 years of service to the air mobility mission. Thanks Bagger - you continue to meet the challenge!

We are proud to recognize the Founding Members of our Association at our convention this year - Major General Jim "Bagger" Baginski, Colonel Bill Bailey, Colonel Ken Chatfield, Colonel Bob Ellington, Lieutenant Colonel Hank Van Gieson, Brigadier General Mal Hooker, Colonel Jimmy Maturo, General Bill Moore, Jr., Major General Tom Sadler, and Mr. CW Scott. The heritage of the Airlift/Tanker Association began when members of the 834th Air Division held their first reunion in Las Vegas, Nevada in the summer of 1969. The purpose of this first gathering was to maintain the bonds of brotherhood and camaraderie developed among these men during combat operations in Vietnam.

Through the efforts of these Founding Members, the Airlift/Tanker Association grew into a national organization dedicated to ensuring that American military forces maintain essential air mobility superiority to implement U.S. national security policy around the globe. Thanks to these men for meeting the challenge to establish a cohesive group and for your continued support to this great organization!

I would also like to congratulate our 2005 A/TA Award recipients and families of our General Huyser, General Carlton, Colonel Halvorsen, Young Leadership, Specialized Mission, and President's Awards. We are proud of you and your accomplishments and look forward to recognizing your achievements at the convention.

In closing, many air mobility forces remain deployed serving our country. Our prayers and support are with you always. God bless you all!



Cabin Report...Secure!

## Secretary's Notes

As you read this great edition of the A/TQ, you are in one of two categories: you are either here in Nashville with Judy and me or you wish you had been. (And that has nothing to

do with us – it's just that this year's convention will once again peg the professional value and fun meters.)

I'll use the rest of this precious space to say thank you to the many volunteers that make this convention happen. Follow me on this little Col Barry M Creighton



USAF, Ret

You have arrived in Nashville and have found a place to stay. (You may be in the Opryland or in one of the satellite hotels. In all probability, your particular hotel assignment was arbitrated by volunteers who tried their best to be fair and equitable in allocating very scarce resources).

You stopped by the Registration Booth and checked in. (You were greeted and serviced by one of many volunteers - many of whom will give up their chance to participate in convention activities so that they can serve others).

Whoops, forgot something and need to return to your satellite hotel? (Bus transportation is there for you – arranged by *volunteers*.)

You will attend many seminars and major addresses – arguably one of the best professional enrichment programs anywhere. (A program created, designed, deconflicted, and executed by volunteers).

You will enjoy the opportunity to see what technologies are on the horizon in the Exhibit Hall. (The hall layout, allocation of space, coordination with industry representatives is all accomplished by volunteers).

You will munch on some great food and slurp down a few libations of choice. (What, when, where, and how much – all arranged by volunteers).

A few brave souls will do battle at the CRUD tables, many more will watch. (The tournament is planned and executed by volunteers).

Together we will honor many of our own for their accomplishments. (As our pride swells with them, remember that the entire awards program, from nomination, to selection, to memento design and procurement, to the actual presentation event is the product of volunteers).

And as you turn the page of this magazine, you should know that each and every word was checked and reviewed by a volunteer).

What is it about A/TA that gives it the distinct personality? Certainly one aspect must be the level of volunteerism. So, as you run across these volunteers - "Thank" them. If you're not one of them - become one. I guarantee you that you will get out more than you put in.

# Association

## **Capital Chapter**

## **Luncheon with Lt Gen McNabb** By Maj Joe Wolfer

The Capital Chapter of the A/TA had the pleasure of hearing the perspective from the Air Mobility Commander nominee, Lieutenant General Duncan McNabb. An audience of over 65 members attended the 6 July luncheon in the Pentagon Executive Dining Room. Lt Gen McNabb discussed several important mobility issues from his perspective as the Director of Logistics (J-4), the Joint Staff. Some of these topics included:

 Mobility Capability Study (MCS)/ Quadrennial Defense Review (QDR) - Lt Gen McNabb provided an update on these two critical studies. The MCS, as opposed to previous mobility studies, was capability vs. platform focused. It did not get into specific programs, but did provide insights for upcoming decisions. The formal analysis has now been completed and the results are being fed into the QDR process. The QDR is broken down into six Integrated Process Teams (IPTs) that are examining defenserelated issues across a wide spectrum. One of these IPTs has a specific deliverable of how to implement MCS insights - to include the potential procurement of additional C-17s beyond 180. Gen McNabb expects the QDR to make mobility recommendations later this fall in time to be reflected in the FY07

Presidential Budget. The formal QDR report is due in early 2006.

- Precision Re-Supply In an era of precision strike and precision surveillance capability, the ability to resupply with precision is a natural extension of the warfighter's expectations. This is especially true in a Joint arena or environment. Our warfighting customers will soon demand their resupply in such a manner. Gen McNabb thinks this is a capability the mobility world should explore with high interest.
- National Mobility Fund This initiative, first studied several years ago, would entail the creation of new recapitalization fund. Much like a similarly existing sealift account, this fund could be used for procurement of mobility assets. Although still in the concept stage, this initiative may offer an opportunity for the Air Force to enter multiyear procurement (MYP)-type options for future mobility platforms.
- Intra-Theater Airlift There has not been a comprehensive requirements study for intra-theater logistics. As a follow-on to the MCS, Lt Gen McNabb has directed his staff to do a comprehensive evaluation of intra-theater lift requirements. The initiative is in its early stages, but is expected to finish late 2006.
- Future Tankers The tanker replacement program, regardless of which aircraft is eventually selected, will have a huge impact

on the mobility forces of the future. We are currently struggling with the several important questions. Should we have a mixed fleet of medium and large tankers? If so, what is the optimal mix and which should we buy first? Given the potential cargo capacity of these tankers (19 pallets for KC-767, 34 pallets for KC-330 and much more for the large tankers), what type of role should they play in augmenting airlift? What about defensive systems (IR and/or radar) and EMP protection? The answers to these drive cost and schedule for the new system and will have to be worked out over the next several months. One thing is for sure, we need to get on with it as soon as we can.

The general closed his presentation by commenting the accomplishments of today's mobility professionals. "Our nation could not have accomplished all we did in Operations ENDURING FREEDOM and IRAQI FREEDOM without the hard-working mobility warriors," said Lt Gen McNabb. The nominated AMC Commander went on to say, "The future is very bright and this is an exciting time to be in the mobility world." Overall, Lt Gen McNabb's briefing was very enlightening and provided a rare opportunity to hear directly from a senior leader. Although we will miss him in the corridors of the Pentagon, all of AMC will benefit from the leadership that will be provided by this true mobility warrior.

## **Diamond Head Chapter**

Aloha, from the A/TA Diamond Head Chapter! It has been a great year for air mobility and lots of opportunity to help our community.

We are very proud to talk about the things we have going on in Honolulu, Hawaii.

This quarter we have completed giving out \$1000 in scholarship funds to the University of Hawaii ROTC students

The awards were presented by President MSgt Jennifer Anderson and Col Fricano our advisor. Recipients were Cadet Mary

Eisma and Casey Christiansen.

ROTC Cadets Mary Eisma (L) and Casey Christiansen (R) receiving scholarship certificates from the Diamond Head Chapter.

The Chapter has also committed to the Hawaii Food Bank to assist with the 15th Annual Patriot Dinner which raised over \$260K

for charity.

On the move as usual, we plan to continue to help the community with monetary donations and manual labor, slated in November we will head to Tripler Army Medical Facility to decorate (2) Fisher Houses for the holidays.

Let it be known

- we are not just

chillin' on the beach

– we are busy keeping airlift moving and A/TA Diamond Head Chapter active!

Have a chapter activity or two to let the rest of the Historiation know about?

Send stories and photos to: Collin Bakse, editor A/TQ at

bakse@apci.net



Airlift/Tanker Association Enlisted Tuition Grants are available to Air Force, Air National Guard and Air Force Reserve members pursuing undergraduate or graduate degrees.

## ETG CRITERIA:

- $\bullet \ Current \ Membership \ in \ the \ Airlift/Tanker \ Association$ 
  - Enlisted Member in Grades of E-1 through E-9
    - Commander's Recommendation
- Assigned in an air mobility operational and/or support function (an augmentee on a mobility or maintenance support team, for example), OR, anyone directly or indirectly supporting the USAF Airlift or Air Refueling mission.
- Classes must be completed as an active member of A/TA during the same calendar year as the submitted application.
   Exception: January/February applications can include the previous quarter classes (Sep-Dec) of the immediate past year.
- 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 and forms are available online at www.atalink.org

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.



Working to Improve America's Air Moblity Force.

## **Pacific Northwest Chapter**

Back on 12 April Pacific Northwest Chapter held their first membership meeting after the new chapter's officers were elected the previous month. Over 50 members and non-members alike came to the bimonthly meeting to hear Boeing Company Integrated Defense Systems vice president and program manager for the C-17 program, Mr. Dave Bowman. Having come with lots of experience as the general manager of the AV-8B Harrier program to the C-17 program in 2002, Mr. Bowman previously served as program manager for international C-17 programs.

During his luncheon remarks, Mr Bowman discussed current C-17 initiatives as well as a peek at the future of the program, including many exciting and efficient upgrades soonto be-available for the Globemaster III. Among them was a brief description of the network-centric flyable demonstrator (NCFD) project, which Mr. Bowman noted, "is all about understanding and anticipating our customer's needs. It's a significant step forward in advancing the technology and functionality of our product." Along with



From L to R, SMSgt Dave Harper, Pacific Northwest Chapter Vice President; Lt Col Chad Manske, Pacific Northwest Chapter President; Mr. James Schaffer, Director, Mobility Requirements and C-17 Business Development, Boeing Company; Col Wayne Schatz, 62 AW/CC; Mr. Dave Bowman, C-17 Program Manager and Integrated Defense Systems Vice President, Boeing Company; Col Rick Martin, 62 AW/CV; CMSgt (ret) Bill Cannon, past President A/TA.

the NCFD, Mr. Bowman discussed another initiative that integrates with it called the Electronic Flight Bag (EFB).

In late 2003, Mr. Bowman chartered a new Integrated Product Team focusing on

mobility network-centric operations and emerging technologies, including the EFB. The EFB takes the place of paper documents currently in the flight crews' flight bag, and carried into the cockpit for every flight. Jeppesen, a Boeing Commercial Airplanes subsidiary, produces the EFB software. The EFB brings the technological advances of computer information delivery and management to the aircraft flight deck.

The C-17 NCFD would include two EFB displays in the cockpit. The concept allows for the EFB to deliver and manage mission-critical flight information through a graphical interface. In addition to these available upgrades the C-17 flyable demonstrator will integrate the EFB with Combat Track II, a U.S. Army satellite communications system that can support more than 1,000 aircraft, and can track multiple mobile or stationary platforms, and is currently being used by C-17s as a stand-alone system on selected missions.

Another initiative Mr. Bowman discussed was the Advanced Wireless Open Data System. Using commercially available, off-the-shelf technology, this wireless system would route data to the EFB display units for real-time crew viewing.

## See Seventeen Chapter

On 18 August 2005, the See Seventeen Chapter was honored with a briefing "The C-17 Exploits of a Tactical Airlifter" from Colonel Steve Groenheim, 15th Airlift Wing (AW) Operations Group Commander, Hickam AFB, Hawaii. In addition to Colonel Groenheim, 24 personnel from the 15<sup>th</sup> Airlift Wing were in Long Beach for the first C-17 Hawaii Aircraft Major Join and all attended the social. The briefing was held in conjunction with the Chapter's Social Event at the Golden Sails Hotel Restaurant in Long Beach, CA and attended by 162 people, including several members of Colonel Groenheim's immediate family.

Other guests at the evening gala festivities included Boeing's Lt. Gen. Ron Marcotte (USAF Retired) and Vice President, Airlift and

# "The C-17 is a C-130 on steroids."

Tanker Programs, USAF Maj. Gen. Edward Rice – Pacific Air Forces 13th AF Commander, Col Scott Chestnut – 15th AW Vice Wing Commander, and Col Larry Stevens – 15th AW Maintenance Commander. The introductory speaker was Boeing's Col. Jim Schaffer, (USAF, Retired) Director Mobility

Requirements for C-17 and Vice President, See Seventeen Chapter. The Parker Aerospace Leadership Team – represented by Joe Ash, Director, Customer Support Military; John Lowe, Business Development Manager;



Colonel Steve Groenheim, 15th Airlift Wing (AW) Operations Group Commander, Hickam AFB, Hawaii, during a briefing presented to the See Seventeen Chapter.

Mark Harbison, Regional Manager; and, Carl Ellis, Air Force Program Manager – was also in attendance. Parker Aerospace is a big supporter of the See Seventeen Chapter.

After a short See Seventeen Chapter Meeting by President CMSgt Mike Welch (USAF, Retired), Colonel Groenheim showed two movies covering the capabilities of the C-17 and spoke in depth about his experiences working with and around the C-17 during his time in Afghanistan and Iraq. Colonel Groenheim detailed some of

his experiences as a deployed commander during the Camp Rhino Operation. One of the highlights of the evening was when one of the C-17 pilots demonstrated and allowed members of the audience to get a hands-on feel of the helmet and Night Vision Goggles (NVG). Everyone was truly impressed with how the goggles literally turn night into day! It was a great night for all who attended and really showed how AMC has really been able "to expand the envelope" with the C-17. Comment of the night was "The C-17 is a C-130 on steroids."

Throughout the evening several prizes were raffled off donated by The Boeing Company, Parker Aerospace and the Golden Sails. The Chapter was rewarded with 3 new memberships of which one was a life membership.

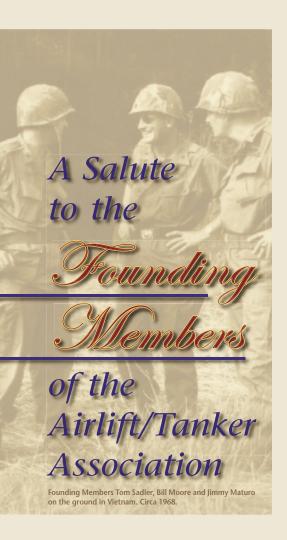
If any A/TA members are in the Long Beach area, either for business or pleasure, check in with the See Seventeen Chapter for a visit or tour. You can contact any one of the following: President – CMSgt Mike Welch (USAF Retired) 562-38-4689; Vice President – Col. Jim Schaffer (USAF Retired) 562-982-9837; Secretary – Peggy Smith-Kenny (Parker Aerospace) 949-809-8117 or Treasurer – Lt. Col. Darrell Grosland (USAF Retired) 760-324-0164. Also, when in the area and you need a place to stay at Government rates with all the meals provided – call the Best Western Golden Sails Hotel in Long Beach.

Maj James E Albin		
James C Bailey		
Lt Col Mark A Baker	. Life	Member
SMSqt David M Balkus		
SSgt John W Barbagallo		
Maj John W Bates	ı ifa	Mombor
Lt Col Michael J Bauer		
Capt Veronique J Bernard		
Capt Scott D Berndt		Member
1st Lt Keith E Bocian		Member
Langhorne M Bond		
Maj Karen A Boyle		
Maj William J Britt		
Capt Gary W Brown		
SMSgt Brien M Burke	•••••	Member
SSgt Brian J Campbell		Member
Col Ralph T Carlson	. Life	Member
Lt Col Garry L Castelli	Life	Member
Brig Gen Keith L Christensen USAF Ret	l ifa	Member
1-t Lt Laure D. Clause della	. LIIC	Manakan
1st Lt James R Clapsaddle		
Maj John A Clark		
Maj Marilyn M Clouden		
2nd Lt Joshua D Clugston		Member
Col Richard M Cooper USAF Ret	. Life	Member
Lt Col Jared P Curtis		
SrA Candace S Delgado		
John A Deluca		
Hans-Dieter Drell		
2nd Lt Ryan E Ferdinandsen		Member
Capt Richard L Fletcher		Member
Capt Robert G Ford Ret	Life	Member
SSqt Donnie D Gamble		
A1C Deon J Garrett		Member
SMSgt Jerry W Garvin	. Lite	Member
SrA Nicolas R German		
1st Lt Melissa   Gibbs		Member
1st Lt Monique C Graham		Member
Capt Casey E Guerrero		
MSqt Juan C Guzman-Gonzalez	•••••	Mombor
Lt Col William L Harbeck		
SrA Tiequanda M Hayes		
CMSgt Ronald J Hernandez		Member
CMSgt Antonio J Hickey		Member
Col Jerry Hillard		
Maj Kevin A Hoppin		
Diana R Hundsdorfer		
Lt Col Carroll Huneycutt USAF Ret		
Takashi Irisumi		
2nd Lt Stefan Ivanescu		
Lt Col James A Jacobson		Member
J K Johnson		
A1C Justin S Jones		
Lt Col John H Kershaw		
Capt Jeffrey K Kintzing		
Capt Jason R Kirkland		
Maj David B Knight		
Maj Steven D Knott Ret		
Col William J Kornitzer Jr		
TSgt Michael J Koss		
Maj Geoffrey A Laing		
2nd Lt Charles G Langhoff		
1st Lt John D Lax		Member
Capt Christian P Leonhard	. Life	Member
SSgt Brian C Logan		
Marvin D Marks		
IVIALVIII D IVIALKS		

This "Lost Members" list is published in an effort to "find" some of the folks whose names' have migrated to "lost" status. Please read the list and contact Bud Traynor (ata@atalink.org) if you know where any of these members can be currently located =

# Where in the World Are They?

Maj Kendra S Mathews Life Member Capt Gerald Mathis Life Member It Col Thomas J Maxwell USAF Ret Life Member SSgt Lorraine E Mc Loughlin Life Member MSgt John H McCarn. Life Member MSgt John H McCauley Life Member FLTLT Luke McMaster Member Capt Robert G Meadows II Member Capt Amilcar Melendez-Cruz Member MSgt Peter J Mena Life Member MSgt Peter J Mena Life Member MSgt Peter J Mena Life Member SMSgt Curtis L Mize USAF Ret Life Member Jose M Morales Member Jose M Morales Member Jose M Morales Member Maj Deborah A Namdar Life Member Maj Deborah A Namdar Life Member Maj Deborah A Namdar Life Member Capt Lol Jeffrey D Fitter Col James R Pugh III USAF Ret Life Member A1C Carlos Orozco Jr Member Capt Dean A Richardson Member Capt Dean A Richardson Member Capt Donald A Rigg USAF Ret Life Member Maj Gen Donald A Rigg USAF Ret Life Member Capt Donald A Rigg USAF Ret Life Member Capt Donald A Rigg USAF Ret Life Member Capt Donald A Rigg USAF Ret Life Member Tagt Robert S Russell Life Member Capt Patrick K Rothwell Life Member Capt Patrick K Rothwell Life Member TSgt Robert S Russell Life Member TSgt Robert S Russell Life Member TSgt Robert S Russell Life Member A1C C Ray R Rubel USAF Ret Life Member TSgt Robert S Russell Life Member TSgt Robert S Russell Life Member TSgt Robert S Russell Life Member A1C Kevin A Slagle Member Maj Paul J Scott Life Member Member Life Member Member Maj Gen Charles J Wax Life Member Maj Gen Charles J Wax Life Member Maj Gen Charles J Wax Life Member Life Member Life Member Life Member Member Life Member Life Member Life Member Life Member Life Member Life Member Member Member Life Member Member Member Life Member	Matrix and Charles	Mandage
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n 1969, former members of the 834th Air Division in Vietnam held their first reunion in Las Vegas, Nevada. Their primary purpose was to maintain the

brotherhood developed during combat in Vietnam. The individuals responsible for this first "reunion," Gen. William G. Moore, Maj. Gen. Tom Sadler, Maj. Gen Jim Baginiski, Brig. Gen. Mal

Hooker, Col. Ken Chatfield, Col. Bill Bailey, Col. Bob Ellington, Col. Jim Maturo, Lt. Col. Hank Van Gieson and Mr. C.W. Scott, deserve special recognition as "Founding Members" of an Association that has grown into the premier organization supporting America's mobility mission. During the reunion these Founding Members decided to get together on an annual basis and to increase attendance; as well as conduct formal and educational programs at each reunion under auspices of "ad hoc" volunteers with no designated board of directors.

At the 1975 reunion in New Orleans, attending members voted to incorporate the association as a nonprofit entity to

promote the enhancement of aviation. Among the stated goals of the Association was the sponsoring of seminars and

symposiums on the advancement of airlift.
Thus was formally formed
The Airlift Association,
Inc., with its management
under an elected Board of
Officers.

In 1978, based on guidance from the chairman of the board, Lt. Gen. Bob Coverdale, USAF (Retired), the Association decided to publish a newsletter and hold annual elections of officers at the reunions. In 1979, elections were held and by-laws were approved in Nashville, and a revitalization was effected.

During those early years, a great deal of credit goes to the Founding Members, as well as other pioneers and visionaries of The Airlift Association, including Lt. Gen. Bob Coverdale, Lt. Gen. "Moose" Hardin, Maj.

Gen. Ralph Saunders,
Col. Jim Downing, Col.
Bill Morley, Mr. Bob
Eisenhart, CMSgt. Dave
Pelletier and others. They
helped to form and nurture an
organization of 157 members,

which, through growth and change, has become the Airlift/Tanker Association, with over 6000 active individual members and 54 corporate members.

Though the Association grew out of a collective effort, most of the Founding Members agree that the idea for the first reunion came from Gen. Bill Moore, who

had been commander of the 834th Air Division in Vietnam. During his nearly four decade long Army Air Corp/U.S. Air Force career he had commanded a B-24 Squadron in Italy during WWII, a B-26 Combat Group in Korea during the



General Bill Moor

Korean War, the 834th Airlift Air Division in Vietnam, the 314th Tactical Airlift Wing, the 839th Tactical Airlift Air Division and the 22nd Air Force.

In November 1966 General Moore was assigned in Vietnam to organize the airlift effort in support of the Southeast Asia conflict. He reactivated and commanded the 834th Air Division at Tan Son Nhut airfield with responsibility for all tactical airlift in Vietnam. He made contributions toward development of an efficient airlift system by absorbing the airlift control center, assuming ownership of the C-7 fleet from Army Aviation, C-123 wing and an Aerial Port Group. The Division also exercised operational control over the C-130s that had arrived in Vietnam the previous year. Tan Son Nhut airfield developed the highest traffic density in the world. Cargo throughput expanded nearly five times from 30,000 tons per month to 140,000 tons per month. Operating locations grew from eight to thirty-five. General Moore also participated in operation JUNCTION CITY, a battalion size parachute drop that required 13 C-130s for personnel and 10 C-130s for cargo. During this time period he was instrumental in the application of the Red Ball Express concept for moving high visibility items to the end user expeditiously.

He retired from the U.S. Air Force in 1979, as Commander-in-Chief, Military Airlift Command. Gen. Moore also holds the distinction of being the first Founding Member to be inducted into the Airlift/Tanker Hall of Fame, an honor which was bestowed upon him in 1997.

This year a second Founding Member, Maj. Gen. Jim Baginski, will join Gen. Moore as a Hall of Fame inductee. Fondly known throughout the air mobility community as "Bagger," he had served as a Tactical Airlift Liaison officer with



Majaor General Jim Baginski

the 1st Cavalry (Air Mobile) Division in An Khe, Republic of Viet Nam, and participated in the evacuation of Saigon. "Bagger" has been a stalwart supporter of the Association since its inception and now serves as the Chair of the Association's Board of Advisors. More about his long and distinguished career can be found on pages 26 and 27.

Another Founding Member, Maj. Gen. Tom Sadler, had also served as an Air Liasion Officer with the 1st Calvary Division in Vietnam, and was later a Forward Air Controller, flying O-1 aircraft during the war. General Sadler retired from the U.S. Air Force in 1983, having served over 37 years on active duty. During his last

assignment, as commander of the 21st Air Force, McGuire AFB, New Jersey, he personally led many real world missions including the the first non-stop flight from the U.S. to Egypt to airdrop elements of the 82nd Airborne in a massive



Major General Tom Sadler

airdrop. After leaving the Air Force he became Vice President and General Manager of Butler Aviation in Charlotte, North Carolina, retiring from that position in 1988. He continues to support America's military personnel and has made two trips to the Middle East, most recently to Iraq with NASCAR personalities.

Founding Member Brig. Gen. Mal Hooker, who served with the 834th Air Division at Tan Son Nhut Airfield, Vietnam, as Director of the Airlift Control Center and the Director of Operations, has been a steady hand in guiding the Association to success. Having been an advocate for, and a planner and participant in the annual 834th Reunion program, he concurred with the proposal to

establish the Airlift Association, but found himself among many members who had



Brigidier General

concerns regarding the overall management of the Association. Accordingly, an Ad-Hoc committee was appointed to re-write the constitution. General Hooker participated in the deliberations and in May of 1979 he was appointed

as interim Administrator/Treasurer pending ratification of the new constitution and the election of new officers. In October of 1979 he was named the first Chairman of the Board of the new, revitalized Association. He continues to serve on the Association's Board of Advisors.

General Hooker's air mobility roots stretch all the way back to the Army Air Corps Ferry Command to when he joined the 3rd Ferry Group in Romulus, Michigan, (at the request of Lt. Gen. William H. Tunner – the first inductee into the Airlift/Tanker Hall of Fame) as the Director of Air Training. During his time in the Ferry Command he was checked out in and ferried all types of aircraft, 28 airframes in total – every aircraft type in the Army Air Corps/Army Air Force inventory save the P-38 and B-29. He retired from active duty in February 1975 as Vice Commander, Military Traffic Management Command, Washington, D.C.

Another Founding Member, Col. Bob Ellington, who has been a continous



Colonel
Rob Ellingto

supporter of the Association and has contributed immensly to its success, also continues to serve on the Association's Board of Advisors. Col. Ellington, who secured rooms for the first 834th Reunion in Las Vegas using his own credit card and ran registration

for early reunions "out of a cigar box," is considered the Association's "keeper of the flame," due to his foresight in securing and saving many early documents and other types of Association memorabilia. He served as the Association's President from 1981 to 1983 and as the Chairman of the Board from 1983 to 1985.

Before being assigned as Chief of ALCES with the 834th Air Division six months into his tour in Vietnam, Col. Ellington had been flying C-123s with 310th Air Commando Squadron, 315th Air Commando Wing, out of Nha Trang Air Base in support of Special Forces. After Vietnam he held positions within Tactical Air Command (TAC), finally following the C-130s to Scott AFB, Illinois, when they were transferred from TAC to Military Airlift Command (MAC). He retired from the U.S. Air Force as Director, Command & Control, HQ MAC, in August

1980. Following his retirement he continued to serve the air mobility community by consulting with several aerospace industry companies over the next 21 years.

Though the Association's first official name was the Airlift Association, its roots as an Association for Airlift and Tanker



Colonel Jimmy Maturo

personnel can be traced to Founding Member Col. Jimmy Maturo. During his Air Force career he served as both a Tanker Aircraft Commander in the Strategic Air Command (SAC) and as an Airlift Aircraft Commander in the Military

Airlift Command (MAC).

Col Maturo's association with tactical airlift began in October 1966 flying C-7s, C-123s and C-130s while assigned to the 19th Air Commando Squadron at Tan Son Nhut. He also served as Special Assistant to the Commander of the 834th Air Division. Following assignments as the commander of a tactical airlift squadron, a tour at the Pentagon, and a commander of a tactical airlift wing, he would later serve as Commander of the 834th Airlift Division at Hickam AFB, Hawaii.

After leaving the Air Force, Col. Maturo was the Mid-Pacific Manager for Emery Worldwide Air Freight Company in Hawaii, and later worked for American Airlines Government & Military Sales in Washington, D.C.

Lt. Col. Hank Van Gieson is another



Lt. Colonel Hank Van Gieson

example of an Association Founding Member having an operational impact on the air mobility mission while on active duty, and a continuing effect on America's air mobility mission after leaving the service. One of Gen. Bill

Moore's original staffers with the newly formed 834th Air Division in Saigon, he developed a C-130 airdrop procedure for the delivery and ignition of contaminated fuel in an effort to achieve area denial to the Viet Cong; and a subset of the technique for the C-130 airdrop of barrels of CS riot control agent for the purpose of interdicting the logistics trails in use by the enemy. Later, while assigned to the Operational Requirements office at TAC he spent five years working on the Advanced Medium STOL Transport (AMST) program, including the source selection of the YC-14 and YC-15 prototypes for the "fly before buy" program. Originally envisioned as a C-130 replacement, this effort eventually resulted in the C-17.

After his Air Force retirement in 1974, Colonel Van Gieson joined Boeing as Marketing Manager for military programs, moved to a TRW Plans group working with Iranian Air Force, and then returned to Boeing as the CX marketing manager, serving as the

company's liasion to HQ MAC. Follow-on assignments included working in the Boeing Washington D.C. office and as a lobbyist on Capitol Hill. He spent his last two years with Boeing as Director of Government Affairs at the company's Seattle, Washington, headquarters.

Sadly, there are those Founding Members who, having done their share in shaping America's "crates of thunder" and, having sent them "high into the blue," have taken their final flight "into the wild blue yonder." But their determined quest for success early in the history of the Association assures them a lasting place in hearts of their fellow Airlift/Tanker Association members —

Colonel Bill Bailey, affectionately called "Balls," enlisted in the Air Foce in 1948 and was assigned to the Troop Carrier division



Colonel Rill Raile

of TAC. He was with the 834th Air Division in Saigon and action at Khe Sanh and during the TET offisive. His Air Force career included a stint as the squadron commander of the 14th Military Airlift Squadron, assignments with other

C-130 and C-141 units and he served a tour with U.S. Navy 7th Fleet. He left the Air Force in 1975

Two of the Founding Members who are no longer with us were instrumental in establishing the Association's ties with the aerospace industry. When the Founding Members were putting together the ad hoc committee to study the formation of a more organized association, Mr. C.W. Scott and Col. Ken Chatfield volunteered to help the effort

by encouraging companies in the aerospace sector, as well as other companies with a military connection, to support the fledgling organization.



Mr. C. W. Scott, a retired AF major, was the

Mr. C W Scott

McDonnell Douglas STOL representative to TAC. When TAC moved to MAC, so did C.W. He became the McDonnell Doulgas C-130 representative at Scott AFB, Illinois, and later worked on the developmental stages of the C-17. C.W. concentrated his efforts on the aerospace side of the equation.



Colonel Ken Chatfield

Col. Ken Chatfield, the President of the Armed Services Mutual Benefit Association (ASMBA), an insurance company started during the war in Vietnam to provide insurance coverage for warfighters, centered his efforts on

organizations that provided services for those serving our country. Their early efforts laid the groundwork for the tremendous industry support the Association enjoys to this day.



General John W. Handy

## Final Salute from General Handy

s I reflect on my 39 years of service in our great Air Force, I am struck by a deep sense of pride in the wonderful professionals who make it all happen--the Airmen of Air Mobility Command. I will never forget the commitment and sacrifices you have made.

After four challenging and rewarding years as the Commander, United States Transportation Command, and Commander, Air Mobility Command, I owe a great debt of gratitude to each of you. The terrorist attacks of 11 September 2001 were beyond comprehension. When asked to step up to the task, you delivered. AMC operations tempo has never been higher, yet the "Total Force Team" continues to ensure our critical mission of rapid global mobility is accomplished. The mobility missions you execute are lifelines to people all over the globe. You provide hope for those in need, both here at home and abroad. You bring the fight to those who wish to do harm to our great nation and our allied partners. You also help secure our nation's borders and ensure the safety of our citizens. You do all that--be it in the air or on the ground. In war and in peace, your Herculean efforts make this Air Force the most capable on the planet.

Each one of you is a guiding light for the future of this mighty force. To the leaders of this magnificent command, first and foremost, take care of our people. As each of you already know, leadership <u>IS</u> taking care of your people--mentoring, coaching, and providing vision. It's creating a diverse workforce and offering a genuine smile at every opportunity. Take care of your people and they, in turn, will guarantee mission success every time...you can take that to the bank!

As I depart from active service, our nation is at war. I appreciate the important contributions our mobility families at home are making to the success of our mission. You are the quiet force behind the lines making remarkable things happen on the home front, day after day. With utmost sincerity, allow me to say, "thank you." I am comforted knowing that our Air Force has the most highly trained, motivated, all-volunteer force. This war on terrorism, although different than any war we've fought before, is what we train for. You are winning, but you're not finished. I know that good will conquer evil--it always does. I salute you all as you continue to provide freedom and hope to our nation, our allies, and the world as a whole. Keep up the good fight – I'll be watching. God bless each of you, and God bless the United States of America.

## Hir Mobility: Lifeline of Freedom and Hope

## By Lieutenant General Christopher Kelly

Editors Note: As this magazine went to press, the incoming AMC/CC was awaiting congressional confirmation.

Welcome to Nashville and thank you for joining us in propelling this tradition into what is sure to be another spectacular Airlift Tanker Association Convention! This convention, a gathering of mobility advocates, certainly has the potential to exceed our expectations and is on course to being our best symposium ever.



LtGen Christopher Kelly

Being part of this fine force of "Can-do" mobility warriors and further developing the outstanding partnerships the command shares, is truly an honor and privilege for me. Maintaining the level of excellence you have established in putting the "Global" in "Global Reach" is one of my personal goals and one I will need your continued support in accomplishing. In military circles we've come to recognize and accept that this Global War on Terrorism (GWOT) is a marathon effort. From my "Mobility Center of Excellence" perspective and now in the "right seat" at AMC, I can tell you that the GWOT is not the only challenge we face as a nation. That's especially true for those of us in the Mobility Air Forces. No doubt that

with over 3 million passengers and 1.5 million short tons moved by air since 11 September 2001, the logistical demands of the GWOT remains our central focus. But, the reality is we continue to commit incredible amounts of resources--time, people, machinery, and grey matter--worldwide, 24-hours a day, supporting each combatant commander with everything from contingency operations, to scientific research, to disaster and humanitarian relief. I believe now is the time to reaffirm with ourselves, with our units, and with the world that the Mobility Air Forces, in concert with our USTRANSCOM brethren and coalition partners, remain committed to supporting democratic principles around the globe. This year's convention theme, "Air Mobility: Lifeline of Freedom and Hope, Meeting the Challenge" says it all and says it best. You're the right team....on the right mission....for the right cause. The challenges are extreme but not insurmountable, the threats are many but not out-numbering, and the consequences are grave, but well-worth the risk. Thanks to you, freedom and hope are sustained when thought lost and they are now known, where never known before. The bonding here at A/TA, between military, civilians, industry, academia, leadership, and warriors, forms the critical lifeline of freedom and hope.

To each and every one of you, I extend my heartfelt thanks and sincere gratitude for your dedication, discipline, and tireless efforts in building and sustaining freedom and providing hope. In your day to day missions you have had to sacrifice many of your own freedoms for the sake of others. Multiple trips to the AOR, volunteerism in lieu of activation, and employers who support their Guard and Reserve Airmen by preserving their jobs during their commitments are a few examples of how you have met the challenge. You and your families have given selflessly and have never given up hope in this great cause. For that I'm equally humbled and proud to be a small part of this great team.

What a team it is! Active Duty, Air National Guard, Air Force Reserve, Government civilians, contractors, industry partners, and equally critical...our families. No matter how you slice it, this is a TOTAL FORCE effort. You have taken the Air and Space Expeditionary Force to every corner of the globe by developing the "open the airbase" concept into a joint operations standard—ultimately creating the lifelines needed to flow resources critical to success. We need to continue to build upon the transformational Contingency Response Wings, solidifying their place in doctrine and supplying them with the right tools for execution. Our warfighting partners must know that when the Expeditionary Mobility Task Force arrives, challenges are faced, materials are moved, capability is delivered, lives are saved, and hope is preserved.

This past year's accomplishments are incredible. In addition to the constant demands and life saving air evacuation efforts in the war on terrorism, you've done some remarkable things. A total force effort in humanitarian airlift and enroute support during tsunami relief provided water, food, clothes, shelters, and medical supplies to over 1.5 million homeless. You delivered the vertical lift assets to augment our own C-130s that brought hope to the most remote locations and you brought the on-scene expertise to assess capabilities, needs, and orchestrate the many moving parts to properly direct aid where it was needed most.

In June you revived the AMC Rodeo competition with great success. With boundless enthusiasm, over 1800 participants, including teams from 16 different nations and 25 industry partners, operating 35 aircraft, produced phenomenal

results. The Rodeo environment, with the right mix of challenges and competition, proved camaraderie, shared tactics, and crosstalk allows us to train like we fight and maximize the synergy of coalitions. Yes, we can team against terror at its farthest reaches....and make no mistake, Rodeo showed you are "fit to fight."

More recently, you have completed a \$600 million investment transitioning the "Gateway to Europe" from Rhein-Mein to Ramstein Air Base Germany and added a new mobility role to Spangdahlem Air Base. While preserving delicate relations, access transformed from a cold war lifeline to what will to be two hubs for international freedom and hope for many years to come.

Your heroic efforts were and are being demonstrated closer to home as seen in your immediate actions taken to relieve the pain and suffering of those devastated by hurricane Katrina. Teaming with other federal agencies, our contingency response groups immediately established, expanded, and then sustained and coordinated air mobility operations that brought critical food, water, and clothing to those in need while quickly evacuating those needing more acute hospital care. In less than one week from the wind subsiding, our Total Force-Active Duty, Air Guard and Air Force Reserve units--flew over 1000 missions that moved more than 18,700 passengers and 6,723 tons of supplies and equipment. By the close of that week 2600 patients had been moved to urgent care facilities. You all made that happen and you will continue to answer the call during this crisis.

Ensuring freedom and hope reach all those in need is no small feat. It takes dedicated members and the right set of tools. Providing you the right equipment and the best protection are command priorities. Continuing to task and leverage 40-year old equipment at our current pace places great demand on our maintainers and increased risk to our operators. Your work-arounds to date have been ingenious and lifesaving but should not be counted on for the long-term solution. Our collective commitment should be to modernize airlift, air refueling, and enroute assets. It's a commitment to maintaining global reach. Whether re-supplying contingency operations on a scheduled basis or diverting inflight assets to deliver a naval rescue unit to support the Russian Navy, we need a fleet that is viable and ready. Recapitalization of aging airlift and tankers is an issue of huge proportion. "How to" is even more challenging. When do we break from updating the proven legacy airframes and move on to new technology that allows us to transform operations through new capabilities? Common airframes and common cockpits integrated through airborne networks and with joint users have a place in our future and can expand our access to deliver hope and preserve freedom. Additionally, mobilization reviews show we need more capability within the active component. With mobilization authority drawing to an end, assuming that Guard, Reserve, and the Civil Reserve Air Fleet will, or even can support our current pace, is to assume a greater level of risk. Active-Associate, Reserve-Associate relationships and creative commercial partnering are a few avenues we are exploring to address those challenges. To date, our Total Force has masterfully applied lessons learned, garnered greater efficiencies in our tactics, techniques, and procedures, and has mitigated many of the risks. But we are not out of the woods yet; fiscal realities force a continued search for efficiencies and effectiveness in all we do. Leadership at all levels has enabled our ability to adapt and adjust. In this joint "effects-driven, capabilities-based" world, the Air Mobility Master Plan guides our flight plan and serves as our baseline to organize, train, and equip for the future. It is up to each one of us to execute the plan smartly. To date you have been incredible in this regard and the future demands equal agility.

I also want to thank General Fogleman, the A/TA staff, and this incredible membership who have all given countless hours of their time to put together this year's spectacular convention. To have so many senior leaders from the military, civilian, and industrial realms in attendance to share their vision, insights, and camaraderie is amazing. The growth of the A/TA and this convention speak volumes to its value to our nation. The opportunity to mingle with our fellow mobility teammates both here at the convention and back at home chapter meetings is certainly a priceless part our Air Force professional development. I challenge each A/TA member to expand our membership by sponsoring a new member over the course of the next year, there by doubling our ranks, strengthening our voice, and stretching further the lifeline of freedom and hope.

I leave you with one last thought. We can not let those who support terrorism thwart the human desire to create, to enjoy, and to live and work with a right to choose. We can and must make a difference. It is up to each and every one of us to help build a team that will deliver. Our Global Mobility forces must remain strong, equipped, trained, and committed to meeting and overcoming the challenges that deprive people and nations the right to freedom and hope. I applaud the entire A/TA membership for taking on this commitment. Enjoy the convention!

Cover

# Air Mobility: Lifeline of Freedom and Hope – Meeting the Challenge

ound metal objects have long been a part of military tradition. Their use as awards for bravery in battle dates back to the Roman Legions, when, among other types of rewards, round bronze, silver and gold disks, called phalera(e), where worn on soldiers' breast plates during parades

and other dress occasions. Roman soldiers were also sometimes awarded coins on special occasions. In fact, the word "soldier" itself is derived from the name of a Roman coin – the Solidus. Latin for "solid," the coins were used for paying soldiers. Both traditions survive to this day: medals still decorate the the chest's of servicemembers; and, coins are still used to commemmorate special entities, events and deeds. Medals as uniform decorations are presented in an "official" manner, following a structured set of guidelines. Coins, on the other hand, are used in a more casual way.

**Roman Solidus** 

Affectionately referred to as RMOs (round metal objects), coins in today's military are known by many different names: Squadron Coins, Unit Coins, Commemorative Coins, Commander's Coins; etc., but they all have one thing in common – thay are all Challenge Coins...

s is often the case with military traditions, the origins of the "Challenge Coin" are clouded by myth and legend. Claims of having been the originators of the challenge coin, and its attending "challenge and response" concept, have been made by many different orgainzations and services, usually arising during times of conflict – World War I, World War II, Vietnam, etc. All the claimants staunchly defend their version of the story, but none has much supporting evidence. The most commonly held view, and by far the most popular with the Air Force, is that the tradition began with a squadron in the United States Army Air Service during World War I.

Even this version has evidentiary problems, its details changing each time it's told. Nevertheless, the story has all the components of any good "war story" – altruism, danger, intrigue, cunning and survival. The tale, though lacking specifics which would help with its authentication, is usually quite long in the telling. The gist of the story goes something like this:

At the beginning of World War I, an unknown American student, from an unnamed Ivy League school, drawn by the romance and adventure of a new kind of warfare, aerial combat, volunteers to be a pilot, and becomes a lieutenant in an unknown squadron in France. Being wealthy, presumably by way of birth, as he is, after all, a lieutenant, he takes it upon himself to have mementos "coined" for himself and his squadron-mates. The gold-plated bronze coins, bearing the squadron's unknown insignia, being quite valuable, are cherished by the members of squadron. So much so by one of the pilots that he carries it in a leather pouch strung with a leather cord around his neck for safekeeping.

A short time after receiving the coin, while on an unnamed mission, the unnamed pilot's unspecified aircraft is damaged, either by ground fire or during an aerial dog fight, and he is forced to land behind German lines and is captured. When he is searched following his capture, his coin pouch is somehow overlooked, though all of his other personal belongings and identification are confiscated. Escaping during the night and donning civilian clothes from an unknown source, he somehow manages to avoid recapture by German patrols, crosses no-man's land and makes contact with a French patrol from an unnamed unit. Mistaking him for a German saboteur, the French are about to execute him when they discover his pouch and the coin bearing his American unit's emblem. Recognizing the insignia, the French delay his execution long enough to confirm his identity and his life is spared. Upon returning to his squadron and relating his story it is decided that, from that day forward, the squadron's members should carry their coins at all times.

To ensure that the pilots followed this new protocol, they created the "challenge and response" concept. When a member of the squadron wished to test others for compliance, he issued a challenge by slapping his coin onto the table top or bar. If a challenged pilot could not produce his coin and do likewise, he had to buy the challenger a drink of his choice; if a pilot responded to the challenge by producing his coin he was entitled to a drink from the challenger. This tradition spread, first to other flying squadrons and, eventually, to other military units in all branches of service – even to non-military organizations. Today, challenge coins, which are presented to members upon joining an organization, as incentives to improve morale and sold to commemorate special occasions or as fundraisers, are at the center of this on-going military tradition known as the "coin check."

A coin check, which can be held at any time, can be initiated by anyone carrying a challenge coin. Simply holding the coin in air or dropping it on a table, bar or even the ground, and announcing "coin check" starts the challenge (accidently dropping a coin is also considered a challenge). Any one of those being challenged who does not produce a coin is required to buy a round of drinks for those who do. Initiating a coin check can be a risky and expensive move, as the challenger must buy the round if all being challenged produce a coin, which, especially in Air Force circles, is often the

case. Challenge coins are coveted and cherished items. These sometime simple, sometime elaborate, round metal objects are avidly collected and proudly displayed. Don't leave home without one.

o what's the point of this history lesson in this context? As in the challenge coin story, "challenge and response" is the essence of air mobility. Whether the challenge is the work-a-day logistics of military operational support, a contingency operation, a geo-political requirement or a natural disaster, air mobility responds, transporting the necessary manpower, equipment and supplies needed to meet the needs of the situation. U.S. air mobility forces are most often the first on the scene and the last to leave. From carrying troops, tanks, bullets and beans to hot spots where freedom is under seige, to delivering food, water, medicine and shelter in the wake of floods, earthquakes and tsunamis, airlifters and air refuelers rise to meet the challenge – extending a lifeline of freedom and hope to anywhere in the world.

It took a while after Orville and Wilbur Wright's famous 1903 coin toss to deterimine which would be the first to fly, to convince military leaders about the value of air mobility. But since the U.S. Army Signal Corps acquired the first Wright Model A, Military Flyer, Serial No. 1 and designated it Signal Corps Aeroplane No. 1, to the present, air mobility has been on an upward climb. Early experiments like the famous flight of the Question Mark and other endurance challenges went a long in proving the worth of aerial transport, and when commercial aviation began making making giant strides in aircraft design and reliability in the 1920s the Army started to think about new possiblities. In 1922 the Army established a "model airway" and experimented with transporting government officials and priority cargo. By the mid-1930s it was studying even more advanced airframes like the shiny new, all metal Douglas DCs. By the time the Japanese forces attacked Pearl Harbor in December 1941, forcing the U.S. into the fray of WW II, the Army had 600 C-47s and 60 C-54s under contract and in production. The age of air mobility might was dawning, and its use as a lifeline of freedom and hope was about to meet its first real challenge.

hen Japanese forces cut the Burma Road in the spring of 1942, effectively closing the only overland path to China, and Gen. Claire Chennault's China Air Task Force, the "Flying Tigers," needed to be supplied, the Allied response was unprecedented and untiring. Mustering planes and pilots to fly "the Hump" over the Himalayas, from India into China, the mission continued for the duration of the war, and beyond. As an interesting historical aside, it should be noted that "Hump" pilots had a "challenge and response" system all their own that worked much the same way as a coin check. Starting with an American dollar bill labeled a "Short Snorter," and autographed by all who were present at the time, the airmen attached pieces of paper currency from each country they passed through on their travels, collecting autographs on each new addition. If one was challenged to produce his Short Snorter and didn't, he was obliged to buy a round of drinks. If everyone produced a Short Snorter, the one with the shortest Snorter bought the drinks.

Throughout WW II, in both theaters of war, air mobility played a major role. From airborne strikes in North Africa and Italy, to D-Day in June 1944, using 1,300 transports and gliders to deliver 13,000 paratroopers to the European continent, to well beyond VJ-Day to resupply countries throughout Asia, air mobility extended its lifeline. U.S. air mobility emerged from the war a proven wartime commodity, fielding a combined military and civilian force over 300,000 strong and an aircraft fleet of thirty-seven hundred aircraft operating an aerial network stretching 180,000 miles, effectively providing a lifeline that could reach virtually everywhere in the world.

On the heals of WW II, air mobility would face another kind of

challenge, and air mobility's reponse would prove its worth as a geopolitical and humanitarian, peacetime asset. When the Soviet Union challenged the Western Allies by throwing up a road and waterway blockade around West Berlin, Germany, in an effort to force them to abandon the city, air mobility was the only viable response – and the response was massive.

Continual aerial supply of vital necessities into West Berlin from June, 1948, until May, 1949, primarily under U.S. auspices, broke the blockade. The Berlin Airlift, also known as "Operation Vittles," continued until September 1949. During the around-the-clock airlift approximately 277,000 sorties were flown, many as close as only three minutes apart. By the spring of 1949, an average of 8,000 tons a day were being delivered to the city. By the end of the operation more than 2 million tons of food and coal, which accounted for about two thirds of the tonnage, were delivered. Each planeload of goods was also a planeload of hope, and in the end the people of West Berlin were free from Soviet domination.

aving proven its utility in times of conflict, its use as an instrument for projecting geo-political will and its value as a humanitarian "good samaritan," air mobility entered the post-WW II

Cold War period with a few challenges of its own. During both the Korean and Vietnam conflicts, it faced aircraft inadequacies, both in numbers and efficacy, as well as organizational structural problems, learned valuable lessons from the experiences and once again emerged stronger and better. With the end of the Cold War came new challenges, and the requisite responses. Air mobility met the challenges of Panama; Desert Shield/Desert Storm, flying more ton-miles in six weeks than during the entire Berlin Airlift; Grenada; Bosnia; Somalia; and more. During the same timeframe, air mobility forces participated in humanitarian efforts far too numerous to name, delivering assistance to areas inundated by floods, destroyed by fire, shaken by earthquakes and devastated by tsunamis. Following the terrorist attacks of 9/11, 2001, air mobility helped provide a shield above the homeland, and established an air bridge that reached around the globe to carry the warfighters and materiel necessary to take the fight to the enemy.

In 2005, as the following stories representing different aspects of air mobility's global mission attest, air mobility forces have continued their legacy of professionalism and dedication. These stories highlight only a few among the many challenges air mobility faced this year, and serve as examples of how air mobility continues to respond by flying...

## ...Through American Skies...

Guardsmen and reservists are used to international situations that call for them to put out fires. In the summer of 2005, they were doing it here at home – literally.

More than 60 guardsmen and four specially equipped C-130 Hercules from North Carolina and Wyoming Air National Guard



A palette of Meals Ready to Eat (MRE) is readied for departure to New Orleans to help with Hurricane Katrina disaster. (USAF photo by Denise Gould)

units battled blazes in the western United States, saving private property and lives during a perilous wildfire season that kept firefighters working around the clock.

Aircrews from the 145th Airlift Wing and the 153rd Airlift Wing flew more than 70 sorties in the last week of July over Idaho, Oregon and Utah spraying a special fire retardant chemical on wildfires that had charred nearly 13,000 acres in those three states alone.

And, then, before the flames had died out and the smoke had cleared, Hurricane Katrina slammed into the Gulf Coast region of the southeast on 29 August, causing widespread devastation. As soon as the Federal Emergency Management Agency asked for airlift support, AMC personnel at the Tanker Airlift Control Center at Scott AFB, Illinois, sprang into action, tasking aeromedical evacuation airlift missions to fly from Keesler AFB, in Biloxi, Mississippi, to Kelly AFB, Texas, and strategic airlift missions into Lafayette, Louisiana – beginning a sustained effort to provide strategic humanitarian airlift assistance to the region by airlifting tons of relief materials and military support personnel and equipment into several affected areas.

As of 1 September, AMC had flown in excess of 50 missions, and moved more than 530 passengers and 333 short tons of cargo.

Some of the aircraft used to fly these missions included the C-5 Galaxy, the C-17 Globemaster III, the C-141 Starlifter, and the C-130 Hercules. Aircrews flying the missions were comprised of the Total Force team of active duty, Reserve and Guard Airmen from bases in Washington, California, Massachusetts, Ohio, Alabama, Arkansas, Georgia, South Carolina, New Jersey, Mississippi, New York, West Virginia, and as far away as Puerto Rico.

According to Col. Jeff Franklin, the Tanker Airlift Control Center's lead controller for Katrina mission taskings, the aircraft were critical to moving Airmen assigned to contingency response wings from Travis AFB, California, and McGuire AFB, New Jersey.

Forty six Airmen from the 615th CRW at Travis AFB were quickly positioned at Keesler AFB, Mississippi, and 29 Airmen from the 621st CRW at McGuire AFB were on the ground at New Orleans International Airport. Both units established staging areas for incoming and outgoing personnel and cargo.

An 80-person Expeditionary Medical Support Team from the 375th Medical Group at Scott AFB, Illinois, deployed to support medical operations at the airport in New Orleans. They joined units from the 89th MG at Andrews AFB, Maryland, and the 6th MG at MacDill AFB, Florida, to make up the Air Forces' Medical Rapid Response Force. The force's mission was to establish a 25-bed Expeditionary Medical System capability, providing rapid response, resuscitative surgery, and emergency medical support personnel.

Air mobility support for the region continued as this edition of A/TQ went to press.

## ...Through African Skies...

A USAFE C-17 Globemaster III with the 86th Aerospace Expeditionary Group, Ramstein, Germany, departed Kigali International Airport, Rwanda, on 18 July carrying 95 Rwandan troops deploying to help ease the humanitarian crisis in the Darfur region



Rwandan forces prepare to board a C-17 Globemaster III from McGuire Air Force Base, N.J., on 17 July. (USAF photo by SSgt. Bradley C. Church)

of Sudan. The aircraft was from McGuire AFB, New Jersey, and was flown by a crew from McChord AFB, Washington.

"The people of Darfur need help," said

Col. Scott Schafer, the group commander. "This first airlift means that Rwandan troops are on the way."

"All of our efforts in support of (the mission in the Darfur region of Sudan) underscore our commitment to an important team effort," said Capt. Joel Harper, the group's public affairs chief. "We are working



Rwandan forces stand by to board a C-130 Hercules from Ramstein Air Base, Germany, on 19 July. (USAF photo by SSgt. Bradley C. Church)

with the international community, specifically the African Union and NATO, to help achieve peace in a unified Sudan."

During the operation, about 150 Airmen from Ramstein Air Base, Germany; Royal Mildenhall, England; and strategic support from U.S. Transportation Command were expecting to move about 1,200 Rwandan troops from Kigali to Al-Fashir, Sudan.

"We're not alone in this mission," Col. Schafer said. "We're working with our allies in NATO and the AU to ensure Darfur gets help."

The U.S. airlift, part of the larger multinational effort, was initiated to help the AU expand its peacekeeping force in Darfur from 3,300 to about 7,700 in the ensuing months.

U.S. European Command began deploying Airmen and equipment there on 14 July.

On this deployment, two C-130 Hercules aircraft were also part of the mix, but it takes a lot more than aircraft to assure mission success. The C-130 Hercules' need a team working together to make sure things go right.

In fact, there were 10 crewmembers on each of the flights working together to ensure the 13-hour, round-trip missions into Sudan were successful.

"There are so many moving parts to the mission that one person can't do it alone," said Capt. Bryan Aulner, a 37th Airlift Squadron pilot at Ramstein Air Base, Germany.

Three of the team members were Ravens, specially trained flyaway security forces Airmen who protect aircraft and aircrews while airborne and on the ground.

"We travel with the aircrew to provide close-in-proximity security for both the aircraft and crew when flying into an area where security is not deemed adequate," said SSgt. Lee Lyles, a Raven with the 786th Security Forces Squadron at Sembach AB, Germany. "We are their only line of defense."

"We were really excited to be part of this mission," said A1C Brian McCann, a 37th

AS loadmaster. "We wanted to ensure the Rwandan troops were comfortable, and in the case of an emergency, that we got them to safety quickly."

Another important element for assuring mission success was the team of aircraft maintainers watching over the two C-130s, and the early morning roar of eight engines from two C-130 Hercules' was "music to their ears." To airmen with the 86th AEG's maintenance team it meant the mission could continue.

"The roar sounds like four fans of freedom," said TSgt. Chris Davis, 86th AEG lead turbo propeller mechanic. "When we see them leave the ground, they are doing what they are designed to do – providing safe, reliable air power."

A team of maintainers worked 12-hour shifts, prepared for anything thrown their way. There were specialists for all aspects of the C-130 – hydraulics, instruments and flight controls, communication and navigation, electrical and environmental, electronic counter measure, jets and fuels system repair. A crew chief brings all of these parts together to make one cohesive unit. Like the parts of the plane, each person needs to be ready for the mission to proceed.

In the early part of the mission, maintainers had to deal with a few minor issues. To them it felt like they were a drive through oil change shop. But sitting idle is not in a maintainer's nature, said TSgt. Joe Montalvo, a flightline expeditor. Maintainers like to tinker with things, fix and solve problems.

On the morning of 23 July, the roar of the quad props was only heard from one airplane – at least at first. On the post flight inspection the night before, SSgt. Steve Taylor, a turbo propeller mechanic, noticed a prop low fluid light on. He discovered the reservoir was three quarts low of hydraulic fluid. As it turned out, the front lip seal was bad on an engine and leaking. With the basic hydraulic pressure line for another engine cracked as well, the flight was grounded. The problem was soon fixed and they were able to get a plane off the ground.

"We have a good crew here," Sergeant Montalvo said. "We get frustrated when we are sitting idly and don't have a plane to work on."

The maintainers made sure the roar of the propellers was heard and the C-130s continued delivering Rwandan Defense Forces troops to Sudan. As of 24 July, more than 560 Rwandan troops had been airlifted to Sudan.

## ...Through Afghan Skies...

A1C Robert Willis celebrated his 21st birthday in a rather unusual way on 22 July – offloading 85,200 pounds of jet fuel at 27,500 feet to a B-52 Stratofortress bound for Afghanistan.

It was merely another day at the "office" for the boom operator on the KC-135 Stratotanker air refueling aircraft, another day in the on-going mission known as Operation Enduring Freedom.

"It's our job to get the gas to them where and when they need it," said the Airman deployed to this forward-deployed location from Grand Forks AFB, North Dakota.

He, and a mixture of other Airmen from three stateside bases, were part the 28th Expeditionary Air Refueling Squadron. In July, aircrews, staff officers and maintainers from MacDill AFB, Florida, Robins AFB, Georgia, and Grand Forks AFB formed the squadron.

Because of the high operations tempo the tanker community experiences, they don't fit into the same rotation schedule as Airmen on a typical air and space expeditionary force deployment. Demand is high on the dual-role aircraft which can carry up to 200,000 pounds of transfer fuel as well as 83,000 pounds of cargo and 37 passengers. The KC-135 is capable of air refueling U.S. Air Force, Navy and Marine Corps aircraft as well as aircraft of allied nations.

"While we support the AEF construct just



SrA William Paull, a KC-135 boom operator with the 28th ERS refuels a B-52 over a forward-deployed location 25 July. (USAF photo by SSqt. Jocelyn Rich)

like other major weapon systems, there simply aren't enough tankers available for them to fit neatly into the AEF cycle," said Lt. Col. Jeffrey Sheppard, the squadron's commander, also from Grand Forks.

"We're in demand 365 days a year both at home and in a myriad of deployed locations. The only way to handle that demand is to have all the wings continuously share in the deployment burden," Col. Sheppard said.

Crew No. 5, who drew the 7 a.m. sortie on 22 July, could certainly attest to that. The pilots, Capts. Ryan Budinko and David Eisenbrey, had both been deployed for 180 days in the past year. Airman Willis has deployed for nearly 250 days. Typically, tanker aircrew deployments are for 60 days at a time.

"The tanker community deploys a lot," Col. Sheppard said. "While some tanker troops might spend a shorter time at a given location relative to someone in a straight AEF tasking, that person may deploy repeatedly throughout the year, so overall days remain quite high."

While the aircraft has a dual-role capability, these aircrews solely provide air refueling support, primarily for bombers heading into and out of Afghanistan. It is arguably as important a mission as the aircraft they refuel.

"(Operation Enduring Freedom) basically runs on tankers," said Capt. Eisenbrey, who has more than 2,400 flying hours.

For Airman Willis, it is a mission that is immensely satisfying. "They (the aircraft) don't stay in the air without you," said the Houston native. "You feel a lot more needed (when deployed) because you're directly supporting the mission on hand. Back home, it's mostly training."

"Unlike other (AMC) assets, we don't just land, spend 17 hours on the ground and take off," Captain Eisenbrey said. "The mission usually requires us to stick around for a little while if we go somewhere."

As far as crew No. 5 is concerned, they would not have it any other way.

## ...Through Iraqi Skies...

To keep yet another convoy off the road, 386th Air Expeditionary Wing aircrews at a forward-deployed location recently gave a textbook example of what agile combat support is all about.

Several C-130 Hercules airdropped more than 69,000 pounds of Meals, Ready to Eat to U.S. and Iraqi Soldiers engaged in combat operations against Iraqi insurgents.

"I've never felt more like I was supporting the troops than when I did this airdrop," said 1st Lt. Anta Plowden, a 737th EAS C-130 copilot. "The troops (who) we're helping are on the front lines of Operation Iraqi Freedom putting their lives on the line, and we're



TSgt. Scottie Turner checks things over before an airdrop mission to deliver 48 bundles containing about 69,000 pounds of food rations for U.S. and Iraqi Soldiers engaged in combat operations against anti-Iraqi forces. (USAF photo by MSqt. Al Gerloff)

their lifeline. It's just an awesome feeling; we're dropping food and supplies so that the soldiers can fight another day."

Long before the doors of the C-130 opened and the 48 bundles rolled into the darkness from 600 feet above the ground, a detailed planning process dissected the mission with up-to-the-minute accuracy.

Once the planners put the pieces of the puzzle together, the crews were briefed on the intricate details of the mission, and then they waited until the wheels were up.

The crews selected for this mission have been flying to Iraq daily to move people and equipment, but for the majority of them, this was their maiden airdrop in a combat zone.

"This is my first airdrop in a combat environment, but as for this and every other environment, it's the same: the checklists and crew coordination," said TSgt. Brian Beaty, a 737th EAS evaluator loadmaster. "The only difference is that maybe someone will try to shoot us down."

For a mission like this, the loadmasters were engaged in a variety of tasks in the aircraft's cargo compartment.

"We scan the aircraft for anything wrong, check and ensure the cargo remains secure for the flight, and keep the pilot and engineer up to date with the things we see in the back," Sergeant Beaty said. "In a combat environment, we'll also be positioned to scan outside the aircraft for any kind of threat like surface-to-air missiles, anti-(aircraft) artillery, other aircraft, and just as important as the rest, the ground."

During the airdrop, loadmasters checked to make sure nothing would stop the airdrop system or cargo from exiting safely, Sergeant Beaty said.

"For the rest of the airdrop (the loadmasters) are the backup in case anything goes wrong," Sergeant Beaty said.

"At the one-minute advisory my main concern is that all the checklists are completed and that we're cleared to drop," said Senior Airman Evan Britton, a 737th EAS instructor loadmaster.

The young loadmaster said that during this part of the airdrop, the aircraft flies low and slow, which is the perfect opportunity for the enemy on the ground to try to shoot it down. Also, if the checklist is not completed by the time they get to the drop zone, or they are not cleared to drop, then they have to come back around and do it again.

"I feel good that we can get these supplies to the more remote areas in Iraq and reduce the number of convoys that are required," Airman Britton said. "Also, I know that a lot of the Soldiers on the ground receiving these supplies are the same ones (who) I airlifted into theater not long ago. There is a special sense of camaraderie that comes from that."

"The crews did an outstanding job," said Lt. Col. David Uselman, 738th EAS commander. "I expected nothing less out of these warriors and wasn't surprised by the results. This is what they train to do, so when given the chance to do it in combat, they were ready and well prepared. "Every other crew wanted to be apart of it but we could only select a few," he said.

The colonel said that without the totalforce effort of the active-duty, Air National Guard and Air Force Reserve, the mission would be hard to accomplish.

"We're a total-force fighting team with two-thirds of our fleet residing in the Air National Guard and Air Force Reserve," Colonel Uselman said. "When I look at the crews in the 738th EAS, I don't see ANG or active



Capt. Adelver Martin, a registered nurse with the 86th Aero Medical Staging Facility at Ramstein AB, Germany, checks on wounded patients before transporting them from Ramstein to Landstuhl Regional Medical Center. Troops wounded in Operation Iraqi Freedom are moved to Germany if they need advanced treatment. (USAF photo byTSgt. Justin D. Pyle)

duty, I see one interchangeable team. To me, it's a real success story of our total force – one team, one fight."

If anyone in that fight, whether airmen in the air or soldiers on the ground, gets injured or wounded they will require medical attention – fast.

In battle, one of the hardest challenges is saving the wounded. Medical professionals encounter injuries not normally seen in peacetime, and many times see multiple life-threatening injures requiring immediate treatment on the battlefield.

Another problem is moving patients across hot desert sands on bumpy roads in Iraq, which can be logistically challenging and uncomfortable for the patient. And there is always the danger of roadside bombs.

To solve these problems, military aeromedical planners developed what is now an efficient medical evacuation system that moves patients from where they were injured to definitive care quickly and safely.

Along the way, patients receive the best possible care, said Lt. Col. Jose Soto, chief nurse with the 332nd Contingency Aeromedical Staging Facility.

Servicemembers in Iraq rely on a joint medical evacuation system using Army and Air Force medics spread out along the route. Aeromedical evacuation teams escort injured from Army clinics on the battlefield to the Air Force theater hospital at Balad AB. The initial patient movement is done immediately after an injury is reported. Usually an Army helicopter flies the injured troop to a field medical clinic. The patients are stabilized for flight

at the hospital, flown to Europe for further care and finally to stateside hospitals.

"The process is so efficient that we literally have been able to move patients within minutes of their injury to the first echelon of care at Army field clinics, and within hours to the Air Force theater hospital here," said Lt. Col. Laurie Hall, chief nurse at the hospital.

"If we are able to stabilize the patient quickly enough, we can even have that patient on their way to more definitive care at Landstuhl (Regional Medical Center, Germany) within 12 hours, sometimes even less than that," Lt. Col. Hall said.

Airlifting patients out of the war zone presents other challenges, coordinated by people assigned to the contingency aeromedical staging facility at Balad.

Officials at the staging facility coordinate with several medical and aeromedical evacuation elements throughout the world to ensure each patient receives the proper care and movement throughout the theater. They ensure patients are medically and administratively prepared for intertheater flights.

Aboard the aircraft, aeromedical evacuation teams work with aircrews to configure the plane for patient movement and in-flight care. If there is a critically injured patient, critical care air transport teams join the mix.

During the initial phases of Operation Iraqi Freedom, in an effort to move patients more quickly out of the battlefield and into facilities with definitive care, the Air Force moved away from dedicated airframes, such as the C-9 Nightingale or C-141 Starlifter.

They began to use the most readily available airframe in the flow using a system called the U.S. Transportation Command Regulating and C2 Evacuation System. The Air Force Medical Service also moved toward lighter, more adaptable aeromedical evacuation equipment such as patient support pallets that could easily be moved from one aircraft to the next. The pallets were built on a standard frame that could fit onto all Air Force cargo and transport aircraft, from the C-130 Hercules to the C-5 Galaxy. And care teams carry much of their equipment in backpacks.

Air Mobility Command officials report, as of 8 July, the aeromedical evacuation system had flown more than 27,681 patients out of U.S. Central Command contingency areas into Europe since the start of Operation Iraqi Freedom. Of these, only 4,982 were classified as battle injuries. About 79 percent of the battle-injured required critical care equipment and transport teams.

## ...Through Russian Skies...

On 5 August, a total force effort by AMC active-duty, Reserve and Air National Guard units extended a lifeline, literally, to try to effect a long-distance rescue to free seven Russian sailors trapped in a submarine 625

feet beneath the sea.

The Russian sub became tangled in a fishing net on 4 August during a military exercise off Russia's Pacific coast, near the Kamchatka peninsula in Siberia. With the sub's air supply dwindling, it was ultimately freed by a British submarine on 8 August. The British sub had been airlifted to scene aboard a British C-17.

Gen. John W. Handy, commander of U.S. Transportation Command and Air Mobility Command, said he was impressed with AMC's response to the Russian sub crisis.

"This potentially tragic event showcased the flexibility and unique global-reach capabilities of Air Mobility Command," the general said. "We once again demonstrated the world-class training and skills America's Airmen display day in and day out."



U.S. Air Force and U.S. Navy personnel load naval submersible equipment onto a C-5 Galaxy at Naval Air Station North Island, San Diego, CA. After the cargo was loaded, the C-5 took-off for Russia in support of the rescue effort to save seven Russian sailors trapped inside a submarine off Russia's Pacific coast. (Photo by Master Sgt. Tom Mullican)

When the call for help was sent out, Tanker Airlift Control Center officials at Scott AFB, Illinois, coordinated multiple airlift and air refueling missions during the deployment phase of the rescue operation. Under control of 18th Air Force, the control center is AMC's hub for planning and directing tanker and transport aircraft operations worldwide.

A C-5 Galaxy assigned to the 60th Air Mobility Wing at Travis AFB, California, supported the deployment, carrying nearly 160,000 pounds of equipment and people out of Naval Air Station North Island, California. The C-5 was used to move two U.S. Navy rescue submersibles along with associated equipment and people.

But that would only be the first of several missions, giving control center Airmen little time to enjoy their success.

"As requirements continued to flow into TACC throughout the day, everyone on the ...floor felt a sense of urgency and pride in the role they were playing in trying to rescue the trapped Russian sailors," the colonel said.

By the end of the day, control center officials had coordinated three additional airlift missions and associated tanker requirements. A second airlifter, a C-17 Globemaster III assigned to the Mississippi Air National Guard's 172nd Airlift Wing, flew to New Orleans Naval Air Station and loaded about 95,000 pounds of equipment and people before flying nonstop to Russia.

A C-17 assigned to the 437th AW at Charleston AFB, South Carolina, flew to Andrews AFB, Maryland, and picked up a Deep Drone 8000 Remotely Operated Vehicle and associated equipment weighing nearly 71,000 pounds. The aircraft stopped at Mc-Chord AFB, Washington, for a fresh aircrew before delivering the cargo to Russia.

A third C-17, assigned to the 62nd AW at McChord, was tasked to move a 60K loader, a 10K forklift and ground command and control people from Yokota Air Base, Japan, to Yelizovo, Russia.

AMC officials said the airlift missions could not have been accomplished as quickly as they were without the support of aerial refueling aircraft. According to a control center senior controller, the refueling aircraft were used during each airlift mission to extend the range of the airlift aircraft and deliver the rescue equipment.

Four refueling aircraft were used to support the operation: A KC-10 Extender from Travis, a KC-135 Stratotanker from the 939th Air Refueling Wing at Portland International Airport, Oregon, and two KC-135s from the Alaska Air National Guard's 168th ARW.

"This was truly an impressive effort and the overall support was outstanding," the colonel said. "Our ability to respond to a crisis event anywhere around the world was once again validated. In less than 21 hours from initial notification, a C-5 was landing in Yelizovo, Russia, after completing a double aerial refueling."

"Our mission planners, aircrews and support personnel worked nonstop together with other services and nations to ensure vital rescue equipment reached its destination as quickly as possible," General Handy said. "After all my years in the service, the men and women in this command never cease to amaze me. I'm very proud of AMC's role in this rescue mission."

This command cannot do what it does without our partners in the Guard and Reserve," General Handy said. "This operation was no different."

## ...Through the Skies of the World, Extending a Lifeline of Freedom and Hope.

America can rest assured that its Air Mobility Forces will continue to meet any challenge – *Anytime, Anyplace, Anywhere*.

This article contains excerpts from stories provided courtesy of AFNS and AMCNS.



## The Hirlift/Tanker Hissociation...

...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.

Association benefits and programs include a quarterly magazine, an annual national convention and symposium, enlisted tuition grants, awards and heritage programs that recognize outstanding contributors to air mobility, past and present.

## Through our membership we:

Provide an association through which men and women may unite to fulfill the responsibilities imposed on modern society by aerospace technology...

Recognize services rendered by industry, military, and government personnel to air mobility activities in which the United States or its Allies have been or may become engaged...

Promote scientific and academic research regarding the continuing development of our nation's air mobility capabilities...

Conduct and sponsor speaking engagements, seminars, symposiums, conventions and public forums that advance air mobility and community relations...

Encourage young men and women to participate in air mobility activities and related aerospace functions...

Support research and development of aerospace-related activities through scholarships and grants.



This year the Airlift/Tanker Association proudly honors a Founding Member of the Association and one of America's most ardent Air Mobility advocates. His dedication and committment to the Air Mobility forces of the United States of America make him truly worthy of the honor of being named the...

## 2005 A/TA

## Hall of Fame Inductee

## MAJOR GENERAL JAMES I. BAGINSKI USAF, (Retired)

Major General James I. Baginski has devoted over fifty years of his life to changing the status quo of airlift, cargo, and air refueling in significant, positive ways. His untiring efforts have enhanced the air mobility mission, impacting its history and adding to its culture.

General Baginski was born in Baltimore in 1932. He graduated from Towson (Md.) High School in 1948 and from the University of Maryland in 1954. General Baginski earned a master's degree in public administration The George Washington University, Washington, D.C., and is a graduate of the Air Command and Staff College at Maxwell Air Force Base, Ala., and the National War College, Fort Lesley J. McNair, Washington, D.C.

He was commissioned a second lieutenant through the Reserve Officers' Training Corps program in February 1954 and entered active duty in April 1954. He attended flying training at Stallings Field, N.C., and Webb Air Force Base, Texas.

During his early years in the Air Force, he performed various duties and held a variety of positions. He was a C-119 Pilot, a Personal Equipment and Survival Training officer, a C-130 pilot, a Transport Movement Control Duty officer, and a Director of Operations. He earned his Army parachutist wings at Fort Benning, Georgia, and was a Tactical Airlift Liaison officer with the 1st Cavalry (Air Mobile) Division in An Khe, Republic of Viet Nam. This diverse background provided a sound foundation for his follow-on assignments at the wing, command, and Air Force levels.

As the Assistant Deputy Chief of Staff, Operations, General Baginski was instrumental in influencing national policy
– impacting global air mobility as we know
it today. In his tour as the Assistant Deputy
Chief of Staff, Operations, he simultaneously
led the Angolan Refugee airlift

delivering over 31,000 people to Portugal; and directed project *Coin Alaska*, which successfully delivered critical needed fuel and supplies to DEW line sites in what was the largest military airlift in

the history of Alaskan theater operations.

Realizing that

Realizing that the growing role of required the airlift technologies, latest Baginski General pushed for established the USAF Airlift Center at Pope AFB, North Carolina, to test and evaluate new technologies to further improve our worldwide airlift capability. He was also

instrumental in implementation of the Inertial Navigation System for the C-141, the development of the Naval Emergency Air Cargo Delivery system (for resupply of vessels at sea), and development and testing of the VC-141B prototype.

General Baginski played a crucial and dynamic role in directing Military Airlift Command's (MAC) response to several significant events that prompted the concern of the National Command Authority. These included disaster relief responses to the Guatemala, Indonesia, Turkey, and Romania earthquake and Guam typhoon disasters; the operation *Snow Blow* airlift response to relieve the Buffalo, New York, region; the airlift of essential supplies to Zaire, under siege by insurgent forces; medical team and aeromedical evacuation response

for the Tenerife commercial jet collision disaster; the evacuation of Americans and American equipment from Ethiopia on short notice under severe time constraints; the spectacular, Mackay Trophy winning 5,124 mile C-5 airlift of a 40-ton superconducting magnet from Chicago directly to Moscow; the removal of human remains of American MIA soldiers from Hanoi; and the C-5 airlift of the Soviet MIG-25 from Mako Date, Japan, to an alternate site for Japanese "customs inspection." Addressing Army concerns, General Baginski formulated and instated an Air Line of Communications from Dover AFB to Germany that vastly improved parts and essential cargo delivery time.

General Baginski was overseer in several key exercises that demonstrated the nation's ability to project force, including *Reforger*, *Brave Shield, Brigade, Jack Frost, Bold Eagle, Solid Shield,* and *Team Spirit*. In addition, he engineered MAC's first participation in the *Red Flag* series of exercises which resulted in a wholesale revision in tactical airlift and hostile environment concepts of operation.

Of crucial importance was General Baginski's role in making the C-5 Galaxy's air refueling capability operational through an intensive aircrew training program. He then directed the first use of this capability by supporting the deployment of F-4 and F-111 units to Korea after the Panmunjon tree-cutting incident.

General Baginski persistently pursued overall improvements to the airlift and rescue fleets through the C-5 wing modifications, C-141 stretch and air refueling (which added the equivalent of 90 C-141 airframes in cargo capacity), and *Pave Low III* programs.

As the Deputy Chief of Staff, Personnel, General Baginski was among the first to take effective action to accurately assess and redress the critical 70 percent plus pilot loss rate in the six to eleven year group. He convened the first Pilot Retention Working Group Conference in the Air Force,

to underline career irritants and needed incentives. His efforts to improve flight pay were instrumental in the push for legislation that resulted in a 25 percent increase. He also reduced over 800 aircrew additional duties to 70 that directly related to flying duty. Unsatisfied with the 77 percent manning levels for C-141 and C-5 flight engineers, General Baginski instituted the *Palace Panel* program, which brought manning levels up to 90 percent within a year.

General Baginski initiated and pushed numerous 'people' programs that were paramount in reversing a perception of inadequate support for a better quality of life for Air Force members. He was in the forefront in support of pay and compensation initiatives in the Nunn-Warner Amendment and the FY81 DoD Authorizations Act which marked the most significant improvements in military pay in a decade. The 11.7 percent acrossthe-board pay raise and improved travel entitlements significantly improved morale and retention of crucial mid-level managers. He was equally instrumental in the creation of the Variable Housing Allowance and equalizing officer and enlisted TDY per diem reimbursement. Through his ceaseless efforts to improve compensation for Air Force members, General Baginski signaled that senior leadership was strongly committed to providing a rewarding and adequate way of life. When a work force reduction directed by Congress, and the presidential hiring freeze in 1978 were levied on MAC, General Baginski successfully reinstated over twothirds of the over 600 aerial port positions directed to be cut, thereby protecting a portion of MAC's wartime surge capability.

As the Deputy Chief of Staff, Operations, General Baginski realized that crucial programs needed to meet the nation's requirement to deploy forces to any scale of conflict, required clear, astute advocacy and an innovative approach to solving present and future airlift problems. His intensive effort to develop concepts of operations and training support for the rapidly evolving C-X aircraft concept was instrumental in the command's ability to knowledgeably address key areas of congressional inquiry in a series of hearings.

Concerned over MAC command and control, General Baginski guided several major enhancements in communications. He quickly integrated MAC into the WWMCCS Intercomputer Network (WIN) system, earning MAC praise from JCS observers that the command had the finest WIN program in DoD. Intratheater communications, addressed through General Baginski's push to develop the Theater Airlift Management System (TAMS), greatly enhanced MAC's ability to support the combat commands. General Baginski played a vital role in the

development and activation of solutions to the airlift communications problems identified in international crises. As a result of his efforts MAC was able to compose and deploy forces that included MAC-dedicated communications.

A strong advocate of software management systems, General Baginski encouraged the development of the Airlift Integrated Management System (AIMS), the optimized Computer Flight Plan System, and the Flow Generator III (FLOGEN III) contingency airlift deployment scheduling systems. The latter system was a direct result of the lessons learned from *CPX Nifty Nugget 78*, and was a quantum leap in rapid information processing. The value of FLOGEN III was superbly demonstrated when General Baginski directed its use in the first test of the role of the new Joint Deployment Agency in *Cpxs Brisk Ride, Positive Leap*, and *Poll Station/Wintex*.

Using innovative management of a temporarily reduced C-141A fleet, General Baginski precluded degradation of MAC's support to the DoD community during C-141B airframe conversion. This conversion was followed up by General Baginski's program to expand air refueling crews from 56 to 140.

When the establishment of the Rapid Deployment Joint Task Force (RDJTF) signaled large changes in the control of national response options, General Baginski led heavy MAC involvement in testing RDJTF concepts of airlift deployment and employment. Exercises *Bright Star* in Egypt and *Accurate Test* on the Arabian Peninsula were highly successful tests of RDJTF over water deployments with air refueling.

General Baginski directed the highly successful and visible airlift responses to such major events as the redeployment of the Inter-African Peacekeeping Forces from Zaire; the deployment of show-of-forces units to Diego Garcia during the Iran crisis; the aeromedical airlift of American hostages in Iran; the airlift of Commonwealth forces to Rhodesia; the operation of Prized Eagle deployment of F-15s to Saudi Arabia; and disaster/humanitarian responses in Zaire, Liberia, Yugoslavia, the Fiji Islands, and the Dominican Republic. Most noteworthy were General Baginski's close support for the valiant hostage rescue attempt in Iran, and support of the space shuttle launch and recovery. During General Baginski's tenure, several milestones were reached in the exercise arenas: Spearpoint 80 represented the first non-stop air refueled CONUS-Germany-CONUS C-141B airdrop missions as part of Reforger; Proud Phantom was a demonstration of short-notice large-scale deployment capability to the Middle East; the first use of Civil Reserve Air Fleet (CRAF) aircraft in a large-scale exercise occurred during Reforger 79; and Brave Shield 80 featured the first deployment of forces under RDJTF operational control.

In 1974, General Baginski was honored by the enlisted troops for his outstanding support of the enlisted forces, when he became the twenty-fourth "Order of the Sword" recipient from Pacific Air Force (PACAF).

General Baginski was instrumental in resolving many complex problems vital to the Military Airlift Command, the Air Force, and the Department of Defense. In all of the important assignments entrusted to him, General Baginski's leadership, dedication, and ceaseless efforts ensured the viability of airlift and air refueling as an effective instrument of national policy of the United States.

General Baginiski retired from the Air Force on 1 November 1984, after 30-plus years of distinguished service. A command pilot with more than 5,000 flying hours, his military decorations and awards include the Distinguished Service Medal, Defense Superior Service Medal, Bronze Star Medal, Meritorious Service Medal with oak leaf cluster, Air Medal with oak leaf cluster, Air Force Commendation Medal and Army Commendation Medal.

Since his retirement from the Air Force General Baginski has continued to be an advocate for the air mobility community. Working as a consultant with many aerospace industry company's, he brings a lifetime of experience in air mobility matters to the table. Considered an expert in air mobility matters, he is often interviewed and quoted in the military and defense media.

General Baginski is a "Founding Member" of the Airlift/Tanker Association and has spent numerous years volunteering his time and energy to ensure its success. He is currently the Chairman of the Board of Advisors to the Board of Officers.

On any given day in HQ Air Mobility Command you may run into "Bagger," as he has been affectionately called for many years, making his way from one appointment to another, sharing valuable insight with senior leadership, and still taking time to chat with young troops, sharing his experiences and his delightful sense of humor.

In short, General Baginski has devoted his life to creating a culture of air mobility, mentoring our current and future leaders, and striving to enhance the technology for our forces. He epitomizes what it means to be an American – he is a true patriot – and he is an air mobility statesman. His over half a century of extraordinary accomplishments make him truly qualified to be added to the honor roll of men and women whose insight and dedication helped build the most formidable and compassionate Air Mobility force in the world...Major General James I. Baginski is truly worthy of being named the 2005 Airlift/Tanker Hall of Fame Inductee.

# The Airlift/Tanker Hall of Frame

Section

The men and women of the United States Air Force and

Lieutenant General William H. Tunner 1906 – 1983

His vision of the role atrift 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



unselfish sacrifice, untiring efforts and outstanding achievements that



Major General Cyrus Rowlett (CR) Smith 1899 – 1990

"Aviation is the architect of a changing world," said C. R. Smith. Responsible for the expansion in operations of the Ar Transport Command and especially significant was the provision making "AIC" the War Department agent for strategic airlift.

Inducted - October 1992



only are their efforts and achievements attained during times of conflict, but they



Nancy Harkness Love 1914 – 1976

A true pioneer in aviation, visiomary, and champion for military veterans of the Wimans Airfunce Surface Pilots (WASP). Flying since 1930; earning Air Transport rating in 1933; test plies from 1937-1938. Instrumental in establishing the

Women's Auxliary Ferrying Squadron (WAFS) and merging with the WASP site made her greatest contribution to military air transportation from 1942-1944 when efforts under her leaderdership resulted in the delivery of 12,650 aircraft of 27 different types.

Inducted - November 1996



General William G. Moore, Jr. 1920 –

Renowned Aviator ... Airlifter. Combat Veteran of Three Wars. "Close Look" Developed Aerial Delivery, Combat Tactics & Techniques. "Big Lift" First Rapid Air Movement of a Full Army Division Airlifting 15,377 Personnel

& 444 Tons of Equipment
"Junction City" First Combat
Paracipute Drop, Vietnam.
Commander in Chief, Military
Abrilft Command April 1977 –
June 1979

Inducted - November 1997



The Airlift/Tanker

freedom has been and will continue to be achieved and built on the "Wings of Freedom."



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 tunker aircraft as head of the ANG from 1953 to 1963 and Chief of the National Guard Barrow 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 suburdinates.

Inducted November 2000



Master Sergeant Roy W. Hooe 1892-1973

Aviation pioneer. Regarded as the best airplane crew chief in the Army Air Corps. Hand Picked to be the airborne mechanic on the Air Coprs Fokker C-2A Trimotor, dabbed the Question Mark" by the crew, which completed a world record enduance flight of 150 hours, 40 minutes and 15 seconds. Coupled with the many positive achievements of the flight, air-to-air refueling proved to a sufe and practical future operation. He was awarded the Distinguished Flying Cross by direction of President Cabrin Coolidge.

Inducted - October 2001

performance above and beyond their duties as members of the United States Air Force and as Airlifters and Tankers.

## our mobility forces are trained and ready to deploy anywhere in the world in defense of our country. It is their



General Laurence S. Kuter 1905 - 1979His leadership, vision and direction while Military Air Transport Service Commander was especially important in the years 1948-1952, because it set the courses followed by MATS/MAC down



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



Harold L. George 1917 - 1986 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

have contributed immensely to the establishment and to the maintenance of peace in the free world.

Lieutenant General Ira E. Eaker 1896 - 1987

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 inflight

Inducted - October 1993

General Robert E. "Dutch" Huyser 1924 - 1997

Communder in Chief of Air Mobility Forces whose career span covered World War II, Kovea, Vietnam and numerous immanitarian missions. A

visionary for Mobility Forces who established the foundation for a "Global Beach 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

Lieutenant General Joseph Smith 1901 - 1993

Held command of Military Air Transport Service longer than anyone else (Nov 1951 Jun 1958). Notable successes: MATS appointed the Single Manager Operating Agency for Airlift Services, this began the Civil Reserve Air Fleet (CRAF) 1951;

MATS assumes Combat Cargo and Airborne Operations Mission 1958; expanded and refined the MATS route structure worldwide. A true leader and

Inducted - November 1995

also occur during acts of natural disaster and humanitarian relief efforts. The balance of power and our

Colonel Joe M. Jackson 1923 -"AN INDIVIDUAL WHO MAKES A DIFFERENCE A Man...An Air Force Officer...A Hero; Army Air Corps WWII Air-craft Mechanic; B-25 Crew Chief Commissioned Officer & Pilot; Fighter Pilot, Korea: U-2 Reconnalissance 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 detenated on clearing the aircraft. AWARDED THE MEDAL OF HONOR MAY 14, 1970

Inducted - October 1998

Colonel Gail S. Halvorsen

Legendary humanitarian, famed "Candy Bomber" of the 1948-49 Berlin Airlift, originator of "Operation Little Vittles,

aintropping candy with handkerchief paractustes. Awarded the prestigious Cheney Award for his efforts during the Berlin Airlift. Respected by millions for his human relief efforts worldwide

Inducted November 1999

Association wished to recognize and honor those men and women who have distinguished themselves in the

Carl A. "Tooey" Spaatz Fighter pilot in WWI. Commander of Air Forces in

Europe and the Pacific in WWII. General Spaatz was the first commander of the United States Air Force. Adation pioneer and leader in air refueling procedures while commanding the famed "Question Mark" in its refueiling flight in 1929 keeping the airplane aioft 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

John F. Shea (1919-1996)

Serving as assistant deputy chief of staff for plans, Headquarters Military Airlift Command (1960-1983), he helped conceive, develop, and bring to fruition numerous airlift enhancement and modernization programs, including the C-5 wing modification, the C-141 stretch, and the addition of emergency cargo conversion features to wide-bodied commercial passenger aircraft in the Civil Reserve Air Fleet. Additionally, his vision and expertise in air mobility helped shape the national airlift expansion act, which provided the legislative foundations for joint Military and Commercial - aircraft development. (Inducted October 2003)

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

It is for this purpose the "Airlift/Tanker Hall of Fame" has been established.

The Airlift/Tanker Association Young Leadership Award is presented annually to twelve young people who have displayed performance excellence, outstanding professional skill, knowledge and leadership.

# 2005 A/TA Young Leadership Awards

Technical Sergeant John W. Bilberry Aircraft Propulsion Lead Technician

Technical Sergeant John W. Bilberry was born in Post, TX, on 6 September 1970. He is a 1989 graduate from Bible Way Christian



Academy in Synder, TX. He entered the Air Force 26 October 1990. After completing the Turboprop Maintenance Course at Chanute AFB, Illinois, Sergeant Bilberry reported to his first assignment at the 513th Component Repair Squadron, RAF Mildenhall, UK, where he served an as aerospace propulsion apprentice and journeyman. In April 1996, he was reassigned to the 1st Special Operations squadron, Kadena Air Base, Okinawa, where he served as an aerospace

propulsion craftsman. In May 1998, Sergeant Bilberry was reassigned to the 352d Maintenance Squadron, RAF Mildenhall, UK, where he performed as an aerospace propulsion craftsman.

Sergeant Bilberry has served as aerospace propulsion craftsman, lead technician, quality assurance inspector, and grave shift section chief of the C-130 Aircraft Maintenance Unit, 314th Aircraft Maintenance Squadron since May 2000. Sergeant Bilberry's military awards and decorations include the Air Force Commendation Medal, Air Force Achievement Medal, the National Defense Service Medal with one device and the Armed Forces Services Medal. Sergeant Bilberry is a graduate of Airman Leadership School and the Noncommissioned Officer Academy where he won the Distinguished Graduate award.

He graduated from Embry-Riddle Aeronautical University Cum Laude with a Bachelors of Science in Management of Technical Operation. Sergeant Bilberry has been married to the former Sandra Allison for 11 years. They have two boys; Matthew age 8 and Ewan age 4, and were expecting their third son in April 2005.

## Technical Sergeant Harry L. Brown Stan/Eval Evaluator Flight Engineer

Technical Sergeant Harry L. Brown is an Evaluator Flight Engineer assigned to the 37th Airlift Squadron, Ramstein AB, Germany. He is



37 years old. Sergeant Brown was born in Tucson, Arizona, on 21 November 1967. He enlisted in the Air Force in 1987 and arrived at Lackland AFB, TX, in February 1988 for basic training. Upon graduation, he attended technical training at Keesler AFB, Mississippi, to become an electronic counter-measures maintenance (ECM) technician. After graduating with the distinguished graduate award, he was assigned to the 410th Bomb Wing, K.I. Sawyer AFB, MI. In May 1992,

he moved to RAF Mildenhall, United Kingdom, to assume a special duty assignment to perform special systems maintenance on the RC-

135U Combat Sentry aircraft. During this assignment, Sergeant Brown performed additional duties in safety and training, as well as NCOIC of ground data processing systems maintenance. In May of 1995, he was reassigned to the 2d Bomb Wing, Barksdale AFB, Louisiana, where he became an ECM quality assurance inspector and lead instructor for the Quality Assurance Program. In June of 1997, he began cross-training to become a C-141B Flight Engineer, culminating with his assignment to the 13th Airlift Squadron, McGuire AFB, NJ, in December 1997. The drawdown of this aircraft led Sergeant Brown to crossflow to the C-130E and his present assignment, arriving in September 2000.

Since arriving at Ramstein, he has served in a variety of positions to include instructor flight engineer, NCOIC of scheduling and his current assignment as evaluator flight engineer. Sergeant Brown is an active member of the Base Advisory Council and is also a member of the Air Force Sergeant's Association. His military decorations include the Air Force Commendation Medal (2OLC), Air Force Achievement medal (1 OLC), Air Force Outstanding Unit Award (7 OLC), Good Conduct Medal (4 OLC), Southwest Asia Service Medal with one service star, National Defense Service Medal with one service star, Air Force Longevity Service medal (3 OLC). Air Force Overseas Ribbon Long Tour, NCO PME Graduate Ribbon (1 OLC) and the Air Force Training Ribbon. Sergeant Brown is married with one child.

## Staff Sergeant Joshua D. Caron Aeromedical Evacuation Technician

Staff Sergeant Joshua Caron is a Flight Evaluator Aeromedical Evacuation Technician (AET) assigned to the 18th Aeromedical



Evacuation Squadron, Kadena Air Base, Japan. SSgt Caron was bom in Dansville, New York, on 5 April 1979. He attended Wayland-Cohocton High School and excelled both academically and in sports. He was chosen by his local community's American Legion to attend Boys State and spend a summer studying State Government. After graduating with a Regents diploma in 1997, he enlisted in the USAF.

Upon completion of BMT at Lackland AFB, TX, SSgt Caron went on to 4NOX1 Technical School and clinical training at Shepherd AFB, TX. In March 1998 he was assigned to his first duty station, the 374th Medical Group at Yokota AB, Japan. There he excelled in the Air Staging Facility and Emergency Sevices, where he was the recipient of Senior Airman Below the Zone and Airman of the Year honors in 1999. SSgt Caron was then reassigned to a remote tour at Lajes Field Azores, Portugal with the 65th MDG. While working with Ambulance Services, he was recognized as Airman of the Quarter for the Wing. SSgt Caron attended the Aeromedical Evacuation Technician Flight School at the School of Aerospace Medicine at Brooks City Base and began his aeromedical career with the 374th AES at Yokota AB, Japan. During his tour in Japan, SSgt Caron has been actively involved with youth sports and

numerous activities within the Japanese community. SSgt Caron relocated with the Squadron to Kadena Air Base Japan in 2003 and became a member of the newly designated 18th Aeromedical Evacuation Squadron. SSgt Caron military decorations include the Air Force Achievement Medal and the Air Force Commendation Medal (1 OLC). Both of SSgt Caron's Commendation Medals were received as a Senior Airman.

Captain John A. Coy

C-130 Instructor Navigator, Weapons Officer, Flight Commander, 86th Airlift Wing Weapons and Tactics

Captain Coy was bom in Stella, Missouri, and is 36 years old. He received his commission from the University of Florida in 1996. In



1996, he completed the aircraft maintenance officers course at Sheppard AFB with academic excellence. His first assignment was to McChord AFB as the assistant sortie generation flight commander, in charge of 160 personnel and the maintenance of 10 C-141B aircraft. As a second lieutenant, he was the deployed troop commander for Exercise NORTHERN EDGE '98. He and his enlisted team accomplished an unprecedented 100% maintenance and launch reliability record.

While at McChord AFB, John was selected for Joint Undergraduate Navigator Training (JUNT). Upon completion of JUNT and C-130 training, he joined the 50th Airlift Squadron, Little Rock AFB, where he upgraded to high-altitude low-opening Adverse Weather Aerial Delivery System, night vision goggle and formation lead in minimum time. Captain Coy's leadership, crew interaction and tactics expertise were critical during Operations ENDURING FREEDOM and SOUTHERN WATCH. While in Southwest Asia, he logged over 300 combat/combat support flying hours and flew some of the squadron's toughest combat missions in Afghanistan. Upon return to the United States, he completed instructor upgrade school at Little Rock AFB and then selected for the weapons instructor course (WIC). After graduating in June 2003, Captain Coy was chosen for wing weapons and electronic combat officer duties as a member of the 86 Operations Support Squadron (OSS) Wing Weapons and Tactics Flight. In September 2004, he completed his master's degree from Embry Riddle Aeronautical University. In December 2004, Captain Coy assumed flight commander duties for the 86 OSS Wing Weapons and Tactics Flight.

His military awards include the Air Force Commendation Medal (1 OLC), Air Medal (1 OLC). Aerial Achievement Medal (1 OLC), Air Force Achievement Medal, National Defense Service Medal, Armed Forces Expeditionary Medal (1 OLC), Kosovo Campaign Medal, Global War on Terrorism Medal and the Armed Forces Service Medal.

Captain Coy is married to former Julie Ann Zoul, of Waukegan, Illinois. He is an instructor with Embry Riddle Aeronautical University, a volunteer at the Ramstein Air Base Junior High School and attends local German, base- and community-sponsored events.

## Captain Michael D. Curry MC-130E Aircraft Commander

Captain Michael D. Curry is an MC-130E aircraft commander assigned to the 8th Special Operations Squadron, Eglin AFB Field 3, Florida. He



is 29 years old. Captain Curry was born in Bryan, OH, on 6 October, 1975. He attended Edon High School in Edon. He graduated in May 1994 as the valedictorian of his class.

Upon graduation he reported to the United States Air Force Academy in CO Springs, CO. Mike graduated in 1998 with military distinction and a Bachelor of Science Degree in General Engineering. Upon graduation he was commissioned a second lieutenant and assigned to the 4th Fighter Wing at

Seymour Johnson AFB as a wing scheduler. While awaiting pilot training he took the initiative and completed his private pilot's license as well as 15 hours toward his Masters Degree. Mike then moved to Laughlin AFB, TX for T-37. From there he went to Naval Air Station Corpus Christi where he completed pilot training. He excelled during the C-130 initial co-pilot course at Little Rock AFB, AR where he was named distinguished graduate. He arrived at Duke Field, Florida in November of 2000 where he completed his training to become mission qualified in May of 2001. In 2003 Captain Curry upgraded to Aircraft Commander and has since deployed as Crew Commander. In 2005 Captain Curry upgraded to Instructor Aircraft Commander.

Captain Curry completed his Master of Aerospace Science with specialization in operations in 2004. He has been deployed four times in support of Operation ENDURING FREEDOM and has over 380 combat hours. His current medals include the Air Medal (5 OLC). Aerial Achievement Medal, Air Force Achievement Medal, Air Force Outstanding Unit Award (2 OLC), Air Force Organizational Excellence Award, Combat Readiness Medal, National Defense Medal with one bronze star, Humanitarian Service Medal, Air Force Expeditionary Service Ribbon with gold border (3 OLC). Air Force Longevity Medal with (1 OLC) and the Air Force Training Ribbon. Captain Curry is active in his local church and is an avid supporter of Big Brothers/Big Sisters. He is married to the former Christine Laubsch of Frankenmuth, MI.

## Captain Kenneth D. Gjone C-130J Evaluator Pilot/Chief Executive Officer

Captain Kenneth D. Gjone is a C-130J Initial Cadre Evaluator Pilot, assigned to the 48th Airlift Squadron, Little Rock AFB, AR. He is 32 years



old. Captain Gjone was born in Rome, New York on 13 July 1972. He attended Kingston High School in Kingston, New York. He entered the United States Air Force Academy in Colorado Spring, CO, and graduated in 1995 with a Bachelor of Science Degree in Physics. After graduation, Captain Gjone remained in Colorado Springs for one year serving as a research physicist at the United States Air Force Academy. He began pilot training in 1996 at Columbus AFB, MS.

He completed pilot training at Corpus Christi Naval Air Station, TX in 1997. Captain Gjone chose Ramstein Air Base, Germany, for his first operational squadron, where he served until February 2001. His duties included Pilot Scheduler and Tactics Officer.

Captain Gjone's next assignment was to Pope AFB, NC, where he held several jobs including Assistant Director of Operations, Director of Combat Tactics, and Evaluator Aircraft Commander. In 2002, he was selected for the C-130 Weapons Instructor Course (WIC), from which he graduated with both flying and ground excellence awards. In 2003, Captain Gjone was selected by a multicommand board as a C-130J Initial Cadre Instructor Pilot, and was assigned to the 48th Airlift Squadron at Little Rock AFR

Captain Gjone has over 130 combat hours and nearly 150 combat support hours. His noteworthy flying resume includes Operations JOINT FORGE, JOINT GUARD, ALLIED FORCE, SHINING HOPE, ENDURING FREEDOM, and IRAQI FREEDOM. His awards and decorations include the Meritorious Service Medal, the Air Medal with one device, the Air Force Commendation Medal with one device, the Air Force Outstanding Unit Award, the National Defense Service Medal with one device, the Armed Forces Expeditionary Medal, the Air Force Longevity Service Award with two devices, the Air Force Training Ribbon, and the North Atlantic Treaty Organization Medal. Captain Gjone is married to the former Meghan McCann, also an Air Force captain, who is currently serving as an OC/WC-135 Instructor Pilot in the Nebraska Air National Guard.

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## Captain Matthew S. Husemann

## C-5 Aircraft Commander

Capt Matthew Husemann is a C-5 Aircraft Commander assigned to the 9th Airlift Squadron, 436th Airlift Wing, Dover AFB, Delaware. Capt



Husemann is 26 years old and was born in Oxford, OH, on 26 July 1978. He attended Kettering Fairmont High School and graduated in June 1996. After graduating high school he attended the United States Air Force Academy. Upon graduating with a Bachelor of Sciences degree in Civil Engineering he was commissioned in the USAF in May 2000. He was immediately assigned to the 8th Flying Training Squadron Vance AFB, OK, where he began Joint

Undergraduate Pilot Training in the T-37. He was then assigned to the 32d Flying Training Squadron where he was a student in the T-1 Jayhawk. In July of 2001, he was married to the former Miss Amy Sarah Baldridge. He graduated pilot training in November 2001 and was assigned to the C-5 Galaxy.

In May 2002, he completed C-5 Copilot training at Altus AFB, OK, and arrived at his current duty location, the 9th Airlift Squadron, Dover AFB, DE. There he upgraded to C-5 First Pilot and Aircraft Commander as a Lieutenant. While assigned to the 9th Airlift Squadron, he worked as a Squadron Training Officer and the Squadron Executive Officer. He now works as the 436th Operations Group Executive Officer. He was recognized twice as the 436 OG CGO of the Quarter in 2003 and 2004 and the 436 AW CGO of the Year for 2004. His military awards include three Air Force Outstanding Unit Awards, a Combat Readiness Medal, a National Defense Service Medal, Global War on Terrorism Service Medal, four Air Force Expeditionary Service Ribbons with Gold Border, Air Force Longevity Service Award and the Air Force Training Ribbon.

## Staff Sergeant Kevin R Kay Mobility Instructor

Staff Sergeant Kevin R. Kay is currently an Air Transportation Craftsman assigned to the 49th Logistics Readiness Squadron, 49th Mission Support



Group, 49 Fighter Wing, Holloman AFB, New Mexico. SSgt Kay was born 22 April 1966 in Sayre, OK. He graduated from Sayre High School in 1984 and has an Associate of Applied Science Degree in Transportation. He enlisted in the Air Force on 9 September 1991 and attended Technical School at Sheppard AFB, TX, in December of 1991. SSgt Kay also completed an Air Transportation Craftsman course in November of 2000. His first assignment was to the Aerial Port,

Tinker AFB, OK, as an Air Cargo Specialist assigned to Ramp Services. In April 1993, he was assigned to the 623rd AMSS Ramstein AB, Germany, Computer Systems Operator. His duties included upgrading programs to CAPS II.

In April 1996, he was assigned to the 16th Transportation Squadron, Hurlburt Field, Florida. His duties included Air Terminal Operations Center, Aerial Delivery, and Flight Training Manager. He was recognized as 16th Transportation Performer of the month, Wing Performer of the Year, and Airman of the Quarter. SSgt Kay arrived at the 49th Transportation Squadron in July of 2001. His duties included Unit Deployment Manager, and Mobility Instructor. He served two AEF rotations, first to Kandahar, Afghanistan, in November 2003 to March 2004, and most recent to CENTAF A4 forward Al Udeid, Qatar. SSgt Kay's awards and decorations include Air Force Basic Training Ribbon, USAF NCO PME Graduate Ribbon, AF Longevity Service (2 OLC), Air Force Expeditionary Service with Gold Border, AF Overseas Long Ribbon, Armed Forces Expeditionary Medal, National Defense Service Medal (1 OLC), AF Good Conduct Medal (3 OLC), AF Organizational Excellence Award, AF Outstanding Unit Award with Valor and (3 OLC), Air Force

Achievement Medal (3 OLC), and the Air Force Commendation Medal. SSgt Kay was recently married to his wife, Lori, of Toledo, OH. They have three daughters, Stephanie, Cheisi, and Rae. He is a member of Bethel Baptist Church. His goal is to achieve the rank of Chief Master Sergeant, earn a Bachelor Degree in Information Management Systems, and a Master Degree in Management.

## Captain Aaron J. Larose Instructor Pilot, KC-135R/T

Captain Aaron J. Larose is a KC-135 Aircraft Commander/Instructor Pilot assigned to the 909th Air Refueling Squadron (ARS), 18th Operations



Group, 18th Wing, Kadena Air Base, Japan. A graduate of the United States Air Force Academy, he received his commission in the United States Air Force in May 1997.

Capt Larose was immediately assigned to Joint Undergraduate Pilot Training at Laughlin AFB, TX, and upon receiving his pilot's wings he remained at Laughlin as a First Assignment Instructor Pilot (IP) in the T-37. As a T-37 IP, Capt Larose was selected to become a category check pilot and was the

84th/85th Flying Training Squadron Runway Supervisor Unit Training and Standardization Officer.

In May 2002, Capt Larose completed the KC-135 Aircraft Commander Initial Qualification course at Altus AFB, OK, and was assigned to his current location at Kadena Air Base, Japan. In January 2004, he upgraded to Instructor Pilot and was recommended to return to Altus as a schoolhouse IP by the 55 ARS Commander. In April 2004, Capt Larose attended Squadron Officer School in residence.

Capt Larose has commanded missions in support of Operation ENDURING FREEDOM as well as several joint exercises. He has led two PHOENIX BANNER Presidential-support missions and has commanded aeromedical evacuation flights for patients throughout the Pacific AOR, helping implement and establish a new mission for the 909 ARS. He was the tanker DETCO for Exercise RED FLAG, supervising 8 crews and managing 5 aircraft from 4 different bases. In his current position as Executive Officer to the Vice Wing Commander, Capt Larose assists wing leadership at the Air Force's most complex aircraft combat wing.

He was twice recognized as the 909 ARS CGO of the Quarter, culminating with his selection as the 2004 CGO of the Year. Capt Larose's awards and decorations include the Air Force Commendation Medal, the Air Force Outstanding Unit Award (one device), and the Small Arms Expert Marksmanship Ribbon.

## Technical Sergeant Rodney P. Morrison MC-130H Evaluator Flight Engineer

Technical Sergeant Rodney P. Morrison is an MC-130H Combat Talon II Evaluator Flight Engineer assigned to the 1st Special Operations Squadron,



Kadena AB, Japan. TSgt Morrison was born in Columbus, OH on 18 December 1964 and entered the Air Force on 15 December 1992. Upon completion of basic military training at Lackland AFB, TX, Sergeant Morrison was assigned to Sheppard AFB, TX to be trained as a Helicopter Maintenance Specialist. He was an honor graduate of the Apprentice Helicopter Specialist Course.

Sergeant Morrison's first permanent duty assignment was with the 48th Rescue

Squadron, 49th Fighter Wing, Holloman AFB, New Mexico. In 1996 Sergeant Morrison retrained to the Flight Engineer career field. He attended numerous courses throughout the year to include Water Survival Training, Combat Survival Training and Physiological Training at Fairchild AFB, WA and the Basic Flight Engineer Course at Altus AFB, OK. In September 1996, he was assigned to the 62nd Airlift Squadron,

314th Airlift Wing, Little Rock AFB, AR where he completed the Flight Engineer Initial Qualification Course and the C-130E Flight Engineer Mission Qualification Course. He attended Airman Leadership School at Little Rock AFB in May 1997 and was promoted to the grade of Staff Sergeant in August 1997. Sergeant Morrison received his CCAF Degree in Aircraft Systems Maintenance Technology and another in Aviation Operations during 1999. In July of 2000, Sergeant Morrison transitioned to the MC-130H and was assigned to the 550th Special Operations Squadron, 58th Special Operation Wing, Kirtland AFB, New Mexico. He was promoted to Technical Sergeant on 1 February 2003 and completed the NCO Academy in April 2004. TSgt Morrison was assigned to the 1st Special Operations Squadron, 353rd Special Operations Group, Kadena Air Base, Japan in September 2004. Sergeant Morrison's decorations include the Air Force Commendation Medal (2 OLC), the Air Force Achievement Medal, the Air Force Outstanding Unit award (2 OLC), the Air Force Good Conduct Meda (4 OLC), the National Defense Service Medal, with one Bronze Star and the Armed Forces Expeditionary Medal. Sergeant Morrison is married to the former Jenny R. Bolton and has one son. Hunter Morrison.

## Captain Benjamin W. Spencer C-17 Executive Officer

Captain Benjamin W. Spencer is the Executive Officer to the Commander in Aeronautical Systems Center's C-17 Systems Group at



Wright-Patterson AFB, OH. He is 33 years old. Captain Spencer was born at Fort Gordon in Augusta, Georgia, on 4 January 1972. He attended Bishop McCort High School, Johnstown, PA, and graduated in 1989. From there, he attended the University of Dayton earning a Bachelor of Mechanical Engineering Degree in May 1993. Upon completion of his Bachelor's Degree, Captain Spencer was selected to attend Officer Training School (OTS) at Maxwell AFB. He

received his commission on 17 March 1995. Captain Spencer then traveled to Sheppard AFB, TX, to attend the Aircraft Maintenance Officer Course (AMOC), graduating in July 1995.

After AMOC, Captain Spencer was assigned to the 55th Wing's 55th Maintenance Squadron, Offutt AFB, NE, where he served as the squadron's Fabrication Flight Commander. Captain Spencer was then assigned to the 7th Airborne Command Control Squadron as the Sortie Generation Flight Commander for the Air Force's only EC-135C Airborne Command Post unit. He deployed to Prince Sultan Air Base, Saudi Arabia, July 1997 in support of Operation SOUTHERN WATCH as the Squadron Maintenance Officer for the 4407th Reconnaissance Squadron (Provisional). In October 1997, he became the Sortie Generation Flight Commander for the 38th Reconnaissance Squadron managing maintenance in the Air Force's only squadron of RC-135 U/V/W Rivet Joint and Combat Sent aircraft.

Captain Spencer's next duty station was the 20th Fighter Wing at Shaw AFB, SC. He reported to the 20th Component Repair Squadron in October 1998 becoming the Propulsion Flight Commander leading maintanence for 115 F110-GE-129 engines. Additionally, he directed HQ ACC Eastern Regional TF34-GE-100A Engine Repair Center, providing war ready engines for A-10s at Moody, Pope, Eglin, and Spangdahlem AFBs. He then became the Sortie Generation Flight Commander for the 77th Fighter Squadron and its 20 assigned F-16CJ aircraft. He deployed to Incirlik Air Base, Turkey, in support of Operation NORTHERN WATCH as the Squadron Maintenance Officer for the 77th Expeditionary Fighter Squadron. Captain Spencer has also been the lead maintenance officer on five major CONUS deployments.

Captain Spencer then went to Wright-Patterson AFB, OH. Having been selected for the Acquisition and Logistics Experience Exchange Tour, he reported to the Aeronautical Systems Center's C-17 Systems Group where he was the C-17 Propulsion Integration/Auxiliary Power Unit Program Manager. Captain Spencer was selected to be Chief of the C-17

Commander's Action Group and, finally, in April 2003 he moved up to become the Executive Officer to the C-17 Systems Group Commander – the position he currently holds.

Captain Spencer received his Master of Arts in Economics from the University of Oklahoma in July 1998. He has also attended Squadron Officers School. His military awards and decorations are as follows: Meritorious Service Medal (1 OLC), Air Force Commendation Medal, Air Force Achievement Medal (2 OLC), Joint Meritorious Unit Award (1 OLC). Air Force Outstanding Unit Award (3 OLC), National Defense Service Medal (one bronze star), Armed Forces Expeditionary Medal (one bronze star). He is married to the former Bethany Hill of Fayetteville, AR. They live in Riverside, OH.

## Technical Sergeant Johnny White Instructor, In-flight Refueling Specialist

Technical Sergeant Johnny White is an in-flight refueling instructor assigned to the 63rd Air Refueling Squadron, Selfridge ANGB, MI. He is 27



years old. Technical Sergeant White was born in Flint, MI, on 12 May 1977. He attended Bendle High School, graduating in 1995. He then enlisted in the Air Force.

Upon completion of Basic Training at Lackland AFB, TX, in 1995, Sergeant White began technical training as an in-flight refueling specialist at Altus AFB, OK, where he graduated Exceptional Qualified. He was then assigned to Grand Forks AFB, ND, in 1996. During this time, Sergeant White

participated in numerous exercises and operations to include SOUTHERN WATCH, PHOENIX THUNDER, DESERT FOX, SILVERWARE, ERRANT POWER, PHOENIX SCORPION I, II, III, DELIBERATE FORGE and RED FLAG. These achievements earned Sergeant White multiple Aerial Achievement Medals. In addition. Sergeant White was selected as Airman of the 4th Quarter, 1997. After leaving active duty. Sergeant White joined the 63rd Air Refueling Squadron, Selfridge Air National Guard Base, MI, in 1999. While assigned to the 63rd Air Refueling Squadron, Sergeant White participated in numerous operations to include NOBLE EAGLE and JOINT FORGE.

Sergeant White earned his Private Pilot Licensee in 2004. Subsequently, he completed his Community College of the Air Force Degree, Aviation Operations, in 2005. He is currently in enrolled at Macomb Community College with a 4.0 Grade Point Average, working towards a degree in Business Management.

Sergeant White continues to support the Air Force and local community through many avenues. Sergeant White serves as a 2nd Lieutenant in the Civil Air Patrol where he is the Aerospace Education officer. He routinely supports and volunteers his time for the annual 927th Air Refueling Wing Muscular Dystrophy Boat Ride as well as going out to local schools and talking about military careers to students on career days. He is also a member of the local Human Resources Development Committee, Retention and Outreach Committee. Sergeant White's awards include the Aerial Achievement Medal (2 OLC), the Air Force Outstanding Unit Award, the Armed Forces Expeditionary Medal, the Combat Readiness Medal, the Humanitarian Service Medal, and the National Defense Medal.

"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

The Airlift/Tanker Association General Robert E. "Dutch" Huyser Awards are presented annually to a wing/group level or below, pilot, navigator, flight engineer, loadmaster and boom operator who have displayed outstanding proficiency and performance of flight duties, significant accomplishments, adaptability to unusual job assignments or difficult circumstance; acceptance of responsibility; and, self-improvement efforts.

## Huyser Aurans

## Captain Michael A. Jackson Pilot

Capt Michael A. Jackson is a Weapons Officer and Evaluator Aircraft Commander, MC-



130H; Chief Stan/Eval, with the 15th Special Operations Squadron, Hurlburt Field, Florida. He graduated from the USAF Acacdemy in 1995 with a degree in Political Science. He has also graduated

from the USAF Weapons Instructor Course.

He has served in the Global War on Terrorism's two fronts during deployments during both Operations Enduring Freedom and Iraqi Freedom, executing perilous missions under enemy fire. A skilled aviator, his actions defeated 3 precisely aimed Anti-Aircraft Artillery (AAA) and Rocket Powered Grenade (RPG) engagements, and he coolly directed emergency procedure actions during a catastrophic electrical system failure over Iraq at night saving his crew and aircraft. His actions helped secure Iraq's most holy city when he infiltrated 119 Iraqi National Guardsmen and elite US Special Forces into the heart of An Najaf and Muqtada Al Sadr's Mahdi Militia were compelled to leave the Imam Ali Mosque.

From lessons learned in combat situations, Capt Jackson conceived AFSOC's first weapons specific brief on defeating insurgent RPG tactics and the tactics, techniques and procedures he developed have been proven in combat. He created a program for Operation Iraqi Freedom airspace deconfliction measures between Special Operations Forces and other coalition air assets, which reduced the risk of mid-air collisions during four low-level Talon II leaflet drop missions over Fallujah, Iraq, during Operation Phantom Fury.

Among Capt Jackson's many awards and decorations are the Meritorius Service Medal, the Air Medal (1 OLC), the AF Commendation Medal and the AF Achievement Medal.

## Major Charles D. Bolton Navigator

Maj Charles D. Bolton is a Wing Weapons and Tactics Flight Commander with the 43rd Operation Support Squadron, Pope AFB, NC. He holds a B.S. in Biology from the USAF Academy and a M.S. in Computer Resources and Information Management



from Webster University. He has also completed Air Command and Staff College, the USAF Weapons School and Squadron Officer School.

Maj Bolton is a combat warrior, exemplary

leader and a brilliant tactician who is committed to excellence. He led the tactics planning effort for multiple Operation Enduring Freedom and Operation Iraqi Freedom missions, and has participated in actions in the Horn of Africa.

Maj Bolton was selected to brief joint warfighting issues to the 18th Air Force commander, who lauded his professionalism. He personally updated mission planning and data collection procedures, helping to refocus metrics that raised C-130 combat effectiveness. Known as a "technology guru" he has worked on CENTAF, AMC and Wing projects such as creating tactics profiles that mirror real-world operations.

Maj Bolton served as the fixed-wing expert at the JCS-directed Joint Warfighter Advisory Group Conference and his real-world combat expereince and knowledge was used for a test design that validated C-130 tactics and defensive systems. He was hand picked as the C-130 expert for a COMUSCENTAF-directed investigation into contingency fixed wing/rotary wing operations in Afghanistan and Iraq, and his analysis and recommendations ensured that the combat tactics in use were valid and safe.

Among Maj Bolton's many awards and decorations are the Meritorious Service Medal (1 OLC), the Air Medal and the AF Commendation Medal.

The actions of the men and women who are awarded the highly prized annual Airlift/ Tanker Association Huyser Awards, Halvorsen Award, Specialized Mission Award and the P. K. Carlton Award for Valor all have exemplary military records detailing numerous instances of their outstanding proficiency and performance - far too many to fully cover in the pages of A/TQ. The examples used in each of the following short biographical descriptions serve only to highlight their extraordinary service to the United States Air Force and to our country -

## Master Sergeant Brian C. Johnson Flight Engineer

MSgt Brian C. Johnson is a Chief Flight



Engineer Evaluator with the 41st Airlift Squadron, Pope AFB, NC. He has earned two Associate degrees from the Community College of the Air Force, one in Aircrew Operations, and one as an In-

structor of Military Science and Technology.

MSgt Johnson is a battle-tested, combat warrior who has excelled in both his garrsion duty and combat situational roles. He has seen action during both Operations Enduring Freedom and Iraqi Freedom, as well as in the Horn of Africa, participating in 50+ combat missions, and is expertly proficient during airdrop and maximum effort operations. He is a dedicated team player and volunteered to immediately return to the Operation Iraqi area of responsibility to fill a flight engineer shortfall.

MSgt Johnson's levelheadedness under pressure is evidenced by such actions as his having fixed an aircraft overheat detection system under mortar threat, enabling the evacuation of a critically wounded soldier; his identification and repair of a faulty bolt causing an airleron to jam; and the performance of combat repair procedures on a failed starter. He was hand-picked to fly a structurally damaged aircraft out of a combat zone to ensure that the aircraft and crew had a safe arrival.

An extraordinary leader, MSgt Johnson resolved training issues caused by deployment tempo and a 25% PCS/retirement turnover, helping to assure his Wing's combat readiness. He led the Traffic Collision Avoidance System training for 24 pilots and flight engineers, helping to maximize interfly capabilities and safety.

Among his other awards and decorations, MSgt Johnson has received the Air Medal, Aerial Achievement Medal (4 OLC), and the AF Commendation Medal (3 OLC).

"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

## Master Sergeant Brandon W. Broughman Loadmaster

MSgt Brandon W. Broughman is the Chief Loadmaster, 43rd Operations Group,



Standardization/ Evaluation, Pope AFB, NC. He holds two Associate degrees from the Community College of the Air Force, one in Aircrew Operations and the other as an Instructor

of Military Science & Technology.

MSgt Broughman is considered extraordinary warrior and leader. His commanders have consistently rated him the number one loadmaster under their command. He is a battle-tested loadmaster, having flown 40+ combat missions in support of Operation Enduring Freedom, Operation Iraqi Freedom and to the Horn of Africa. He served as a loadmaster during the first C-130E airdrop into Iraq during Operation All American Lightning, dropping 40+ combatants into the country. Considered the mission planning cell guru for the mission, his input was indispensable and critical to the successful completion of the operation. His abilities showcased AMC's warfighting capabilities.

As a loadmaster superintendent he successfully blended 70+ active duty and Air National Guard loadmasters from 5 squadrons in 3 different wings, into an effective loadmaster fighting force whose actions helped win battles and save lives. His skill in handling 37,410 warriors and nearly 8,000 tons of cargo during 6,232 mishap-free flying hours has had a direct impact on the Global War on Terrorism, as have his ingenuity and flair for innovation. He developed a cargo limit matrix for 22 restricted C-130s which maximized the training capabilities in support of CENTCOM during wartime; he developed a C-130 combat scanner seat which reduced injury potential while maximizing threat scanning; and, he created deployed travel crates for Operations Enduring Freedom and Iraqi Freedom shipment and storage, ensuring the \$350,000 in assets arrived damage free.

These are just a few among many accomplishments that resulted in MSgt Broughman, a stellar loadmaster, being selected ahead of his peers as the Operations Group Chief Loadmaster Evaluator. His experience and expertise has provided vital guidance to Pope AFB's combat vision.

Among MSgt Broughman's many other awards and decorations are the Air Medal (2 OLC), the Aerial Achievement Medal (4 OLC), the AF Commendation Medal (3 OLC) and the Combat Readiness Medal (6 OLC).

## Staff Sergeant James j. Guldjord Boom Operator

SSgt James J. Guldjord is a Flight Supervisor/In-Flight Refueling Systems Evaluator KC-135R/T, with the 350th Air Refueling Squadron, McConnell AFB, Kansas. While at McConnell AFB, he has held positions as a unit deployment manager, training



flight boom operator, commander's support staff, chief boom operator of stan/eval and deputy program manager. He completed both the Airman Leadership School and studies with the Com-

munity College of the Air Force in 2004.

SSgt Guldjord is a combat proven boom operator, having orchestrated 55 combat sorties for Operations Enduring Freedom and Iraqi Freedom, during which his efforts ensured the offload of 1,000,000+ pounds of fuel to coalition aircraft, and helped to plan 28 special operations missions, delivering fuel to 40 receiver aircraft with 100% mission effectiveness. His expertise as a boom operator led to his being hand-picked to refuel a F/A-22 test aircraft as a crucial part of super cruise and avionics testing on the next generation fighter. Cool under pressure, his smoke and fume detection efforts during an in-flight emergency helped to save the crew and a \$52M aircraft.

SSgt Guldjord's professionalism has been of immense help in strengthening Air Force foreign relations. He was selected to deliver a Singapore Air Force KC-135R following depot maintenance; he was the lead boom operator on a START mission, escorting 12 Russian inspectors; and, he was hand selected to escort a foreign dignitary to Scott AFB, Illinois, for a meeting with the AMC commander.

The youngest flight evaluator in the Wing, SSgt Guldjord's expertise and maturity led to his selection ahead of his peers. He was the first of 20 Squadron boom operators to complete KC-135 Block 40 avionics certification, and the first boom operator in the Wing to be certified to teach a new tactics course.

SSgt Guldjord is considered an outstanding boom operator, instructor, evaluator, planner and manager. He has been nominated for, and won, many unit honors, including being named the 305 ARS Instructor Boom Operator of the Year. Among his many other other awards and decorations are the Air Medal (5 OLC), the Air Force Commendation Medal, and the Air Force Achievement Medal.

The Airlift/Tanker Association Colonel Gail S. Halvorsen Award is presented annually to an outstanding Air Transportation (2T2XX) individual for sustained excellence in aerial port operations.

## 2005 A/TA

## Halvorsen Auvaral

Master Sergeant Carl Lane, Jr., arrived at Kadena Air Base, Japan, in December 1999 from Howard AFB, Republic of Panama, and has held several positions within the 18th Wing. While assigned to the 18th Transportation Squadron he worked in the Combat Readiness Flight and was the NCOIC of Deployments

and Training. In this position he was directly responible for training and mobilizing 34 units from six MAJVCOMs. Sergeant Lane was a part of the Chief of Staff Logistics Review which merged the 18 TRNS, 18 SUPS and 18 LSS into the 18th Logistics Readiness Squadron in 2002. He has deployed twice under the AEF construct and supported both Operation Enduring Freedom and Operation Iraqi Freedom, as well as several major JCS exercises.

Master Sergeant Lane is married to the former Chistina Sherman of Washington D.C., and they have three children. Sergeant Lane's awards and decorations include the Air Force Commendation Medal, Air Force Achievement Medal (4 OLC), Global War on Terrorism Medal and the NATO Medal.



MSgt Carl Lane, Jr.

Master Sergeant Lane has displayed outstanding proficiency and performance in his air transportation duties. Leading 20 fellow airmen, and using his vast Combat Mobility Element knowledge he is considered a premier "Air Transporter." His ability to juggle home-station and TDY workloads and commitments has had a global impact. He spearheaded an effort to obtain \$18,000 for PACAF's Air Base Ground Defense course for an equipment update that ultimately raised readiness by 20%. He personally oversaw the the repair and repack of 100 chutes for an annual inspection which resulted in full compliance and was the key to 80 error-free missions. To help insure the 18th Wing was prepared for a wartime role, he trained 74 Exercise Evaluation Team members and resolved local unit deficiencies. Considered an "Ace Rigger," he helped bolster PACAF's unilateral training, overseeing

the inspection of 120 parachutes and 164 error-free drops. He has inspected 100s of tons of cargo, on numerous missions with zero mistakes.

Master Sergeant Lane compiled monthly workload/manning data which gave MAJCOM a true sight picture, leading to accurate

taskings. A forward-thinker, he oversaw the sheltering of six vehicles prior to a Typhoon, assuring that damage was minimal to \$875,000 in assets. His superior craftsmanship, knowledge and leadership contributed to 18 LRS winning the 2004 PACAF Daedalian Award.

Sergeant Lane's adaptability to unusual job assignments and difficult situations has resulted in saving lives as well as assets. An initial cadre member for Tsunami relief, he conducted airfield surveys and helped launch operations in Thailand and Sri Lanka. During a hurricane crisis in the Phillipines he was instrumental in the delivery of \$3,000,000 in critical medical supplies, helping 350,000 Plawan residents and was lauded by the Phillippine President for his efforts.

Master Sergeant Lane is tirelessly devoted to improving his unit and himself. He has completed

the advanced Combat Life Saver Course, increasing his unit's knowledge base and life saving capabilities by 20%. He leads an intense physical fitness program which has ensured the certified combat capabilities for 20 warfighters. He has honed his leadership skills while mentoring youth as a coach for several sports programs, providing his players guidance and direction. He continually strives to sharpen his communication skills and to reach his educational goals. These skills have resulted in him acting as a credible liaison with United States Army and Marine Corps rigger units, sharing ideas and concepts which have enhanced joint partnerships and relations.

For these, and many other noteworthy actions during the performance of his duties, Master Sergeant Carl Lane, Jr., is truly worthy of being named the 2005 A/TA Halvorsen Award Winner.

"Too often the ground personnel are taken for granted or overlooked in major air events that are outcome centered..."

-Colonel Gail S. Halvorsen "The Berlin Candy Bomber"

The Airlift/Tanker Association Specialized Mission Award is presented annually to an outstanding individual whose performance of duties in support of an aerial air mobility mission is exceptionally noteworthy during crises, contingencies, or humanitarian airlift. This award is presented to career fields not covered by the General Huyser award categories.

2005 A/TA

Specialized Mission Award is presented annually to an outstanding individual whose performance of duties in support of an aerial air mobility mission is exceptionally noteworthy during crises, contingencies, or humanitarian airlift. This award is presented to career fields not covered by the General Huyser award categories.

Major Paul K. Yenter is a native of Preston, Minnesota. After graduating from high school, he joined the Army in 1982. In 1989, he was commissioned a 2d lieutenant in the Wisconsin Army National Guard. Upon earning his nursing degree in 1993, he was assigned to Ft. Huachuca, AZ, where he served in multiple

capacities including Officer in Charge of the Post Anesthesia Care Unit and Officer in Charge of the Community Care Clinic. In 1996, he branch transferred to the Air Force. His first assignment was to the 82d Medical Group, Sheppard AFB, TX, as the Nurse Manager of the Family Practice Clinic. In 1999, he was assigned to the 48th Medical Group, Royal Air Force Lakenheath, England, where he served as a Primary Care Optimization Nurse. In 2001, he was assigned to the 7th Medical Group, Dycss AFB, Texas, where he was the element chief of the Health and Wellness Center. Currently, he is the Operations Flight Commander, 43d Aeromedical Evacuation Squadron, Pope AF, NC. In this role. he supervises 4 officers and 9 enlisted airmen as he directs the scheduling of all flights and training events for a squadron of 154. The Operations Flight is also

responsible for the launch and recovery of all aeromedical training missions for the squadron. Major Yenter holds a Bachelor of Science Nursing degree and is currently working towards a masters degree. His awards and decorations include the Air Medal and the Air Force Commendation Medal (2 OLC).

Since transferring to the Air Force, Major Yenter has displayed continuing conspicuously outstanding proficiency in performing his assigned duties. He is a consummate Aeromedical Evacuation leader and a proven wartime flight nurse, serving as Chief Nurse for Operations Flights during Expeditionay Aeromedical Evacuation Squadron deployments during both Operation Enduring Freedom and Operation Iraqi Freedom, during which he flew 23 missions, including 17 combat sorties, helping to airlift 632 patients to definitive care. During the Fallujah, Iraq, operations surge he

oversaw the transport of 190 patients on 8 strategic Aeromedical Evacuation missions to Germany over a period of 16 days.

Major Yenter's more significant accomplishments are the result of coolheadedness under pressure, the ability to adapt to changing situations and a true humanitarian spirit. When the Combined

Air Staging Facility commander, in a move to open hospital beds for more combat wounded, added 7 additional litter patients to a C-141 flight that already had 22 litter patients loaded and was ready to button up, Major Yenter directed the safe off-load and reconfiguration of the aircraft, and quickly had all 29 litter patients back on board. Since 4 of the 7 new patients were post-op patients having just undergone life and limb saving surgery, Major Yenter rapidly triaged and stabilized them for expedited take-off.

During an airlift of 4 combat wounded soldiers just hours after an air base attack and only 1 hour after surgery to a EUCOM hospital, Major Yenter, as part of the only crew with post-anesthesia treatment experience available, took extraordinaly care to ensure that their airway and circulation remained stable for the 6-hour flight to Germany, while

continuing to manage 44 patients and supervise the AE crew. When he was faced with the pick-up of a highly infectious patient during the transport of 6 critically burned patients, he conferred with the burn team so that the potential for contamination was minimized and all patients were airlifted successfully. He allayed Airmen's fears during the flight and wrote the post-mission report and briefed the 86 MXG commander following the flight.

When Major Yenter supervised the transport of 2 Polish coalition pilots following a helicopter crash with no translator available, he none-the-less met all their medical needs. His efforts also helped promote positive international relations when he supervised a AE crew flying an Iraqi mother and child back to Iraq following life saving surgery in the U.S.

For these, and many other exeptioanlly noteworthy actions during the performance of his duties, Major Paul K. Yeter is truly deserving of the 2005 A/TA Specialized Mission Award.



Major Paul K. Yenter

"...any citizen should be willing to give all that he has to give his country in work or sacrifice in times of crises."

-Eleanor Roosevelt

The Airlift/Tanker Association Gearal P.K. Carlton Award for Valor is presented annually to an individual who demontrates courage, strength, determination, bravery and fearlessness during a combat, contingency or humanitarian mission during the previous calendar year.

## 2005 A/TA General P.K. Carlton Aurourd From Vallow

Major David A. Millsapps was born in Knoxville, Tennessee, on 20 November 1967. He attended Alcoa High School in Alcoa, Tennessee. Upon graduation in 1986, he attended the University of Tennessee in Knoxville, TN, graduating in 1990 with a Bachelor of Arts degree in Honors History and was a Distinguished Graduate of the Air Force R.O.T.C. four-year program. Upon graduation he was commissioned as a second lieutenant and attended Undergraduate Pilot training at Laughlin

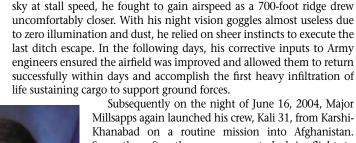
Air Force Base, TX, where he received the Contact Flying Award. He excelled during the C-130 initial copilot course at Little Rock AFB, AR, and quickly upgraded to Aircraft Commander in the 61st Airlift Squadron. He arrived at Hurlburt Field, FL, in May of 1996 after completing his initial training in the MC-130H Combat Talon II. He was next qualified in the MC-130E Combat Talon I with the 711th Special Operations Squadron, Duke Field, Florida, where he now serves with the 8th Special Operations Squadron.

Major Millsapps' awards and decorations include the Air Force Association "President's Award," Distinguished Flying Cross, Air Medal (5 OLC), Aerial Achievement Medal (2 OLC), Air Force Commendation Medal (1 OLC), Joint Meritorious Unit Award, AF Outstanding Unit Award with Valor Device (4 OLC), Combat Readiness Medal, Air Force Recognition Ribbon, National Defense Service Medal (1 Device), Armed

Forces Expeditionary Medal, Southwest Asia Service Medal (1 Device), Global War on Terrorism Service Medal, Humanitarian Service Medal (1 OLC), Air Force Expeditionary Service Ribbon with Gold Border (2 OLC), AF Longevity Service (2 OLC), Armed Forces Reserve Medal with 1 'M' Device, Small Arms Expert Marksmanship Ribbon (1 Device) and the AF Training Ribbon.

Major Millsapps distinguished himself through sustained superior performance, displaying unparalleled courage, leadership and perseverance in the face of extremely challenging missions flown by the USAF's most deployed unit.

On the night of May 25, 2004, Major Millsapps was handpicked to fly into a newly created dirt strip carved into the side of a ridgeline. This mission, where significant enemy activity was taking place and the rapid infiltration of shooters and equipment was required, was the first-ever operation of a C-130 into the field. Due to the extreme remoteness and high altitude of the landing zone, combat engineers prepared only the crudest runway; therefore it was clear that only an aircraft commander with the highest credentials could be trusted to land on the new strip. After meticulously planning the route for infiltrating this "one way in, one way out" landing zone, he proceeded into the inhospitable landscape of eastern Afghanistan. Conducting the approach in absolute minimum visibility, Major Millsapps pressed on, realizing the international importance of opening the airfield to heavy airlift. Immediately after touchdown, the nosewheel impacted a "jut" on centerline and Major Millsapps and crew suddenly found themselves ejected back into the air. Struggling to fly into the black, dust-laden



Millsapps again launched his crew, Kali 31, from Karshi-Khanabad on a routine mission into Afghanistan. Soon thereafter the crew was retasked in flight to provide medical assistance and evacuation of critically wounded troops. Taliban forces had launched an attack on coalition forces near Lwara, which was described as "the most evil place on earth." Kali 31 was directed to divert into Bagram AB and pick up an awaiting surgical team and vital medical supplies. While en route, Major Millsapps and crew immediately began planning the route into the difficult, remote airfield where they would meet the wounded. Dodging thunderstorms in mountainous terrain with nearly zero-illumination and receiving sporadic small arms fire, he executed a flawless approach to the high altitude, 4,000-foot-long dirt strip. Major Millsapps arrived just ahead of the helicopters, putting the medical team in place just in time to receive

over 30 wounded troops. The crew held on the runway in hostile territory for the medical team to assess the casualties. In only minutes. Major Millsapps and his crew were airborne with the wounded, several with life-threatening injuries, and one case so dire that it warranted immediate in-flight surgery enroute to Bagram. Precariously low on fuel, he chose the most direct route to the nearest emergency medical facility, avoiding the most treacherous terrain in the world. Major Millsapps and his crew's daring, decisive actions were lauded by the commander of Combined Forces Command Afghanistan for being "directly responsible for saving at least five lives and reinforcing countless others."

The capstone event for this crew came on the night of June 26, 2004, when Major Millsapps demonstrated lightning-quick reaction and impeccable crew coordination during an engine failure on takeoff from a remote airfield. Selecting a route through the mountains compatible with a meager three engine climb performance, he successfully flew the crippled aircraft to a recovery base. During a three engine landing in marginal weather and high winds, the airplane experienced a second engine malfunction requiring shutdown on the runway. Major Millsapps' absolute superior airmanship and composure under pressure ensured the survival of nine crew members and a \$75 million airframe in a bona fide "worst case scenario" aircraft emergency.

The unbridled valor exhibited by Major David A. Millsapps over the course of 212 hours of combat and over 90 days deployed in support of Operations IRAQI FREEDOM and ENDURING FREEDOM, as well as SECURE TOMORROW, the liberation of Haiti, earned him the respect of all in the Air Force Special Operations community and make him the ideal recepient of the General P.K. Carlton Award for Valor.



Major David A. Millsapps

## A/TA Chapter Contacts



The Airlift/Tanker Association is dedicated to ensuring that American military forces continue to have the air mobility capability required to implement U.S. national security strategy.

International in scope, the Association has chapters and members throughout the world. Association membership includes active duty, reserve forces and retired military personnel, both officer and enlisted, as well as civilian and industrial supporters of the air mobility mission.

Membership is open to all.

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# "Ingels With Wings"

Operation Babylift – Homeward Bound Vê Quê hương – Hoà hợp và Thống nhất



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A Story of Generosity, Graditude and the Circle of Life

by Collin R. Bakse, editor A/TQ

am Traynor studied her watch intently as the seconds and minutes following take-off ticked by. Several minutes after we had lifted off from Ho Chi Minh City's Than Son Nhat airport, she rather matter-of-factly said, "That's it."

I was sitting in the row just behind her and asked, "What's it?"

"Twelve minutes out. That's when Bud's plane suffered the decompression," she replied.

"Wow, that's kind of a scary thought. I'm glad lightning didn't strike twice," I said, trying to be light-hearted. "Makes you think though, doesn't it?"

"Yeah," she sighed, as she laid her head back against the head-rest and closed her eyes.

I suspect she was thinking about how proud she was of Bud, how fortunate it was that he and so many others had survived the crash, how sad it was that so many had not. I know that's what I was thinking. I also thought about how lucky I was for having been invited to participate in such a historic event.

We were on the final leg of a very special trip. A trip that had started five days earlier in San Francisco – another milestone in a voyage that had really started 30-plus years earlier during the final days of war in Vietnam.

The trip was the culmination of two years of planning by World Airways to commemorate the 30th Anniversary of the evacuation of Vietnamese babies and children from war-torn Vietnam in April of 1975.

World Airways had played the initial role in the month-long evacuation when one of its planes took off without permission, in the dead of night, with 57 children on board – "orphans" on their way to new homes in a new land. Following that first "maverick" flight, President Gerald Ford authorized the use of U.S. Air Force assets for what would become to known as "Operation Babylift."

Now, thirty years later, World Airways was again flying a historic flight out of Vietnam - but this trip had really been about the flight to Vietnam. Christened "Operation Babylift - Homeward Bound," the trip brought together twenty-one young men and women who had been adopted out of Vietnam, their traveling companions, a host of World Airways personnel, several special guests and a cadre of media for an emotional and rewarding "experience of a lifetime." I had been invited to cover the trip for A/TQ by General Ron Fogleman, who, as Chairman of Board for both World Airways and the Airlift/Tanker Association, had extended me the proverbial "offer that can't be refused," and placed me in the enviable position of being both an invited guest and member of the media.

## Meeting in San Francisco

"Operation Babylift – Homeward Bound" took to the air as World Airways Flight #001 on Sunday, the 12th of June, 2005, departing from Atlanta, Georgia, heading to Oakland, California, with many of the trip's participants on board. That evening they and the other participants, who had arrived from various locations around the country, myself included, along with many local World Airways employees and alumni met for the first "official" event on the trip's itinerary - a welcoming buffet dinner at the Sheraton Fisherman's Wharf in San Francisco. That first gathering hinted at the emotional roller coaster we were going to experience over the next several days.

Excitement and anticipation filled the air. World Airways Sales Coordinator, Kimberly Williams, who managed the "everyday details" for the trip, was on hand to greet guests as they arrived, doing her best to introduce everyone to one another. There was lots hand-shaking, lots of hugging, lots of "watery eyes," and lots of story-telling.

The adoptees related stories of their lives growing up in America and expressed their excitement about the prospect of returning to

the land of their birth - many for the first time. Current World Airways employees spoke of how proud they were to be taking part in such a worthy endeavor. World Airways "old-timers" reminisced about the harrowing times they had spent in Vietnam during the war. Military veterans recounted their wartime experiences. Everyone talked about how "Operation Babylift" had Adoptee mom Lana Noone and affected their lives.

Local and national media were the opening reception for "Opconducting interviews everywhere eration Babylift - Homeward you looked – in the meeting area, in Bound," in San Francisco.



A/TA member Pam Traynor at

the hall, on the terrace. Of special interest to me, as editor of A/TQ, were the interviews with A/TA members Bud Traynor and Phil Wise, crewmembers aboard the ill-fated first "official" flight of "Operation Babylift." Col.. Dennis "Bud" Traynor, USAF (ret), a young Captain at



(C), Phil Wise (L) and Bud Traynor (R). Phil and Bud sur-"Operation Babylift."

the time, was the aircraft commander of the C-5A Galaxy that crash-landed shortly after take-off on 4 April 1975. Sgt. Phillip R. "Phil" Wise, USAF (ret), an aeromedical evacuation technician was the senior medical technician on board.

Even though Captain Traynor's extraordinary airmanship and the The A/TA was well represented crew's heroic handling of the situation on the trip. Shown here: A/TA had resulted in 176 lives being saved, Chairman, Gen. Ron Fogleman 138 lives had been lost and a cloud of controversy has swirled around the incident to this day. [See A/TQ Volume vived the crash of a C-5A during 13, Number 2, Spring 2005, for background and a first-hand account of the

mission]. So I was curious and a little apprehensive about what questions Bud and Phil would be asked, how the those questions would be

posed and how they would respond. Happily, the questions were fair, for the most part positive and both Bud and Phil handled the answers like pros. Their interviews will be part of a documentary about the trip being produced on behalf of World Airways.

When everyone had finally settled down for dinner, Steve Forsyth, Director of Corporate Communications for World Airways, introduced the company's Chairman of the Board, General tor Kimberly Williams at the Ronald Fogleman, USAF (ret), who said opening reception. Kimberly the trip, while a gift to the twenty-one took care of trip details such as adoptees who would be returning to pre-trip communications, head land of their birth, was also "a trib-counts, luggage handling, and ute to World Airways employees." He  $\,$  much more.



Adoptee Tiffany Goodson and World Airways Sales Coordina-

went on to say that "Operation Babylift" was a pivotal moment in World Airways history, exclaiming "World did it!" General Fogleman also introduced several World Employees who had participated in

Opposite: Amid a collection of keepsakes and souvenirs of the "Operation Babylift - Homeward Bound" trip is a photo taken at Oakland International Airport before departure for the ultimate destination of Ho Chi Minh City, Vietnam. In the picture are (from L to R) Former CEO of World Airways, Mr. Hollis Harris; World Airways CEO, Mr. Randy Martinez; adoptees Roger Castillo, LeeSanne Guthrie, Tim Holtan, Jason Brown, Lyly Koenig, Tanya Bakal, Jared Rehberg, Tim Bosworth, Kimberly Louie, Tiana Mykkeltvedt, Richard Silver, Jonathon Groth, Chau Le-Tran, Tiffany Goodson, Jennifer Noone, Tim Buchanan, Jason Trieu, Tia Keevil, Wendy Greene, Canh Oxelson, and Jeff Gahr; and Chairman of the Board of World Airways General Ronald Fogleman. (All photos: A/TA by Collin Bakse)

the "maverick" flight, and throughout the Babylift, and would be taking part in the trip, including: pilots Ken Healy and Bill Keating; Ed Daly's assistant in Saigon, Joseph Hrezo; the Saigon station manager, Phung Nguyen; the Saigon ground operations manager, Thao Nguyen; and flight attendants Atsuko Schlesinger and Janice Wollett. He then thanked all World Airways employees, past and present, for what they had done, and continue to do, for the company.

As Chairman of the Board of World Airways and a Vietnam veteran I was pleased to be part of Homeward Bound, the commemorative trip to Vietnam marking the 30th anniversary of World Airways participation in the first Babylift flight in April 1975. I must confess that it was a strange feeling to enter Vietnamese airspace after an absence of 36 years. When we were approaching Ho Chi Minh City I had the opportunity to look down on Bien Hoa Air Base where I had spend over a year of my life as a young fighter pilot. Many thoughts flashed through my mind, mostly about my friends and squadron mates who had not survived the war. I also thought about the things we had done to keep ourselves occupied during our off duty time. Looking back they might seem silly and frivolous but at the time they were important and helped build morale and make the separation from our families bearable.

Once we arrived in Ho Chi Minh City and had the opportunity to see how vibrant and busy it was, I thought about the legacy of the War. Many would have us believe we lost the war. Perhaps in one sense we did, but if all the veterans could see the clear influence of the United States in the economic growth taking place in this country they would be proud of being part of the effort to stand up to the spread of communism. We may have left the battlefield to the forces of tyranny 30 years ago but today it is clear our ideals and values have prevailed.

Clearly the young men and women, the orphans of the Babylift, traveling with us were part of that legacy. Miss Jane and I got to know many of them during the trip. We came to appreciate how grateful they were for the opportunities afforded to them by the Babylift and a life in the United States. They were an extraordinary group of young folks who, when given the opportunity, made the most of it. They are leading successful and productive lives as American citizens.

We were also struck by the fact that this bright spot was part of the larger human tragedy of war. One of the Vietnamese officials hosting the dinner at the Reunification Hall told Miss Jane that after the publicity associated with our arrival ceremony the Vietnamese government was inundated with calls from mothers/parents who, 30 years ago, had given up their children for adoption and participation in the Babylift. They wanted to know if any of the returning individuals might be their children.

We at World Airways are proud of the role played by our founding chairman, Ed Daly, and the many World employees who made Operation Babylift happen. It is part of our legacy of service to the men and women of our armed forces and the Nation they serve.

Ron Fogleman

World Airways CEO Randy Martinez then made a few remarks concerning the trip and the company. He first thanked all the company employees who had worked so hard to put the trip together, and then, upon explaining that the MD-11 being used for the flight had been re-painted for the trip, in the company's 1975 red and white livery, he received enthusiastic applause from the company's employees. In closing, he recounted a number of recent World Airways achievements, among them: the company had recently bought another airline; had been featured in Time magazine; had placed 12th on Business Week magazine's list of Hot Companies; and, had just been named the 7th Top Performing Company in Georgia.

If the experiences of the first evening's event were an indication, it was apparent that World Airways had arranged a fitting tribute to "Operation Babylift," and that in the morning we would be embarking on a truly remarkable adventure.

## Starting in Oakland

We left San Francisco early Monday morning on buses bound for Oakland, and soon arrived at

KaiserAir's hangar at Oakland International, located just across from Hangar 5, the 1950s home of World Airways. After passing through a temporary security checkpoint set-up just inside the hangar we took part in a moving pre-flight press conference. Director of aviation for the Port of Oakland, Steve Grossman, began by welcoming World

Airways "home." Randy Martinez then reiterated that the trip was being taken "to honor our (World Airways) heritage and recognize the contributions of our employees." Then one of the twenty-one

adoptees, Jeffrey Gahr, acting as the spokesman for all the adoptees, delivered a stirring speech in both English and Vietnamese. His remarks centered around how thankful they all were for the opportunities they had been afforded in America, and how much they appreciated World Airways for what it had done thirty years earlier and was now so generously doing again. Their remarks would have made Edward Daly proud.

When Ed Daly bought a fledgling Harris in front of the World World Airways, consisting of a pair Airways MD-11, painted in 1975 war-surplus Curtiss C-46 Commandos, livery, at Oakland International for \$50,000 in 1950, he took his first Airport.



World Airways VIPs (L to R) Gen. Fogleman, Jane Fogleman, Warren Vest, Jennifer Martinez, Randy Martinez and Hollis

tentative step on a journey into aviation history. Twenty-five years later when World Airways was bringing hundreds of Vietnamese children to America via Oakland International Airport his reputation as a rough-and-tumble, gun-toting, whiskey drinking, hard-on-theoutside, soft-on-the-inside aviation legend was assured. Now, thirty years later still, as World Airways Flight #001 stood at the ready on the ramp at Oakland, Ed Daly, who passed away in 1984, was no longer with us, but his spirit was. His audacity, his love of children and his deep belief in humanitarian efforts had been the impetus for



The flight attendants, calling World Airways system.

"Operation Babylift," and he would have surely approved of his airline mounting such a generous venture.

Walking toward the aircraft following the press conference seemed like a walk back in time. The gleaming white World Airways MD-11, displaying the familiar red stripe along the length of the fuselage and the famous "boomerang and globe" design on the tail, sat themselves "World's 'Senior' At- alone on the tarmac. Mobile boarding tendant Crew" had volunteered stairs and a red carpet added to the for the trip from all around the aura of days gone by. The scene made an exceptional photo opportunity, and

it seemed that everyone took turns taking keepsake snaphots of one another while waiting to board.

Once on board, we settled in to our seats and buckled up for the first leg of the flight – Oakland, California to Taipei, Taiwan. At 10: 45 a.m. we were rolling down the runway with aircraft commander Captain Bob Franklin at the controls. A minute later we were airborne. Approximately thirteen hours later, we were making a landing approach into Chiang Kai Shek International Airport. Having crossed the International Date Line, it was now Tuesday.

## First Stop - Taiwan

The flight to Taipei had been filled with activity - more media interviews, story telling sessions, even an impromptu musical session by adoptee Jared Rehberg. The flight crew, four pilots and twelve flight attendants, made sure that the 112 passengers were well taken care of and comfortable. A seemingly constant stream of beverages, The first leg of the trip was to snacks and excellent meals made us all colorful Taipei, Taiwan.



feel like first-class guests. The flight attendants who had volunteered for the trip from throughout World Airway's network joked that they were World's "senior" flight attendant crew. Many, if not all, were 30year plus employees of the airline who had participated in "Operation Babylift."

It had been thirty-five years since I had last been in the "Far East," so I soaked in the exotic sights during the long bus ride from the airport to the Sheraton Taipei Hotel. I admit it, I'm enthralled by just about everything Asian, the beautifully friendly people, the spicy textural food (though I find

some "jellied" offerings less than

enthralling), the exquisitely ornate

architecture, the skillfully sculpted

gardens, the calligraphic quality of

the signs – even the hectic traffic with its "pint-sized" trucks and thousands

The bus ride also gave me time for a

adopted myself - how fortunate I felt

of cars and motorbikes.



The three most famous pilots quiet conversation with one of the of "Operation Babylift" in the adoptee's parents, Cheryl Greene, lobby of the Sheraton Taipei who had adopted her daughter, Hotel. (L to R) C-5A pilot Bud Wendy, through Holt International Traynor, and World Airways in 1975. I told her that my fascination "maverick flight" pilots Bill Ke- with the "Operation Babylift" story ating, next to his wife Billie, and was due, in part, to my being "half"

Ken Healy. that my dad, Bill, had been willing to take on a life-long respon-

sibility and share his name with me - and how much I admired those willing to give children a place in their homes and hearts. She then told me the story of how she and her husband, Brooks, had come to the decision to adopt a second child, a baby brother or sister for their son David, who they had adopted in 1971; and how circumstances and good fortune

had played a role in their receiving a "Babylift" baby. I could tell from the Then and now. The red globe sparkle in her eye and the joy in her of World Airways' 1975 livery voice just how proud she was of both on the wing tip of the MD-11 of her children. That simple conversa- passes by a World Airways airtion had a profound effect on me for craft showing 2005 colors.



the rest of the trip – it had somehow made me feel connected to the group, that I belonged, that I was no longer just a media type "along for the ride."

The Sheraton Taipei Hotel proved to be worth the long trip from the airport. Its delicate entrance way garden, spacious lobby, glass el-



Bob Franklin, MD-11 flight commander for the trip at the hotel in Taiwan.

evators, beautifully decorated banquet room, and handsomely appointed rooms combined eastern esthetics with western convenience. It was the perfect place to recharge our batteries, both figuratively and literally, before the next day's flight to Ho Chi Minh City.

Wednesday morning in Taipei Adoptees Jason Trieu (L) and started out overcast and cloudy. But Jeff Gahr (R) with pilot Captain the weather was no indication of the mood in lobby as we gathered for the bus ride back to the airport, playing the continuing game of "dueling cam-

eras" that had started the day before. As if on cue, the clouds lifted while we were in route to the airport – it was going to be a beautiful, emotional day.

#### On to Thành phố Hồ Chí Minh AKA Sài Gòn

When the pilot announced that we had passed into Vietnamese airspace the plane erupted with applause and cheers, a great excuse to burn off some the nervous energy that had been building during



On the flight from Taiwan to Vietnam, Bud Traynor talks with passengers. My request put a "fly in adoptees and others about the the ointment" since the Vietnamese C-5A Babylift crash as he flips government had planned for a limited through photos of the crash number of media to be on hand, but

in the end my eleventh-hour request was granted. When the aircraft door opened we were hit by a wave of hot, humid air and the spectacular sight of twenty or so young women, dressed in traditional ao dias (long silk, shirt-like, dresses

featuring splits on both sides and worn over floor-length silk pants) and waving American and Vietnamese flags, lined up on the concrete ramp.

I soon learned that being part of the media has its advantages and disadvantages. On the upside, being on the ground ahead of the other passengers allowed me to position myself for some great photographs of a small An aerial view of a river windcontingent of Vietnamese dignitaries ing through the Vietnamese greeting World Airways executives countryside. For many of the and the returning adoptees as they adoptees this was their first look came off the aircraft, and to find a at the land of their birth.



spot in the airport's small VIP reception room ahead of a crush of local Vietnamese media there to cover the formal arrival ceremony and press conference.



On the ground in Ho Chi Minh City, Vietnam, we were met and American flags.

The arrival ceremony began with a trio of female performers, one from each of the three major regions of Vietnam, the south, the central highlands and the north, beautifully attired in traditional regional dress, performing songs and dances indigenous to each region. Their graceful performance was followed by remarks from Randy Martinez, on behalf of World Airways; with great fanfare by city dig- Jeff Gahr, on behalf of the adoptees, nitaries and a group of young delivered emotionally in Vietnamese; women dressed in traditional and, Mr. Lan Van Ba, Deputy Chief of ao dias and waving Vietnamese Ho Chi Minh City's People's Committee Secretariat, on behalf of the city.

Their remarks were followed by a gift exchange - Randy Martinez presented the city with a large, beautifully framed photograph of the Homeward Bound MD-11, Mr. Lan Van Ba presented World Air-

ways a wonderful golden collector's plate depicting the Ho Chi Minh City People's Committee Building.

Following the press conference, in what can best be described as a symbolic entrance to the city, we were ushered back out into the bright sunlight along a red carpet to the steady beat of not too distant drums. At the end of the red carpet we gathered to watch an all male drum and dance emonies at Ho Chi Minh City, troupe, dressed in red from head three Vietnamese women perto toe, perform a traditional "Lion formed traditional folk songs Dance," an apt choice for welcoming and dances.



As part of the welcoming cer-

the returning adoptees in that it is associated with new beginnings and believed to bring happiness and good luck. The performance



People's Committee Secretariat.

ended with the dance's customary "Little Buddha" character taking "Welcome to Ho Chi Minh City" banners from the mouths of the lions.

We were now officially welcomed to Vietnam, and it was time to clear customs. This is where I learned about the downside of being with the media. Without explanation those of us who World Airways CEO Randy had declared ourselves to be members Martinez accepts a welcoming of the press were taken to the customs gift from Mr. Lan Van Ba, Deparea in a separate group by a military uty Chief of Ho Chi Minh City's escort who motioned for us to take a seat in a row of chairs at the back of

the customs hall. As we sat there without knowing why, I noticed that there were twelve of us in the group and made a comment about us being the "dirty dozen." No one thought it was funny but me. As it turned out, we had been singled out to simply put us at the end

of customs line so the inspection of our photography equipment wouldn't slow down everyone else. We soon found ourselves reunited with the rest of the group and standing in the front of the terminal waiting to board buses for the trip to our hotel.

As we waited for the buses we passed the time by commenting on the heat and humidity, checking The "lions" rear-up for a mock on our luggage, taking pictures and confrontation during the "Lion generally acting like tourists. I looked Dance" performance, the finale up and tried to read the large the blue of the welcoming ceremonies.



and white sign mounted to the leading edge of the terminal roof: CẢNG HÀNG KHÔNG QUỐC TẾ TÂN SƠN NHẤT. I surmised that it probably said something like Tan Son Nhat International Airport, but I really had no idea what it meant, although the "Tan Son Nhat" part had a familiar, if slightly off-key, ring to it – the airport had been called "Tan Son Nhut" during the war.

#### Busing Through Bustling Sài Gòn

The first indication of the "first class" treatment we would enjoy during our stay in Ho Chi Minh City came as we boarded ornately decorated, modern buses for our ride to the five-star Sheraton Saigon Hotel & Towers. "Motor coaches" is a better term to use to describe these comfortable, air-conditioned vehicles, sporting lace win-



Trails of Indochina tour guide, Saigon Hotel & Towers.

dow appliqués, curtains and oddly, Christmas decorations. Each motor coach boasted a "crew" of Trails of Indochina tour personnel including two hostesses dressed in ao dias, and a tour guide neatly dressed in slacks and a company tee-shirt.

The hostesses immediately began handing out bottled water as we all fiddled with the overhead air-condi-Thang, explaining the Saigon tioning vents – both a welcome relief itinerary and offering tidbits from the sweltering heat and humidabout Vietnam's culture and ity – and the tour guide launched into history, on the way to Sheraton a colorful "welcome to Vietnam" spiel in melodic, heavily accented English.

The guide on the bus I was on introduced himself as Thang, saying it was pronounced like "thank" but with a "g," and began explaining what we could expect to be doing during our visit, providing a lot of useful and interesting information in a humorous, friendly manner. He asked us to pay special attention to his instructions for the simple act of crossing the street, saying that "if you wait for the traffic to stop, you will still be waiting next year." The instructions were simple, just boldly walk out into the street and keep a slow steady pace and the traffic will negotiate around you - don't speed up, don't

if scary, advice.

slow down and don't stop - if you're

involved in an accident it will prob-

ably be deemed your own fault. Good,

As I watched the traffic whizzing by

outside the bus it was quite apparent

that he wasn't kidding. There were

motorbikes everywhere, millions of

them. Thang explained that Saigon

(many locals still call the city Saigon

in everyday use, pronouncing it "shy-

received a brief education on post-war



Some of the 5,000,000 motorbikes in Ho Chi Minh City, still called Saigon by many of inhabitants. The estimated population gone") has a population of 8 million of the city is 8,000,000. Count- with 5 million registered motorbikes – ing the surrounding area, the and that's just the registered ones. By region's population is estimated the time we reached the hotel we had to be a staggering 12,000,000.

Vietnam including recent Vietnamese economic developments, a quick guided tour of many of the city's sights and tips on where to go

for shopping and entertainment. Our passports were collected before we left the bus as it is customary for hotels to hold the passports of their guests.

Upon entering the hotel it was easy to see why the Sheraton Saigon Hotel & Towers was named by Business Asia magazine as the "Best Business Hotel in Vietnam" in 2004. The lobby features an expanse of gleaming marble The Sheraton Saigon Hotel floors, Asian inspired furnishings and overhanging balconies. A trio of Vietnamese musician filled the space



& Towers offers spectacular views of the city, which seem to stretch on forever.

with the soft sounds traditional folk music, massive arrangements of freshly-cut flowers graced the tabletops and the air carried the aromatic scent of ginger. Thang reminded us that we should be upstairs at 6:00 p.m. for the hotel's welcoming reception.

#### "Welcome the World Airways Group to Saigon"



getic performance by a children's found their way to the reception we drum and bugle corps.

a nearby banquet room to hear a few more remarks from our World Airways hosts.

The banquet room stage was dressed with a large blue and white backdrop draped in formal yellow satin curtains. The backdrop featured the World Airways logo and the whimsically worded greeting: "Welcome the rate Communications for World World Airways Group to Saigon." We Airways, in front of a rather were then treated to a sumptuous ironically worded greeting, welbuffet dinner that included dozens of comes everyone to Saigon.

The hotel staff, who all seemed to be under thirty years old and eager to speak English, made sure that our stay at the Sheraton Saigon started with a bang. When we entered the reception room at 6 o'clock, we were greeted by a youthful and enthusiastic 15-member Vietnamese drum and bugle corps dressed in red and white uniforms, The reception at the Sheraton and glasses of cold champagne. Once Saigon included a loud and enerit was determined that everyone had



Steve Forsyth, Director of Corpo-

entered

Vietnamese offerings accompanied by many western dishes with a distinctly French influence.

Following dinner we were free to explore the city. Some groups headed to Saigon's famous markets, others went in search of nightclubs. I joined a small group, including Bud and Pam Traynor, Phil Wise, Associated Press photographer Ric Feld, and a few others, for a short excursion into the nearby shopping district. Our street cross-

ing skills were tested,

as was our ability to

negotiate with the

merchants. The nar-

row shops and stores,

only 12 to 15 feet

wide, were crammed

with tourist trinkets,

and all manner of

weird and exotic

particularly curious

item, a bottle of rice

wine with a large

snake inside, had us

all wondering how

one could get a full-

grown snake into a

Although I had

plans to spend my

tourist dollars buying

small keepsakes from

street vendors, I did

buy an intricate little

tea set that included

a tray, four cups and

teapot shaped like a

Vietnamese temple. It

seemed almost crimi-

nal to try to haggle

the price down from

the marked price of

only 142,870.00 VND

(\$9.00), but everyone

encouraged me to try.

The young lady help-

ing me dropped the

price, first to \$8.00

and finally to \$7.00.

She then spent about

10 minutes wrapping

all the pieces in foam sheeting and rubber

bottle.

objects

decorative

merchandise.

I don't know what I was expecting; but this wasn't it...

Ho Chi Minh City - Saigon, as the locals prefer to call it- is very much like I remember Kadena or Korea was back in the '70s - hustlebustle, street vendors selling sunglasses, watches, hammocks, electronics and the most interesting (and forbidding) food items. But that shouldn't surprise me, I suppose: Just as it has been 30 years since the Viet Nam war, it was 30 years after WWII back then in the '70s. The attitude then and now: War? What war!

I don't know anything about the politics; but on the surface, it seems as though Viet Nam turned out pretty much the way we hoped it would -- a thriving, growing, country with a strong future. (So did we really "lose" the war?)

World Airways (now World Air Holdings) was in the forefront then, taking care of people; and it is in the forefront now, reintroducing some of the most fortunate of the unfortunates to their native homeland - and I was lucky enough to be invited along. Upon arrival into Saigon, I tried desperately to see the 1975 Babylift crash site but the area that was so isolated then, now is so urbanized as to be unrecognizable from my passenger window. Tan Son Nhut is still the same old airport, though. Some of the old revetments are still there sheltering fire trucks and utility vehicles. Some of the old French buildings remain with their red tile roofs. Some of the old hangars are collapsing with age. But under construction is an exciting mega-terminal complex that will rival Dulles.

While I had a great personal interest in returning to Saigon after my own brief participation in the Babylift operation, being surrounded by all the emotion was at times overwhelming. Everyone had a story to tell. There were of course the children-now-adults who were evacuated in the face of mortal uncertainty; but there were indigenous World employees whom World protected at great risk.

The trepidation that was so thick in the air on the way over was replaced by elation on the return flight. New friendship bonds were forged that will endure a lifetime. I can't wait to go

**Bud Traynor** 

bands to insure that everything would make it home. When we left the store, the others chided me for giving in on the price too quickly, saying that if I had left the store before committing I probably would have been chased down and offered a final price of \$5.00. Lesson learned.

Not all the stores we visited were geared to the tourist trade. Ric Feld needed some CDs to transfer photos to, so we stopped at a small office supply store we jokingly nicknamed "Office Depot." That little 12-foot-wide store had virtually everything a giant American retailer would carry, and the price for the CDs was quite reasonable. We then crossed a wide boulevard, following the traffic "rules of engagement," and continued shopping, visiting several wonderfully unusual shops.

Having brazenly walked out into traffic and successfully lowering

the price on everything we purchased, we headed back to the hotel with a wide assortment of goods including musical instruments, wall decorations, lamp shades, a framed tarantula, and a pith helmet. Phil Wise would put that helmet to good use the next day, and I would be putting my street vendor buying plan into action.

#### Completely Full and Ready to Tour the City

Thursday was a long and busy day. It started with a five-star buffet breakfast and ended with a buffet dinner at a palace. The period in between would prove to be an emotionally draining, yet spiritually uplifting experience.

Food was the glue that held all the events together. We seemed to be enjoying one repast or another at all times – we ate so often that we starting joking in between meals, saying things like "it's been 15 minutes since we last ate, my blood sugar is getting low," and "I don't feel completely stuffed, will we be eating soon?" Silly question. After partaking of a buffet breakfast of fresh fruit, hand-made omelettes, spicy Vietnamese soups, noodle dishes, country ham, tered around Saigon, lendsausage and bacon, hash browned potatoes, ing the city a sense of Asian French pastries and more, accompanied by charm.



Religous pagodas are scat-

freshly brewed home-grown coffee, we boarded the motor coaches for a tour of the city. First stop, Notre Dame Cathedral, the oldest

Catholic church in the city.

The oldest Catholic church Cathedral.

Located next to the Central Post Office in the heart of the downtown district. Notre Dame Cathedral was built between 1877 and 1883, and its twin 132-foot high towers once dominated the city's skyline. Mass is still held there each Sunday, and the cathedral is a major tourist stop. After touring the cathedral we crossed the street to the Central Post Office, a French Colonial building with an art deco interior, built between 1886 and 1891. Though it is by far in Saigon, Notre Dame the largest post office building in Vietnam, it was crowded. Locals were there for post

office business and tourists were there for souvenirs. Most of us got in line, the universally accepted post office

procedure, joining the other tourists in buying keepsake stamps and greeting cards.

When we left the post office I got my first chance to haggle with the street vendors. I bought several small booklets of obsolete Vietnamese coins and paper currency - some real, some obviously fake. It really didn't matter, it was the "experience" I was after. How much? "Five dollars American!" No, too much. "Four dollars!" No, too much. "Two for five dollars!" I only want The interior of Saigon's Cenone. "Three dollars!" No, still too much. tral Post Office, the largest "Okay, three for six dollars!" Okay, I'll take post office in Vietnam.



three. "Six for ten dollars?" No. I'll take three. I paid with a 20 dollar bill and several of the vendors pooled their resources to make change. It was worth every penny, and then some. I couldn't wait to re-engage with a different group of vendors.

#### Getting to the Heart of the Matter

Next on the itinerary was a visit to the place where "Operation Babylift" had really started, Orphelinat Phú.Mỹ. We entered through a large cast-iron gate into a paved courtyard filled with palms, shade trees, hanging baskets and playground equipment, this was obviously

a much different place from what it had been thirty years earlier. But you could sense that it is still a place filled with love and caring.



journey to America.

The new government has renamed it the Thi Nghe Center for Orphans and Disabled Children, but to "Babylift" era adoptees, their parents, and those who did so much to help them, it will always be the Phu My Orphanage. It was from here that, thirty years earlier, on April 2, 1975, Ross Meador, then the 19-year-old director of overseas The most emotionally charged operations for Friends of Children of part of the trip was a visit to Viet Nam, had started 57 children and the Phy My Orphanage, from babies on a journey that would change where the 57 children on the their lives forever, and led to the first "maverick" flight of Opera- eventual evacuation of approximately tion Babylift had started their 3,300 children from Vietnam.

We assembled in the courtyard for a

quick exchange of gifts. In yet another display of corporate generosity, Randy Martinez presented the orphanage with a \$5,000 donation on behalf of World Airways. The orphanage director reciprocated with three delicate paintings done by children at the orphanage. Many of us then presented individual donations. We then split into groups for a tour of facilities. The director of the Phu My Walking from room to room was heart- Orphanage accepts a \$5,000 wrenching and heart-warming at the donation presented to the orsame time. Heart-wrenching because phanage by Randy Martinez on there were so many children with so behalf of World Airways. many medical problems. Heart-warming because the children in each room we entered seemed genuinely happy to see us and excited



about our visit. Each room we visited was used for a specific purpose. The

walls of the art therapy room were dec-

orated with tiny hand and foot prints

in primary colors, the music therapy

room contained several keyboards

and other instruments. In one room a

small group of older children afflicted

with cerebral palsy worked diligently

at sewing machines. We were told by

the staff doctor conducting our tour

that they made all the clothes the

that they tended to get quite upset if

Randy Martinez (L) and Jennifer Martinez (R) accept a gift of three paintings, done by children at the orphanage, from Phu My Orphanage staff children wore at the orphanage, and members.

they weren't allowed to sew. In the day nursery a group of children gathered to sing for us. Though a little worse for wear, a piece of tile chipped here and there, the entire facility was well maintained and exceptionally clean.

When the group I was with reached the nursery we happened upon Lyly Koenig holding a 3-week-old baby, tears running down her cheeks. Ironically, Lyly, who had been among the Adoptee Wendy Greene, her 57 children on the first flight, had her- mom Cheryl, and Babylift flight self been only three weeks old when attendant Ann Lloyd share a she left Vietnam. Now, thirty years moment of quiet reflection later, she was back in the place where during a tour of the Phu My she had started from, holding a sleep-



Orphanage.

ing baby in her arms as her mother, Karen Koenig, tried to steady her video camera, tears running down her cheeks as well.

It took a little coaxing, but Lyly finally persuaded another adoptee, Tim Buchanan, to take the baby she had been holding. Gently taking the baby into his arms he whispered, "I really don't want her to wake



Adoptee Jason Trieu's guest, Jacof the Phu My Orphanage.

chance I had." I would later learn that scenes like lyn Danh, hands out gifts to or- these had played out throughout the phans in the shaded courtyard visit. Many of the adoptees had never been to an orphanage before, at least

not one they could remember. They played with orphans, shared gifts of candy and brand new boxes of crayons, and wept openly, in part for these children's situation, in part for the opportunity for a loving family that they had been given.

Just before we left the orphanage, I asked Ross Meador, who is now a leading American authority on international business and law, how different the conditions at Phu My are now as compared to thirty years ago, he answered, "...concrete floors and flushing toilets? I could only dream."



up," and he too began to cry. By now,

there wasn't a dry eye in the nursery,

save those of the sleeping babies. I felt

like I was intruding on a special mo-

ment best left to those with a special

bond. As I turned to leave the nursery I heard Lyly say, "I want to come back

here to a adopt a baby to give her the

Orphans at the Phu My Orphanage enjoying coloring with a brand new box of crayons and colorful markers.

#### Time to Eat, Again

At first, the bus ride to our next destination was rather solemn, a time for us to reflect on our visit to the orphanage. An enterprising pair of street vendors, riding a motorbike along side the our bus,



showing their wares.

helped to change the mood. As the driver deftly balanced his cargo of several large plastic bags stuffed with tee shirts, his rider pulled one shirt after another out of a bag on his lap, holding each up for our approval. With each new shirt we signaled our approval or disapproval, thumbs up or thumbs down, then he would fish An enterprising pair of street through his bag for yet another design. vendors rides alongside the bus The "Good Morning, Vietnam" shirt made us laugh, and definitely got the

most thumbs up. By the time we reached our next stop we were in much better spirits.

As we were walking to the Mandarin Restaurant, located down a narrow alleyway well out of the reach of buses, we were inundated by more street vendors. They were offering all sorts of wares – tea pots, jewelry boxes, baseball caps, the ever available coin and currency sets, even hand-made, two-foot-long models of three-masted schooners. It was all I could do to keep Lunch at the elegant Mandarin my head down, my mouth shut and Restaurant was accompanied by my hands in my pockets. Another "novice vs. vender" match-up would have to wait until after lunch.



traditional Vietnamese music.

The elegant décor and excellent fare of the Mandarin Restaurant was a feast for the eyes and the taste buds. The clean, simple lines of the Chinese inspired architecture and table settings provided a

relaxing ambiance, and the delicious multi-course meal was served by

attentive and efficient waiters. Perhaps a little too efficient - at some point during the meal a small notebook I left laying on the table while I wandered around the restaurant taking pictures disappeared, probably snatched up when the waiters were clearing the tables between courses. Losing the notebook was my own fault, I had broken the journalist's "guard your notes with your life" cardinal rule. Our tour guide, Thang, made a valiant attempt to find it for me, returning to the restaurant later in the day, searching to no avail (he even called me from Vietnam three weeks after the trip to tell me he still had not found it). Luckily, I had transposed most of the notebook's contents the night before and I was able to reconstruct most of the rest.

When we left the restaurant we were met by the throng of street vendors, who had waited patiently just beyond the invisible "no vendors past line" barrier around bona-fide businesses. I haggled the price down a bit on a black lacquered jewelry box and few other odds

During the latter part of the war, 1971-1972, my husband, Bud, was stationed in Viet Nam at Cam Rahn Bay AB. He always talked about what a beautiful country it was.

I have wanted to visit there ever since, so I was particularly thrilled to be invited to participate in the World Airways Babylift Homeward Bound trip to Viet Nam in June. The fact that we were to experience the trip along with 21 adoptees and several orphanage workers, aircrew members and ground support personnel from the original Operation Babylift, made the opportunity even

I did find that Viet Nam is, indeed, a beautiful, lush green country. In spite of the size of Saigon and the number of people there (most of them on motor bikes, it seemed!) it was actually very clean. The people were very friendly and helpful (most that we encountered spoke English) and seemed genuinely glad to see Americans - not necessarily what I had expected.

It was particularly emotional to make the visit with these young people, most of whom were returning to their native land for the first time. They were all so grateful to have been given the opportunity to grow up in the US and quite often spoke of how different their lives would have been had they not been airlifted out in 1975.

World Airways gave these "kids" two wonderful gifts: the first by assisting with their evacuation to new lives in America and the second by making this fantastic return journey possible. It was an amazing trip for all involved and I feel very honored to have been included in the experience.

Pam Traynor

and ends and then went in search of the motorbike tee-shirt vendor. In the end he had convinced me to buy four tee-shirts and two baseball caps - novice 10, vendors 10 - everyone was a winner and we all parted happy.

We returned to the hotel had a couple of hours to relax and freshen up for the next excursion, a boat ride on the Saigon River.

#### Song on the Sông Sài Gòn

On the bus ride to the hotel on the first day, as we skirted along a portion of the Saigon River, we had seen several long, shallow fiberglass covered tour boats queued up along the docks. I remember thinking that, in the heat and humidity we were experiencing,

tour boats looked like floating saunas – a ride down the river in one of them didn't seem all that appealing. Nevertheless, wanting to see more of the city along the 10-mile route to the tour's starting point and to learn what life was like along the river, I decided, sauna or not,

The ten-mile journey to the boat was eye-opening. Up to this point we had only been in the city's main, and most affluent, district. As we got further out, we began to see riverbank shanty's constructed of little more than weathered boards and corrugated tin, and block after block of crowded apartment buildings. A stark contrast to the tourist rich environment we had left, where some merchants make upwards of \$7000 a month. Here, in the working-class part of Saigon, the average monthly income is more like \$300 a month - still well above Vietnam's overall annual income average of \$600 a year.

Reaching the tour boat required a short walk along tree-shaded paths through a riverside park. When we rounded the final turn and

the "Bonsai I" came into view, our eyes widened in amazement. This was no floating sauna. She was 100-foot-long mahogany and teak beauty with a large dragon head at her bow and a tiled roof over her forward deck. On board was a band and a large staff eager to entertain us. This was a party boat!



back to the city.

As we boarded we were offered hors d'oeuvres and frozen daiquiris which were a big hit (once we had been assured that they had been prepared with ice made from bottled water). We soon cast-off and began a leisurely, fun-filled hour-and-a-half cruise on the river. The female captain of the Bonsai I, an Austrian born Saigon transplant,

The beautiful "Bonsai I" sits told me, in excellent European acdockside in a park on the Saigon cented English, that her father came River, prior to a song filled trip to Vietnam after the war and had the Bonsai I built by local craftsmen. They

now operate two boats on the river.

The band, playing music ranging from traditional Vietnamese Folk and Vietnamese Pop to American Rock'n'Roll, soon had everyone tapping their toes and clapping their hands. Not too long into the cruise, a sudden squall on the river threatened to dampen the party,

but didn't. As crew and staff dashed around lowering bamboo shades along the perimeter of the deck, rainwater streaming from downspouts along the roof, the band played on and everyone kept on singing and laughing. The rain provided a temporary respite from the heat, and the cool breeze washing over the deck made it cool enough to "get down and boogie." At one point, in a Adoptees Jared Rehberg, Roger surprising and touching tribute to the Castillo, Tiffany Goodson and adoptees, the tour guides and bus hostesses got together and sang a karaoke-guides for a karaoke number. style rendition of "Take Me Home Country Roads."



Jennifer Noone join the tour

Once the karaoke light had been lit many on board took turns at the microphone. A group of adoptees sang, "I Just Called to Say I Love You." Atsuko Schlesinger, a retired World Airway flight attendant who had taken part in both the last, harrowing flight from Da Nang and Operation Babylift, asked the band to play a tune she

Phil Wise and Pam Traynor twistin' on the river.

had learned as a child. When she began singing it became apparent, to our delight, that she was singing the Japanese version of "If You're Happy and You Know It, Clap Your Hands." Everyone joined in, singing along and clapping. Vietnamese and Americans singing in Japanese and English on the Saigon River – priceless.

In between karaoke songs the band kept things moving by playing upbeat

dance tunes. Watching the World employees, Vietnamese bus hostesses and others dance made for great entertainment, but for my money the best dance moment came when the band played "Let's Twist Again Like We Did Last Summer," and Phil Wise and Pam Traynor showed that they could really "cut a rug."

As we neared the end of the cruise, and the tall downtown buildings came into view, many on board leaned on the side rails, gazed at the skyline and reflected on the day's events. By the time we reached the dock the heat and humidity had returned with a vengeance.

#### Reunification and Coming Full Circle

We had just enough time to refresh ourselves and get dressed for the crowning event of our trip to Ho Chi Minh City - a Dinner Gala

at the Reunification Palace. As we gathered in the lobby before departure, we were asked to take turns signing a quilt that laid neatly folded on a tabletop. We would learn later in the evening what an



the Reunification Palace

honor it was to have done so. When everyone was present and accounted for, it was off to the Palace.

The fall of Saigon to communist North Vietnam began and ended at the Presidential Palace headquarters of South Vietnam's president, Nguyen Van Thieu, in April of 1975, while Operation Babylift was in progress. On Everyone on the trip was invited April 8, 1975, Captain Nguyen Thanh to sign the quilt which would be Trung entered Vietnam's history books presented to the people of Viet- with an incredible act that accelerated nam later in the evening, as part the end of the war. One of the most of a Gala Dinner celebration at experienced fighter pilots in the South Vietnam Air Force, he bombed his own

president's palace before defecting to North Vietnam. Saigon fell to the Communists three weeks later, on April 30th, with tanks crashing through the palace fences. After the war the building was renamed,

and is now called the Reunification Palace. Considered a Vietnamese national hero today, Trung's F-5 is enshrined on the Palace grounds.

Before dinner we toured the upper floors of the Palace where president Thieu's private quarters, lush indoor garden (where Bud Traynor and I were happy to see a "Saigon Elephant" proudly displayed), austere office, an- Now known as the Reunificatiquated war room and lavish meeting tion Palace, the building was rooms are now museum exhibits. Fol- formerly the palace headquarlowing the tour we gathered in a large ters of the South Vietnamese room on the main floor for a reception government. before moving to the main banquet room.



tion Palace.

Operation Babylift – Homeward Bound" was the first visit by returning adoptees to be sanctioned by both the Vietnamese and American governments and the list of dignitaries attending the event reflect as much. Representing the Vietnamese government were: Mr. Lan Van Ba, Deputy Chief of Ho Chi Minh City's The indoor garden, part of a People's Committee Secretariat; Mrs. historical museum located on Luang Bach Van, Vice Chairperson an upper floor of the Reunifica- of the Vietnam Fatherland Front, Ho Chi Minh City; and, Mr. Tran Xuan

Vu, Deputy Director of the Ho Chi Minh City Department of Foreign Affairs. Mr. Seth Winnick, U.S. Consul General, Ho Chi Minh City, represented the U.S. government.

The banquet itself was, of course, wonderful – an elegant buffet offering a wide variety of delicious, traditional Vietnamese fare; as was the evening's entertainment, including several performances by Vietnamese dancers and musicians, including a troupe of graceful young girls, as well as adult female and male dancers, singers and musicians. A poignant and touching moment came when two of the adoptees

Thieu is now a museum exhibit. entered the spotlight. Jared Rehberg,



The office of former South Vietnam president Nguyen Van

accompanied by Tiffany Goodson, performed "Waking Up American," the title song from Jared's CD dedicated to "everyone involved

with Operation Babylift." Jared later wrote that "...my journey as an adoptee had finally come full circle."

Another "full circle" moment occurred when the quilt we had signed in the lobby of the hotel was presented to the Vietnamese people of the Republic of Vietnam.

Hand-sewn quilts are an American tradition, and with good reason. Often times they reflect history and the excitement of the times. More importantly, if they represent a significant event,

they can achieve the status of a historical artifact. The "Operation Babylift" commemorative quilts that hang in the Gerald R. Ford Presidential Museum in Grand Rapids, Michigan, at World Airways in Atlanta, and the one presented to the Vietnamese people at the Gala, are destined to go down in the annals of history as artifacts of one of the greatest humanitarian gestures of the past century.

During April and May 1975, hundreds of Babylift children, including the 57 on the World Airways maverick flight, were shepherded to The Continental Care Center in Denver, Colorado, before being relocated to their new homes all over the world.

It doesn't take a vivid imagination realize the effort required to sustain such an undertaking...not only in providing adequate sheltering facilities, food, medical supplies and equipment...and even the toys that were essential to cheer the broken hearts. Clothing too, was a high priority, not only for comfort, but for self-esteem as well; each child was freshly dressed for

My participation in "Operation Babylift - Homeward Bound" resulted from a chance meeting while fulfilling a promise. On April 1, 2005, my wife, Tessie, and I left home from Flint, Michigan, destined for Washington D.C., with an enroute stop in Holmdel, New Jersey. We stopped in Holmdel so I could could honor a promise I had made to Lana Noone, a Babylift mom, and her friend Katie Witzig, the volunteer coordinator for the New Jersey Vietnam Veterans Memorial and Vietnam Era Education Center, to be the guest speaker at the Center's Operation Babylift 30th Anniversary Celebration held on April 2nd.

Among those taking part in the celebration was Jared Rehberg, a Babylift adoptee, who had performed songs from his hit CD "Waking Up American." When Lana Noone introduced us, Jared, who had been touched by my story, said, "Phil, your story was powerful and I appreciate all you've done to help save the children of Operation Babylift." He went on to say that he had heard that I was not going on the Homeward Bound trip, and that he had not selected a guest to go with him. Then he asked me if I would be his guest, saying "I can't think of anyone more deserving to go than you." I immediately turned to my wife and said, "Honey did you hear that? Jared wants me to be his guest on the World Airways Homeward Bound trip!" Needless to say, I accepted his offer and said to him, "...you are so kind to make such a generous offer. Jared, you are truly a blessing."

My friend Shirley Peck-Barnes had told me earlier to remain positive about getting to go on the trip because she believed that once any of the kids heard my story something would work out. Thank God she was right.

On April 3rd we traveled on to Washington, D.C. and met with Col. Marcie Wirtz Tate, her husband Marty; Harry and Denise Johnson, son and daughter of MSgt. Denning C. Johnson, who died in the crash; Maj. Jim Harden; CMSgt Wayne Everingham and many others to take part in a wreath laying ceremony to honor our fallen crew members on the 30th anniversary of the Operation Babylift C-5A Galaxy crash. The ceremony took place on April 4, 2005 at 1000 hours at the Vietnam Veterans Memorial Wall.

The trip back to Vietnam was amazing and I thank World Airways for a great experience. I also thank Jared Rehberg, Lana Noone and Shirley Barnes for helping to make it possible for me to participate. Although I did not get to fulfill my desire to visit the crash site, returning to Vietnam was good enough.

Phil Wise

the journey to their new home.

When the last child departed on May 17, 1975, the Continental Care Center building was silent and abandoned. Left in the wake of the hundreds of children were walls covered with crayon drawings,

toys, unmade beds, baby bottles and the ubiquitous piles of clothing.



as well as various other singers and dancers.

Continental immediately put out a call for anyone who had need of the items, and boxes departed daily, but there always seemed to be as many left behind.

Shirley Barnes, the administrator of Continental Care, did what any devoted quilter would do - she saved the remnants of the clothing that Entertainment during the Re- was to be discarded. Over the years unification Palace Gala featured the clothing was cut into squares of these elegantly dressed dancers various sizes, then boxed and shelved.

During the course of writing, "The War Cradle," Shirley Peck-Barnes

remembered the remnants and was struck with an idea - they would make great quilts. She decided that the simple pattern of "postage

stamp" quilts, using small squares of cloth, would accommodate the few scraps of each design, often all she had, and she began making quilts. Occasionally a tiny shirt, a pair of shoes, or pieces of clothing were added. The quilts were also inscribed. The quilt in the Presidential Library reads: "Wrought with gratitude and affection for President Gerald R. The performances by this dance Ford - "Operation Babylift" April 3, 1975. A true friend of the children of girls were remarkably graceful Vietnam." The World Airways quilt bears a similar inscription: "Wrought with gratitude and affection for



troupe of young Vietnamese and quite entertaining.



son perform Jared's song "Wak-Reunification Palace Gala.

World Airways Maverick Flight. April 2, 1975. A true friend of the children of Vietnam." The quilt presented to the people of Vietnam reads: "Vietnam, my homeland. My heart grows for thee. A child of the world, yet your child, where ever my home may be." It also bears the signatures of those who participated in "Operation Babylift Jared Rehberg and Tiffany Good- - Homeward Bound." Quite an honor.

At the end of the evening, as we ing Up American" as part of the left the Reunification Palace, we each received a small gift - a small hand-

made, wooden souvenir of Saigon to serve as a remembrance of our visit. A thoughtful gesture, though I doubt any one of us can ever forget the warm welcome we received in Vietnam.

#### Back to the Beginning

The bus ride back to the airport and the long flight home provided ample time for reflection. As for myself, I thought about how the trip had been, in many ways, like the guilt that Shirley Barnes had so lovingly pieced together.

World Airways had generously collected during "Operation given us all the chance to "come full Babylift." The quilt was a gift to circle," individually and collectively. the people of Vietnam.



Randy Martinez, Jeff Gahr and Mr. Lan Van Ba display the quilt made by Shirley Barnes from scraps of adoptees' clothing

The twenty-one adoptees had been able to return to the land of their birth, and express the gratitude they felt for the gift of freedom they had been given; the caring orphanage system volunteers were able to put nagging doubts behind them, assured that they had indeed done the right thing; the Vietnam war veterans on board were able to

return to a place they had left during the fog of war to find a thriving. energetic people whose way of life incorporates many American



The 21 "Operation Babylift - Homeward Bound" adoptees, Reunification Palace Gala, Ho adoptees home. 16, 2005.

ideals; the media was afforded the opportunity to cover a story that had started with the tears of frightened children and now included happiness and a sense of fulfillment; some were able to keep solemn promises they had made long ago; and most importantly, the employees of World Airways, in a continuing legacy of caring and generosity, had finished a task they joined by four other Babylift had started thirty years earlier – they era adoptees, at the end of the had symbolically brought all Babylift

Chi Minh City, Vietnam, June We reached San Francisco about thirteen and half hours after leaving

Ho Chi Minh City. During the trip everyone was given a copy of the Spring 2005 Airlift/Tanker Quarterly which contains a story about "Operation Babylift" featuring Bud Traynor's first-hand account

of the C-5 crash. I passed my copy around for everyone to sign, as did others. When I got it back I was happy to see short notes from many of the adoptees, parents, orphanage system caregivers, A/TA members and World Airways employees. It is definitely my favorite memento of the trip.

How do you say 'thank you' to World Airways? It's hard to find the Taxing for the final takeoff of words to express gratitude for acts so grand and generous, so I'll end with the words written in my copy in front of hardened aircraft of A/TQ by one of the adoptees, reventments, a stark reminder referring to everyone involved in of those days thirty years ago Operation Babylift, and especially when "Operation Babylift" was World Airways -



"Operation Babylift - Homeward Bound," the 1975 World taking place.





The Airlift/Tanker Association extends its sincere thanks to all its Corporate Members for their continued support!

(Corporate Membership as of September 2005)

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Booz Allen Hamilton has been at the forefront of management consulting for businesses and governments for over 90 years. With 16,000 employees on six continents, the firm generates annual sales of \$2.7 billion. Booz Allen provides services to the world's leading corporations, government and other public agencies, emerging growth companies, and institutions. Along with our steadfast commitment to client success, our dedicated team of experienced military and corporate professionals stands ready to provide objective, high-impact solutions to a wide array of complex problems. We work with government agencies, institutions, and infrastructure organizations worldwide, providing a broad range of management consulting, engineering, information technology, and systems development/integration services. The firm's public sector work has significant impact -- enhancing the national security, economic well being, and health and safety of countries around the world. Booz Allen Hamilton combines strategy with technology and insight with action, working with clients to deliver results today that endure tomorrow.



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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.



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"Never tell people how to do things.
Tell them what to do
and they will surprise you with
their ingenuity."

-General George S. Patton



#### Gulfstream

Gulfstream, a General Dynamics company, is the pre-eminent manufacturer of business jets for corporations and governments around the world. Gulfstream aircraft are flown by all military services, NASA, the National Oceanic and Atmospheric Administration, the National Center for Atmospheric Research, and other federal agencies in the US and is operated by 34 governments worldwide. The USAF's 89th AW, the Presidential Wing at Andrews AFB, is a flagship operator of Gulfstreams with its fleet of C-20 and C-37 aircraft. The 1997 Collier Trophy winning ultra-long range Gulfstream V, introduced in 1997, entered US Air Force and Army service as the C-37A in 1998 and is now operational with the US Navy and US Coast Guard as well. Future plans for the most recent version of the GV, the 2003 Collier Trophy winning G550 include its adaptation as a multimission ISR and AEW platform, which will build on Gulfstream's many years of special military 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 scavenge pumps, main engine fuel control, and the compressor for the on-board 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 2004 sales of nearly \$4 billion.

# Honeywell Defense Avionics Systems

#### 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.



#### **IBM Public Sector Sales**

IBM has nearly 75 years of hands-on experience in the public sector. We can put our knowledge together to work for you, whether you work for a local government, federal agency, private or public educational institution, healthcare facility or military installation.

IBM can help you diversify service offerings without adding staff. We provide technology that can improve efficiency and reduce operating costs. And we can be your single source of hardware, software, services, consulting, roll-out and maintenance.



#### Defence Aerospace Division

#### Kellstrom Defence Aerospace Inc.

Kellstrom Defence 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 installed 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 more than 2,000 C-130 components. Kellstrom now has added F-16 support to its product line for both spare parts and repair services.



#### L-3 Communications, Integrated Systems

L-3 Communications is a world class designer and integrator of systems for operational and new aircraft, as well as a provider of avionics and displays, training services, simulation and aviation technical services throughout the world. The breadth of L-3 systems design and integration experience includes complete self-protection systems, modernization of flight and mission avionics, electronic warfare suites, aircraft simulators and defensive avionics suites in the areas of intelligence, reconnaissance, surveillance, and C4I.

Airlift/tanker experience includes self-protection systems, avionics upgrades, autopilot replacement, ruggedized displays and terrain & traffic collision avoidance systems. L-3 has a wealth of experience in GATM modifications, depot-level maintenance and modifications, as well as aircraft self-protection systems. L-3's aircraft experience includes virtually all airlift/tanker platforms in the U.S. inventory, including the C-130, C-141, C-17, C-135, KC-10 and C-5, as well as other aircraft operated by military and government customers throughout the world. For more information on L-3, visit www.l-3com.com.



#### **Lockheed Martin Aeronautices 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. The Company is unrivaled in the aerospace world, with expertise in advanced aircraft design and production, modification and support, stealth technology, and systems integration.

Lockheed Martin Aeronautics Company is known for building the finest military aircraft in the world. This recognition was earned through relentless research and development of high-performance aircraft and by continuously seeking innovative and low-cost design and manufacturing strategies.

At Lockheed Martin Aeronautics Company, our products play an important role in the defense of the United States and many other countries, and they help ensure peace and stability around the world. Our long list of dependable and highly regarded aircraft include the F-16 Fighting Falcon, the C-130J Super Hercules, the C-5M Super Galaxy, the F-117 Nighthawk, the F/A-22 Raptor and the new F-35 Joint Strike Fighter.



#### Modern Technologies Corporation

Modern Technologies Corporation, one of the nation's most successful minority-owned firms, enters its second decade of support to AMC. MTC's professionals have provided expertise in operations, logistics, communications, and life-cycle software support. Our continuing around-the-clock, worldwide support of AMC's Command, Control, Communications, and Computer Systems and the JCS Exercise program are noteworthy. MTC is a full professional services firm, offering a variety of turnkey telecommunications service, software engineering, environmental engineering, operations research, and JCS Exercise support. MTC is proud to be involved in the strategic mobility community and part of the Air Mobility Command team.



#### 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.



#### **Parker Hannifin Corporation**

Parker Aerospace designs, manufactures, and services hydraulic, fuel, and pneumatic components; designs and integrates complete systems; and designs and manufactures related electronic controls for aerospace and other high-technology markets.

Enhanced operational readiness is a matter of working harder, smarter, and faster on the support side. Because we repair our components to OEM spec, using OEM parts and processes, we can provide you with higher levels of reliability, maintainability, and sustainability. While our Performance-Based Logistics, technology insertions, reliability improvement programs, field and tech support, and customization options offer you greater flexibility in reducing cost of ownership. Parker Aerospace is a group of the Parker Hannifin Corporation, a world leader in motion and control technologies.

## PHANTOM"

Be a Phantom Warrior® or Become a TARGET !® Phantom Products, Inc.

We make lights! We are the premiere military lighting company for the full range of low signature, color accurate lighting for cockpit, cargo and TOCs. The Phantom Warrior® flashlight is approved by NAVAIR and used by the USMC, JRTC, NTC, Army Medics, Infantry, Special Operations, and 82d, 101st, AF PJs and the 160th SOAR. The Phantom Warrior® is an NVG secure, color accurate, battery saving flashlight with 12 different versions for different missions. Similarly, the line powered Phantom Map Light® gives the same covert illumination for cockpits, HMMWVs, Navy Aircraft Carriers and the Army's IBCT STRYKER vehicles. Our DZ/LZ/PZ lighting, BellaBeams,® are the fastest growing line of products as they provide lightweight, long lasting ground illumination for LZ/DZs. You will not find any of our lights in the hands of hostile forces since 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 both the Boeing 767 and Airbus 330 tanker applications. The PW150 engine provides an excellent low cost, high performance opportunity for re-engining C130 airlift aircraft. 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.



Quantum3D develops and markets realtime, open architecture, COTS IG solutions, embedded graphics subsystems, development software and support services for the Visual & Sensor Simulation & Training (VSST) and Embedded Visual Computing (EVC) markets and is the exclusive supplier of NVIDIA graphics technology for the embedded military and aerospace visual computing market. By combining the most advanced off-the-shelf components with our own unique, advanced, value-added hardware and software technologies, we deliver the highest value Image Generator solutions for VSST and EVC systems applications. Quantum3D is a privately held company headquartered in San Jose, CA, with development centers located in Phoenix, AZ, Huntsville, AL, and Orlando, FL. For more information about Quantum3D and the Quantum3D family of open architecture visual computing solutions, please visit www.quantum3d.com.

## Raytheon

#### **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.

#### Rockwell Collins

#### 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.



#### **Rolls-Royce North America**

Rolls-Royce plc operates in four global markets - civil and defense aerospace, marine and energy. Its investment in technology and capability in each of these sectors has produced a competitive range of products. The success of these products is demonstrated by the company's rapid and substantial gains in market share over recent years. As a result, the company now has a total of 54,000 gas turbines in service worldwide. Rolls-Royce has a broad customer base comprising more than 500 airlines, 4,000 corporate and utility aircraft and helicopter operators, 160 armed forces and more than 2,000 marine customers, including 50 navies.



#### 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 \$7.2 billion, SAIC has more than 43,000 employees with offices in over 150 cities worldwide. More information about SAIC can be found on the Internet at www.saic.com.



#### Sargent Fletcher Inc.

Sargent Fletcher Inc. is one of the worlds oldest firms in the design and manufacture of Probe/Drogue Aerial Refueling Systems. The very first units from the company were installed on the USN KJV "Tradewind," a seaplane that was used as an Aerial Tanker in the 1950's. Four hose reels contained in aerodynamic pods were installed on the" Tradewind."

# smiths

#### **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.



#### Spokane Industries Inc.

Spokane Industries is the premier builder of aviation fuel bowsers and tanks to military and commercial customers worldwide. Our SealVac™ Fuel Drain System, a revolutionary aircraft bottom-draining technology that prevents human contact with fuel, eliminates fuel spills, optimizes ease of de-fueling up to four tanks/sumps simultaneously speeding aircraft turn-around. The SI HandiFueler,™ a highly mobile aviation/general purpose re-fueler, mounted on trailers, carts or skids, equipped for over-the-road and/or airfield operations ranging form 200-1000 gallons capacities. Designed for ease of handling and airlift, enabling operations anywhere/anytime. We are certified by ASME, DOT, and UL to manufacture, repair and inspect tanks and build to meet NFPA 385/407, DOT 406/407/412 specifications. Vacuum and non-vacuum fuel/oil/waste bowsers, refuel, de-fuel, and spill recovery equipment with/without double wall construction that meets SPCC requirements. SI Aviation is ready to meet your needs with innovative, quality engineered solutions.



#### **Standard Aero**

Standard Aero is a world leader in providing aerospace MRO services. Standard Aero performs repair and overhaul on General Electric, Rolls-Royce, Honeywell, and Pratt & Whitney Canada engines used in regional airline, business aviation, helicopter, and military/government markets. Standard Aero employs specialized MRO business process transformation practices to both internal operations and in various customer partnerships, resulting in more efficient and effective business performance. Standard Aero has over 2,600 employees around the world, achieved \$793M in 2004 sales, and is privately held in the Aerospace and Defense Portfolio of The Carlyle Group.



#### Support Systems Associates, Inc. (SSAI)

Support Systems Associates, Inc. (SSAI) is a privately owned, nationwide company that specializes in engineering, logistics and management services to both Government and industry. Founded in 1969, SSAI has grown steadily to become a leader in its field.

Headquartered in Melbourne, Florida, SSAI has offices across the United States and employs over 300 people. These men and women are SSAI's most valuable assets. Featuring a diverse mix of national, ethnic, and racial origins, SSAI epitomizes the philosophy that excellence comes from the individual. SSAI's capabilities have grown, and continue to grow, in consonance with customer needs and emerging technologies. A recognized pioneer in Automatic Test Equipment Technology, SSAI has positioned itself at the leading edge of a variety of other technical services, which span the spectrum of: Systems Engineering, Acquisition and Integration; Aircraft Modification Management; Hardware & Software Design; Advanced Test Technology Development; TPS Design, Development, Re-host & Support; Information Technology and Computer Resource Management; Integrated Logistic Support; Program Management Support; Reliability and Maintainability; and, Depot-Level Avionics/Electronics Repair Prototyping.



#### **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 RITV 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.



#### **Telephonics Corporation**

Telephonics' broad based advanced technology, highly skilled engineering force, and high quality manufacturing capabilities provide integrated information and communication system solutions to military and commercial markets worldwide. Headquartered in Farmingdale, New York, the company is organized into 3 Divisions: Communication Systems Division, specializing in aircraft intercommunications and wireless audio products, Command Systems Division, specializing in maritime surveillance radar, identification friend or foe, and air traffic management systems; and TLSI, specializing in the design and test of mixed signal application-specific integrated circuits for the consumer multimedia, telecommunications, networking, automotive and industrial security markets. Telephonics manufactures lightweight rotary and fixed wing aircraft maritime surveillance radar. Our AN/APS-147 and APS-143B(V)3 Oceaneye radar have been operated from numerous platforms including aerostats and UAVs. In addition, Telephonics' products also include secure digital intercommunication systems, wired and wireless audio products, communication systems integration and homeland security products.



#### **Thales Training & Simulation**

Thales Training & Simulation (TT&S) is a world leader (Number 1 in Europe and Number 2 Worldwide) in simulation and training, providing specialized expertise in a broad range of fields for many different applications: Simulation Devices, from desktop to full-flight simulators, for military and civil aircraft, helicopters, military vehicles and land based systems, trucks, nuclear plants and maritime applications, Training Services for military customers, and Modeling Simulation and Synthetic environments for studies of advances and complex systems. An international company with staff based in the United Kingdom, the United States, France and Australia, TT&S has been designing and integrating simulation and training systems for over fifty years and is totally committed to fully supporting all its products throughout their long life cycles.

### Thrane & Thrane

#### Thrane & Thrane Inc.

Since its founding in 1981, Thrane & Thrane (T&T) has become the leading company in Inmarsat Core Technologies. Today more than 245,000 Inmarsat terminals are in operation globally of which approximately 85,000 have been delivered by Thrane & Thrane. T&T is the provider of Inmarsat Ground Infrastructure (SBS) for Mobile Packet Data Services (MPDS) and is the primary contractor for Inmarsat I4 satellites ground network (data rates up to 432 kbps).

Thrane & Thrane's latest terminal, Aero-HSD+, is a 4-channel system consisting of two (2) encryptable H+ (Voice/Fax/Modem-data circuit mode) channels, on (1) GATM capable packet data channel and one (1) or two (2) 64 Kbps high speed data channels which operates in both Spot Beams and Global Beams. To date, Thrane & Thrane has delivered over 2,000+ Aero Products (Aero-C, Aero-M, Aero-I and Aero-HSD+) to the Military, Air Transport and General Aviation Markets. (USAF GATM Contract No. F19628-98-D-0036).



#### **Tybrin Corporation**

TYBRIN is a high-technology scientific and engineering support company specializing in providing systems and software engineering services to the Department of Defense (DoD). Over 95% of TYBRIN's 1000 employees support DoD organizations at over 121 worldwide locations—including 18 overseas locations. Over 95% of TYBRIN employees have security clearances, including 32% with Top Secret. More than 95% of our employees support systems and software engineering services; software and computer system development; systems test and evaluation; command; control, communications, computers and intelligence (C4I); network administration; management information systems; mission planning systems development and maintenance activities; and range safety support services. TYBRIN also provides Eastern Range launch systems performance evaluation, test, and simulation support to the 45th Space Wing at Patrick AFB, FL. For more information see our website: <a href="https://www.tybrin.com">www.tybrin.com</a>.



#### 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-124-100s possessing 10 stage 3 compliant An-124-100 firefighters, 2 Boeing 747s, 3 Il-76TDs and 3 Yak-40 passenger airplanes. Since its founding in 1990, Volga has supported military operations from nations in Europe, Asia, Africa, the Middle East, and North and South America, as well as United Nations peacekeeping and relief operations. Volga-Dnepr 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, Loral and Kellogg, Brown and Root. As the only airline certified by DoD to operate the An-124-100, Volga-Dnepr has been very involved in support of America's Global War on Terror providing to date over 150 missions moving everything from helicopters, Mar V boats and Patriot missile batteries. Volga-Dnepr has also supported allied peacekeeping forces into the Middle East. Volga-Dnepr has a proven track record of reliable, on-time delivery of commercial and military cargo to all corners of the world.



#### Vought Aircraft Industries, Inc.

Vought Aircraft Industries, Inc. is one of the world's largest independent aerostructures suppliers. Headquartered in Dallas, Texas, the company designs and manufactures major integrated airframe structures for prime aircraft manufacturers and provides in-house structures and systems test labs, certification support and product support. Current product lines include wings, fuselage subassemblies, empennages, nacelles, flight control surfaces and other components for both military and commercial aircraft. The company offers full product life cycle capabilities from R&D to product support.



#### Wel-Fab, Inc., Collapsible Container Division

The Wel-Fab Inc. Collapsible Cargo and Liquid Storage containers are lightweight 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 weather resistant storage. The Liquid Storage containers feature an integral-skid base frame that holds a polyethylene liner bag suitable for potable water storage. Other features of the liquid container include non-corroding plastic valves and fittings and lid latches. All containers can be ordered in a variety of sizes and colors featuring internal shelf systems and access doors. Wel-Fab containers are airflight certified for transport on any military aircraft.



#### World Air Holdings, 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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The information on this page is the most current available. Please contact Bud Traynor and Collin Bakse to make corrections and/or changes, or to suggest additional contact information for this page.