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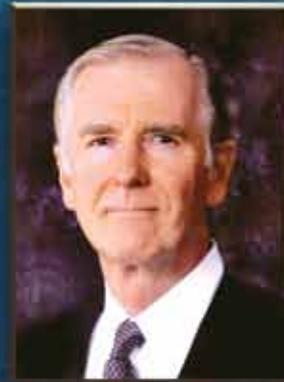
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On the Cover: In celebration of the 2010 A/TA Convention & Symposium theme, the cover features a montage of air mobility airmen, including the 2010 A/TA Award Winners.



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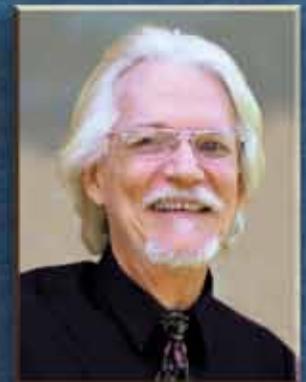
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REAL FACTS. REAL ADVANTAGE.

	Boeing NewGen Tanker	EADS/Airbus A330 Tanker
Proven Experience	2,000+ Tankers Delivered 1,800+ With Refueling Booms	6 Tankers Delivered 0 With Refueling Booms
U.S. Designed and Built	Yes	No
Total Cost of Ownership	Billions Less	Billions More
More Booms in Air from Any Base	Yes	No

When you look at the facts, it's easy to see which tanker delivers the most capability to America's warfighters and the most value to America's taxpayers. The Boeing NewGen Tanker. Right tanker, right choice.



Ruminations on the Theme

While searching for a way to verbally illustrate this year's convention theme, "Mobility Airmen: The Heart of America's Global Reach," I looked up two key words, *mobility* and *heart*, in both the dictionary and the thesaurus. It is amazing how well these two words together define the job, and the attitude with which America's air mobility warriors perform it for our country.

Mobility, though simply defined as "the ability to move," also embodies such ideas as adaptability, flexibility, versatility, and adjustability; and, *Heart*, as used in the theme means "the vital part or essence," and incorporates such concepts as compassion, empathy, enthusiasm, determination, resolve, purpose, courage and spunk – an accurate description of the men and women who comprise America's air mobility team!

It also occurred to me that I could use the words of airmen themselves to illustrate the overall feeling implicit in the theme.

For instance, while on the ground in Haiti coordinating airport and command and control operations and enabling the delivery of vital emergency response personnel and humanitarian equipment and supplies during Operation Unified Response, Col. Hoot Hollrah, 817th Contingency Response Group commander (the 817th CRG is an element of the 621st CRW), said "It takes teamwork and combined efforts in the face of a tragedy of this magnitude...this is what we are trained to do and it's what we do well. We respond rapidly and effectively in hopes we can alleviate unnecessary suffering and provide a platform for further relief efforts."

An 817th Expeditionary Airlift Squadron crew on a recent humanitarian mission in the aftermath of this year's devastating Pakistani floods exemplifies both the job and the attitude outlined above.

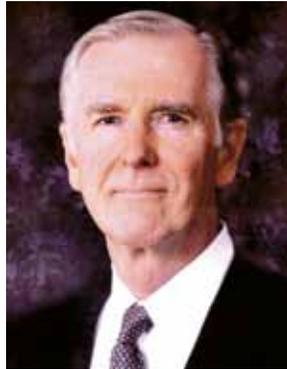
"Thanks to the unique capabilities of the C-17, we were able to deliver nearly 150,000 pounds of food on this mission alone...it's a great feeling to have the opportunity to deliver aid to those who really need it," said Capt Timothy Goodwillie, the aircraft commander. Mission loadmasters, A1C Christian Ruhe and SSgt Manuel Chacon, both had similar things to say.

"Because of offloading delays, we pushed through an extremely long day to make sure that the relief aid was getting to those who needed it," A1C Ruhe commented. SSgt Chacon said, "It is not everyday that you get a humanitarian mission, so I feel grateful to have the opportunity to do it...this was a great opportunity to help the Pakistani people, and helping others is one of the main reasons why I chose to join the Air Force."

Being able to rub elbows with big hearted patriots like these is one of the main reasons I joined the A/TA!

Collin Bakse, editor

Chairman's Comments



**General Walter Kross
USAF, Retired**

established in the late 1980s, has only 20 individual inductees – plus our AE Legacy Team and our Air Refueling Pioneer Aircrews (our most recent induction; our first-ever aircrew induction, and a fitting culmination to AMC's Year of the Tanker). It is the second time since our first induction in 1989 that we have elected not to induct. Frankly, it allows us to focus even more on this year's Mobility Airmen theme – and you will see that focus at our Saturday Night Hall of Fame Banquet.

Our Keynote Speaker will again be our USAF Chief of Staff, Gen. Norton A. Schwartz. Whenever we are fortunate enough to have our Air Force Chief directly address us, we'll jump at that opportunity. No one knows the extraordinary work our Mobility Airmen do everyday better than General Schwartz.

And we'll have two "Super Seminars" on our main stage this year that allow both our Mobility Air Force Commanders and their Respective Command Chiefs to speak directly to you – and field your candid questions. The MAF/CC Panel has become a fixture for us at recent conventions – and this year we have elevated the MAF Command Chiefs Panel to center stage because it so directly fits our Mobility Airman theme.

Our other Central Speakers are most notable. Back by popular demand is last year's "Dynamic Duo" of USTRANSCOM Commander General Duncan McNabb and Southwest Airline Chairman Emeritus and Founder, Mr. Herb Kelleher. Don't miss them Saturday morning.

We are most fortunate to hear again this year from AFRC Commander, Lt Gen. Charles Stenner and ANG Director Lt Gen. Bud Wyatt. Finally, our co-host and AMC/CC, General Ray Johns, anchors our Saturday Schedule – making his first address to A/TA's membership.

Throughout the Friday and Saturday schedule, we have interspersed – always at center stage – the presentation of significant AMC-sponsored, MAF-sponsored, and A/TA-sponsored awards. We do this to ensure the greatest possible recognition to these extraordinary award winners. There is no better way to honor Mobility Airmen than to present these awards in a most visible way, in front of their peers and fellow A/TA members – and include their family members and other significant partners in the doing of it.

Our Seminar schedule is jam-packed. As in recent years, we have more worthy seminar requests than our "50 Seminar Dance Card" allows. We have brought back refined versions of a few annual blockbuster repeaters – and we have added some new ones that support our theme and that our MAF members want most pointedly to present.

As always, our Crud Tournament (ever improving and growing; watch for a "Surprise Team" his year), our Golf Event (ever more civilized :), and our Hospitality Rooms are there to enhance our convening from around the world. And a special note, last year's AMC Spouse of the Year, Megan Mitchell, from McChord AFB, has volunteered to establish a special reception for A/TA spouses attending the convention—and since nearly 50% of our attendees each year are first-timers, this is a most promising and welcome initiative.

Welcome to Orlando and the 42nd Airlift/Tanker Association Convention. And on behalf of our co-sponsor, Air Mobility Command, welcome also to our Air Mobility Symposium.

Our theme this year, "Mobility Airman: The Heart of America's Global Reach," focuses on the men and women who provide that Global Reach around the world everyday – as well as those who stand behind them supporting in substantive and intangible ways. This year's theme honors you all. And our aperture for this honoring is wide and inclusive.

This year's theme was on our minds almost immediately after we left Nashville last November and has totally affected our preparation and planning for this year's Convention and Symposium.

You will notice one most visible change immediately. We have chosen not to induct any nominees into the A/TA Hall of Fame this year. Our Hall of Fame, conceived in the 1970s,

"Whenever we are fortunate enough to have our Air Force Chief directly address us, we'll jump at that opportunity."

President's Message



CMSgt Mark Smith
USAF, Retired

Hooah air mobility warriors! Welcome to the 42nd Annual Airlift/Tanker Association Convention and Symposium! Our theme – *Mobility Airmen: The Heart of America's Global Reach* – represents your dedicated efforts every day, and Orlando, Florida is a great place to recognize and celebrate your achievements! It's always wonderful to reconnect with old friends and establish new ones as our air mobility warriors occupy the largest Marriott Hotel in the World! Our symposium agenda is one of the best ever - you will be forced to make some tough decisions as you choose which seminars to attend. Plus, AMC's 2009 Key Spouse of the Year, Ms. Megan Mitchell volunteered to organize a social Friday morning for spouses to exchange thoughts and ideas, network, and have some fun – we hope you can attend!

I would like to congratulate our 2010 A/TA Award recipients and families of our General Huyser, General Fogleman, General Carlton, Colonel Halvorsen, Young Leadership, Specialized

Mission, AMC Key Spouse and President's Awards. We are proud of your accomplishments and look forward to recognizing you this week at our convention. I would like to also congratulate the recipients of our two group awards – the Air Force Reserve and Air National Guard Outstanding Air Mobility Wings – recognizing our total force, providing dedicated one-team support around the globe.

After serving an amazing 8 years, this is my last message as your President. It has truly been an honor to serve and learn from A/TA Chairmen, General (Ret) Duane Cassidy, General (Ret) Ron Fogleman, and General (Ret) Walt Kross. I feel extremely blessed to have served with these great leaders during my active duty

Air Force career and again, with the Airlift/Tanker Association. I learned many valuable leadership qualities and life lessons under your leadership and I sincerely cherish and value our friendship.

It has also been a distinct honor and privilege to serve you – our membership. I genuinely appreciate the fact that you openly and candidly shared your thoughts and ideas with me throughout the past eight years – with the goal of continually improving our outstanding organization. As General Cassidy once said, “we must keep our programs fresh, support new ideas from our membership, and continue to move the Association forward – sometimes moving the flag pole to see if they notice.” During the past 8 years, this vision became my mantra and goal – along with enjoying life with great friends and having fun along the way! Please continue to share your thoughts and ideas with our new President, Chief Master Sergeant (Ret) Mike Reynolds. Mike was one of my first instructors in the Air Force and continues to serve as a leader in the mobility and SOF industry – and now, the Airlift/Tanker Association. Godspeed Mike – I'll continue to serve you and our Association with General Baginski as part of the A/TA Board of Advisors. Thanks again to each one of you for your dedicated support, and most of all – your friendship.

Speaking of friends, I would like to thank CMSgt (Sel) Cory Olson and SMSgt Jamie Jett for organizing our summer board meeting at Hurlburt Field, Florida. We sincerely appreciated your gracious hospitality and dedicated efforts to support our visit and meeting. Our Special Operations Chapter continues to grow! Special thanks to AFSOC Commander, LtGen Donnie Wurster and his Command Chief, CMSgt Mike Gilbert, for your continued enthusiasm and support – as you, and your Special Operations Warriors live “Mission First – Airman Always!”

Lastly, I would like to thank our TRANSCOM Commander, Gen Duncan McNabb, AMC Commander, Gen Ray Johns, TRANSCOM Command Sergeant Major Tomás Hawkins, and AMC Command Chief, CMSgt Dave Spector for your dedicated leadership and support to our air mobility warriors performing their important mission every day. You are doing a superb job and we sincerely appreciate your dedicated efforts to provide America's Global Reach, and your continued support of the Airlift/Tanker Association!

In closing, many air mobility forces remain deployed serving our country – our prayers and support are with you always. For those of you in Orlando, enjoy the Convention!

God bless you all...Load Clear!

Secretary's Notes

Many thanks to the Special Operations Chapter for hosting the summer board meeting at Hurlburt Field, Florida. The social and board meeting were excellent. A special “shout out” goes to Senior Master Sergeants Jamie Jett and Cory Olson, the president and past president of the chapter for the work they did to make the meeting such a success. It was a great lead up to our 2010 convention. And, speaking of the convention...



Col Dan Penny
USAF, Retired

Welcome to Orlando and the 2010 Convention!

The Orlando World Center Marriott Hotel is a beautiful facility and, coupled with the Hawk's Landing Golf Course and the city of Orlando, the convention brings together lots of opportunities for education and relaxation. Just a reminder to the Chapter Presidents, please check the convention and symposium schedule so you won't miss the Chapter Presidents' meeting. Also, for all of you, please attend the General Membership Meeting – again, check the convention and symposium schedule for the time and location for this important event.

As part of the entertainment for this year, we will have our traditional CRUD matches. I hope your teams are ready. This year we welcome another sponsor to this event. Million Air, “the world's premier provider of private aviation services,” has graciously donated CRUD equipment for the matches. What type of equipment? You'll have to come to the CRUD matches to find out. Once again, Lockheed Martin Aeronautics will provide the “ISR” capabilities demonstrated last year for the enjoyment of the many spectators. We'll have great referee support, so come out and support your team!

We have had a great year and anticipate another great convention, and all the success is due to you – the Airmen who make our Air Force come alive and perform all over the globe – you truly are “the Heart of America's Global Reach.” Congratulations for a job well done and welcome to your 2010 Airlift/Tanker Association Convention!!

Dan Penny

2009 A/TA Hall of Fame Inductees Added to Walk of Fame at Scott AFB

A ceremony to unveil the dual sided bronze medallion depicting the "Pioneers of Aerial Refueling" events of 1923 and 1929, the 2009 inductees into the A/TA Hall of Fame, was held at Scott AFB, Illinois, on 23 September. It was the first day of Fall 2010, and a "picture perfect" morning, with bright blue skies and a slight breeze.

Billed as an "informal, low-key" event, the unveiling was none-the-less well attended. Those in attendance included several members of the A/TA Board of Officers, including the A/TA Chairman, General Walt Kross, USAF Ret, and A/TA President, CMSgt Mark Smith, USAF ret; the commander of USTRANSCOM, General Duncan McNabb; Air Mobility Command's senior leadership, including General Raymond Johns, AMC commander, LtGen Findly, AMC vice-commander, and, CMSgt David Spector, the AMC command chief; 18th Air Force commander, LtGen Robert Allardice; and two previous A/TA Hall of Famers, MajGen Jim "Bagger" Baginski (2005), and General Duane Cassidy, USAF ret, (2006) who is also a former AMC commander. For good measure, there were also two other former

AMC commanders, General H.T. Johnson, USAF ret, and General Tony Robertson, USAF, ret, in attendance.

MSgt Craig Gilmore, acting as emcee for the event, welcomed everyone to the Scott AFB Walk of Fame area, located just inside the "old Scott Gate" in front of the 375th Air Mobility Wing Headquarters Building, and introduced A/TA Chairman Walt Kross.

Following a warm welcome to everyone gathered for the event, General Kross commented that the unveiling at long last properly recognizes two seminal events in Air Mobility history, and the men who made them happen.

Quoting from the achievement related criteria for selection into the A/TA Hall of Fame, General Kross said that the "Pioneers of Aerial Refueling" exemplified the portion reading: "Demonstrated superior and sustained performance resulting in a legacy of achievement which fundamentally changed the status quo in a significant way thus enhancing the air mobility mission, culture, and history." General Kross then asked General Raymond Johns, commander Air Mobility

Command, to say a few words.

General Johns related how a simple, long-ago act began an evolution which ultimately led to the U.S. being the only country on earth wielding the power of rapid global reach – thanks to aerial refueling. At the end of his remarks, General Johns introduced Dr. Theodore Hine, the nephew of 1Lt Virgil Hine, a member of Tanker Crew #1 during the 1923 series of flights.

Dr. Hine, himself a Navy veteran, talked excitedly about his "larger than life" Uncle Virgil and the other men who participated in the 1923 flights. Dr. Hine who had traveled to Scott from Oklahoma, with his son Dr. Craig Hine, especially for the unveiling, thanked the A/TA for honoring his uncle and for making him feel like part of the "family."

Following his remarks, Dr. Hine, with the assistance of A/TA President Mark Smith, unveiled the medallion, which has been situated along the Walk of Fame in a manner which encourages visitors to view both sides and to read plaques describing each event.

The ceremony concluded with MSgt Gilmore reading the inscriptions aloud [see page 25], and then thanking everyone for attending. ■



Dr. Theodore Hine (L), the nephew of 1Lt Virgil Hine, one the 1923 Pioneers of Aerial Refueling inducted into the A/TA Hall of Fame during the 2009 A/TA Convention & Symposium in Nashville, Tennessee, proudly stands next to the medallion depicting the historic event. The medallion, which depicts both the 1923 aerial refueling series of flights and the 1929 flight of the "Question Mark," was unveiled during a ceremony held along the A/TA Walk of Fame at Scott AFB, Illinois, on 23 September. Joining Dr. Hine at the conclusion of the ceremony are (L to R) General Raymond Johns, commander AMC, General Walter Kross, Chairman A/TA, CMSgt Mark Smith, President A/TA, General Duane Cassidy, 2006 A/TA Hall of Fame Inductee, MajGen Jim "Bagger" Baginski, 2005 A/TA Hall of Fame Inductee, and General Duncan McNabb, commander USTRANSCOM. (A/TA Photo, Collin Bakse)



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- ★ 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.
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*Working to
Improve
America's
Air Mobility
Force.*



A Welcome Message from General Johns

Welcome to Orlando and the 42nd annual Airlift/Tanker Association Convention and Symposium! This is a spectacular event I hope you will find not only educational, but also enjoyable. On behalf of the men and women of Air Mobility Command and our Air National Guard and Air Force Reserve partners, I would like to thank General (ret) Walt Kross for his outstanding leadership and service to our association. I would also like to thank Chief Master Sergeant (ret) Mark Smith, A/TA board members, and the entire staff for planning and executing this event—what a phenomenal undertaking!

It has been an honor meeting many of you this past year as Chief Dave Spector and I traveled throughout the Mobility Air Forces, our en route locations, and the AOR. At every turn, you impressed us with your commitment and dedication to not only our mission, but to each other and your communities. You are on the front lines at a critical time in our nation's history, building up combat capability in Afghanistan and drawing down in Iraq while also supporting humanitarian relief operations spanning the globe. Despite these daunting challenges, you've never failed to make Unrivaled Global Reach for America a reality each and every day.

This year's theme, "Mobility Airmen: The Heart of America's Global Reach" is especially fitting because it speaks to your selfless efforts in making a positive difference in the lives of others. Air National Guard, Air Force Reserve, Active Duty, civilians, and commercial partners are all committed to providing Global Air Mobility with the right effects at the right place and at the right time. We couldn't support others the way we do without each and every one of you, and I sincerely thank you for your phenomenal contributions to our Total Force effort.

Operating across the entire spectrum of military operations this year, you delivered hope, fueled the fight, and saved lives...24/7/365! This fiscal year to date alone, Mobility Air Forces flew over 198,000 sorties in 140 countries, delivering over 864,000 tons of cargo, offloading nearly 1.4 billion pounds of fuel, and moving over 2.7 million passengers. During this symposium, I hope you get a sense of the significance of those numbers and what you've accomplished in enabling our nation to reach out and support those in need anytime, anywhere.

You will often hear me say within the Mobility Air Forces community, it is never about us. That is to say, we never fly a sortie or conduct a mission for its own sake. We deliver combat power and humanitarian aid around the globe in support of our joint, coalition, and civilian partners, helping our Nation achieve its critical security objectives. We are part of something much bigger than ourselves, much like a grand ballet, in which all the moving parts come together to get the mission done smartly and safely.

When we all work together in concert with our joint partners to accomplish shared objectives, the results are nothing short of magnificent! For example, last fall, members of the 179th Airlift Wing in Mansfield, Ohio embedded with the 3rd Infantry Division in Iraq and tested the Concept of Employment for the forthcoming C-27J Joint Cargo Aircraft. These efforts paved the way for the seamless employment of the C-27J and demonstrated our commitment to our Army brethren in supporting their time-sensitive mission-critical cargo movements on demand.

In January, you stepped up to the challenge once again when Airmen assigned to the 436th and 512th Airlift Wings at Dover AFB, Delaware completed the C-5M operational test and evaluation. After validating the Super Galaxy for use in worldwide operations, the aircrews and maintainers quickly took the aircraft to the fight supporting the surge in Afghanistan and moving over 100 helicopters and 400K pounds of equipment for the 4th Infantry Division. As a part of U.S. Transportation Command's multimodal movement, the Army equipment was initially transported to Rota NAS by ship, then trans-loaded onto C-5s so they could be delivered the last tactical mile into Afghanistan. The C-5M aircraft and aircrews shined throughout the mission, maintaining an astonishing overall maintenance departure reliability rate of 96 percent and completing the movement ahead of schedule.

While you were tirelessly supporting the surge in Afghanistan, a massive 7.0

General Raymond E. Johns Jr. is commander, Air Mobility Command, Scott AFB, Illinois. Air Mobility Command's mission is to provide rapid, global mobility and sustainment for America's armed forces. The command also plays a crucial role in providing humanitarian support at home and around the world. The men and women of AMC – active duty, Air National Guard, Air Force Reserve and civilians – provide airlift, aerial refueling, special air mission and aeromedical evacuation.

General Johns graduated from the U.S. Air Force Academy in 1977. His aviation career includes T-38 and C-141 instructor pilot, as well as the chief test pilot and test program manager for the VC-25 Air Force One Replacement Program. He was chosen as a White House Fellow in 1991 where he was a senior staff member in the Office of National Service. The general has served at Headquarters U.S. European Command in security assistance and congressional affairs, and at Headquarters U.S. Pacific Command as Deputy Director of Strategic Plans and Policy. Within Headquarters U.S. Air Force, he served as Deputy Director and, later, Director of Air Force Programs. The general commanded a test squadron, operations group and airlift wing, and he was the Director of Mobility Forces for operations in Bosnia.

Prior to assuming his current position, General Johns served as Deputy Chief of Staff for Strategic Plans and Programs, Headquarters U.S. Air Force, Washington, D.C., where he developed, integrated, evaluated and analyzed the U.S. Air Force Future Years Defense Program that exceeded \$822 billion, and the Air Force Long-Range Plan to support national security objectives and military strategy. The general was responsible to the Secretary of the Air Force and the Chief of Staff. General Johns is a command pilot and experimental test pilot with 4,500 flying hours in a variety of aircraft.

earthquake struck in Haiti. With the road networks devastated, ports destroyed, and infrastructure crumbling, the most-immediate way our nation could provide a helping hand was through Air Mobility. Without delay, you answered our nation's call and went to work. More than 13,000 Airmen immediately surged to support the relief operations, working 24/7 in order to deliver vital humanitarian aid to those in need. Within 48 hours, Joint Base McGuire-Dix-Lakehurst's 621st Contingency Response Wing was on the ground in Port-au-Prince working with Air Force Special Operations Command to secure and operate the airfield. Aerial porters, air traffic controllers, security forces, maintainers, and many more swiftly arrived in the country and began expanding the airfield's capacity from 20 flights per day to 140! In addition, 618th Tanker Airlift Control Center mission planners, contingency response forces, airlift, aerial refueling, aeromedical evacuation, Critical Care Air Transport Team crews, and support personnel throughout the command stepped up to the challenge. Your incredible efforts in Operation UNIFIED RESPONSE helped save thousands of lives, gave hope to people who needed it the most, and brought out the best in you while showcasing every aspect of Air Mobility.

Then, a month later you answered the call again when an 8.8 earthquake struck Chile. Immediately, you went to work airlifting medical personnel and equipment. Even as you delivered hope to Chile and Haiti, you continued to deliver combat capability to Afghanistan – and you did not miss a beat! More than 2,400 Air Force reservists and guardsmen came on active duty to support the movement of an additional 30,000 U.S. troops to Afghanistan. Our citizen Airmen stepped up and made a positive difference, leaving behind family, friends, and civilian jobs to enable our nation's success.

Throughout the spring, as ground forces supporting the surge made increasingly deeper inroads into hazardous territory, air mobility requirements soared. Realizing people on the ground depended on your support more than ever, you met this challenge head. Across Afghanistan, tanker crews provided critical assistance that enabled combat aircraft to control the skies and protect Joint Forces on the ground. Aeromedical evacuation teams safely delivered wounded warriors to advanced medical care facilities while airlift crews sustained Soldiers and Marines with everything from Mine Resistant Ambush Protected All Terrain Vehicles to record-breaking emergency airdrops of food, water, and ammunition. Meanwhile, Operational Support Airlift (OSA) and Very Important Person Special Air Mission (VIPSAM) aircrews continued to safely and securely transport our nation's senior leaders to and from the Area of Responsibility in order to further extend our nation's outreach and diplomatic efforts.

Not even clouds of volcanic ash slowed you down when Iceland's Eyjafjallajökull Volcano erupted in the spring. Never skipping a beat, you quickly adjusted flight operations and mitigated the volcano's impact in a matter of hours. You deftly shifted aircraft routes to ensure theater sustainment to our ground troops continued uninterrupted. You also realigned aeromedical evacuation beddown locations, coordinated in-flight refuelings to keep the missions flowing, and kept our nation's promise to do whatever it takes to aid our wounded warriors.

In April, when the oil spill in the Gulf of Mexico occurred and threatened the livelihood of thousands living along the coast, you once again sprung into action. C-17 Globemaster III cargo planes assigned to Elmendorf AFB, Alaska's 517th Airlift Squadron moved

U.S. Navy oil spill containment equipment to New Orleans to speed recovery efforts. Likewise, Airmen from the 910th Airlift Wing at Youngstown Air Reserve Station, Ohio played a critical role in the cleanup efforts, employing oil dispersing equipment from the back of a C-130. In doing so, you made history as it was the first time the Department of Defense's large-area, fixed-wing aerial spray, oil-dispersing capability was used in an actual emergency.

Then, on June 9, when an HH-60G NATO Pave Hawk was downed by enemy fire in Afghanistan, you came to the survivors' aid. In a groundbreaking combined US/British aeromedical evacuation mission, 43rd Aeromedical Evacuation Squadron members from Pope AFB, North Carolina teamed with their British counterparts at Camp Bastion in Afghanistan and worked together to deliver life-saving care to the wounded. Because of your unparalleled professionalism, a would-be tragedy was transformed into yet another superb example of

your unwavering commitment to doing all you can to enable others success.

Even as I write this letter, mobility Airmen are helping the people of Pakistan by partnering with their government and the larger international effort to support humanitarian relief operations after the devastating floods. To date, flooding has taken the lives of more than 1,000 and left over 600,000 homeless. In the midst of this tragedy, however, you are making a difference by helping to rescue 8,000 people and delivering 2.2 million pounds of equipment, water, food, and clothes to the people of Pakistan.

Reflecting on this past year, it's clear that you've made a tremendous difference in the lives of others. You supported every major contingency, exercise, and relief operation and spent countless days away from home delivering hope, fueling the fight, and saving lives. You answered the nation's call at a moment's notice, got onto an aircraft, and traveled

half-way around the world in support of people you never even met. This kind of commitment and sacrifice is tremendous, but our high operations tempo, coupled with time away from family and friends, can take its toll, even on the strongest Airman. That is why Air Mobility Command is teaming with Air Combat Command to institutionalize Comprehensive Airman Fitness, or CAF. CAF is not a program, but rather a holistic approach to caring for Airmen and their families. This mindset reflects our dedication to ensuring you and your loved ones are equipped with everything you need to not just survive, but thrive. Our focus is on helping all Airmen become more resilient and equipping, enabling, and empowering everyone to become more physically, socially, mentally, and spiritually fit. Ultimately, our goal is to strengthen the bonds within our Air Force family and build a greater sense of community throughout the Mobility Air Forces.

Your wing commanders are currently implementing many CAF initiatives which will help create and sustain this deep sense of community across the entire Air Mobility team. These efforts are critical because you and your families are the backbone of our nation's Global Reach. You have an awesome responsibility, and you have my utmost respect for answering our nation's call. You always put others first and enable our nation to reach every corner of the world with a clenched fist or an outstretched hand of hope. You transform challenges into opportunities and always help those in need, and I am extremely proud of each and every one of you. ***You are truly the heart of America's Global Reach...yesterday, today, and always!*** ■

"You are on the front lines at a critical time in our nation's history...You supported every major contingency, exercise, and relief operation and spent countless days away from home delivering hope, fueling the fight, and saving lives...You are truly the heart of America's Global Reach... yesterday, today, and always!"

Cover Story



Mobility Airmen:

The Heart of America's Global Reach

The "Cover Story" section contains material written by Master Sgt. Scott T. Sturkol, AMCPA; Roger Drinnon, AMCPA; and Staff Sgt. Nathan Delgado, 380th AEWPA. Jim Garamone, American Forces Press Service, U.S. Embassy Islamabad; Courtney Beale, U.S. State Department; Capt. Justin Brockhoff, 618th AOC (TACC) PA; Mr. Mark Diamond, AMCPA, and Capt. Heather Ward, AFCENTPA, also contributed to portions of this section.

C-130 Loadmaster, Deployed from Maxwell, Supports Contingency Airlift Operations for USCENTCOM

Tech. Sgt Owen Duke Jr. is a C-130H Hercules loadmaster deployed with the 746th Expeditionary Airlift Squadron at a non-disclosed base in Southwest Asia.

Sergeant Duke is deployed from the 357th Airlift Squadron, 908th Airlift Wing, at Maxwell Air Force Base, Ala. The 908th Airlift Wing in Montgomery, Ala., is Alabama's only Air Force Reserve unit, the wing's Web site states. The 908th AW "contributes to the nation's defense by providing airlift and related services through the efforts of more than 1,200 Reservists and eight C-130 Hercules aircraft."

As a C-130 loadmaster with the 746th EAS, Sergeant Duke regularly flies combat airlift missions in the U.S. Central Command area of responsibility supporting Operation New Dawn, Operation Enduring Freedom and the Combined Joint Task Force-Horn of Africa. More recently, Sergeant Duke has been flying relief missions supporting the Pakistan flood relief effort.

According to his official Air Force job description for the 1A2X1 career field, loadmasters like Sergeant Duke accomplish loading and off-loading aircraft functions and perform pre-flight and post-flight of aircraft and aircraft systems. They also perform loadmaster



U.S. Air Force Tech. Sgt Owen Duke Jr. a C-130H Hercules loadmaster assigned to the 746th Expeditionary Airlift Squadron, scans out the window during takeoff during flying mission to Pakistan in support of humanitarian relief efforts from Bagram Airfield, Afghanistan on 22 August 2010. (U.S. Air Force photo by Staff Sgt. Andy M. Kin / Released)

abilities, the job description states. For example, in determining quantity of cargo and passengers or troops to be loaded and proper placement in aircraft, loadmasters compute load and cargo distribution. They also compute weight and balance, and determine the amount of weight to be placed in each compartment or at each station. To do this they consider factors such as fuel load, aircraft structural limits and emergency equipment required.

C-130 loadmasters also accomplish the initial pre-flight of aircraft according to flight manuals. They pre-flight specific aircraft systems such as restraint rail and airdrop equipment. They also pre-flight aerospace ground equipment and apply external power to the aircraft. Additionally, they perform in-flight and special mission specific duties as required.

When supervising aircraft loading and off-loading, loadmasters like Sergeant Duke ensure cargo and passengers are loaded according to load distribution plan. They direct application of restraint devices such as restraint rails, straps, chains and nets to prevent shifting during flight. They also check cargo, passengers and troops

against manifests, ensure availability of fleet service equipment and brief passengers and troops on use of seat belts, facilities and border clearance requirements.

America's air mobility warriors enable the success of others, and they are very good at what they do. Our Mobility Air Forces deliver forces to the fight (or the humanitarian operation), then they sustain them, and when the mission has been accomplished they bring them home again. That's what they do. 24/7.

And they don't do this for themselves. They do this for our Joint Force, for our Coalition allies and for our civilian partners. They do it so that our nation can achieve its critical objectives. They are touching lives and saving lives. That's what they are all about – "Global Reach for America...Always."

Air Mobility Command's mission is to provide global air mobility. AMC Airmen – active duty, Air National Guard, Air Force Reserve and Civil Reserve Air Fleet – provide airlift and aerial refueling for all of the United States' armed forces. U.S. forces must be able to provide a rapid, tailored response with a capability to intervene against a well-equipped foe, hit hard and terminate quickly. Rapid global mobility lies at the heart of U.S. strategy in this environment – without the capability to project forces, there is no conventional deterrent – and it is the dedicated and highly skilled men and women who proudly call themselves Mobility Airmen who are at "The Heart of America's Global Reach."

The "Cover Story" section stories illustrate the incredible job these extraordinary men and women perform in the defense of freedom —

aircrew functions, compute weight and balance and other mission specific qualification duties, and provide for safety and comfort of passengers and troops, and security of cargo, mail and baggage during flight.

Loadmasters like Sergeant Duke are skilled in a variety of

In the deployed environment, loadmasters like Sergeant Duke are trained to conduct cargo and personnel airdrops according to directives. They are trained to attach extraction parachutes to cargo and platforms and inspect cargo and platforms, extraction

[Cover Story Continues >](#)



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systems and connects static lines. They also check tie-downs, parachutes, containers, suspension systems and extraction systems to ensure proper cargo extraction or release.

To do their job while deployed or at home station, loadmasters have to maintain a wide array of mandatory job knowledge, the job description states. They must know the types, capacities and configuration of transport aircraft, emergency equipment and in-flight emergency procedures, personal equipment and oxygen use, communications, current flying directives, interpreting diagrams, loading charts and technical publications, border agency clearance dispensing and preserving food aboard aircraft, and cargo restraint techniques.

Sergeant Duke's service on deployment is consistent with the Air Force's history of a Total Force team – active duty, Reserve and Air National Guard – working together to complete the mission at home or while deployed, officials said. According to the Air Force Reserve Command Web site, the command provides the Air Force about 20 percent of its capability “with only about four percent of the total Air Force budget.”

Air Force Reserve Command supports space, flight test, special operations, aerial port operations, civil engineer, security forces, intelligence, military training, communications, mobility support, transportation and services missions. The command is also administratively responsible for all the Air Force's individual mobilization augmentees.

Record-Setting Tankers Key to Combat Mission Planning in USCENTCOM Area of Responsibility

Tankers recently set a new record for air refueling in the U.S. Central Command area of responsibility, as U.S. Air Forces Central mission planners reached 4.5 million pounds of fuel delivered to aircraft 17 September, while sustaining an unprecedented average of 3.7 million pounds of fuel delivered daily for 2010.

This record amount of fuel provided for joint and coalition aircraft reflects the increasing combat support role of tankers in counter-insurgency operations.

“Tanker support is essential to effects-based combat operations,” said Maj. John Kelley, Air Refueling Control Team Chief for the Combined Air and Space Operation Center's Air Mobility Division. “Close air support and reconnaissance aircraft depend on tanker missions, in particular, to provide the ground commanders' desired combat effects.”

Major Kelley said tankers are vital, because they increase fighter aircraft endurance by allowing longer aircraft loiter time without landing for ground refueling. He said tanker support is the last stop in mission planning before an Air Tasking Order can be published.

Each day, Combined Air and Space Operations Center personnel plan for, implement and assess an ATO, which aligns joint and coalition aircraft with the combat requirements of joint and coalition commanders in the USCENTCOM AOR. The ATO formally tasks aircraft to support combat missions, including those for Operation Enduring Freedom.

The Air Refueling Control Team works around the clock planning tanker support at least 24 hours in advance. The

team's perpetual planning ensures air refueling requirements are incorporated in the daily ATO, which in turn ensures combat mission success.

“Our tanker support plan is the glue that holds the ATO together,” said Capt. Nick Rowe, OEF Chief of Tanker Planning.

He said joint and coalition service representatives in the planning process greatly appreciate what tankers bring to the fight.

“Tankers are absolutely essential to our success,” said U.S. Army Maj. Matt Starsnic, deputy plans officer for the Battlefield Coordination Detachment, located within the CAOC's 609th Air Operations Center. “Without tanker support to close air support and electronic warfare (aircraft), none of our ground combat operations would succeed.”

The 609th AOC also has the flexibility to redirect tanker and other combat support aircraft amid the dynamics of ground combat, as instances of Troops In Contact (TICs) emerge. TICs can occur without notice, as U.S. and coalition ground forces encounter insurgents in the combat environment.

“The Battlefield Coordination Detachment defines the ground commander's requirements, and we're always talking to commanders and (joint and coalition) liaison officers,” said Major Kelley. “It's important to have this constant dialogue, because no combat mission can succeed without planning for air refueling.”

“Tankers are critical to these operations, especially considering the distance from where (combat support) aircraft bed down to where they cover,”

said Col. David Almand, AMD director. “The constant (combat support aircraft) presence enabled by tankers prevents insurgents from retaking the ground secured by ground forces.”



A1C Nicolas Inzana, KC-135 Stratotanker boom operator deployed from 93d Air Refueling Squadron at Fairchild Air Force Base, WA, refuels a Belgium Air Force F-16 Fighting Falcon 8 August. The KC-135 flew over Afghanistan for five and a half hours delivering 7,200 gallons of TS-1 fuel. (U.S. Air Force photo/Staff Sgt. Nathan Bevier)

Fairchild Captain Pilots KC-135 Combat Air Refueling Missions for OEF

Capt. Brittany Gilmer is a KC-135R Stratotanker pilot deployed to the 22nd Expeditionary Air Refueling Squadron, 376th Air Expeditionary Wing, at the Transit Center at Manas, Kyrgyzstan.

Captain Gilmer is deployed from the 93rd Air Refueling Squadron, 92nd Air Refueling Wing, at Fairchild Air Force Base, Washington. According to its wing Web site, the 92nd ARW provides global reach airpower and deploys expeditionary forces in support of worldwide combat, contingency and humanitarian requirements. The wing operates 36 KC-135 aircraft performing air refueling, airlift and aeromedical evacuation missions supporting U.S. and coalition contingency operations and U.S. Transportation Command strategic deterrence missions.

As a KC-135 pilot with the 376th AEW, Captain Gilmer supports combat air refueling missions in the U.S. Central Command area of responsibility and for Operation Enduring Freedom.

According to her official Air Force job description as a tanker pilot, Captain Gilmer pilots tanker aircraft and commands crews to accomplish air refueling, airlift, training and other missions. She plans and prepares for missions, reviews mission tasking, intelligence and weather information, and supervises mission planning, preparation and filing of flight plans and crew briefings.



Capt. Jeff Jacque (L), deployed from Fairchild Air Force Base, WA., recently crossed over 5,000 flying hours. On an 8 August 2010 refueling mission he was the instructor aircraft commander for pilot Capt. Brittany Gilmer. (U.S. Air Force Photo/Staff Sgt. Nathan Bevier)

Cover Story Continues >



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A mission to ensure that no financially-stressed wounded warrior/veteran/active duty military person or their family member(s) is denied access to distant specialized medical evaluation, diagnosis, treatment, or rehabilitation for lack of a means of long-distance medical air transportation. ACV is committed to the ongoing healing process of our wounded warriors and will provide transport for activities that aid in the process as long as needed.

The influx of wounded warriors during Operation Iraqi Freedom and Operation Enduring Freedom is, and has been, a strain on our military medical facilities. Thousands of these wounded men and women need to reach specialized medical facilities, especially as close as possible to their families. The military cannot always provide the needed transportation and other options are not always available. That is when Air Compassion for Veterans can be utilized.

The majority of our missions are through commercial airlines. We can also provide air ambulance service for qualified patients that are non-ambulatory. Our partner Angel Flight pilots and planes can be utilized for remote and rural areas as well as flights that are within 1,000 miles.

The qualification process is simple. There is a one page form to complete. After verification the patient can be in the air within twenty-four hours.

The history of Air Compassion for Veterans dates back to the founding of Mercy Medical Airlift (MMA) 35 years ago by Mr. Edward R. Boyer, President and CEO. Mr. Boyer has been rightly called the “Father” of charitable air transportation because he devoted over 35 years of his life to developing a comprehensive charitable air transportation system in America in both medical and disaster situations. The home office is located in Virginia Beach, Virginia. Mr. Boyer has created a nationwide network of care through a variety of programs including Mercy Medical Airlift (MMA), Angel Flight, The National Patient Travel Center, The Homeland Security Emergency Air Transportation System (HSEATS), Air Compassion America (ACA) and Air Compassion for Veterans (ACV). These programs enable thousands of patients every year to access life-saving or life-improving specialized medical care that would otherwise not be available to them due to barriers of disaster, time and finances...That’s why we proudly say – *“We get them there.”*

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The job description also states that tanker pilots like Captain Gilmer ensure aircraft are pre-flighted, inspected, loaded, equipped and manned for missions. In addition to piloting the aircraft and commanding the crew, he operates aircraft controls and equipment and performs, supervises, or “directs navigation, in-flight refueling and weapons delivery.”

Furthermore, Captain Gilmer conducts and supervises training of crewmembers, ensures the operational readiness of the crew by conducting or supervising mission specific training, and develops plans and policies, monitors operations, and advises commanders. He also assists commanders and performs staff functions related tanker pilot duties.

Every time she flies the KC-135, the job description also shows that she must maintain mandatory job knowledge in the theory of flight, air navigation, meteorology, flying directives, aircraft operating procedures and mission tactics.

According to statistics from the Air Forces Central’s Combined Air Operations Center in Southwest Asia, from January to July 2010, air refueling aircraft off-loaded more than 596 million pounds of fuel to more than 46,000 aircraft in the USCENCOM area of responsibility.

Additionally, according to 376th AEW Public Affairs, the Transit Center at Manas was activated in December 2001 when coalition forces deployed to Manas International Airport and began supporting Operation Enduring Freedom and the International Security Assistance Force after the terror attacks of Sept. 11, 2001. The base continues to promote regional stability in Central Asia.

Little Rock Captain Supports U.S. Central Command Airlift in Iraq as C-130 Navigator

Capt. Elizabeth Valasek is a C-130 Hercules navigator assigned to the 777th Expeditionary Airlift Squadron at Joint Base Balad, Iraq.

Captain Valasek is deployed from the 50th Airlift Squadron at Little Rock Air Force Base, Ark. As a C-130 navigator at Joint Base Balad, Captain Valasek supports airlift missions for U.S. Central Command and Operation Iraqi Freedom.

To do her work as a C-130 navigator, Captain Valasek helps plan and prepare for combat airlift missions, according to the official Air Force job description for a navigator. She also reviews mission taskings, intelligence and weather information prior to missions and participates in mission planning, preparation and filing of flight plans and crew briefings.

Navigators like Captain Valasek also ensure aircraft are pre-flighted, inspected, loaded, equipped and manned for mission and they navigate aircraft to accomplish assigned missions. She is trained to operate available navigation systems, conducts or supervises training of crewmembers, and ensures operational readiness of her crew by conducting or supervising mission specific training.

Additionally, navigators like Captain Valasek develop plans and policies, monitors operations and advises commanders. They also assist commanders and perform staff functions related to the navigator specialty.

To do her job, Captain Valasek has to maintain mandatory job knowledge in theory of flight, air navigation, meteorology, flying directives, aircraft operating procedures and mission tactics.

The C-130 has traditionally been one of Air Mobility Command’s

and the Air Force’s commonly-used airlift aircraft in the deployed environment. According to the Air Force fact sheet for the C-130, the plane primarily performs the tactical portion of the airlift mission. The aircraft is capable of operating from rough, dirt strips and is the prime transport for air dropping troops and equipment into hostile areas.

Additionally, in using its aft loading ramp and door, the C-130 can accommodate a wide variety of oversized cargo, including everything from utility helicopters and six-wheeled armored vehicles to standard palletized cargo and military personnel, the fact sheet states. In an aerial delivery role, it can airdrop loads up to 42,000 pounds or use its high-flotation landing gear to land and deliver cargo on rough, dirt strips.

The 777th Expeditionary Airlift Squadron, or “Triple 7 Dueling Dragons” is the largest forward-deployed airlift squadron in Operation Iraqi Freedom, the Joint Base Balad Web site shows. Comprised of over 100 Airmen and a fleet of C-130 Hercules aircraft, the 777th EAS has five primary missions – hub-and-spoke air-land missions, airdrop, aeromedical evacuation, distinguished visitor airlift and communications, and command

and control for Joint Airborne Battle Staff support to coalition forces on the ground. The squadron has all-weather, night-vision, and air-land delivery capability.

Pope NCO Supports Operation New Dawn Civil Engineer Ops at Iraq Base

Staff Sgt. Teddy Wagoner is an engineering journeyman, or engineering assistant, deployed with the 732nd Expeditionary Civil Engineer Squadron Base Engineer Emergency Force, also known as “Prime BEEF,” at Al Asad Air Base, Iraq. As part of his job there, he works with the Facility Engineer Team.

Sergeant Wagoner is deployed from the 43rd Civil Engineer Squadron, 43rd Airlift Wing, at Pope Air Force Base, N.C. The 43rd Airlift Wing is part of the 18th Air Force and Air Mobility Command, Scott Air Force Base, Ill., and is comprised of 3,000 personnel from 15 squadrons, providing tactical airlift support to the Army’s 18th Airborne Corps, 82nd Airborne Division and U.S. Special Forces Command, the wing’s fact sheet states.

On any day, Sergeant Wagoner can be directing and performing civil engineering design, drafting, surveying and contract surveillance to support Air Force facility construction and maintenance programs for his deployed base which supports Operation New Dawn. The operation changed from Operation Iraqi Freedom to OND on 1 September 2010.

Sergeant Wagoner also prepares manual and computer-aided design drawings, specifications and cost estimates for projects, his official Air Force job description states. He also develops, operates and maintains Geographic Information System modules and utilizes surveying technology to include the Global Positioning System. Additionally, he evaluates potential construction sites and performs field tests on soils, asphalt and concrete.

In supporting contingency operations, Sergeant Wagoner is trained to develop bed-down plans to house personnel, aircraft and associated support functions, the job description further states. He also is trained to evaluate existing airfield pavements, lighting, navigational aids, markings and arresting systems. He can also perform recovery

Cover Story Continues >



U.S. Air Force Capt. Elizabeth Valasek a C-130 Hercules navigator assigned to the 777th Expeditionary Airlift Squadron, looks out to the horizon during a flying mission over Iraq generating out of Joint Base Balad, Iraq on 25 July 2010. (U.S. Air Force photo by Staff Sgt. Andy M. Kin / Released)



Staff Sgt. Teddy Wagoner, an engineering journeyman deployed with the 732nd Expeditionary Civil Engineer Squadron Base Engineer Emergency Force, at Al Asad Air Base, Iraq, putting his skills to work. (U.S. Air Force photo)

operations to include explosive ordinance reconnaissance, airfield damage assessment, minimum operating strip selection, rapid runway repair calculations and airfield marking procedures.

Furthermore, when developing engineering designs, Sergeant Wagoner is trained to perform simple load calculations for horizontal and vertical construction and to act as a liaison between design, review, construction and using agencies. In performing drafting duties, he interprets rough engineering sketches to produce working drawings using manual and CAD techniques. He produces architectural, structural, civil, mechanical and electrical drawings and updates base comprehensive plans and maintains record drawings.

Sergeant Wagoner's surveying skills, the job description states, allow him to conduct reconnaissance, site location, construction and mapping surveys while operating manual and electronic surveying equipment. He can also collect, convert and present field survey data for civil engineering projects and maintain equipment to do that job.

Also, as operations continue at Al Asad AB, Sergeant Wagoner will possibly perform contract management duties. The job description shows that effort includes managing and inspecting construction and maintenance contracts and interpreting plans, specifications and other contract documents.

Reservist Flies C-130 for Combat, Humanitarian Airlift Missions

Lt. Col. Steve Catchings is a C-130H Hercules pilot deployed with the 746th Expeditionary Airlift Squadron at a non-disclosed base in Southwest Asia.

Colonel Catchings is deployed from the Air Force Reserve's 908th Operations Group, 908th Airlift Wing, at Maxwell Air Force Base, Ala. The 908th Airlift Wing in Montgomery, Ala., is Alabama's only Air Force Reserve unit, the wing's Web site states. The 908th AW "contributes to the nation's defense by providing airlift and related services through the efforts of more than 1,200 Reservists and eight C-130 Hercules aircraft."

As a C-130 pilot with the 746th EAS, Colonel Catchings regularly flies combat airlift missions in the U.S. Central Command area of responsibility supporting Operation New Dawn, Operation Enduring Freedom and the Combined Joint Task Force-Horn of Africa. More recently, Colonel Catchings has been flying relief missions supporting the Pakistan flood relief effort.

Whether flying relief airlift missions to Pakistan or supporting OEF, Colonel Catchings is doing exactly what he was trained to do. According to his official Air Force job description for an airlift pilot, he is required to "pilot airlift aircraft and command crews to accomplish airlift, training and other missions."

To fulfill his work as an airlift pilot, Colonel Catchings reviews mission tasking, intelligence and weather information, the job description states. He supervises mission planning, preparation, filing a flight plan and crew briefings and ensures the aircraft is pre-flighted, inspected, loaded, equipped and manned for each mission.

Airmen like Colonel Catchings also pilot aircraft and command crews. They are trained to operate aircraft controls and equipment and perform, supervise, or direct navigation, in-flight refueling, and cargo

and passenger delivery. They also ensure the operational readiness of the crew by conducting or supervising mission specific training and they develop plans and policies, monitor operations and assist commanders with functions related to airlift operations, the job description shows.

Airmen like Colonel Catchings also have to maintain mandatory job knowledge in the theory of flight, air navigation, meteorology, flying directives, aircraft operating procedures and mission tactics.

Colonel Catchings' service on deployment is consistent with the Air Force's history of a Total Force team – active duty, Reserve and Air National Guard – working together to complete the mission at home or while deployed, officials said. According to the Air Force Reserve Command Web site, the command provides the Air Force about 20 percent of its capability "with only about four percent of the total Air Force budget." Air Force Reserve Command supports space, flight test, special operations, aerial port operations, civil engineer, security forces, intelligence, military training, communications, mobility support, transportation and services missions. The command is also administratively responsible

for all the Air Force's individual mobilization augmentees.

Travis NCO Manages Deployed KC-10 Maintenance Ops

Staff Sgt. Michael Latiolais is an aerospace maintenance journeyman for KC-10 Extender aircraft at a non-disclosed base in Southwest Asia.

Sergeant Latiolais is deployed with the 380th Expeditionary Aircraft Maintenance Squadron's Extender aircraft maintenance unit and is deployed from the 660th Aircraft Maintenance Squadron, 60th Air Mobility Wing, Travis Air Force Base, Calif. His hometown is Saint Martinville, Louisiana.

As a KC-10 Extender aerospace maintenance craftsman with the 380th EAMXS, Sergeant Latiolais supports maintenance of the KC-10 aircraft deployed with the 908th Expeditionary Air Refueling Squadron. He supports the success of KC-10 aircraft to fly combat air refueling missions in the U.S. Central Command area of responsibility providing refueling capability for U.S. and allied aircraft.

In 2009, KC-10s assigned to the 380th Air Expeditionary Wing flew more than 40,000 hours in support of 4,760 combat missions where they offloaded 422,000,000 pounds of fuel to 31,000 aircraft. They also provided direct support to more than 2,750 "troops in contact" actions in 2009.

In the first three months of 2010, Airmen supporting the KC-10 deployed air refueling mission in the USCENTCOM area of responsibility flew more than 1,000 sorties off-loading more than 108 million pounds of fuel to more than 6,600 aircraft in support of combat operations.

To keep the KC-10 flying in the deployed areas, Airmen like Sergeant Latiolais from the 380th EAMXS manage the maintenance of the KC-10 – 24 hours a day, seven days a week. According to its Air Force fact sheet, the KC-10 Extender is an Air Mobility Command advanced tanker and cargo aircraft designed to provide increased global mobility for U.S. armed forces. Although the KC-10's primary mission is air refueling,

Cover Story Continues >



U.S. Air Force Lt. Col. Steve Catchings, a C-130H Hercules pilot assigned to the 746th Expeditionary Airlift Squadron, flying mission to Chaklala Air Force Base, Pakistan in support of humanitarian relief efforts on 25 August 2010. (U.S. Air Force photo by Staff Sgt. Andy M. Kin / Released)



Staff Sgt. Michael Latiolais, KC-10 Extender aerospace maintenance journeyman with the 380th Expeditionary Aircraft Maintenance Squadron's Extender aircraft maintenance unit, works on a KC-10 engine at a non-disclosed base in Southwest Asia. Sergeant Latiolais is deployed from the 660th Aircraft Maintenance Squadron, 60th Air Mobility Wing, Travis Air Force Base, CA. His hometown is Saint Martinville, LA (U.S. Air Force Photo/Master Sgt. Scott T. Sturkol/Released)

how



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it can combine the tasks of a tanker and cargo aircraft by refueling fighters and simultaneously carry the fighter support personnel and equipment on overseas deployments. The KC-10 is also capable of transporting litter and ambulatory patients using patient support pallets during aeromedical evacuations.

The official Air Force job description for aerospace maintenance craftsman shows Sergeant Latiolais is trained on advising on problems maintaining, servicing and inspecting aircraft and aerospace support equipment. He also uses technical data to diagnose and solve maintenance problems on aircraft systems and he interprets and advises on maintenance procedures and policies to repair aircraft and support equipment.

Sergeant Latiolais is also trained to test repaired components using mockups and test equipment and to adjust, align, rig and calibrate aircraft systems. He performs engine run-up, accomplishes weight and balance functions, and knows how to jacks, tows and service aircraft. Additionally, he supervises and performs aircraft and component inspections, interprets inspection findings and determines adequacy of corrective actions.

The 380th EAMXS is a sub-unit of the 380th Air Expeditionary Wing. The wing is home to the KC-10 Extender, U-2 Dragon Lady, E-3 Sentry and RQ-4 Global Hawk aircraft. The wing is comprised of four groups and 12 squadrons and the wing's deployed mission includes air refueling, surveillance and reconnaissance in support of overseas contingency operations in Southwest Asia. The 380th AEW supports operations Iraqi Freedom and Enduring Freedom and the Combined Joint Task Force-Horn of Africa.

AMC CRAF Logistics Manager Earns Army Combat Action Badge in Afghanistan

After more than 130 combat patrols and having survived multiple IED and rocket attacks for counterinsurgency operations in Afghanistan, Capt Joel Pitman still sees himself as a typical Airman serving today.

He deployed as a combat adviser to the Afghan National Army, 17 December 2008 through 16 December 2009, under a Joint Expeditionary Tasking. JETs are joint service deployments where Airmen perform combat support duties right alongside coalition forces.

As a member of a US Army-led Embedded Tactical Trainer (ETT) team, he regularly convoyed with US Army and Navy team members and ANA soldiers "outside the wire," to pick up and deliver needed supplies for Camp Parsa, a Forward Operating Base in Eastern Afghanistan's Khowst Province.

"I was able to work side-by-side with Army and Navy personnel. On many missions, a soldier would be the driver, I would be truck commander or convoy commander, and my gunner would be Navy," he said. "If this is not a joint a team, I don't know what is."

Throughout the deployment, Captain Pitman and his teammates were under constant threat of attack while traveling in Afghanistan. As the ETT team coped with the inherent hazards of each mission, a high level of trust and respect developed among the team members, said Army Maj. Charles Jarvis, ETT team chief during Capt Pitman's deployment.

"Captain Pitman is an outstanding officer that I would trust with my life, and I have done just that on many occasions," said Major Jarvis. "My son is now in the Air Force serving in Afghanistan, and I would entrust Captain Pitman with the welfare of my only son - could you say that about everyone you know?"

On 28 June 2009, Captain Pitman's convoy was attacked by insurgents, while on a convoy to re-supply the FOB. The small-arms

attack came on the heels of an IED attack. He credited his survival, and the survival of his team, to the Mine-Resistant, Ambush-Protected vehicles they were riding in at the time of the attack.

"When we rolled out in our MRAPs we had a sense of invulnerability," Captain Pitman said. "I've seen firsthand how well the MRAPs hold up to the wear and tear of the missions."

He said MRAPs saved his life during numerous IED attacks. Some missions involved convoys to other outposts, where his team would use the MRAP as a mobile command post for conducting off-site re-supply operations.

"The sheer job we were expected to do put us on the road constantly," he said. "During many of our combat operations, we would leave the FOB three-to-four times a day for various missions."

Captain Pitman said patrolling the province, often on foot, was necessary to establish travel routes for re-supply as much as to gain a familiarity with the roads and terrain. He said an added benefit was that as his team was more present in the local area, the number of IEDs they encountered seemed to lessen.

During one patrol, Captain Pitman survived a clash between ANA forces and some insurgents who were attacking an Afghan compound. Captain Pitman said such dangerous situations were par

for the course not only outside the FOB, but also within the base, as rocket and mortar attacks by insurgents occurred two-to-three times a week. Fortunately, no one was injured or killed in those attacks.

"On at least two occasions, we received 107 millimeter rockets landing closer than I'd like," said Major Jarvis.

While deployed, Captain Pitman helped the ANA establish a self-sufficient supply system to sustain Camp Parsa. Captain Pitman's primary job was to help the ANA re-supply, account for, manage and distribute essential supplies ranging from food, uniforms, ammunition and toiletries to replacement vehicle parts and fuel.

He said working in the joint environment countering the efforts of insurgents in Afghanistan was an invaluable military experience that gave him renewed respect for both the Army and Navy.

Captain Pitman said the goal for deployed U.S. forces is to "work themselves out of a job" by fully enabling the ANA to provide a safe, secure environment for Afghan citizens.

To prepare for the deployment, he received specialized training from the Army at Fort Riley, Kansas. The training included instruction in Afghan languages, cultural awareness, combat life saving, convoy operations, and urban warfare.

His actions while deployed not only earned him his second Bronze Star and an Army Achievement Medal, but also earned him the Army's Combat Action Badge.

Not long after his deployment, Captain Pitman moved to Scott and became the AMC operations directorate's Civil Reserve Airlift Fleet logistics manager.

Maj. Gen. Brooks Bash, AMC director of operations, presented Captain Pitman's combat decorations to him in a recent ceremony. The General said the Combat Action Badge in particular is a rare form of recognition bestowed on an Airman.

"It's significant for the Army to recognize Captain Pitman's accomplishments," said General Bash.

"I can't say I did anything special - no more or less than anyone else that I served with," said Captain Pitman. "We all put in long hours - always willing and able to roll whenever needed, regardless of the conditions."



AMC director of operations, Maj. Gen. Brooks Bash, recently presented Captain Joel Pitman (R) several combat decorations. The General said the Combat Action Badge in particular is a rare form of recognition bestowed on an Airman. "It's significant for the Army to recognize Captain Pitman's accomplishments," said General Bash. (U.S. Air Force Photo)

Cover Story Continues >

Deployed Andrews Communicator Supports Combat Zone COMM Needs

Every day Airman Adam J. Gonzalez, deployed to the 380th Expeditionary Communications Squadron, finds himself on the front lines.

In a May 2009 letter to Airmen, Gen. Norton Schwartz, Air Force Chief of Staff, said, "In executing our Air Force mission of fly, fight, and win, our Airmen, civilians and contractors, knowingly or unknowingly, engage daily on the cyber battlefield." Airman Gonzalez, a cyber transport apprentice, is a member of the communications focal point, or CFP, and performs his duties on the front lines of the cyber battlefield.

According to the Air Force fact sheet, the cyber transport career field was established on Nov. 1, 2009. Cyber transport personnel establish and sustain Air Force communication systems. They perform network design, configuration, operation, defense, restoration, and improvements. Cyber transport personnel also analyze capabilities and performance, identify problems, and take corrective action. They manage wiring and associated network infrastructure devices. In short, they are computer network hardware and communication equipment specialists.

Of his job, Airman Gonzalez said, "On a daily basis, the CFP briefs the squadron leadership on the internet and telecommunications status of the base. Throughout the day the CFP staff provides response to various incident reports, which can vary from user account difficulties to major outages across the deployed areas."

A one-year, 10-month Air Force veteran, Airman Gonzalez is deployed from the 744th Communications Squadron at Andrews Air Force Base, Md. The 2004 graduate of Laguardia High School said his deployed duties significantly impact the deployed mission.

"The CFP serves as the middle man between the customer and the various communications-based response departments. Without the CFP, the base would have no communications and no functionality."

Airman Gonzalez grew up in what he calls the "Boogey Down Bronx," and was on his way to "becoming a New York state corrections officer while studying to become a New York state trooper."

Then Airman Gonzalez changed his mind and changed his plans. "Instead, I joined the military in order to serve my country rather than just my state. I am very proud to wear the uniform that many great American heroes wore before me."

It was no easy accomplishment for Airman Gonzalez to join the military. "Prior to my enlistment I was obese, weighing in at upwards of 230 pounds. At my first recruitment interview I was informed that I would need to lose weight in order to be eligible for basic training. In a matter of six months I lost over 70 pounds."

Airman Gonzalez continues to keep fitness as part of his lifestyle and helps other Airmen with their fitness goals. "I currently weigh less than 145 pounds and am a physical training leader for the 380th ECS."

Airman Gonzalez and his team keep the lines of communication flowing for more than 1,200 Airmen assigned to the 380th AEW. The 380th AEW is comprised of four groups and 12 squadrons and the wing's deployed mission includes air refueling, surveillance

and reconnaissance in support of overseas contingency operations in Southwest Asia. The wing supports operations Iraqi Freedom and Enduring Freedom and the Combined Joint Task Force-Horn of Africa.

Travis Senior Airman, Jet Engine Mechanic, Keeps C-5 Ready for Action at Iraq Base

Senior Airman Douglas Osman is an aerospace propulsion journeyman deployed with the 521st Air Mobility Operations Group at Al Asad Air Base, Iraq.

Airman Osman is deployed from Air Mobility Command's 60th Aircraft Maintenance Squadron, 60th Air Mobility Wing, at Travis Air Force Base, Calif. According to the 60th AMW Web site, the wing is part of combined efforts of all operations and support activities associated with the worldwide air mobility mission. The C-5 Galaxies, KC-10 Extenders and C-17 Globemaster IIIs assigned to the wing participate in air, land and aerial refueling taskings, responding to Joint Chiefs of Staff-directed combat operations, and supporting U.S. State Department-sponsored humanitarian relief efforts worldwide.

At his deployed location, Airman Osman is part of a team that keeps the C-5 Galaxy aircraft deployed there ready for airlift missions every day in support of Operation New Dawn and other U.S. Central Command area of responsibility airlift needs.

As an aerospace propulsion journeyman, Airman Osman plans, organizes and directs aerospace propulsion maintenance activities, his official Air Force job description shows. To do this he interprets and implements directives and publications pertaining to maintenance functions, including environmentally safe maintenance practices. He also determines resource requirements, including facilities, equipment and supplies, and he inspects and evaluates maintenance activities.

Aerospace propulsion Airmen like Airman Osman also advise, perform troubleshooting and determine repair procedures on aircraft engines, the job description shows. He diagnoses and repairs malfunctions using technical publications and solves maintenance problems by studying drawings, wiring and schematic diagrams, technical instructions and analyzing operating characteristics of aircraft engines and propellers.

Airman Osman is also trained to remove, install, inspect, repair and modify engines, engine modules and components. He can disassemble and assemble engines and propellers adhering to prescribed procedures and prepare engines for installation, storage or transportation.

Furthermore, aerospace propulsion Airmen test components using bench mockups and test equipment, the job description states. They also install and remove engines on test stands and operate, evaluate and perform test stand

functions on engines and they accomplish operator maintenance on test stands. Additionally, they inspect and maintain engine ground support equipment and operate and perform operator inspections on related support equipment. They also select, use and care for special tools, hand tools and test equipment.



Airman Adam J. Gonzalez is a cyber transport apprentice deployed to the 380th Expeditionary Communications Squadron at a non-disclosed base in Southwest Asia. He is deployed from the 744th Communications Squadron at Andrews Air Force Base, MD, and his hometown is Bronx, NY. (U.S. Air Force Photo/Staff Sgt. Nathan Delgado/Released)



Senior Airman Douglas Osman, 521st Air Mobility Operations Group engine mechanic regulates the flow of fuel through the tanks in the wings of a C-5 Galaxy 13 September, 2010, at Al Asad Air Base, Iraq. (U.S. Air Force photo by Senior Airman Perry Aston/Released)

Cover Story Continues >

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To maintain their skill level and complete their job successfully, aerospace propulsion Airmen like Airman Osman also need to maintain a large amount of mandatory job knowledge. Knowledge areas include mechanical, hydro-mechanical, electrical and pneumatic principles applying to jet and turboprop engines and propellers, oil analysis principles, wear metal criteria and guidelines, concepts and application of maintenance directives and using and interpreting diagrams and technical publications.

Illinois Air National Guardsman Supports Civil Engineer Ops in Southwest Asia

Senior Airman Jacob Cleer is a pavements and construction equipment journeyman with the 386th Expeditionary Civil Engineer Squadron, 386th Air Expeditionary Wing, at a non-disclosed base in Southwest Asia.

Airman Cleer is deployed from the Illinois Air National Guard's 182nd Civil Engineer Squadron, 182nd Airlift Wing, at General Wayne A. Downing Peoria International Airport, Ill. According to the 182nd Airlift Wing Web site, the mission of the 182nd AW is "to provide air-land and airdrop, command, control and communications, logistics and support services for the nation, state and community."

Additionally, beginning in January 2005, the wing converted from the C-130E Hercules to the newer C-130H model. Personnel from the wing, such as Airman Cleer, remain deployed to combat zones while other members of the wing continue routine worldwide support to the Air Force, the Web site states.

As a pavements and construction equipment journeyman, Airman Cleer constructs and maintains concrete and asphalt runways, aircraft parking aprons and roads, his official Air Force job description states. He operates and maintains heavy construction equipment such as, loaders, graders, dozers, backhoes and dump trucks. He also operates tractor-trailer combinations – transporting construction equipment and materials.

Pavements and construction equipment Airmen like Airman Cleer are trained to plan, construct and repair airfield pavements, roads, streets, curbs, surface mats, membranes and other improved areas using paving and surfacing procedures, the job description states. They take soil, aggregate, asphalt and concrete samples for laboratory tests and interpret construction drawings and surveys using information such as subgrade contours and grade alignment.

The job description shows Airmen Cleer is also trained to inspect pavements for surface, base and sub-base damage or defects and to repair damaged or defective areas by removing and replacing joint and crack sealant, surface overlays and seal coats. Pavements and construction equipment Airmen also determine type and application of equipment to use in various construction, maintenance and repair operations and they operate construction equipment to finish grade, level, slope and compact construction materials.

Furthermore, pavements and construction equipment Airmen like Airman Cleer investigate proposed work sites to determine resource requirements and apply engineered performance standards to plan and estimate jobs. They also coordinate and plan work requirements with other civil engineering and base agencies and inspect work to ensure quality and compliance with policies, regulations and other publications.

For Airman Cleer to do his job at home station and while deployed, he has to maintain mandatory job knowledge in a myriad of areas to include characteristics, capabilities, operation and

maintenance of equipment used in construction and paving and soil types, properties, limitations and compaction methods. He also has to know about soil stabilization, drainage and erosion control; construction and maintenance of asphalt and concrete surfaces; roadbeds; structure erection; landscaping; safety and environmental concerns; and pavement maintenance plans.

Airman Cleer is like many Guardsmen supporting the Air National Guard's federal mission. According to the National Guard Bureau, that mission is to maintain well-trained, well-equipped units available for prompt mobilization during war and provide assistance during national emergencies (such as natural disasters or civil disturbances).

During peacetime, the combat-ready units and support units are assigned to most Air Force major commands to carry out missions compatible with training, mobilization readiness, humanitarian and contingency operations such as for Operation Enduring Freedom in Afghanistan. The Air National Guard provides almost half of the Air Force's tactical airlift support, combat communications functions, aeromedical evacuations and aerial refueling. In addition, the Air National Guard has total responsibility for air defense of the entire United States.

According to the 386th AEW Web site, the wing is the primary tactical airlift hub for re-supply missions supporting coalition operations in Iraq and providing combat service support to land component forces throughout the Arabian Gulf region and Iraq. The 386th AEW is composed of approximately 2,400 active duty, Air National Guard and Air Force Reserve Airmen.



Senior Airman Jacob Cleer of the 386th Expeditionary Civil Engineer Squadron sprays the sandy ground with water while an excavator blade levels out dirt in preparation for asphalt to be applied at an undisclosed air base here 8 September 2010. CE is responsible for facility maintenance, airfield paving, explosive ordnance disposal and environmental management. (U.S. Air Force photo by Senior Airman Laura Turner)

Record-Setting Airdrops Sustain Troops at Forward Operating Bases

U.S. Air Force airlifters continue to set records for airdrops sustaining ground forces in the U.S. Central Command area of responsibility with more than 3,800 Container Delivery System supply bundles delivered in August 2010.

Airdropped supplies are packaged in CDS bundles, which allow safe delivery by parachute. The new record for August surpasses the previous record of more than 3,600 bundles delivered to ground forces in July.

August airdrops averaged more than 99 tons per day – about 6 million pounds for the month – and included food, water, equipment and supplies needed by ground forces deployed to remote forward operating bases throughout the area of responsibility.

The Combined Air and Space Operations Center's Air Mobility Division plans, coordinates, tasks and executes the in-theater air mobility mission. As AMD director, Col. David Almand oversees the theater's essential air mobility operations, including the airdrops providing vital supplies and equipment to ground forces.

"These airdrops are critical to sustaining ground forces at austere locations where other means of re-supply aren't feasible," said Colonel Almand. "This continued sustenance of our warfighting forces is key to counter-insurgency operations..."

The AMD ensures ground forces receive the supplies needed at the right time and place through constant communication with ground forces via air mobility liaisons. The AMD also coordinates airlift requirements with U.S.CENTCOM's Deployment and Distribution Operations Center and AMC's 618th Air Operations Center (Tanker Airlift Control Center) at Scott Air Force Base, Ill.

Mobility air force aircraft fly nearly 65 percent of all aircraft missions on the daily Air Tasking Order in the U.S. CENTCOM AOR. This includes airdrop, airlift, aeromedical evacuation and air refueling

missions in support of joint and coalition operations, including those for Operation Enduring Freedom and in the Horn Of Africa.

Mobility Airmen Help Deliver More Than 10 Million Pounds of Aid to Pakistan

The U.S. State Department announced 24 September that U.S. military aircraft, including aircraft flown by deployed Air Mobility Command airmen, have surpassed delivering more than 10 million pounds of aid in support of Pakistan flood relief efforts.

"We are very glad to be able to assist the Government of Pakistan in their flood relief efforts and help save lives," said Vice Adm. Mike LeFever, the Department of Defense representative to Pakistan, in a State Dept. press release. "Delivery of aid to those affected by the floods is critical. Thanks to the amazing partnership and support we've experienced from the Pakistan military, we've been able to quickly deliver more than 10 million pounds of relief supplies to multiple distribution points around Pakistan."

The announcement comes with the continuing effort by the DoD to support relief operations. In a DoD report on 20 September, Pentagon spokesman Marine Corps Col. Dave Lapan said the amount of U.S. aid provided to Pakistan to date has been impressive. U.S. military aid operations began 5 August with Army helicopters from Afghanistan delivering supplies and rescuing those trapped by flooding. Around the same time, Air Force C-130 Hercules and C-17 Globemaster III aircraft and the Airmen supporting them also began relief operations support.

The National Disaster Management Authority in Pakistan Web site showed on 24 September that more than 20 million people have been affected by the floods and more than 1,800 people have died from them. The State Department release showed that in response, U.S. military helicopters and fixed-wing aircraft – working in close partnership with the Pakistan military – have rescued more than 17,000 people in addition to delivering 10 million pounds of aid.

Currently, there are 26 U.S. military helicopters supporting relief efforts in Pakistan with more offshore aboard the U.S. Navy's USS Peleliu, the State Department release stated. An average of four to six C-130 and C-17 aircraft daily deliver aid throughout the country operating out of several bases in Afghanistan and Pakistan.

In addition to the daily C-130 and C-17 relief missions there are more than 30 airmen from the 621st Contingency Response Wing at Joint Base McGuire-Dix-Lakehurst, N.J., operating a contingency response element at Pakistan Air Force Base Chaklala. The team of airmen arrived in country 28 August and have worked "around the clock" to assist with managing the distribution of incoming international relief supplies by building aid pallets for onward transportation, loading and unloading aircraft, and scheduling aircraft relief flights.

"We became incredibly busy as soon as we arrived and began operations," said Lt. Col. Shawn Underwood, CRE commander, said in a U.S. Embassy Islamabad press release on 22 September. "The contingency response element is trying to build pallets of flood relief

supplies a day in advance and, in turn, build contingency pallets to allow for more flexibility and efficiency of operations."

In a 14 September message, Gen. Raymond E. Johns Jr., Air Mobility Command commander, said mobility Airmen are meeting the challenge of aid efforts in addition to other global taskings.

"Since late-July, mobility Airmen from across the U.S. Central Command area of responsibility and throughout the Air Force have been diligently supporting relief operations in that country," General Johns said. "And although it's good to be recognized for a job well done, we don't do this for ourselves, or by ourselves. With the tremendous support of our Guard, Reserve and commercial partners, our Mobility Air Forces provide unsurpassed air mobility support for our joint and coalition forces and for victims of natural disasters around the globe. We're giving our land component commanders more options, we're saving livings, we're fueling the fight, and we're offering a helping hand to victims of natural disasters around the globe."



U.S. Air Force Tech. Sgts Owen Duke Jr. and Adam Nixon C-130H Hercules loadmasters assigned to the 746th Expeditionary Airlift Squadron, on load cargo headed to Pakistan in support of humanitarian relief efforts from Bagram Airfield, Afghanistan on 22 August 2010. (U.S. Air Force photo by Staff Sgt. Andy M. Kin / Released)

Mobility Airmen Help Afghan Surge Succeed

When President Barack Obama announced the surge of an additional 30,000 troops to Afghanistan on 1 December, 2009, mobility Airmen and other members of the Department of Defense's mobility team didn't waste a second getting the surge in motion.

Within days, units designated to go to Afghanistan were notified and began preparations. Likewise, the DOD's mobility team - which includes U.S. Transportation Command, Air Mobility Command and the 618th Air and Space Operations Center (Tanker Airlift Control Center) -- stepped into action to best determine how to get the troops and their equipment down range.

Nine months later, officials say the effort to move the thousands of personnel and millions of pounds of cargo has been a success.

"With the arrival of the last 59 Soldiers into Afghanistan on Aug. 31, you have superbly executed all aspects of the President's orders to quickly move forces into Afghanistan and out of Iraq," wrote Gen. Duncan McNabb, U.S. Transportation Command commander at Scott AFB to all personnel in USTRANSCOM, AMC and other mobility team members. "You overcame huge challenges, never wavered, and simply 'got 'er done.' No one could have done it better. Bravo Zulu."

Under Secretary of the Air Force Erin C. Conaton said the Air Force's ability to provide

global power and global reach does not go unnoticed.

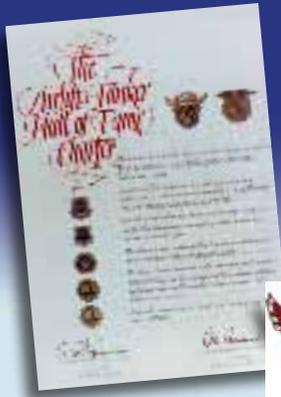
"I think that it's not a surprise that whenever I talk to one of my fellow service counterparts from the other services, they generally begin by saying 'thank you' to the Air Force for everything we're doing – particularly, for the ground forces in both Iraq and Afghanistan," Secretary Conaton said during an August visit to Scott AFB. "Obviously AMC is critical in that regard. We couldn't get the people, the materials, the aeromedical and the fuel that's needed in the theater without the important work that is done here at this command. So I think the direct support mission is absolutely essential and I think this command is doing it in an excellent way." ■

"The work you do each and every day continues to amaze me...as you supported the surge in Afghanistan, you continued to meet multiple other contingency and humanitarian operations throughout the world, including airlift, air refueling and aeromedical evacuation operations in Iraq and Afghanistan, and a couple of major relief operations as well."

–Gen. Raymond E. Johns Jr., AMC commander

The men and women of the United States Air Force and our mobility forces, are trained and ready to deploy anywhere in the world in defense of our country. It is their unselfish sacrifice, untiring efforts and outstanding achievements that have contributed immensely to the establishment and to the maintenance of peace in the free world. Not only are their efforts and achievements attained during times of conflict, but they also occur during acts of natural disaster and humanitarian relief efforts. The balance of power and our freedom has been and will continue to be achieved and built on the "wings of Freedom."

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



A/TA

 Hall of Fame



Lt Gen William H. Tunner (1906-1983)

His vision for airlift's role in national defense earned him recognition as "The Father of Military Airlift Command." During World War II, he commanded the India-China division of the Air Transport Command, which was responsible for supplying China by air across the Himalayas. He also commanded the Combined U.S. Air Force/Royal Air Force Berlin Airlift Operation and during the Korean War, the Combat Cargo Command, Far East Air Forces. From July 1958 to May 1960, he served as Commander, Military Air Transport Command. Later assignments included Commander in Chief, United States Air Forces in Europe and Deputy Chief of Staff for Operations, Headquarters U.S. Air Force. *Inducted 1989.*



Gen Laurence S. Kuter (1905-1979)

Commanding the Atlantic Division of the Army Air Force's Air Transport Command (ATC) in 1945, he oversaw the consolidation of resources from several of ATC's wartime divisions into a new Atlantic Division responsible for the airlift service between the United States and Europe, Africa, and the Middle East. As the first Commander, Military Air Transport Service (MATS), June 1948- to November 1951, he consolidated under MATS assets from ATC and the Naval Air Transport Service and he defined and interpreted the future airlift role for the Department of Defense. *Inducted 1990.*



Donald W. Douglas (1892-1981)

Engineer, visionary, and entrepreneur, his aircraft designs revolutionized commercial and military air transport. While the Douglas DC-3 and DC-4 passenger carriers became the C-47 and C-54, the workhorse transports of World War II, it was his C-124 that provided Military Air Transport Service, and later Military Airlift Command, with the first aircraft designed specifically for strategic military airlift. With its ease of loading, heavy lift capacity, and trans-ocean delivery capability, the C-124 made its mark during the Korean War. The Douglas Aircraft military legacy lives on in the McDonnell Douglas-designed, Boeing-built C-17 Globemaster III. *Inducted 1990.*



Lt Gen Harold L. George (1917-1986)

Recognized as the "First Leader of Airlift," he commanded the Air Corps Ferrying Command from April 1942 to June 1942 and its successor organization, the Air Transport Command, from June 1942 to September 1946. In those positions, he directed the wartime movement of planes, passengers, and supplies from the United States to combat units around the world. Air Force Chief of Staff Gen Carl A. "Tooey" Spaatz remarked in 1947 that Gen George's "masterful, diplomatic and successful operation of the Air Transport Command gained (for) the Army Air Forces an international reputation for the ability to accomplish the seemingly impossible." *Inducted 1991.*



Maj Gen Cyrus R. "C.R." Smith (1899-1990)

In April 1942, he resigned as President and Director of American Airlines to enter the Army with a commission as colonel in the Air Corps Ferrying Command, which two months later became the Air Transport Command (ATC). As ATC's Chief of Staff and Deputy Commander, he applied his commercial air transport experiences to the wartime, worldwide expansion of military airlift operations. He was principally responsible for convincing the War Department to make ATC the agent for strategic airlift. As a result, by the end of 1943 the Command was operating over air routes in the United States and overseas totaling more than 130,000 miles. *Inducted 1992.*

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

—Woodrow Wilson



Lt Gen Ira E. Eaker (1896-1997)

Airpower visionary and pioneer, he secured approval of the Chief of the Air Corps, refined air refueling procedures, and selected planes and crews for the "Question Mark" record-setting endurance flight of 150 hours, 40 minutes in January 1929. Serving as the mission's chief pilot, he took air refueling to the next step by conceiving, organizing, and conducting, from August to September 1929, the "Boeing Hornet Shuttle," the first nonstop transcontinental flight sustained solely by air refuelings. Through those two flights, he significantly advanced the development of air refueling and greatly expanded the possibilities of airpower. *Inducted 1993.*



Gen Robert E. "Dutch" Huyser (1924-1997)

Although a bomber pilot most of his career, he became - as Commander in Chief, Military Airlift Command from July 1979 to June 1981 -- the Air Force's primary advocate for airlift modernization and a visionary for mobility forces. He pushed forward the C-5 wing modification, C-141 stretch, air refueling modernization, and Civil Reserve Air Fleet enhancement programs. He also championed and helped define the Future Airlift Aircraft Program that would eventually become the C-17. In retirement he continued to support the mobility community through the Airlift Association serving as its chairman from November 1985 to November 1992. *Inducted 1994.*



Lt Gen Joseph Smith (1901-1993)

Although he served in the U.S. military for 35 years, from 1923 to 1958, it was not until 1948 that he began to make his mark as an Airlifter. As commander of the Berlin Airlift Task Force, he established the airlift flow into and out of the city. In November 1951, he took command of the Military Airlift Transport Service (MATS) where, over the next six and one-half years, he oversaw establishment of MATS as the single manager operating agency for airlift service, the Civil Reserve Air Fleet, and the Airlift Service Industrial Fund. Under his command, MATS supported the Korean War, the Suez Crisis, and the Hungarian Refugee Evacuation. *Inducted 1995.*

***"Fame is the echo of actions,
resounding them to the world..."***

-Thomas Fuller



Nancy Harkness Love (1914-1976)

An aviation pioneer, she earned her pilot's license in 1930 at the age of 16 and her air transport rating in 1933. In 1942 she was instrumental in establishing, under Air Transport Command (ATC), the Women's Auxiliary Ferrying Squadron, a predecessor unit to the Women's Airforce Service Pilots, the WASP, serving with the ATC Ferrying Division, she oversaw the training, planning and operations of six WASP ferrying squadrons. Under her leadership the WASP moved during, World War II, thousands of aircraft between factories and operational units, thus freeing their male comrades for combat duty. She received the Air Medal for her wartime service. *Inducted 1996.*

***"Fame usually comes to those who are
thinking about something else."***

-Oliver Wendell Holmes



Gen William G. Moore, Jr. (1920)

A veteran of three wars - World War II, Korean, and Southwest Asia - with nearly 40 years of military service, he conceived, planned and directed a wide variety of combat aerial delivery methodologies. While commanding the 314th Troop Carrier Wing and the 839th Air Division (AD) from 1962 to 1963, he conducted project "Close Look," which set the foundation for many of today's airlift tactics and procedures. As commander of the 834th AD, he was responsible for tactical airlift in Vietnam, and from April 1977 to June 1979, he commanded the Military Airlift Command. He is the Airlift/tanker Association's senior founding member. *Inducted 1997.*



Col Joe M. Jackson (1923)

Mobility warrior and national hero, he was awarded the Medal of Honor for his actions on 12 May 1968 at Kham Duc, South Vietnam, a U.S. Special Forces camp near the Laotian border. Piloting his C-123 at 9,000 feet over the camp, he descended at 4,000 feet per minute to rescue three combat controllers who had been in charge of evacuating the camp earlier in the day. Encountering intense enemy fire at 4,000 feet that followed the aircraft down the runway, and narrowly avoiding a hit from a 122-mm rocket, he turned for take-off as the three-man team jumped aboard through the open rear cargo door. Again, on ascent, his aircraft encountered heavy enemy fire. *Inducted 1997.*

A/TA Hall of Fame Continues >



Sgt John L. Levitow (1945-2000)

He received the Medal of Honor for his selfless heroism on the night of 24 February 1969 while serving as loadmaster on an AC-47 gunship over Long Binh, South Vietnam. An enemy 82-mm mortar shell landed on top of the gunship's right wing. Exploding inside the wing frame, the blast raked the fuselage with shrapnel severely wounding him and three other crew members in the rear of the aircraft. Weak from loss of blood and with only partial use of his legs, he pulled an unconscious crew member away from the open cargo door and then grabbed a loose, burning flare and threw it overboard seconds before it exploded. *Inducted 1998.*



Col Gail S. Halvorsen (1920)

During the Berlin Airlift, also called Operation Vittles, he instituted Operation Little Vittles by dropping small parachutes laden with candy from his C-54 aircraft to the children of Berlin. While motivating Berliners to never give up hope, his self-initiated act of kindness - which earned him the nickname "Candy Bomber" -- also became a symbol of U.S. resolve during the Cold War. Receiving in 1949 the prestigious Cheney Award for his actions during the Berlin Airlift, he has continued to serve as a national ambassador of goodwill. For airlifters he epitomizes their humanitarian spirit and continues to inspire us all to serve others. *Inducted 1999.*



MajGen Winston P. "Wimpy" Wilson (1911-1996)

He rose from an aircraft mechanic in the Arkansas National Guard in 1929 to lead the Air National Guard (ANG) from 1953 to 1963 and the National Guard Bureau from 1963 to 1971. By insisting on realistic training for the ANG, according to active duty Air Force standards, and equipping it with modern-day transports, tankers, and fighters, he transformed the Air Guard from a flying club into a prized, combat-ready component of the Air Force. His initiatives led directly to the Defense Department's Total Force policy. *Inducted 2000.*



MSgt Roy W. Hooe (1892-1973)

An aviation pioneer of huge historical stature, he served as aircraft mechanic for Billy Mitchell during aerial gunnery and bombing tests in 1921; Charles Lindbergh for the "Spirit of Saint Louis" goodwill mission to Mexico City in 1927; and Carl Spaatz and Ira Eaker on the "Question Mark" record-setting endurance flight in 1929, for which he was awarded the Distinguished Service Cross. During his 3-year aviation career, he also served as crew chief for other aviation heroes, including Lester Maitland, Albert Hagenberger, and Amelia Earhart. *Inducted 2001.*



Gen Carl A. "Tooe" Spaatz (1891-1974)

World War I fighter pilot, World War II Commander of Air Forces in Europe and the Pacific, first Chief of Staff of the U.S. Air Force in 1947, and air refueling pioneer, he commanded the "Question Mark" - a U.S. Army C-2A Fokker transport aircraft - in its record-setting endurance flight of 150 hours, 40 minutes in January 1929. This mission proved that aerial refueling was safe and practical and earned him the Distinguished Flying Cross. The flight also helped prove that airpower was no longer a barnstorming sideshow but a serious component of national defense. *Inducted 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 2003.*

"The talent of success is nothing more than doing what you can do well, and doing well whatever you do without thought of fame. If it comes at all it will come because it is deserved, not because it is sought after."

-Henry Wasdworth Longfellow



Maj Gen James I. "Bagger" Baginski (1932)

In his 30 years in the Air Force (1954-1984), he served in a variety of leadership roles, from commander, 374th Tactical Airlift Wing to HQ Military Airlift Command Deputy Chief of Staff for Operations and Personnel. He had a direct, pervasive, and long-lasting influence on air mobility, from the C-5 modernization and C-141 stretch programs to enhanced aircraft and aircrew air refueling capabilities. As Director of Mobility, Joint Deployment Agency, he advanced the services' joint transportation planning policy, systems, and procedures. An Airlift/Tanker Association (A/TA) founding member and Board of Advisors Chairman, he helped lead the A/TA in transitioning from a reunion type airlift organization to a professional air mobility association. At his induction into the A/TA Hall of Fame, he had dedicated 50 years service to the air mobility mission. *Inducted 2005.*



Gen Duane H. Cassidy (1933)

Instrumental in establishing the United States Transportation Command, he was Commander-in-Chief (1987-1989) of the new joint command, while serving as Commander-in-Chief of Military Airlift Command (1985-1989). The first "dual-hatted" Commander-in-Chief for these two commands, transforming the transportation and air mobility mission, culture, and history. Responsible for military airlift and global land, sea, and air transportation for all US fighting forces and also commanded special operations, rescue, weather, and aeromedical evacuation in his role as the executive director of the Single Manager Operating Agency for Department of Defense Airlift. During his 35 years of honorable service, he lent support to a broad spectrum of initiatives that included improved quality of life, aircrew retention, and spearheading the acquisition of the C-17 Globemaster III aircraft. *Inducted 2006.*



Aeromedical Evacuation Legacy Team

Aeromedical Evacuation is a core mission of the Air Mobility Command and a major component of its proud heritage. Evacuating injured personnel using fixed and rotary wing aircraft revolutionized the rapid transport of casualties from areas with inadequate or no medical care. The Aeromedical Evacuation Legacy Team exemplifies this vital mission and the total force concept transparent in today's mobility air forces. Lt Gen Paul Carlton, Col Dennis "Bud" Traynor, Col Regina Aune, Col Robert "Bob" Brannon, Col Jay Johannigman and MSgt Mark McElroy epitomize the thousands of AE professionals who continue to give hope to all in harm's way. The vision and dedication exhibited by these individuals advanced performance to a level where "No One Else Comes Close." *Inducted 2007.*



Maj Gen Robert B. Patterson (1933)

A champion for special operations and realistic combat training, General Patterson played an integral role in shaping Air Force Special Operations. As the first commander of MAC's 23rd Air Force, he transformed the Air Rescue and Recovery Service into a highly skilled special operations force. Through a number of groundbreaking events, he integrated night vision capabilities into combat rescue, took the first C-130s and C-141s to Exercise Red Flag, and included the first international teams in Volant Rodeo, the command's airdrop competition. As 21st Air Force commander, he played a key role in Operation Urgent Fury, the rescue of U.S. medical students from Grenada. A visionary leader and aviator, General Patterson made impressive contributions to the advancement of air mobility and special operations. *Inducted 2008.*



Pioneers Of Aerial Refueling (1923)

Two aviation events during the 1920s had a significant impact on air mobility. During June 1923, U.S. Army Air Service aviators flew two Dehavilland DH-4 aircraft on four missions designed to prove the viability of air-to-air refueling. The first mission lasted 6 hours and 38 minutes and transferred 75 gallons of fuel. The third mission involved 14 air refuelings, with the Receiver aircraft staying aloft for 37 hours and 20 minutes. The final flight on October 25 involved an operational mission covering 1,280 miles from Suma, WA to San Diego, CA. The Airlift/Tanker Association proudly honors these aviators for their efforts proving the feasibility of air refueling: Tanker Crew #1: 1 Lt Virgil Hine and 1 Lt (Col) Frank W. Seifert; Tanker Crew #2: Capt Robert G. Erwin and 1 Lt Oliver R. McNeel; Receiver Crew: Capt (Col) Lowell H. Smith and 1 Lt John Paul Richter. *Inducted 2009*



Pioneers of Aerial Refueling (1929)

The second significant air refueling event occurred January 1-7, 1929, with the flight of the Question Mark. The Question Mark, a U.S. Army Air Corps Fokker C-2A aircraft and two Douglas C-1 aircraft took to the skies to prove that aircraft range and endurance was only limited by aircrew endurance. Utilizing both tanker aircraft, the Question Mark completed 43 refueling contacts, unloaded 5,660+ gallons of fuel and stayed aloft 150 hours and 40 minutes. The Airlift/Tanker Association proudly honors these aviators for their efforts proving the feasibility of air refueling: Tanker Crew #1: Capt Ross G. Hoyt, 1 Lt Auby C. Strickland, and 2 Lt Irwin A. Woodring. Tanker Crew #2: 1 Lt Odas Moon, 2 Lt Joseph G. Hopkins, and 2 Lt Andrew F. Salter. Question Mark Crew: Major Carl A. Spatz, Capt Ira C. Eaker, 1 Lt Harry A. Halverson, 2 Lt Elwood R. Quesada and Sgt Roy Hooe. *Inducted 2009*

**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 for sustained
excellence in airmanship.**



**2010 A/TA General Robert E. "Dutch" Huyser
Huyser Aircrew Awards**

Pilot

Captain Christopher R. MacDonald

Captain Christopher R. "Chris" MacDonald is a Squadron Chief Executive Officer/Aircraft Commander, KC-135R/T, at McConnell AFB, Kansas. He has earned a Bachelor of Science degree at the University of Maryland, and a MBA at the University of Arkansas.



Upon completion of Officer Training School at Maxwell AFB, Alabama in 2003, Captain MacDonald began technical training as a maintenance officer at Sheppard AFB, Texas. He was then assigned to the 46th Test Wing at Eglin AFB, Florida, where he worked a variety

of test aircraft to include: F-15, F-16, C-130, UH-1, & A-10's.

In 2005, Captain MacDonald was selected to attend Specialized Undergraduate Pilot Training at Pensacola Naval Air Station, Florida and Vance AFB, Oklahoma. After earning his wings, he attended KC-135 Pilot Initial Qualification Training at Altus AFB, Oklahoma and was then assigned to McConnell AFB, Kansas as a KC-135 Mobility Pilot. Captain MacDonald has over 1,600 hours in the KC-135 and has flown 136 combat missions in support of Operations Iraqi and Enduring Freedom. In 2009, Captain MacDonald earned an 'Exceptionally Qualified' rating on his Operational Mission Evaluation and was upgraded to Aircraft Commander.

Captain MacDonald participates in a variety of community activities and causes including Big Brothers Big Sisters and the Aircraft Owners & Pilots Association. He has served as a Susan Komen 'Race For The Cure' organizer and as a Red Cross bone marrow/blood drive coordinator.

Captain MacDonald's awards and achievements include being named the 46th Test Wing CGO of the Year in 2003 and 22nd Air Refueling Wing CGO of the Year in 2009. He is also a recipient of the AMC Hoyt Award, and has been named a 349th Air Refueling Squadron Pilot of the Year. He is also a recipient of the AMC Spaatz Award.

Navigator

Captain Mark A. Lyerly, Jr.

Captain Mark A. Lyerly, Jr. is an Instructor Navigator C-130H, Assistant Flight Commander with the 2nd Airlift Squadron, Pope AFB,



North Carolina. He holds a BA in Psychology and Social Science from the University of Louisville and is currently enrolled with Capella University Masters of Science Clinical Psychology PHD follow on program.

Captain Lyerly was born in Tacoma, Washington on 27 March 1977. He attended Clark High School in Las Vegas, NV. During his junior year of high school he joined the

Henderson Army National Guard as an armor crewmember. After graduating high school he joined the active duty Army as an ammunition specialist. His assignments include Red Stone Arsenal, Hunter Army Airfield, Johnston Atoll, Fort Irwin National Training Center, and Fort Knox.

Upon leaving the Army, Captain Lyerly attended the University of Louisville where he enrolled in the Air Force ROTC program. In December 2005 he was commissioned into the Air Force. Upon completing Undergraduate Navigator Training at Randolph AFB, Texas, he was selected for assignment to Pope AFB, North Carolina, where he currently serves as a C-130H2 Instructor Navigator and Assistant Flight Commander. He has proudly served his country in support of Operation ENDURING FREEDOM, Operation IRAQI FREEDOM, and Combined Joint Task Force HORN OF AFRICA. His wife, Linda, is a Personal Consultant and a professional photographer. They have one 12 year old daughter named Ta'teanna.

Captain Lyerly enjoys supporting the local community by working as an intern aiding soldiers diagnosed with PTSD. He is an active supporter of community activities and volunteers his time to arrange events and travel for a local National Champion youth cheerleading team. In the spring of 2009 he spent two weeks in Minneapolis, MN learning how to administer a valuable psychological test to members of the community. He is also an active supporter of the Air Force Assistance Fund.

Captain Lyerly's prior awards and achievements include being named the 2nd Airlift Squadron CGO of the Quarter, 2009 and 43d Operations Group Volunteer of the Quarter, 2009. His decorations include the Air Medal (4 OLC).

Flight Engineer

Master Sergeant Joey G. Thomas

Master Sergeant Joey G. Thomas is an Flight Engineer Assistant Flight Chief assigned to the 62nd Airlift Squadron, Little Rock AFB,



AR. He holds three CCAF Associates Degrees in Avionics Systems Technology, Avition Operations and Instructor of Technology and Military Science. He has also earned a Bachelor of Science Degree in Professional Aeronautics at Embry-Riddle Aeronautical University.

MSgt Thomas was born in Batesville, Arkansas, on 27 May 1969 and attended Tri-County High School, graduating in May 1987.

He enlisted in the Air Force and arrived at Lackland AFB, Texas, in October 1990 for basic training.

Sergeant Thomas attended Electronic Warfare technical training school at Biloxi AFB, Mississippi, and his first duty assignment was to Moody AFB. He then did a year-long tour at Kunsan AB, Korea. In October 1996 he moved to Tinker AFB, Oklahoma. Sergeant Thomas

relocated to Elmendorf AFB, Alaska, in February 2000. While in Alaska he applied and was accepted for retraining into the Flight Engineer career field. His first assignment as a Flight Engineer was to the 61st AS, Little Rock AFB, Arkansas, arriving in March 2003. While in the 61st AS he completed four deployments. Following his assignment at the 61st AS, Sergeant Thomas moved to the 53rd AS, as a Formal Training Unit Instructor. Currently he is assigned to the 62nd Airlift Squadron, Little Rock AFB.

MSgt Thomas is an active member in his church and regularly helps build homes through Habitat for Humanity. His prior awards and achievements include the Airman Leadership School Commandant's Award; being named the Flight Engineer Instructor School Distinguished Graduate and the 19th AF Instructor Flight Engineer of the Year. His decorations include the Air Medal (4 OLC), the Air Force Commendation Medal (2 OLC), and the Air Force Achievement Medal (1 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

Loadmaster

Staff Sergeant Paul O. Garcia

Staff Sergeant Paul O. Garcia is a C-17 Instructor Test Loadmaster assigned to the 418th Flight Test Squadron as NCOIC of Current Operations, Edwards AFB, California. Sergeant Garcia was born in Orange, California, on 16 January 1986. He attended Granite Hills High School and graduated in June 2004. He was the Cadet Commander of AFJROTC unit CA-20013, as well as the Drill Team Commander. He lettered in soccer and was a member of the science and Spanish clubs, all the while working at Baja Fresh Mexican Grill through his tenure in high school.



Sergeant Garcia has been involved with his church from an early age where he participated in the choir as well as the missionary group. Sergeant Garcia had such a strong passion for the Air Force that he entered the Delayed Enlistment Program at age 17 with a guaranteed job as a Loadmaster. Shortly after graduating high school, Sergeant Garcia arrived at Lackland AFB, TX, in September 2004 for basic training. Upon graduation of his technical courses in May 2005, he received an assignment to the 7th Airlift Squadron, McChord AFB WA, arriving in June 2005.

Since arriving at McChord AFB, he received his mission and instructor upgrades. He also advanced and obtained Airdrop, Deep Freeze, and JAI Qualifications. He became the first C-17 Loadmaster to perform operational airdrop onto Antarctica and was the 7th AS Loadmaster of the Year for 2008. Sergeant Garcia has participated in three deployments and has accumulated over 600 days TDY. Sergeant Garcia was chosen for PCS for the prestigious role of Flight Testing at Edwards AFB and arrived in September 2009.

Sergeant Garcia is an active member of the Airlift/Tanker Association as well as the Professional Loadmasters Association. He is currently enrolled with The Community College of the Air Force and is finishing his CCAF degree in Aviation Operations. He is also actively pursuing his Bachelor's Degree in Business Administration.

Sergeant Garcia has consistently supported the Edwards AFB Airman's Attic. He also takes an active role with Apple Valley High

School's AFJROTC program in Apple Valley, California, where he volunteers his time and mentors youth. He is also an active member with SDA Christian Church in Victorville, California, and is an integral part of its Community Outreach program.

His military awards include the Air Medal (3 OLC), the Aerial Achievement Medal, the AF Commendation Medal (1 OLC), and the Combat Action Medal. He has been nominated for various awards including the Henry "Red Erwin" Award, "Dutch" Huyser Award, Lance P. Sijan Leadership Award, and Air Force Sergeants Association NCO of the year Award. He was a distinguished graduate upon graduation from Airman Leadership School. He has over 1,800 flight hours with over 700 combat hours.

Boom Operator

Staff Sergeant Jon T. Adams

Staff Sergeant Jon T. Adams is an Evaluator Boom Operator, KC-135R/T and is currently serving as an Assistant NCOIC of Standardization and Evaluation, 91st Air Refueling Squadron, MacDill AFB, FL. He holds a CCAF degree and is currently working toward a Bachelor of Science in Professional Aeronautics at Embry Riddle Aeronautical University.



Sergeant Adams was born in Madison, WI on 2 March 1984. He attended Sun Prairie High School. After graduating high school in 2002, he attended the University of Wisconsin Milwaukee for one year before enlisting in the Air Force in 2003. He then attended Boom Operator Initial Qualification Course at Altus Air Force Base, Oklahoma. Following the completion of boom school, he was assigned to MacDill Air Force Base, Florida. Sergeant Adams has participated in numerous United States contingency operations to include Operations ENDURING FREEDOM, IRAQI FREEDOM, and NOBLE EAGLE.

Sergeant Adams actively participates in numerous volunteering projects through MacDill AFB. Sergeant Adams is an active member of the American Legion Post 0389, and contributes yearly to Easter Seals of Wisconsin, Madison Zoo Foundation and the Salvation Army.

Sergeant Adams was selected as the 91st Air Refueling Squadron's Instructor Boom Operator of the year in 2009, and also received a NCO of the Quarter award in 2009. Sergeant Adams 3-peated the 91st Air Refueling Squadron's Airman of the year in 2006, 2007, and 2008. In 2008 he was awarded Airman of the Quarter and Airman Professional Performer of the Quarter for the 91st Air Refueling Squadron. In 2007 he received an "Exceptionally Qualified" on his annual qualification evaluation, and was awarded the Tony Jannus Chapter Airlift/Tanker Association Performer of the Quarter, as well as a Squadron Airman Quarterly award. Additionally, in 2007 Sergeant Adams won the AMC Rodeo, KC-135 Cargo Loading Competition.

In 2006 and 2007 Sergeant Adams was nominated for the AMC Instructor of the Year Award. 2006 included two Squadron Airman Quarterly awards as well. His decorations include: Air Medal (4 OLC), Aerial Achievement Medal (1 OLC), Air Force Achievement Medal (1 OLC), Meritorious Unit Award (2 OLC), AF Outstanding Unit Award with Valor Device (3 OLC), Combat Readiness Medal (1 OLC), AF Good Conduct Medal (1 OLC), National Defense Service Medal, Afghanistan Campaign Medal, Iraq Campaign Medal, Global War On Terrorism Expeditionary Medal, Global War on Terrorism Service Medal, Air Force Expeditionary Service Ribbon with Gold Border (6 OLC), AF Longevity Service, USAF NCO PME Graduate Ribbon, Small Arms Expert Marksmanship Ribbon (Rifle), AF Training Ribbon, and the NATO Medal International Security Assistance Force (Afghanistan).

The Airlift/Tanker Association Young Leadership Award is presented annually to twelve individuals who have displayed performance excellence, outstanding professional skill, knowledge and leadership in fulfillment of their duties.



2010 A/TA

Young Leadership Awards

Captain Kevin Dewever

Captain Kevin Dewever is the AMU Officer In Charge assigned to the 92nd Aircraft Maintenance Squadron, Fairchild AFB, Washington. He is 33 years old. Capt Dewever was born in Ghent, Belgium, on 18 August 1976. He graduated from James Bowie High School in Austin, Texas in 1994 and worked as an independent contractor for the Austin American Statesman newspaper until March 1996 when he enlisted in the Air Force.



After completing Basic Military Training in 1996 at Lackland AFB, Texas, Capt Dewever began technical training as a Persian-Farsi Cryptologic Linguist at the Defense Language Institute in Monterey, California, and at Goodfellow AFB, Texas, graduating in July 1997. He was subsequently assigned to Fort Gordon Army Installation, Georgia. During his time at Ft Gordon, he quickly excelled at his job, becoming the shift Lead Linguist and spending his last year as the Lead Persian-Farsi Trainer. He was the Distinguished Graduate at Airman Leadership School and attained the rank of Staff Sergeant. During his time there, he was very active in base organizations, to include Color Guard Flight Chief and the Unit Advisory Council President. After obtaining a four-year degree, he applied and was selected for Officer Training School in 2001 and earned the OTS General Chappie James award.

After completing OTS, he became an Acquisitions Officer and was stationed at Detachment 11, Peterson AFB, Colorado. He was a Program Manager on Terrestrial Systems under the Defense Meteorological Satellite Program for two years and the Lead Program Manager on the Range Network Systems under the Air Force Satellite Communications Network. He volunteered for deployment to Iraq, and served four months as an Embedded HUMINT Analyst and Operator in Baghdad, Iraq. In 2005, he PCS'd to Gunter AFB, Alabama, where he was assigned as the Operations Chief for the Automated Civil Engineering System, leading 68 personnel in software development for the eight module program. For the second half of his Gunter assignment, he was assigned as the Branch Chief of the Force Projection Logistics Systems, leading 48 personnel and four programs. He volunteered for a tasking to Afghanistan, and led Operation AFGHAN EYE, teaming with Joint Forces Command personnel to install Unmanned Aerial Vehicle equipment at various 82nd Airborne installations. In 2009, Capt Dewever was 1 of 7 Air Force ALEET selectees, and subsequently left for Fairchild AFB.

As the AMU OIC, Capt Dewever leads over 300 maintainers in the repair of 35 KC-135s valued at \$1.8B, and has been heavily involved in numerous Organizational Readiness Inspection and Logistics Standardization/Evaluation Program preparations and inspections. He also volunteered for a 141-day deployment to the Manas Transit

Center, where he led 133 maintenance personnel in the generation of over one thousand missions and in setting numerous base records during his tenure.

Capt Dewever is actively involved in the Company Grade Officer Council, his church, and the base scouting program. In addition, he volunteered over 100 hours during his free time while deployed, to include several orphanage, the Officer Council, and Kyrgyz veteran initiatives.

Capt Dewever has been a key member of the Fairchild Total Force Integration effort with the 141st Air Refueling Wing (Air National Guard). His major accomplishments include the Meritorious Service Medal, Joint Service Commendation Medal, two Air Force Commendation Medals, two Joint Service Achievement Medals, two Air Force Achievement Medals, and was also the 92nd Air Refueling Wing's nominee for the AMC Lieutenant General Leo Marquez Maintenance Award and the AMC Lieutenant General Lew Allen Award.

Captain Steven N. Lamb

Captain Steven N. Lamb is the Operations Officer with the 1st Special Operations Logistics Readiness Squadron at Hurlburt Field, Florida. Captain Lamb was born in Des Plaines, Illinois on 3 September 1974. He graduated from Prospect High School in 1992, where he enlisted in the Air Force and departed for basic training at Lackland AFB, Texas. Upon graduation, he was an airman basic assigned to the 15th Security Police Squadron, Hickam AFB, Hawaii.

He was handpicked as a member of the Pacific Air Forces Command Elite Guard where he protected the command's key leadership and security vaults. He transitioned from active duty to the Air National Guard where for six years he performed security specialist duties and taught Urban Warfare, Special Weapons and Tactics, and Desert Warfare to the unit's 50-plus security policeman.

In 2000, he graduated from the University of Southern Mississippi with a bachelors of science in biological and forensics sciences and was also commissioned as a second lieutenant from Officer Training School. His first officer assignment was the 5th Logistics Support Squadron, Minot AFB, North Dakota. He was responsible for logistical planning for 4,665 personnel and 2,269 short tons of equipment, managed a \$5.2 million War Reserve Materiel program, and deployed forces in support of Operations INFINITE JUSTICE and ENDURING FREEDOM.

In 2002, he received orders to the 603rd Air Control Squadron

at Aviano Air Base, Italy where he served as the Chief of Logistics. While there, he deployed forces and equipment to Operation SOUTHERN WATCH and IRAQI FREEDOM. He was transferred to the 31st Logistics Readiness Squadron, Aviano Air Base, Italy where he served as Assistant Vehicle Management Commander for 1,880 vehicles in 5 countries valued at \$132 million, and Commander Fuels Management Flight issuing more than 42 million gallons of fuel in a year to include support to Operation JOINT FORGE.

While at the Logistics Readiness Squadron, his leadership helped garner a DoD AT/FP Award, 2003 Daedalian Runner-Up Award, Best NATO Operational Evaluation in 3.5 years, Best USAFE NSI to-date, AF '04 Installation Excellence Award small unit, Best LRS in USAFE '04, Best Fuels Management Flight in USAFE '04 and '05 and runner-up for USAF in '04, and multiple Outstanding and Excellent ratings. In 2005, he received orders to Hurlburt Field Florida.

During his tenure at Hurlburt Field, he served as Chief Logistics Division for AFSOC's Number Air Force Component, Chief Command Deployments for AFSOC, Executive Officer A4 Directorate, and Operations Officer 1st Special Operations Logistics Readiness Squadron. He was honored as Logistics Readiness Staff CGO of the Year for AFSOC '05 & '08, AFSOF A4 CGO of the Year '06, and AFSOF A4 CGO of the Year '07, and was selected as Top Third Graduate from SOS. In 2008 and 2009, he served a 365-day tour as Deputy J4 for Afghan Regional Security Integration Command-South, Kandahar, Afghanistan. He provided joint combat service support to over 1,800 Marines, Soldiers, Sailors and Airmen at 60 Forward Operating Locations, and served as the logistics combat advisor to US and coalition mentors who mentored the Afghan National Army and Police.

Capt Lamb earned the 2009 AFSOC Lance P. Sijan CGO Leadership Award, and his squadron earned AFSOC's Daedalian Logistics Effectiveness Award, National Defense Transportation Award, and American Petroleum Institute Award. His major military awards include the Bronze Star Medal, Meritorious Service Medal (1 OLC), Joint Service Commendation Medal, Air Force Commendation Medal (2 OLC), Air Reserve Forces Meritorious Medal (2 OLC), Iraqi and Afghan Campaign Ribbons and NATO Medal (1-star).

Captain Lamb is married with two children and has a Masters in Business Administration.

Captain Allen C. Morris, Jr.

Captain Allen C. Morris, Jr. is the Squadron Weapons Officer and Chief of Tactics assigned to the 517th Airlift Squadron, Elmendorf



AFB, Alaska. He is a 30 year old native of St. Louis, Missouri and graduate of Mehlville Senior High School where he was Captain and three-time letterman on the ice hockey team. Post graduation in 1998, Captain Morris was accepted to St. Louis University as an Aviation Science major in the school's Professional Pilot Program. Captain Morris' excellent scholastic and sports achievements earned him

a scholarship from the Daedalian Foundation and inspired him to pursue an AFROTC scholarship at AFROTC Detachment 207, as well as membership in the Delta Sigma Phi Fraternity. Captain Morris graduated Cum Laude from St. Louis University in 2002, heading off to the USAF and Specialized Undergraduate Pilot Training at Laughlin AFB, TX later that year.

After completing SUPT in Class 03-15, Captain Morris was assigned to C-17A Globemaster IIIs and the 8th Airlift Squadron at McChord AFB, WA in 2004. In June of the same year, Capt Morris married the former Suzanne Wright, a USAF officer, ICU Nurse and his college sweetheart. In 2007 Captain Morris was assigned to the 517th Airlift Squadron as Initial Cadre for the C-17A Globemaster III

bed-down at Elmendorf AFB. Most recently, he completed the USAF C-17A Weapons Instructor Course 09-B, returning to the 517th as the Chief of Tactics and Weapons Officer. Captain Morris has earned numerous accolades and honors for his efforts to stand-up "Arctic Airlift" C-17A operations at the USAF's only five MWS base, including the "Warrior of the Year" Award for the 517th Airlift Squadron. His decorations include the Air Medal, Air Force Commendation Medal and the Air Force Achievement Medal.

Captain James C. O'Brien III

Captain James C. O'Brien III was commissioned in the Air Force in 2000 after graduating from the United States Air Force Academy with a Bachelor of Science Degree in Management. He attended Undergraduate Pilot Training at Laughlin Air Force Base, TX and then transferred to Naval Air Station Corpus Christi where he received his pilot wings in August 2002. His first flying assignment was with Tennessee Air National Guard's 105th Airlift Squadron. While with the 105th, he deployed two times in support of Overseas Contingency Operations. Captain O'Brien was then assigned to the 61st Airlift Squadron at Little Rock Air Force Base in October 2005, where he served as the Assistant Chief of Flight Training, Pilot Flight Commander, and Chief of Standardization and Evaluation.



While assigned to the 61st, he deployed two times in support of Operations ENDURING FREEDOM and IRAQI FREEDOM amassing 728 combat hours. Captain O'Brien also served as the Deputy Chief of Air Mobility Division Tactics in the CENTCOM AOR Combined Air Operations Center. His outstanding performance led to his selection to instruct at the C-130J Formal Training Unit (FTU). Captain O'Brien is currently assigned to the 48th Airlift Squadron as the Chief of Squadron Plans. He is a Senior Pilot with over 2,200 flying hours and maintains currency as a C-130J FTU Aircraft Commander.

Captain O'Brien is married to the former Dr. Kelsey Ann Hamilton, and they have one son.

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Captain O'Brien is married to the former Dr. Kelsey Ann Hamilton, and they have one son.

*"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

Captain Michael A. Perez

Captain Michael A. Perez leads the Air Force's largest combat U-2 Aircraft Maintenance Unit with 160 military and contractors in support of Operation Enduring Freedom, Operation Iraqi Freedom,



and Joint Task Force-Horn of Africa. He directs and ensures the quality maintenance and combat sortie generation of 5 aircraft and associate sensor packages worth 600 million dollars. Captain Perez also manages the U-2 phase inspection program for CENTCOM/EUCOM, overseeing 600 hour overhaul on 7 combat coded aircraft. He also serves as the local quality assurance evaluator for 6

continues >



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companies under 4 distinct U-2 aircraft and sensor maintenance contracts.

Captain Perez received his commission from the Reserve Officer Training Corps program at the University of Washington in 2003. Upon his completion of ROTC, he was assigned to Pope Air Force Base, North Carolina, where he was the Accessory Flight Commander, and then the Assistant Operations Officer for the 43rd Maintenance Squadron.

In 2006, he was then assigned to the 23rd Aircraft Maintenance Squadron as the Assistant Aircraft Maintenance Unit Officer In-Charge of the 75th Aircraft Maintenance Unit. In 2007, he was placed as the Aircraft Maintenance Unit Officer In-Charge, where he served until June 2007. Captain Perez then went on to Yokota Air Base where he served in the 730th Air Mobility Squadron as the Aircraft Maintenance Unit Officer In-Charge until October, 2009.

Captain Perez is currently serving as the U-2 Aircraft Maintenance Unit Officer In-Charge at an undisclosed Air Base in Southwest Asia. He is the recipient of three Air Force Commendation Medals, one Joint Service Commendation Medal, and one Air Force Achievement Medal.

His awards consist of 23rd Wing Lew Allen Award 2007, 15th Expeditionary Mobility Task Force Leo Marquez Award 2007, 15th Expeditionary Mobility Task Force Lew Allen Award 2008, as well as the 515th Air Mobility Operations Wing Company Grade Officer of the Year for 2008.

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

–Gail Sheehy

Captain Edwin Ruckwardt

Captain Edwin Ruckwardt is the Strategic Sourcing Team Chief, at the Specialized Contracting Branch, Air Mobility Command (AMC), Scott AFB, IL. The team is responsible for supporting AMC enterprise wide acquisitions.



Captain Ruckwardt was commissioned into the Air Force following graduation from the University of Maryland in 2002. From July 2002 through June 2003, he was a student at Joint Service Undergraduate Navigator Training, Randolph AFB, TX. His initial duty assignment was Commodities Contract Manager, 82th Contracting Squadron, 82th Training Wing, Sheppard AFB, TX. Since then Captain Ruckwardt has held various positions in operational contracting. Additionally, he was selected to attend the Naval Postgraduate School where he earned a Master of Business Administration in Strategic Purchasing and Contract Management in 2007. In 2009 he graduated from Squadron Officer School, Maxwell AFB, AL, as a Distinguished Graduate.

He has recently returned from deploying to Afghanistan where he served as the Chief, Regional Contracting Center (RCC)-Dwyer supporting more than 20,000 United States Marines and Coalition Forces engaged in Operation ENDURING FREEDOM.

Captain Ruckwardt's awards and decorations include: the Defense Meritorious Service Medal (1 OLC), the Joint Service Commendation Medal, the Joint Service Achievement Medal, and the Air Force Achievement Medal (1 OLC).

Master Sergeant Mary D. Ault

Master sergeant Mary D. Ault is currently assigned to the Office of the Inspector General, Headquarters Air Mobility Command, Scott AFB, Illinois. She was born in Cheltenham, Pennsylvania on 13



February 1969 and is 41 years old. She attended William Tennent High School in Warminster, Pennsylvania, graduating in 1987. She entered the Air Force in 1990 and attended basic training at Lackland AFB, Texas and technical training school at Keesler AFB, Mississippi. She is a Knowledge Operations Manager and has had seven assignments throughout her career to include four deployments to Osan Air Base, Korea; Moron Air Base, Spain; Dhahran, Saudi

Arabia; and Al Udeid Air Base, Qatar.

In November 1990, MSgt Ault headed to her first duty assignment as a Customer Account Representative for the 836th Mission Support Squadron at Davis-Monthan AFB, Arizona. In June 1992, she was transferred to Dover AFB, Delaware where she worked as the Plans and Programs Administrative Specialist for the 436th Airlift Wing. In November 1996, she was reassigned to the 22nd Airlift Generation Squadron at McConnell AFB, Kansas as an Information Management Journeyman.

In July 2000, MSgt Ault was selected to be the NCOIC, Information Management for the Air Force Reserve Officer Training Corps, Detachment 157, Embry-Riddle Aeronautical University at Daytona Beach, Florida. In November 2004, she was reassigned to Ramstein Air Base, Germany as the NCOIC of Region Information Management for the 5th Field Investigations Region. While there, she completed her Bachelor of Arts in Business Administration and Organizational Management from Warner University, Lake Wales, Florida, graduating with honors. In November 2007, she came to Scott AFB, Illinois as the NCOIC, Division Knowledge Operations Manager and Client Support Administrator for the Air, Space and Info Ops Directorate of Headquarters Air Mobility Command. In January 2010, she was reassigned to the Office of the Inspector General as the Superintendent of the Complaints Resolution Division.

She is married to Anthony J. Rodriguez and they have 3 children. She is an active volunteer for several local community charities. Sgt Ault has won several awards, most notably the 2002 Air Force Association McCarthy Chapter Non-Commissioned Officer of the Year; the 2006 Information Manager of the Year, AFOSI Region 5, Ramstein AB Germany; the 2009 Non-Commissioned Officer of the Year, HQ AMC/A3V, Scott AFB IL; the 2009 Communications and Information Manager of the Year, HQ AMC/A3, Scott AFB IL; and the 2009 Volunteer of the Year, HQ AMC/A3, Scott AFB IL.

MSgt Ault is the recipient of the Air Force Commendation Medal (2 OLC), the Air Force Achievement Medal (1 OLC), the Air Force Outstanding Unit Award (1 OLC), the Air Force Organization Excellence Award (1 OLC), the Air Force Good Conduct Medal (6 OLC), the National Defense Service Medal with Bronze Star, the Southwest Asia Service Medal with device, the Global War on Terrorism Expeditionary Medal, the Global War on Terrorism Service Medal, the Korean Defense Service Medal and the Armed Forces Expeditionary Medal.

“The real leader has no need to lead – he is content to point the way.”

–Henry Miller

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Staff Sergeant Michael J. Lauria

Staff Sergeant Michael J. Lauria is a Special Tactics Pararescueman assigned to the 321st Special Tactics Squadron, 352d Special Operations



Group, Royal Air Force (RAF) Mildenhall, United Kingdom (UK). Sergeant Lauria grew up in Ridgefield, Connecticut and attended Ridgefield High School. After graduating high school in 2001, he attended Dartmouth College in Hanover, New Hampshire.

He graduated in 2005 with a Bachelor of Arts Degree in Biophysical Chemistry and Spanish Literature. In addition to his academics, Sergeant Lauria accumulated work experience as a technical rescue specialist and prehospital emergency medical care provider. He worked as a Firefighter and Emergency Medical Technician for the Hanover Fire Department and as the law enforcement medical operator for the Central New Hampshire Special Operation Unit.

In July 2005, he enlisted in the Air Force and arrived at Lackland AFB (AFB), Texas for basic training. After finishing the Pararescue Indoctrination Course in the spring of 2006, he went on to complete the rigorous pararescue training pipeline. Sergeant Lauria graduated the Pararescue Apprentice Course in March 2008, and was awarded the Arthur N. Black Award, the Jason D. Cunningham Award, and the Indoctrination Course Commandant's Award.

In May 2008, he reported to his first duty assignment, the 321st Special Tactics Squadron, 352nd Special Operations Group, RAF Mildenhall, UK, and deployed to Operation IRAQI FREEDOM from June to November 2009. During this deployment, he provided primary combat search and rescue as well as medical evacuation support for 170 direct action operations, resulting in 312 enemy personnel detained and two killed.

Currently, he serves as the Pararescue Weapons and Tactics noncommissioned officer. Since arriving at RAF Mildenhall, he has received the 321st Special Tactics Squadron Airman of the Quarter Award for the first and third quarters of 2009. Additionally, for the third quarter of 2009, he was chosen as the 352d Special Operations Group Airman of the Quarter. His military awards include the Meritorious Unit Award, AF Outstanding Unit Award, Combat Readiness Medal, AF Good Conduct Medal, National Defense Service Medal, Iraq Campaign Medal, Global War on Terrorism Service Medal, Air Force Expeditionary Service Ribbon with Gold Border, Air Force Longevity Service, Small Arms Expert Marksmanship Ribbon with device, and the Air Force Training Ribbon.

Technical Sergeant David E. Desilets

Technical Sergeant David E. Desilets is an Instructor Flight Engineer assigned to the 62nd Airlift Squadron, Little Rock AFB, Arkansas.



He is 37 years old. Sergeant Desilets was born in Royal Oak, Michigan, on 14 June 1972. He attended Alcona High School in Lincoln, Michigan, graduating in 1990. From 1990 to 1993 he attended Michigan State University.

Sergeant Desilets entered the Air Force in January 1993. His first assignment after Basic Training was as a Transient Alert and Aircraft Crash Recovery Technician at Ramstein Air Base, Germany. In 1999 he retrained into his current career field and served his first flying tour as a Flight Engineer with the 39th Airlift Squadron at Dyess AFB, Texas. Sergeant Desilets was then assigned to Yokota Air Base, Japan, in February 2003, where he

became an Evaluator Flight Engineer for the 36th Airlift Squadron. He was the 374th Operations Group Flight Engineer Evaluator from June 2004 until December 2006 and came to the 62d Airlift Squadron in early 2007.

Sergeant Desilets was the distinguished graduate from both basic Flight Engineer School and Instructor School. He has earned three Associate Degrees and was the 314th Operations Group Noncommissioned Officer of the Year for 2009. Sergeant Desilets has been awarded five Air Medals, three Aerial Achievement Medals, two Air Force Commendation Medals and two Air Force Achievement Medals. He has participated in Operations SOUTHERN WATCH, DENY FLIGHT, ENDURING FREEDOM, IRAQI FREEDOM, and several humanitarian missions throughout Asia. Sergeant Desilets is married to the former Irene Bruckmann of Kaiserslautern, Germany. He and his wife have two children, Alyssa, 12, and Connor, 10.

"A great leader's courage to fulfill his vision comes from passion, not position."

—John Mawell

Technical Sergeant Julie Frydrych

Technical Sergeant Julie Frydrych is a supply craftsman assigned as the midshift shift supervisor for computer operations to the 635th Supply Chain Management Group, Scott AFB, Illinois. She is 33 years old.



Sergeant Frydrych was born in Jeannette, Pennsylvania, on 17 October 1976 where she attended Greater Latrobe High School and excelled across the entire spectrum of school activities. She was a 2-year volleyball and track-and-field letterman, as well as Vice-President of her Junior Achievement class.

Julie subsequently enlisted in the Air Force on 12 February 1997 and arrived at Lackland AFB, Texas for basic training.

Upon completion of basic training as an honor graduate, she began technical training as a supply management apprentice. She was then assigned to Incirlik Air Base, Turkey where she worked as a pick-up and delivery driver until September 1998. She was then re-assigned to Ramstein Air Base, Germany as a material control clerk. In July 2001, she arrived at Holloman AFB, New Mexico and performed duties as a Flight Service Center supervisor and as the Combat Oriented Supply Organization assistant NCOIC.

In February 2005, she went back overseas to Spangdahlem Air Base, Germany and over the course of 4 years she worked as an equipment liaison officer, the unit deployment manager, and as the NCOIC maintenance supply liaison before being assigned to Scott AFB, Illinois in February 2009. Upon her arrival, she first was assigned as the swing shift supervisor for Computer Operations and then later moved to her current position in November 2009.

Sergeant Frydrych is married to Technical Sergeant Craig Frydrych who is assigned to the 375th Logistics Readiness Squadron. She is an avid volunteer and very active in her local church, where she serves as a member of the Ladies Auxiliary of the Knights of Columbus, and assists in Children's Religious Education Classes.

Sergeant Frydrych's decorations include the Air Force Commendation Medal, the Air Force Achievement Medal (4 OLC), the Air Force Good Conduct Medal (4 OLC), the National Defense Service Medal, the Armed Forces Expeditionary Medal with one bronze star, the Global War on Terrorism Service Medal, and the NATO Medal.

Technical Sergeant Andrea C. Inmon

Technical Sergeant Andrea C. Inmon is an Instructor In-flight Refueling Systems Craftsman assigned to the 36th Contingency Response Group, Andersen AFB, Guam.



Sergeant Inmon was born in Stevens Point, Wisconsin on January 27, 1983. She attended Fox Valley Lutheran High School, graduating in May 2001. After completion of high school, she enlisted in the Air Force and arrived at Lackland AFB, Texas, in July 2001 for basic training.

Upon graduation from technical training, she received an assignment to the 350th Air Refueling Squadron, McConnell AFB, KS, arriving in May 2002. While assigned to the 350th ARS, she served as a flight scheduler and training flight assistant. Sergeant Inmon was selected as squadron Airman of the Year for 2003 and was the wing's first choice out of thirty-six Airman for Senior Airman Below-the-Zone. Sergeant Inmon upgraded to instructor in April 2004 and earned a coveted "Exceptionally Qualified" rating upon completion of training. She served as an active member of Messiah Lutheran Church as a Sunday school teacher. Sergeant Inmon was also active in the community with the Big Brothers/Big Sisters Association and assisted at the Lord's Diner helping to feed the homeless.

In September 2004, Sergeant Inmon received a permanent change of station to the 100th Operations Group, RAF Mildenhall, England. While assigned to the 351st Air Refueling Squadron, Sergeant Inmon served in a variety of positions, including assistant NCOIC of training flight, NCOIC of Readiness, and assistant NCOIC of Standardization and Evaluation Flight. Sergeant Inmon was promoted to Staff Sergeant in August 2005. She volunteered her off duty time as mentor at RAF Lakenheath Elementary. Her outstanding performance culminated in her recognition as the 2005 Instructor and NCO of the Year for both the 351st ARS and 100th OG and ultimately led to her garnering the 2005 United States Air Force in Europe's Dutch Huyser Award nomination.

In October 2006, Sergeant Inmon received a permanent change of station to the 384th ARS at McConnell AFB, KS. While assigned to the 384th ARS, she served as a flight supervisor and as the 22nd Operations Group Training Program Manager. She was promoted to Technical Sergeant in July 2008. She completed her CCAF degree earning the coveted Pitsenbarger Award upon graduation. She was a Sunday school teacher at Messiah Lutheran Church. Additionally, she was an active member of Big Brothers/Big Sisters and Wichita Habitat for Humanity helping to build homes for the less fortunate. Her outstanding performance culminated in her recognition as the squadron 2007 NCO of the Year and her efforts directly contributed to the 384th ARS earning the General Carl Spaatz Air Refueling Squadron of the Year Award.

In December 2008, Sergeant Inmon received a permanent change of station to the 36th Contingency Response Group Andersen AFB, Guam. While assigned to the 36th Mobility Response Squadron, TSgt Inmon serves as ramp coordinator and training manager. In September 2009, Sergeant Inmon deployed to Chuuk and Indonesia in support of the Humanitarian Assistance Rapid Response Team earning an AF Achievement medal.

Technical Sergeant Chance W. Reid

Technical Sergeant Chance W. Reid is the Vehicle Operations Control Center Supervisor assigned to the 6th Logistics Readiness Squadron, MacDill AFB, Florida. He is 34 years old. Sergeant Reid was born in Eastland, Texas, on 30 March 1976. He attended Eastland High School, in Eastland, Texas, and graduated in June 1994. On 11 December 1996 Sergeant Reid arrived at Lackland AFB for Basic Training.



Upon graduation, he attended Technical Training School at Fort Leonard Wood, Missouri. In 1997, he arrived at his first duty location at Altus AFB, Oklahoma, where he was assigned to the 97th Transportation Squadron as a Vehicle Operator/Dispatcher. While there he went TDY to San Vito, Italy, in support of NATO operations in the former Republic of Yugoslavia. In 1999, he was reassigned to the 36th Transportation Squadron, Andersen AFB, Guam, as a Shift Supervisor. During this assignment he was Airman Professional of the Year for the 36th Logistics Group.

Sergeant Reid was reassigned to Ramstein Air Base, Germany, in 2000 and served as shift supervisor and NCOIC of training with the 86th Transportation Squadron. While there he deployed to Kirkuk, Iraq, in support of Operation IRAQI FREEDOM in 2003. In January 2004, he returned to Lackland AFB, Texas, as a Military Training Instructor with the 324th Training Squadron. In 2006 he transferred to the 737th Training Support Squadron, where he worked in Field Training as Cadre and Section Supervisor.

In 2008, Sergeant Reid arrived at his current assignment to the 6th Logistics Readiness Squadron, MacDill AFB, Florida, and worked as the Dispatch Support Supervisor and Vehicle Operations Control Center Supervisor. While there he deployed to Arifjan, Kuwait, as a Convoy Commander, where he led 15 missions throughout the Iraqi Theater. He is married Amiee Reid, and they have two children: Devon, 12 and Kyla, 8.

Technical Sergeant Reid's professional military training includes the USAF Airman Leadership School (2001) and the USAF Noncommissioned Officers Academy (2007). He is currently working towards a CCAF degree in Transportation Management.

Technical Sergeant Reid's awards and decorations include the Bronze Star; Air Force Commendation Medal (2 OLC); Air Force Achievement Medal (1 OLC); Air Force Meritorious Unit Award; Air Force Outstanding Unit Award with (9 OLC); Air Force Good Conduct Medal (4 OLC); National Defense Service Medal; Iraq Campaign Medal; Global War on Terrorism Expeditionary Medal; Global War on Terrorism Service Medal; Armed Forces Service Medal; Humanitarian Service Medal; Air Force Overseas Short Tour Award (1 OLC); Air Force Overseas Long Tour Award; Air Force Expeditionary Service Award with Gold Border; Air Force Longevity Award (2 OLC); USAF Basic Military Training Instructor Award; Professional Military Education Award (1 OLC); Small Arms Expert Award with device; and the Basic Military Training Award; and NATO Medal for Yugoslavia. ■

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—John Quincy Adams



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2010 A/TA *Halvorsen Award*

Master Sergeant Todd M. Butler

Master Sergeant Todd M. Butler is the NCOIC of Cargo Processing at the 436th Aerial Port Squadron, 436th Airlift Wing, Dover AFB, Delaware. He holds a CCAF Associate Degree in Transportation Management.

MSgt Butler was born in Hutchinson, MN, on 18 February 1968. In June 1991 he enlisted in the Air Force. Upon graduating Air Transportation technical training, he was assigned to McChord, AFB, WA. In 1993 he received orders to Osan AB, Korea, where he served a 12-month assignment.

After completion of his short tour, MSgt Butler was assigned to Howard AFB, Panama, where he served as a hazardous cargo handler. Four year later, MSgt Butler was assigned to Andersen AFB, Guam, and soon after proceeded to Incerlick AFB, Turkey. His two year tour in Turkey was followed by a three-year assignment to Aviano AB, Italy.

In 2002 he was accepted for Military Training Instructor duty and graduated MTI School in December 2003. He was then assigned to the 331st Training Squadron at Lackland AFB, TX, where he served five years. At the completion of his tour he received orders to Dover AFB, DE, where he is currently stationed.

MSgt Butler's has demonstrated solid leadership skills in the performance of his duties as the Cargo Processing NCOIC of the DoD's busiest Aerial Port Squadron. Words used to describe MSgt

leadership style include "choreographed," "reinforced," "swift," "facilitated," "expedited" and "prepared."

His leadership in the preparation of 500 personnel and a 300K square foot facility for the Commander in Chief's Installation Excellence Award helped Dover AFB to win the coveted honor. He worked tirelessly to direct humanitarian relief support for Pakistani earthquake victims, and he expedited the movement of 107 tons of munitions for the Armed Israeli Defense Force during Israel's conflict with Lebanon. MSgt Butler demonstrated his motivational skills when his flight handled 22K+ cargo tons in March of 2009, with 30% of his manpower deployed – the largest monthly tonnage in 18 years.

MSgt Butler is involved with his community, having served as the 2009 Squadron Top III President, a Little Creek Fire Department volunteer and as his squadron's AFSO21 Representative.

His awards and achievements include being named both the 2009 436th Aerial Port Squadron SNCO of the Year and Transportation SNCO of Year. His decorations include the Meritorious Service Medal, Air Force Commendation Medal (2 OLC), Air Force Achievement Medal (2 OLC), Army Achievement Medal, Air Force Good Conduct Medal (5 OLC), National Defense Service Medal (1 OLC), Iraq Campaign Medal, Global War on Terrorism Service Medal, Korean Defense Service Medal, Humanitarian Service Medal and the NATO Medal. ■



"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"

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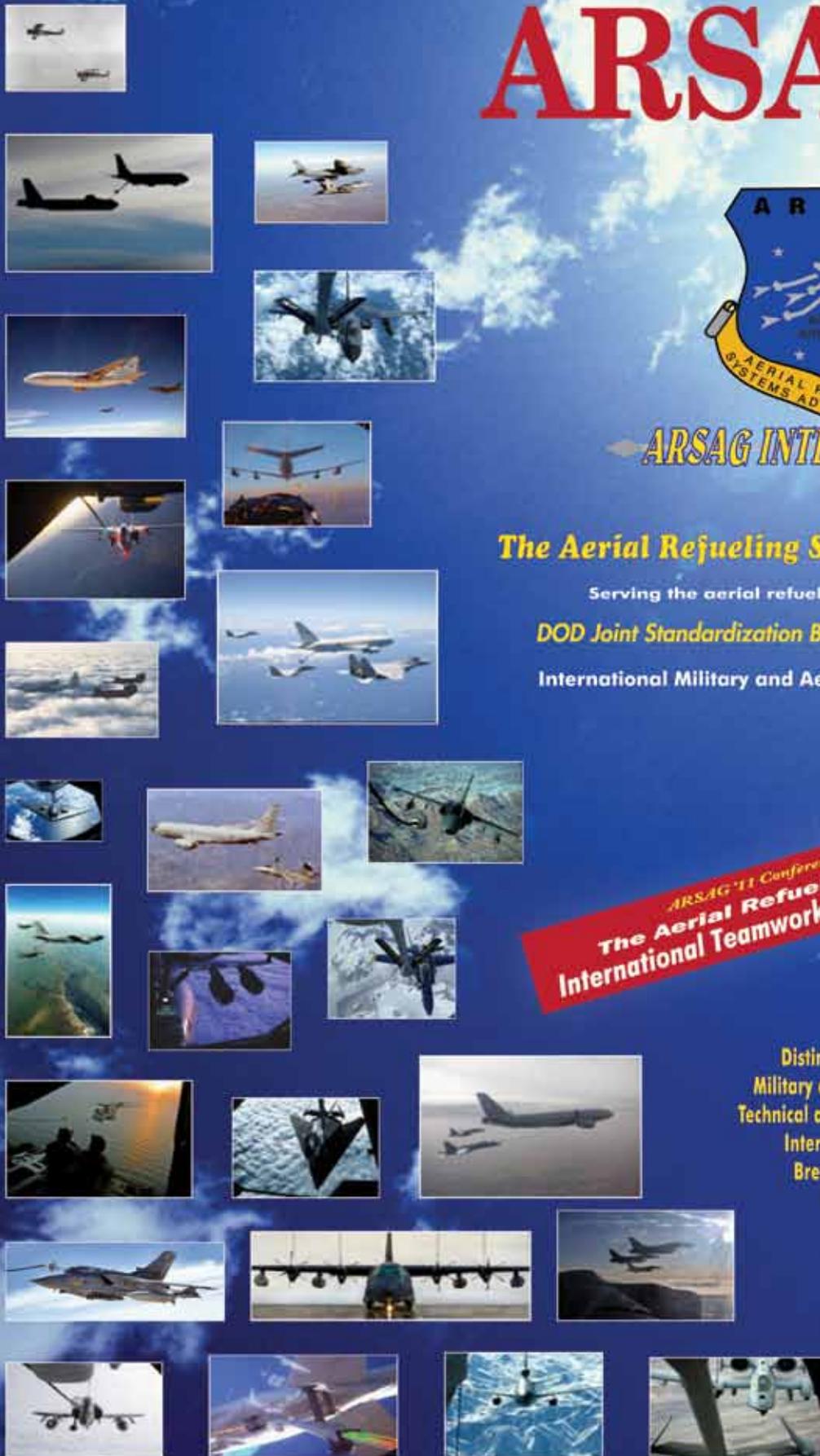
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The Airlift/Tanker Association Specialized Mission Award is presented annually to an outstanding individual whose performance of duties in support of an aerial air mobility mission is exceptionally noteworthy during crises, contingencies, or humanitarian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



2010 A/TA

Specialized Mission Award

Technical Sergeant Brian K. Loek

Technical Sergeant Brian K. Loek is a MC-130P Airborne Mission System Specialist/NCOIC Mobility currently assigned to the 67th Special Operations Squadron, 352nd Special Operations Group, RAF Mildenhall, United Kingdom. Sergeant Loek's first duty assignment was as an Airborne Communications system Operator with the 42nd Airborne Command and Control Squadron, Davis-Monthan AFB, Arizona, from 1998 through 2003. He was then assigned as a HC-130 Airborne Communications Specialist, 71st Rescue Squadron, Moody AFB, Georgia, where he remained through 2006. He has been in his current assignment since then.

TSgt Loek, a combat proven airman who has flown 163+ combat hours in Operations Iraqi Freedom and Enduring Freedom, has been lauded for outstanding proficiency in performing his assigned duties. He was instrumental in developing his squadron's CV-22 tiltrotor air refueling training program, ensuring that 53 personnel were prepared, qualified and combat ready.

TSgt Loek lead his Air Mobility Support Squadron on its first CV-22 combat deployment which included 65 flight hours over 11 sorties during which 101K pounds of fuel were passed. He was handpicked for the crew transporting the AFSOC commander during an Operation Iraqi Freedom aviation review. TSgt Loek's participation and expertise played a major role in several other missions of note, including: a humanitarian mission delivering 24K pounds of aide to 6 Iraqi towns, helping to win the hearts and



minds of residents in the war-torn area; the airlifting of 25 high-value targets for interrogation and detention, resulting in intel that helped to thwart insurgent attacks; the infiltration of 2 Army special operations AH-6 helicopters, which helped to ensure rapid and precise mission execution during a night raid leading to the capture of 3 enemy combatants, and, following an engine failure during an air refueling mission, TSgt Loek coordinated rapid recovery efforts, clearing airspace and expediting landing, which resulted in the safe recovery of the aircraft and 9 crew members, for which he earned the Team Mildenhall Flight Safety Award.

TSgt Loek willing shares his management expertise and consistently displays a willingness to accept responsibility. He has guided his squadron through many training challenges, overcoming simulator failure and personnel shortfalls due to deployment, to ensure that 33 squadron members were mission ready; acting as a team builder, he organized and scheduled incentive flights for support personnel which enhanced knowledge of the unit's missions and capabilities; TSgt Loek authored the 67th SOS MC-130P Mission Capabilities Briefing the Group's *Intro to SOF* course.

TSgt Loek's awards and decorations include the Air Medal (3 OLC), the Aerial Achievement Medal (8 OLC) and the Air Force Achievement Medal.

Technical Sergeant Brian Loek is a consummate, mission-ready aviator and is truly deserving of the 2010 A/TA Specialized Mission Award. ■

"...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 winner of the 2010 Specialized Mission Award is an Airborne Mission System Specialist. Personnel holding this duty assignment perform aircrew duties on numerous airborne platforms operating, maintaining, repairing and testing airborne communications, sensor, computer, and electronic systems. Airborne Mission System Specialists perform preflight, inflight, and postflight duties; supervise and instruct personnel in operation, maintenance, repair, and test procedures; and establish, supervise, and direct aircrew training.

The Airlift/Tanker Association General Ronald R. Fogleman ASAM Award recognizes the top graduate of the Advanced Studies Of Air Mobility (ASAM) program, an Air Force-sponsored intermediate developmental education program taught at the USAF Expeditionary Center. The award recognizes excellence across a broad range of criteria, including peer review, leadership, written and oral presentation of research, academic performance, and physical fitness.



2010 A/TA General Ronald R. Fogleman ASAM Award

Major Ian M. Fairchild

Major Ian Fairchild is a C-130 evaluator pilot assigned to the Special Plans and Force Employment Branch, United States Northern Command / North American Aerospace Defense Command. He is 34 years old. Major Fairchild was born in Burbank, California, on 23 September 1975. He attended Taft High School in Woodland Hills, California. After graduating from high school, Major Fairchild attended the United States Air Force Academy in Colorado Springs, Colorado, majoring in Management. He received his commission in 1997.

Upon graduation, Major Fairchild was assigned to Davis-Monthan Air Force Base, Arizona, where he served as an EC-130H instructor pilot and deployed in support of Operations SOUTHERN WATCH and IRAQI FREEDOM.

In September 2003, he was reassigned to Yokota Air Base, Japan, as a C-130E/H instructor and later evaluator pilot. He served in a variety of jobs at Yokota including Wing Airlift Director, Current Operations Chief, and Assistant Director of Operations and deployed in support of numerous combat and humanitarian operations including Operation ENDURING FREEDOM and UNIFIED ASSISTANCE.

In December 2003, Major Fairchild earned his Masters of Business Administration from the University of Colorado, Colorado Springs. In 2006, Major Fairchild was reassigned to Little Rock Air Force Base, Arkansas, as a formal training unit instructor and evaluator pilot. Additionally, he held positions as

a Squadron Executive Officer, Director of Staff, Assistant Director of Operations, and Student Support Flight Commander.

For his exceptional efforts, he was recognized as the 314th Airlift Wing Technical Training Flight Commander of the Year and the 714th Training Squadron Field Grade Officer of the Year. In 2009, Major Fairchild was reassigned as a student of the Advanced Studies of Air Mobility, an Air Force intermediate developmental education program at the United States Air Force Expeditionary Center, Joint Base MDL, New Jersey.

Once again rising to the top, Major Fairchild was recognized as the Advanced Studies of Air Mobility General Ronald R. Fogleman Award winner, and an Air Force Institute of Technology Distinguished Graduate. He was also awarded the Lt Edwin E. Aldrin Sr. Award for demonstrating strong personal leadership and accomplishing the Air Force Institute of Technology's educational objectives in an outstanding manner, and the Armed Forces Communications-Electronics Association's

C4I Research Excellence Award for his research in the area of electrical and computer engineering.

Upon graduation, Major Fairchild was assigned to Peterson Air Force Base, Colorado, where he currently resides. Major Fairchild is married to the former Nicole Novatski of Colorado Springs, Colorado. Major Fairchild is the recipient of multiple decorations including the Air Medal, Aerial Achievement Medal, Meritorious Service Medal, and Air Force Commendation Medal. ■



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were also our first great scholars.”***

—John F. Kennedy

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The primary purpose of the AMC Key Spouse of the Year Award is to recognize an AMC Key Spouse who has diligently worked with unit leadership to plan, coordinate, and execute the unit's Key Spouse Program. The program impacts mission readiness and retention by ensuring families have appropriate information and resources to meet their needs. The AMC Key Spouse of the Year is selected by AMC leadership.

2010 Air Mobility Command *Key Spouse of the Year Award*



Allyssa Irene Berthelotte

39th Airlift Squadron, 317th Airlift Group

Allyssa Berthelotte is the spouse of Captain Mark W. Berthelotte, Chief of Operations Plans, 317th Airlift Group, Dyess AFB, Texas. She is also the proud mother of two children; Willem and Maren. Allyssa spent her childhood in Connecticut and southern New Hampshire. Her involvement with the community began during her youth, and grew into a leadership role in high school.

After graduating from Souhegan High School in Amherst, NH, Allyssa attended the University of New Hampshire (UNH), Durham. While there, she accepted several leadership roles in the community service organization Alpha Phi Omega. Under her leadership, this organization was able to increase membership and provide community service for several key groups including Relay for Life NH and Special Olympics of New Hampshire.

During her time at UNH, she was hired by the State Director of the New Hampshire Small Business Development Center (UNH-SBDC) to provide program support. As a member of the NH-SBDC team, she helped small business owners start businesses, sustain their businesses, and address their needs to our legislative leaders. In 2004, she graduated Cum Laude with a Degree in Business Administration concentrating in Management.

After graduation, she traveled to Laughlin AFB, TX with her



husband. It was there that Allyssa found her calling to support her fellow military spouses. There were many opportunities for her to help: gatherings, babysitting, dog sitting, providing meals and general support of spouses. In 2006, Allyssa was hired to work with the Education Service Center in Corpus Christi, TX. She worked in a position that provided opportunities for military spouses and former military members to become certified school teachers in Texas.

Now residing at Dyess AFB in Abilene, TX, Allyssa works to improve the everyday lives of the 39th Airlift Squadron and 317th Airlift Group spouses. She helped co-author a grant proposal with the Airman and Family & Readiness Center to request funds to improve the parents' room at the Dyess AFB fitness center. At the squadron, she leads spouse fundraising efforts by coordinating the weekly Operation "Sweet Treat" baking and partnering with the local Chick-Fil-A for fundraising Spirit Nights.

As a Key Spouse, she works to bring spouses together during deployments by encouraging participation in the squadron playgroup and making meals for families in need. In the community, she is an active member of Mothers of Preschoolers (MOPS), which helps to support all mothers in the community. She also volunteers at Aldersgate Pre-School. ■

"The best way to find yourself is to lose yourself in the service of others."

—Mahatma Gandhi

Key spouses are specially trained volunteers that promote individual, family and unit readiness. They are a support system that encourages peer-to-peer support year-round. They meet the vital needs of spouses and provide an informal sounding board through an informal network. They are a part of the leadership team in each unit. The AMC Key Spouse program evolved from an idea to develop an organized program where military spouses help other spouses. Key Spouses work closely with the commander, commander's spouse, First Sergeant, and the Airman and Family Readiness Center.

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



2010 A/TA General P. K. Carlton *Award for Valor*

Captain Matthew M. Price

Captain Matthew M. Price is a Deputy Flight Commander/MC-130H Aircraft Commander with the 7th Special Operations Squadron, Royal Air Force Base, Mildenhall, UK. He graduated from pilot training in November 2003 as a Distinguished Graduate. After training stops at Little Rock AFB and Kirtland AFB, Captain Price was assigned to his first operational assignment at the 15th Special Operations Squadron, Hurlburt Field, FL, to fly the Combat Talon II. While there, he deployed multiple times in support of Operations Enduring Freedom and Iraqi Freedom. In 2009, Captain Price moved to his current operational assignment. His awards and decorations include the Air Medal (5 OLC), the Combat Action Medal, the Air Force Commendation Medal, the Afghanistan Campaign Medal (1 Bronze Star) and the Iraq Campaign Medal (1 Bronze Star).

On 23 January 2009, Captain Price commanded a crew operating out of three austere airfields to infiltrate joint U.S. and Afghanistan special operations forces, conducting a direct-action mission against seven high value targets in Khowst, Afghanistan. Daily fire fights in the region generated no-fly airspace saturated with air-to-ground and anti-aircraft fire. The kill and capture of the high-value targets was a crucial step in stabilizing the region. Captain Price briefed his crew on this complex mission requiring maximum effort operations, using night vision goggles (NVGs) at multiple airstrips, to exfiltrate waiting special operators and deliver them to the fight in the heart of an insurgent stronghold.

Captain Price's crew alert-launched their MC-130H within 60 minutes to meet the immediate requirements of their supported ground unit. The demanding mission necessitated flying below and around dangerous fire zones, and this was his crew's eighth consecutive night flying in zero illumination with 300-foot cloud decks. On nights prior and while low on fuel, the crew was forced to land unaided at an airfield closed due to the weather, when no other aircraft could successfully land. Compounding the dangers of poor weather and poor visibility was an aircraft crash site adjacent to the airstrip, which the crew had recently discovered during an exfiltration of two newly-fielded vehicles. The crew created and validated the loading method for the new vehicle, enabling follow-on operations. That evening, Captain Price's crew again executed a blacked-out, maximum weight, NVG assault landing on a 4200' x 80' austere airstrip at weather minimums. The exfiltration was quickly followed by an additional on-load of 20 personnel and equipment bound for a gravel airfield. From there, Captain Price negotiated the saturated airspace, flying low-level into the austere airstrip. Their MC-130H was below the level of the engaging air assets and within range of enemy weapons. In all, 43 special operators and over 24,000 pounds of

equipment needed to be precisely infiltrated during the operation.

Captain Price directed his navigator to develop a new threat avoidance route to the field, requiring a low-level descent into the landing zone with an egress relying on maximum performance to climb away from the terrain. Immediately after takeoff, airborne command and control (C2) directed him to remain clear of conflicting airspace fire zones.

Captain Price directed the airborne re-planning of a necessary, but even more challenging, run-in to the field. This route blocked radio communications with controllers and supporting close air support (CAS) aircraft, leaving the crew blind to ongoing fires. Captain Price explained the new routing to airborne C2: ingress between three active restricted fire zones, flying 250 feet above ground while in the weather, through high peaks and with CAS aircraft operating nearby. Following the low-level approach, Captain Price executed a NVG landing to the blacked-out airfield. Captain Price and crew conducted a rapid infiltration of 43 troops and 24,000 pounds of equipment on the loose gravel runway.

On the ground, the loadmaster alerted the crew that the ramp had malfunctioned and would not close securely. Realizing that at any moment the field could be needed for emergency medical evacuation of ground forces, he directed that contingency emergency procedures be used to hold the ramp closed for departure. Captain Price and crew relied on quick ingenuity, holding the ramp closed with hydraulic pressure and latching the ramp closed with cargo tie-down straps. Aircraft performance was critically reduced by the open ramp, leaving zero room for error during the take-off. All lower altitude egress routes were blocked by friendly and enemy fire and by the orbiting support aircraft. Furthermore, the aircraft needed to remain unpressurized, necessitating the use of oxygen over the high peaks and hampering crew communications.

Captain Price executed a NVG takeoff from the austere field toward the mountain peaks, skirting the fire zones. The crew then experienced an internal system failure, further restricting communications. This compounding malfunction further complicated terrain avoidance during the maximum performance climb. Cresting just over the towering terrain, the crew returned to base, their actions enabling a successful operation.

Captain Price's crew overcame weather, saturated airspace, aircraft malfunctions and enemy threats to complete the successful execution of a time-sensitive combat engagement by special operations forces. Captain Price's superior determination and courage under daunting combat conditions warrant his selection as the recipient of the 2010 A/TA General P.K. Carlton Award for Valor. ■

"...the battle, sir, is not to the strong alone, it is to the vigilant, the active, and brave."

—Patrick Henry



how

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The Airlift/Tanker Association Lieutenant General James E. Sherrard III Award is presented annually to the most outstanding Air Force Reserve wing or group that distinguished itself in the performance and support of the Mobility Air Forces mission. The unit embodies the spirit and essence of the Citizen Airman balancing the operational demands of today's global mobility operations, maintaining a viable strategic reserve for tomorrow while embracing responsibilities to their civilian employer, community, and family.



2010 A/TA LtGen James E. Sherrard III AFRC Outstanding Unit Award

439th Airlift Wing

The 439th Airlift Wing (AW) is the recipient of the 2010 Airlift Tanker Association's Lt Gen James E. Sherrard III Award. This award recognizes an Air Force Reserve Command wing for having a significant impact on the success of our Mobility Air Force. Assigned to the Air Mobility Command 22nd Air Force, the 439th AW, known as the "Patriot Wing," is led by Colonel Robert R. Swain, Jr. The airmen of the 439th set the unit and themselves apart by displaying excellence in manning, readiness, inspections, deployments, and operational mission support, participating in Air Force, Air Mobility Command and Air Force Reserve Command directed missions.

The 439th AW operates 16 C-5A and B model aircraft at Westover Air Reserve Base, Massachusetts, the nation's largest Air Force Reserve base. Currently, 2,500 reservists are assigned to the wing at Westover. They train one weekend each month and also serve a 15-day annual tour of duty each year. The 337th Airlift Squadron is the wing's flying unit at Westover. The 439th has two units that are designated Geographically Separated Units (GSU) – the 85th Aerial Port Squadron, Hanscom Air Force Base, MA, and the 722nd Aeromedical Staging Squadron at Fort Hamilton, NY.

Westover airmen took the fight to the enemy, spending 2519 total days TDY, sending 374 airmen to the AOR.

The 439th provided exceptional OIF/OEF support, performing 1.2K+ warfighter support sorties, moving 24K+ short tons of cargo and nearly 6,000 passengers.

The wing provided resolute medical support, deploying 26 AES air-

men to six different sites to assist staging efforts to bring 3.5K+ patients home. 439th TALCE personnel directed aerial port operations during the Haitian earthquake response effort, UNIFIED RESPONSE, during which the Wing participated in 660 missions moving 1.4K short tons of cargo and 4.4K passengers, 379 of them on a single C-5 flight, setting a new single flight passenger record.

The 439th provided aircraft, personnel and expertise during the movement of more than 100 U.S. Army helicopters and more than 400,000 pounds of related equipment from Rota Naval Air Station, Spain, to various airfields in Afghanistan.

In recent years the Wing has received numerous Air Force Outstanding Unit Awards, and several of the Wing's units have been recognized with awards for superior performance and excellent leadership. The men and women of the the 439th AW strive to live up to the Wing's vision, "Leaders in Excellence," and they embrace Air Force core values of "Integrity First, Service Before Self, and Excellence in All We Do."

The 439th brings some of the finest airmen in the Air Force – prepared, motivated, and trained – to the fight. The 439th carries a heritage of excellence; an unmatched history and tradition of meeting every challenge and responding to every call – whether it's standing up a 24/7 maintenance hub or deploying its people overseas, the 439th is ready. And even more importantly, the 439th continues to get ready for the next requirement, by properly training and equipping its people for the next fight. No longer just Wingmen, the men and women of the 439th are... "Leaders in Excellence!" ■



*"The patriot volunteer, fighting for country and his rights,
makes the most reliable soldier on earth."*

–LtGen Thomas J. "Stonewall" Jackson

LtGen James E. Sherrard III had a most distinguished career – from his early days as a C-130 airlift pilot to his tenure at the highest levels of Air Force Reserve leadership. General Sherrard twice served as vice commander as well as the tenth and longest-serving Chief of the Air Force Reserve and Commander, Air Force Reserve Command. General Sherrard with his leadership and influence has spanned the depth and breadth of the Air Force Reserve Command, including the command of three tactical airlift wings and both air mobility-focused numbered air forces. A true champion of air mobility, among his awards are the Distinguished Service Medal, Legion of Merit, Meritorious Service Medal (3 OLC) and the Armed Forces Reserve Medal with hourglass.

The Airlift/Tanker Association's MajGen Stanley F.H. Newman Air National Guard Award recognizes the most outstanding Air National Guard Outstanding ANG wing or group contributing to overall success of the Mobility Air Force mission. The unit embodies the spirit and essence of the Citizen Airman – balancing the operational demands of today's global mobility operations and maintaining a viable strategic reserve for tomorrow, while embracing responsibilities to their state, civilian employer, community, and family.



2010 A/TA MajGen Stanley F. H. Newman *ANG Outstanding Unit Award*

172nd Airlift Wing

The 172nd Airlift Wing is the recipient of the 2010 A/TA ANG Outstanding Unit Award. A proud member of the Mississippi's National Guard, the 172 AW is the only C-17 unit in the Air National Guard. Led by Wing Commander, Colonel William J. Crisler, the Magnolia State's Citizen Airmen have succeeded in building one of the nation's most respected ANG units – serving America, Mississippi, and community...in partnership with families and employers.

The 172 AW is assigned 8 C-17 Globemaster aircraft and over 1100 Airmen, providing Global air mobility for the delivery of critical supplies and personnel to remote locations; providing unparalleled support to the warfighter. Additionally, the 172nd has developed a state of the art Field Training Detachment training ANG, USAF and international students.

The 172 AW was selected for this award based upon setting impressive benchmarks such as performing 2,174 sorties totaling over 9,627 flying hours with a worldwide departure reliability rate of 93%. Since activation in 2005 the Wing has returned over 38,000 patients to the U.S. and has transported over 9800 tons of cargo. Additionally, the Wing delivered relief supplies to Haiti in support of Operation Unified Response and supported the Deepwater Horizon rig explosion off of the Louisiana coast with personnel and equipment. The 172 AW has also optimized its mobility partnerships with the Heavy Airlift Wing (HAW) and foreign militaries support to include joint partnerships with the Canadians and the Strategic Airlift Consortium (SAC) which consists of ten NATO nations. This

unit maintained a 98% rate of readiness; 11,160 days allocated on CED orders and 71,640 days executed in support of TDY; impressive scores on ASEV, UCI, LCAP, and HSI inspections to include an outstanding rating for their Air Evacuation Squadron.



As defenders of Mississippi, the 172 AW is trained to protect life and property and to preserve peace, order, and public safety. Their role as Citizen Airmen is reflected by their supporting the local community with their 3rd annual "Flight to the North Pole" that brought 65 children to Santa's make-shift North Pole, teamed with the local radio stations, Salvation Army, Brain Injury Association and the Rotary Club to bring Santa, presents, bikes and Christmas books to local disadvantaged children and recognized over 450 families with Hometown Hero Salute. The Wing's efforts were recognized with the receipt of the Air Force Outstanding Unit Award (their 13th consecutive), the Challenge Award from the Brain Injury Association of Mississippi for the unit's continued support of the Air Evacuation mission and

the transportation of service members suffering from brain injury and the "Doing the Most Good Award" from the local Salvation Army for their participation in the "Flight to the North Pole."

The Award of the 2010 A/TA ANG Outstanding Unit Award recognizes the contributions of Mississippi's own 172 AW and sets the standard for all future competitors. Congratulations to all 172 AW personnel and to their communities, which both provide and benefit from their support. ■

"When we assumed the Soldier, we did not lay aside the Citizen."

–President George Washington

MajGen Stanley F. H. Newman was born in Chicago, Illinois, and moved to Oklahoma in 1948 following World War II. He enlisted into the U.S. Army Air Corps in 1942, and become a pilot. He flew 57 missions in P-51s while in the Ninth U.S. Army Air Forces, in Europe. After World War II, he joined the Oklahoma Air National Guard, becoming its commander before retirement. His career includes service in Korea and Vietnam. Among his awards are the Distinguished Service Medal, Legion of Merit, two Distinguished Flying Crosses, Meritorious Service Medal and 14 Air Medals.



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(Industry Partners as of 23 September 2010)

A Salute to Our A/TA Industry Partners



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AAI Corporation, an operating unit of Textron Systems, a Textron Inc. company. AAI provides innovative solutions for complex training needs. AAI offerings include high-quality training devices, Contractor Logistics Support, courseware, instruction, modifications, upgrades and obsolescence management. Live, virtual, hands-on and classroom solutions satisfy team, crew, individual, fixed and mobile training needs. Our high-fidelity maintenance trainers have formed the backbone of AMC's C-17 maintenance training since 1997. AAI's versatile, PC-based simulation architecture supports all types of training environments. This architecture supports training solutions for electronic warfare (ELINT, SIGINT and COMINT), crew training, aircraft systems operations and maintenance (JSF), and other training. The architecture provides a virtual simulated environment together with instructor controls, interactive multimedia instruction (IMI), record/reset capabilities and after action review (AAR). The company provides support for some of the US Air Force's preeminent aircraft platforms including the E-8C, C-17, F-35, and F-22.



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Adacel is a leading developer of simulation and control systems for aviation and defense. Adacel operates in the Global Aerospace Systems market including Air Traffic Management, Airport and Air Traffic Control (ATC) Training, and Airborne Vehicle Systems. Adacel is the premier supplier of ATC simulation solutions for training air traffic controllers in both civil and defense environments and for research, planning and modeling of air traffic procedures. Adacel's ATC in a Box (ATCiB) and tactical flight environments allow pilots to train in a flight simulator with fully realistic voice driven ATC and tactical environments. Adacel is also a world leader in real-time, mission critical, satellite-based air traffic systems for remote airspace management. Adacel has key positions in the emerging markets of intelligent speech-driven direct voice input (DVI) control systems for cockpit and simulator automation. Applications include the full spectrum of aircraft from the F-35 Joint Strike Fighter, Aermacchi M-346 and Apache speech-driven cockpits to transport aircraft and Unmanned Aircraft Systems (UAS). Visit www.adacel.com.

"Carry on any enterprise as if all future success depended on it."

—Cardinal Richelieu



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AAR is a diversified provider of products and services to the worldwide aerospace and defense industry. We help our commercial and government customers control costs and improve their operations while ensuring the highest levels of quality, service and safety. AAR offers an extensive portfolio of product and support and serves commercial and government customers throughout the world.

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Alenia North America is a subsidiary of Alenia Aeronautica (a Finmeccanica Company). Alenia North America has two wholly owned subsidiaries: Alenia North America - Canada, with offices in Ottawa Canada; and Alenia North America Defense located in Washington, DC. Alenia North America is also a shareholder in Global Military Aircraft Systems (GMAS), a joint venture with L-3 Communications Integrated Systems, responsible for system engineering integration, avionics upgrades, training and logistics support for the C-27J Joint Cargo Aircraft. The C-27J is the world leader in the twin engine military tactical aircraft market and has been sold to U.S., Italy, Greece, Bulgaria, Lithuania, Romania and Morocco. Other Alenia North America products include the C-27/G.222 tactical transport aircraft and the M-346 (produced by the sister company Alenia Aermacchi, 100% owned by Alenia Aeronautica) Advanced Jet Trainer and Light Attack aircraft, both of which are currently competing in the US market.

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The Armed Services Mutual Benefit Association

The Armed Services Mutual Benefit Association (ASMBMA) is a nonprofit fraternal military benefit association founded by Airlifters in 1963 to provide comprehensive, affordable life insurance coverage, security and peace of mind for members of the Armed Services and their families. ASMBMA is run by its members through an elected Board of Governors and an appointed Board of Advisors, all of whom serve without pay. ASMBMA has no stockholders or sales agents to pay, and can therefore offer high value protection at a very low cost. The goal of ASMBMA remains the same today as it was in 1963: to provide affordable family protection, financial security and unmatched service to those who serve our country so well. Visit our web-site at: www.asmba.com, or call us at: 1-800-251-8434.



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AAWW is the parent company of Atlas Air, Inc. (Atlas Air) and Titan Aviation Leasing (Titan), and is the majority shareholder of Polar Air Cargo Worldwide, Inc. (Polar). Through Atlas Air and Polar, AAWW operates the world's largest fleet of Boeing 747 freighter aircraft. Atlas, Titan and Polar offer a range of air cargo services that include ACMI aircraft leasing – in which customers receive a dedicated aircraft, crew, maintenance and insurance on a long-term lease basis; CMI service, for customers that provide their own aircraft; express network and scheduled air cargo service; military charters; commercial cargo charters; and dry leasing of aircraft and engines. Atlas Air has expanded into outsourced passenger aircraft operations and was selected to operate premium charter service between Houston and Luanda, Angola. In addition, Atlas Air is the sole provider of Pilot and Flight engineer Boeing 747-200 training for USAF crews flying Air Force One and the E-4B National Airborne Operations Center. Further information may be accessed through the Company's home page, www.atlasair.com.



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BAE Systems

BAE Systems provides aerospace and defense end users, and prime contractors with capabilities and products that improve operational safety and enhance mission effectiveness for Air Mobility. Capabilities include 5th generation electronic warfare, vehicle management, human-machine interface, airborne networking, and situational awareness. BAE Systems also provides integrated subsystems for all-weather operation, power management, real-time information to the cockpit, defensive systems, Heads Up Displays and prognostics and health management. BAE Systems is a global enterprise, with more than 90,000 employees performing design, development, and production operations in a number of home markets worldwide. This structure offers wide-ranging capabilities to home markets in the U.S. and U.K. and a broad base for access to European and other world markets.



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Bell Helicopter, a wholly-owned subsidiary of Textron Inc., is an industry leading producer of commercial and military, manned and unmanned, vertical-lift aircraft and a pioneer of the revolutionary tiltrotor aircraft. Globally recognized for world-class customer service, innovation and superior quality, Bell's global workforce serves customers flying Bell aircraft in more than 120 countries.

*"You don't concentrate on risks.
You concentrate on results.*

*No risk is too great to prevent the necessary
job from getting done."*

—Brig General Charles E. "Chuck" Yeager, USAF (Ret)



The Boeing Company

The Boeing Company manufactures a wide variety of airlift and tanker aircraft for the U.S. Air Force including the C-17 Globemaster III, the most versatile airlifter ever built. Boeing built both the KC-135 and KC-10 tankers currently in use by the Air Force, the KDC-10 for international sales and is developing future tanker versions of the C-17 and 767. Four modified 757s are used as VIP transports (military C-32A) by the 89 th Airlift Wing at Andrews AFB, MD. The 89 th also flies Air Force One, specially configured 747s. Modified 737 aircraft (military C-40) are replacing the C-9 for the U.S. Navy and U.S. Air Force missions. Boeing is on contract to deliver 205 C-17s to the Air Force and has sold C-17s to the Royal Air Force, the Royal Australian Air Force, Canada, NATO/SAC and Qatar. Boeing is working to develop other international military sales.

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Bose Corporation

Bose is one of the largest and best-known audio technology developers. In addition to home, professional, and automotive audio products, Bose manufactures communications headsets for civilian pilots and military aircrews in a variety of applications and aircraft types. Bose headsets with proprietary Acoustic Noise Cancelling® technology offer an unmatched combination of noise reduction, audio performance, and comfortable fit that remains unmatched in the industry.

*"The way to be patriotic in America
is not only to love America,
but to love the duty that lies nearest
to our hand, and to know that in
performing it we are serving our country."*

—Woodrow Wilson



C-27J Spartan Team

The C-27J Team, led by L-3 with Alenia NA, are meeting the requirements of the Joint Cargo Aircraft program, on-target and on-schedule. The C-27J fills critical intra-theater airlift needs by providing time sensitive, mission critical supplies and equipment to forward operating units. C-27J is the fight fit for the USAF.



CAE

CAE is a world leader in providing simulation and modeling technologies and integrated training solutions for the civil aviation industry and defense forces around the globe. With annual revenues exceeding US\$1.5 billion, CAE employs approximately 6,500 people at more than 90 sites and training locations in 20 countries. The company has the largest installed base of civil and military full-flight simulators and training devices. Through CAE's global network of 29 civil aviation and military training centers, CAE trains more than 75,000 crewmembers yearly. CAE also offers modeling and simulation software to various market segments and, through CAE's professional services division, the company assists customers with a wide range of simulation-based needs. CAE is a world leader in the design, development, and delivery of training systems for airlift and tanker aircraft, including having delivered more C-130 training systems than any other company.



Capewell Components Company

Capewell designs and manufactures Aerial Delivery equipment for C-130, C-5, C-17, C-27J and C-160 aircraft including air drop platforms and containers used in military and humanitarian operations. Aerial Delivery products include: (TADS) Tactical Aerial Delivery Systems, Joint Modular Intermodal Containers, Tactical & GPS guided Resupply Systems, Type-V Platforms, Helicopter Slings & External Lift, & Buffer Stop Assemblies.

Capewell Life Support division designs & manufactures Parachute Releases, Hardware & Ripcords. Capewell's product line also includes Emergency Descent Devices designed for safe and rapid egress from wide-body aircraft, and Electrical Cable & Wire Assemblies used in a range of applications from small grounding straps for aircraft de-icing applications to 150' cable with 25 connectors for naval turbine test equipment.

Capewell also provides innovative engineering solutions for aerospace, aerial delivery & life support requirements. Capewell provides the "total package" of design, manufacture, technical support and training, and is ISO 9001 Registered. <http://www.capewell.com/index.php>.



Cessna Aircraft Company

Cessna Aircraft Company is general aviation's leading manufacturer offering the industry's broadest product line of business jets, single engine piston aircraft and turboprop utility aircraft. Cessna Aircraft Company also offers special mission variants of these aircraft.

CHROMALLOY

Chromalloy

Chromalloy is the world's largest independent supplier of technologically advanced repairs, coatings, and FAA approved replacement parts for gas turbine airfoils and other critical engine components for airlines, military and industrial turbine applications. The only supplier of engine replacement parts with complete design, casting and machining capability, Chromalloy has more than 30 operations and sales offices around the world, and has joint ventures and strategic partnerships in the commercial aircraft and industrial turbine engine markets.



Cobham

Cobham is the market leader for air to air refueling, providing innovative fourth generation solutions to defense customers around the world. With a heritage in air refueling spanning 70 years and over 1,000 systems delivered to date, Cobham provides a nose to tail refueling capability, comprising state of the art refueling systems and integration. Specializing in wingtip to wingtip solutions, Cobham offers weapon systems integration encompassing safety critical interface electronics, pneumatic technologies and weapons carriage and release systems including multi-store advanced lightweight designs for air to air and air to ground weapons. A specialist provider of aviation oxygen, Cobham also has a niche position in cryostatic cooling for land and aviation markets. Cobham designs and manufactures high technology pneumatic equipment for fin actuation in missiles. In the personal survival market, products are developed for naval and land applications, including aircrew and vehicle restraints, parachute release mechanisms and flotation gear.



Coherent Technical Services, Inc.

CTSi provides the US government agencies access to outstanding technical support services. Our exponential growth reflects the demand customers have for our unique approach and capabilities. CTSi specializes in maturing the customer's evolving requirements in fast-moving environments. Our strength in architecture development ensures that the promise of spiral development - critical mission capability deployed earlier and at lower total cost of ownership. Our skill set in specialty engineering disciplines such as modeling and simulation help ensure that requirements can be met prior to the customer commitments at key schedule/cost milestones. CTSi works seamlessly within a number of program Integrated Product Teams, helping to maximize the customer's earned value across multiple solution providers. We collaborate well and bring to your project a team of world-class engineers who are motivated, self-starting, and customer-focused. Located in Lexington Park, MD (just outside of Patuxent River NAS), CTSi serves the Washington DC and Virginia areas, but through the use of web-based technologies, we have the capability to support projects throughout the US and abroad.



Computer Sciences Corporation

CSC is a leading global information technology (IT) services company. CSC's mission is to provide customers in industry and government with solutions crafted to meet their specific challenges and enable them to profit from the advanced use of technology.

CSC has helped its clients manage and profit from every major wave of change in IT since its formation in 1959. CSC provides innovative solutions for customers around the world by applying leading technologies and CSC's own advanced capabilities. These include systems design and integration, IT and business process outsourcing (BPO), applications software development, Web and application hosting, and management and technology consulting. CSC's 91,000 employees deliver Best Total Solutions™ by combining globally standardized, best-in-class components with industry-, process- and client-specific components. Our clients experience consistent efficiency, effectiveness and positive business impact—results that help them achieve their goals.



Resources.
Responsiveness.
Reliability.

DRC

DRC® is a leading provider of mission-critical technology management services and solutions for government programs. DRC's position as a growing government services company allows us to bring to bear the personnel, technology resources and industry standard practices of a large company with the responsiveness of a small company. Rather than force a pre-packaged solution, we listen to our customers, and develop a tailored solution based on proven industry practices and lessons learned in hundreds of successful engagements. DRC offers forward-thinking solutions backed by a history of excellence and customer satisfaction. For more than 50 years DRC has helped customers meet their challenges, solve their problems, and perform their missions. For more information, please visit www.drc.com. "Resources. Responsiveness. Reliability."

*"The miracle, or the power,
that elevates the few is to be found in
their industry, application,
and perseverance under
the prompting of a brave,
determined spirit."*

—Mark Twain



DRS Defense Solutions

DRS Defense Solutions supports the airlift mission in a variety of ways. The company designs and manufactures sophisticated Cargo Handling and Aerial Delivery Systems for fixed wing aircraft airdrop supply operations, fixed and rotary wing aircraft air cargo transport, and time-critical sensor and weapon system deployment. The Cargo Handling and Aerial Delivery Systems are compatible with a wide variety of standard and specialized cargo pallets, platforms, containers and rolling stock. These systems are noted for high-strength, low weight with quick change configurations. The company also provides safe and reliable Formation Positioning Systems (FPS) to the USAF and allied air forces for their C-130H/J/K, C-17 and C-X aircraft. Our station keeping technology supports AMC's requirement to meet the U.S. Army's Strategic Brigade Airdrop (SBA) mission, while retaining interoperability with several hundred fielded systems. Our latest SKE software enhanced technology for interference rejection was developed to DO-178B Level A for the C-130J. FPS also has applicability for multiple precision positioning requirements across new platform requirements.



Consolidated Air Support Systems (CASS), Inc.

Consolidated Air Support Systems (CASS) is the premier commercial source of air mobility expertise. CASS offers a full range of consulting, training and other services that span the spectrum from aircraft engineering to deployed mobility operations including air refueling, strategic and tactical airlift, aeromedical evacuation, combat operations and tactics, air base defense, flight/ground crew training, logistics, flight test and legal / ITAR issues. For example, CASS is the lead contractor to develop and manage an Advanced Tanker Crew Training School for the Royal Australian Air Force and other international clients. We have an unmatched experience base that ranges from the front offices of USTRANSCOM, AMC, AETC, DSCA and AFMC to the cockpits of every mobility platform operating today. CASS provides total cradle-to-grave support from initial problem analysis to solution execution. The CASS partners are dedicated to helping our Nation and its Allies find solutions to today's tough mobility challenges. For more information, please visit our website: www.cass.aero.



David Clark Company, Inc.

David Clark Company Incorporated is a small business dedicated to the development and manufacture of quality communication products. It provides the military with a variety of communication headsets, intercom systems and components needed for complete communications systems. In 1975 David Clark Company introduced the first headset specifically designed to provide hearing protection and clear communication for pilots in noisy aircraft. Now as the headset industry leader, we are dedicated to maintaining the high standards that aircrew members and maintainers have come to expect.



DRS Sustainment Systems, Inc.

DRS Sustainment Systems provides defense products and integrated solutions for the sustainment and security of our military forces. The company's electronic systems secure vital installations and perimeters via industry-leading ground surveillance radars, and the safety and mission effectiveness of aircrews through our various radars and avionics test equipment suites. Expert at battlefield systems integration, DRS has played a leading role in combat platform systems integration on target acquisition platforms. Expeditionary fuel and water conditioning, storage, distribution and packaging technologies, along with comprehensive food preparation and field sanitation systems, allow the services to meet the needs of warfighters. Various mobility systems, including state-of-the-art tactical trailers and material handling equipment, ensure an unbroken logistics chain on the battlefield. Finally, our armor solutions ensure the survivability of fielded forces against today's warzone threats.

"Gold is good in its place; but living, brave, patriotic men, are better than gold."

—Abraham Lincoln



DynCorp International

DynCorp International is a global government services provider in support of U.S. national security and foreign policy objectives, delivering support solutions for defense, diplomacy, and international development. DI operates major programs in logistics, platform support, contingency operations, and training and mentoring to reinforce security, community stability, and the rule of law. DynCorp International is headquartered in Falls Church, Va. For more information, visit www.dyn-intl.com.



EADS North America

EADS North America is the North American operation of EADS, a global leader in aerospace, defense and related services. As a leader in all sectors of defense and homeland security, EADS North America and its parent company, EADS, contribute over \$11 billion to the U.S. economy annually and support more than 200,000 American jobs through its network of suppliers and services. Operating in 17 states, EADS North America offers a broad array of advanced solutions to its customers in the commercial, homeland security, aerospace and defense markets.



Elbit Systems of America

Elbit Systems of America is a leading provider of high performance products and system solutions focusing on the defense, homeland security, commercial aviation and medical instrumentation markets. With facilities throughout the United States, Elbit Systems of America is dedicated to supporting those who contribute daily to the safety and security of the United States. Elbit Systems of America, LLC is wholly owned by Elbit Systems Ltd. (NASDAQ: ESLT), a global electronics company engaged in a wide range of programs for innovative defense and commercial applications. URL: www.elbitsystems-us.com.



EMTEQ

EMTEQ - enhanced products, services, support and expertise. Products include: ARINC and non-standard equipment trays; RF/Specialty cables & assemblies (databus, Ethernet, multi-conductor); wire harnesses; cockpit/interior LED lighting; exterior lighting; integrated aircraft/avionics system engineering and installation kits; structural/mechanical upgrades; metal fabrication; design and consulting services; Advanced Connectivity & Productivity with SkyPro™.

EMTEQ has partnered with Cable Technology, a certified HUBZone and industry leader. Cable Technology provides Electrical/Mechanical Integrated Assemblies; Coaxial & High Performance Cable; Fiber Optic Cable; Overbraiding Services; IPC and J-STD Training & Certification.

We offer comprehensive program management and coordinate all aspects of projects. Worldwide locations: US, Switzerland, Brazil and Canada.

ENGINEERED ARRESTING SYSTEMS CORPORATION



Engineered Arresting Systems Corporation (ESCO - Zodiac Aerospace)

Engineered Arresting Systems Corporation (ESCO - Zodiac Aerospace) has been developing and providing arresting systems for military applications for over 50 years. In the early 1990s, the FAA approached ESCO to help develop a soft-ground arresting system for commercial airports and transport category aircraft. Working under a Cooperative Research and Development Agreement (CRDA) with the FAA, PANYNJ and others, ESCO developed a new type of predictable and reliable soft-ground arresting system. ESCO's Engineered Materials Arresting System, EMASMAX®, has the distinction of being the first, and currently only, engineered materials arresting system certified for airport runway safety areas and satisfying Part 139 requirements. ESCO sets the standard for providing quality and reliable products and services. We offer a full range of services including design, production, installation and technical support. Please see our website at <http://www.emasmax.com>.

Esterline

CMC Electronics

Esterline CMC Electronics

Esterline CMC Electronics is a major supplier to the aerospace and high-technology industries, airlines, military agencies and government customers around the world. CMC's leading-edge military and commercial avionics include navigation and flight management systems (FMS); global positioning system (GPS) receivers; satellite communications antenna systems; electronic flight bags (EFB); enhanced vision system (EVS) sensors; head-up and multi-function displays (HUD and MFD); mission computers and portable mission displays. Its product portfolio also features a wide range of custom avionics components and microelectronics.

CMC's breadth of experience extends to military, fixed and rotary wing aircraft such as the C-130 air transport, P-3 patrol aircraft, UH-60M, HH-60M and HH-60L Black Hawk helicopter, and a variety of trainer aircraft. The company has world leading expertise in upgrading the cockpits of air transport aircraft such as the B747, DC-10 and MD-80 fleets with GPS, FMS, display systems and sensors. Principal Locations: Montreal, Ottawa and Chicago.

Esterline

Defense Technologies

Esterline Defense Technologies

Esterline Defense Technologies (EDT), comprised of Armtec Defense Products, Armtec Countermeasures and Wallop Defence Systems, is the leading developer and manufacturer of infrared (IR), kinematic and spectrally matched decoy flares and radar countermeasure chaff used to protect aircraft from the most advanced heat seeking and radar guided missiles. EDT is also a premier developer and manufacturer of combustible ordnance products incorporated into tank, mortar and artillery ammunition. With facilities in five locations between the U.S and U.K., EDT is dedicated to serving the expendable countermeasures and combustible ordnance needs of its customers worldwide and is proud of their role in contributing to the preparedness of the US and allied armed forces.



Evergreen International Airlines

Evergreen International Airlines is a U.S. cargo airline specializing in ad hoc charter and contract freighter operations. Evergreen has provided safe, reliable, and cost-effective operations for more than four decades. The company, with nearly one million hours of experience, operates a fleet of Boeing 747 freighter aircraft on an ACMI wet lease, common carriage, and ad hoc basis worldwide. Evergreen is also a major participant in the US Civil Reserve Air Fleet (CRAF) program. Evergreen's worldwide operating authority and extensive bilateral routes provide global market access to its customers. From a five-day-per-week Hong Kong to New York freighter program to a single emergency flight necessary to maintain a production line. With its global network of bases, Evergreen can customize a program or rapid solution to suit any need and solve any problem. Evergreen Airlines' clients include some of the world's largest airlines, freight forwarders, manufacturers, and government agencies. www.evergreenairlines.com

FedEx

Express

Federal Express Corporation (FedEx)

FedEx Express is the world's largest express transportation company, providing fast and reliable delivery to every U.S. address and to more than 220 countries and territories. FedEx Express uses a global air-and-ground network to speed delivery of time-sensitive shipments, usually in one to two business days with delivery time guaranteed. FedEx Express and its employees handle over 3.5 million packages every day using an air fleet of 664 aircraft and serving more than 375 airports worldwide. Call FedEx at 1-800-Go-FedEx® or visit us at <http://fedex.com>.



Flightcom Corporation

Flightcom Corporation, a subsidiary of Sonetics Corporation of Portland, OR, is a premier provider of military aircrew Active Noise Reduction (ANR) headsets with integral SAT/cell phone capability and auxiliary audio input functionality as well as Passive headsets for groundcrew use. Designed for both aircrews and maintainers, Flightcom's durable, field supported headsets are engineered and manufactured to withstand rugged environments and are USAF approved on multiple airframes. Along with a popular line of military aviation headsets, Sonetics Corporation offers communications and hearing protection solutions for public safety, ground support and industrial applications including wireless headset systems for vehicle-based and portable applications. With twenty-six years experience in cockpit and ground communications, Flightcom's military division offers a broad range of communication products suitable to most military applications.

FlightSafety

international

FlightSafety International

FlightSafety International is a simulator-based training company whose contribution to aviation began with its founding in 1951. The company's special emphasis is on developing proficiency in the safe and effective operation of complex, potentially hazardous equipment. This normally means training pilots and maintenance technicians for all types of aircraft. FlightSafety's FAA-certified training revolves around the use of advanced simulators that replicate with certified accuracy the experience of flying. FlightSafety's aircraft simulators are designed and built by its Simulator Systems near Tulsa. Company training encompasses all facets of aviation – commercial, corporate, private and military. Included in its military programs, FlightSafety operates and maintains the C-5, KC-135, AND KC-10 Aircrew Training Systems for the United States Air Force. It also operates the Contractor Logistics Support (CLS) program for the T-38 and T-6A programs. The company has developed and deployed the Joint Primary Aircrew Training System (JPATS) ground based training system for the USAF and the Navy and provides logistics support for its continued operation. Since its founding, the company has always championed that: "The best safety device in any aircraft is a well-trained crewmember."



Gander International Airport (CYQX)

Gander International Airport (CYQX) has served as a strategic military staging point and technical stop since 1938. In its role as a joint civilian/military airport, CYQX hosts over 2,000 military aircraft annually ranging from F18s to C17s and everything in between. CYQX is an optimal staging point for military operations with strategic positioning for transatlantic flights and exceptional service on the ground. All services are provided 24/7 with no curfews or abatements. Gander has a proven track record in meeting the high standards demanded by military users and looks forward to accommodating your operation.



GE Aviation

GE Aviation, an operating unit of General Electric Company, is one of the world's leading manufacturers of jet engines, integrated digital systems, electrical power and mechanical systems for civil and military aircraft. GE Aviation has a global presence and is proud to deliver world-class maintenance and support services for all of its customers. Visit GE Aviation at www.ge.com/aviation. CFM International is a joint company of General Electric Company, U.S.A and Snecma Moteurs, France. For more information visit CFM International at www.cfm56.com.



Global Aviation Holdings

Global Aviation Holdings is the parent company of World Airways and North American Airlines. World Airways is a U.S.-certificated air carrier providing customized transportation services for major international passenger and cargo carriers, international freight forwarders, the U.S. military and international leisure tour operators. Founded in 1948, World operates a fleet of wide-body aircraft to meet the specialized needs of its customers. North American Airlines is a U.S.-certificated air carrier offering air transportation services throughout the world for the U.S. military and commercial customers. Founded in 1989, North American operates a fleet of Boeing 757 and 767 aircraft in charter service.



Goodrich Corporation

Goodrich Corporation is a global supplier of products, systems and aftermarket services to the aerospace, defense and homeland security markets. With annual revenues of \$6.4 billion, Goodrich is headquartered in Charlotte, North Carolina, and employs more than 24,000 people worldwide in over 90 facilities across 16 countries.

Goodrich's customers include aircraft and engine manufacturers, airlines and defense forces around the world. The company's transformation into one of the world's largest aerospace companies has been driven by strategic acquisitions and internal growth fueled by innovation and quality. From aerostructures and actuation systems to landing gears, engine control systems, sensors and safety systems, Goodrich products are on almost every aircraft in the world.

Some products include SmartProbe™ air data systems, electronic flight bag systems, security and surveillance systems, fuel measurement and management systems, vehicle health management systems, ice detection and protection systems, and rescue hoists and cargo winches.



A GENERAL DYNAMICS COMPANY

Gulfstream Aerospace Corporation

Gulfstream Aerospace Corporation, a wholly owned subsidiary of General Dynamics (NYSE: GD), designs, develops, manufactures, markets, services and supports the world's most technologically advanced business-jet aircraft. Gulfstream has produced some 1,800 aircraft for customers around the world since 1958. To meet the diverse transportation needs of the future, Gulfstream offers a comprehensive fleet of aircraft, comprising the wide-cabin, high-speed Gulfstream G150®; the large-cabin, mid-range Gulfstream G200®; the new large-cabin, mid-range Gulfstream G250®; the large-cabin, mid-range Gulfstream G350®; the large-cabin, long-range G450®; the large-cabin, ultra-long-range Gulfstream G500®; the large-cabin, ultra-long-range Gulfstream G550® and the ultra-large-cabin, ultra-long-range G650®. Gulfstream also offers aircraft ownership services via Gulfstream Financial Services Division and Gulfstream Pre-Owned Aircraft Sales®. The company employs more than 91,700 people at seven major locations. We invite you to visit our Web site for more information and photos of Gulfstream aircraft at www.gulfstream.com.

General Dynamics, headquartered in Falls Church, Va., employs approximately 92,300 people worldwide. The company is a market leader in business aviation; land and expeditionary combat systems, armaments and munitions; shipbuilding and marine systems; and information systems and technologies. More information about General Dynamics is available online at www.gd.com.



Hamilton Sundstrand

A United Technologies Company

Hamilton Sundstrand

Hamilton Sundstrand is a subsidiary of United Technologies Corporation (NYSE: UTX) and is headquartered in Windsor Locks, Connecticut. Among the world's largest suppliers of technologically advanced aerospace and industrial products, the company designs, manufactures and services aerospace systems and provides integrated systems solutions for commercial, regional, corporate and military aircraft. It is also a major supplier for global space programs.

Hamilton Sundstrand, a United Technologies Company.

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www.hamiltonsundstrand.com

"There exist limitless opportunities in every industry. Where there is an open mind, there will always be a frontier."

—Charles F. Kettering



Honeywell International

Honeywell is a world leader and growth-oriented provider of high-technology solutions for defense and space customers. We continuously innovate to expand and improve our product and service lines to meet the evolving challenges of our customers. Find out more about how we define "mission ready" on land, sea and air by visiting us at www.honeywell.com/missionready.



IBM

Rated consistently in the top 5 global supply chains by AMR Research, IBM's world class supply chain knowledge and thought leadership in technology makes it an ideal partner for the military's need for transformation. IBM integrates a powerful suite of global "sense and respond" capabilities, asset management, inventory optimization applications and processes to deliver 2 hour, 4 hour, and 24 hour time definite delivery of parts and maintenance to customers around the world. Through its vision and development of "Smart" technologies, IBM enables Military Commanders to instrument and interconnect an increasing number of intelligent devices to generate new levels of awareness, insight, and decision capabilities both at home station and in Expeditionary environments. Mission effectiveness and security are increased while infrastructure and energy costs are controlled more effectively. For more information about IBM Global Business Services, contact your IBM sales representative or Bob St Thomas at trst@us.ibm.com, or visit: ibm.com/government.



JBT AeroTech

John Bean Technologies Corporation (JBTC) is a leading global technology solution provider to high-value segments of the air transportation industry. JBT AeroTech is a business unit of JBTC and markets its solutions and services to domestic and international airport authorities, passenger airlines, air freight and ground handling companies, and the United States military. JBT AeroTech designs and manufactures cargo loaders, tow tractors, air conditioning units, deicers, passenger boarding bridges, automated guided vehicle systems, and other technologically sophisticated aviation ground support systems, products, and services for customers worldwide. JBT AeroTech currently supplies the U.S. Air Force with the Halvorsen 25K Aircraft Loader, Halvorsen 44K Loader (Canadian Forces), conventional MB-2 Tow Tractors (U-30, B-600, B-450), Diesel and Electric Air Conditioners (DAC/EAC), and the Trailer Mounted Air Conditioner (TMAC). Backing these world class designs, JBT AeroTech provides superior logistical support that services over 10,000 pieces of equipment at over 800 locations, in over 100 countries. With business centers worldwide, JBT AeroTech has grown into what industry experts call "the leading supplier of aircraft ground support equipment in the world."



JEPPESSEN
A BOEING COMPANY

Jeppesen

Jeppesen is a proud industry leading provider of aeronautical data and mission planning solutions to the global airlift and tanker market. Whether it is MilPlanner calculating your flight plan, NavData® running on your FMC, or our dispatchers supporting your flight operations, Jeppesen enables your worldwide mission. Jeppesen offers a complete suite of mission support products and services called the "Total Mission Solution." This comprehensive software suite, enables long range planning, mission tasking, mission execution and operations management, including the only cross-platform, operationally-approved Electronic Flight Bag in the industry. Many of these solutions are integrated into our Air Operations Center, a suite of applications that enable operations, reduce fuel costs, and expedite the tasking process. Leveraging the data that has made Jeppesen a leader in the industry for over 70 years, the Total Mission Solution empowers our customers to increase mission effectiveness and efficiency in today's complex global environment.



An Oshkosh Corporation Company

JLG Industries, Inc.

JLG Industries, Inc. is the world's leading designer, manufacturer and marketer of access equipment. The Company's diverse product portfolio includes leading brands such as JLG® aerial work platforms; JLG, SkyTrak® and Lull® telehandlers; and an array of complementary accessories that increase the versatility and efficiency of these products. JLG is an Oshkosh Corporation company [NYSE: OSK].

For more information about JLG Industries, Inc., log onto the company website at www.jlg.com.



Kalitta Charters, LLC

Kalitta Charters is a division of the Kalitta Group of Companies including Kalitta Charters II and Kalitta Air. Kalitta Charters' fleet of Learjet and Falcon-20 aircraft are approved for operations by the Department of Defense, Department of Energy, and Department of Justice in cargo, passenger and air ambulance configurations. The military designations for the Kalitta Fleet are the C-21 (30-series Learjet) which can be operated in cargo, passenger (8) and air ambulance modes, and the HU-25 "Guardian" (Falcon-20) with a 74" x 56" cargo door, which can be operated in cargo or passenger (9) modes. Kalitta Charters II is pending DOD approval with a fleet of 5 Boeing 727-200 freighters and a DC-9/15 freighter. Kalitta Air is a DOD approved air carrier operating a fleet of nineteen (19) Boeing 747 freighters. Kalitta Charters is an "Emergency Airlift" provider and operates 24-7-365 at world headquarters in Ypsilanti, MI and Southeast Regional Office in Morristown, TN.



L-3 Communications, Integrated Systems Group

L-3 Communications Integrated Systems Group develops and integrates defense and commercial technology for U.S. and allied customers worldwide. L-3 Integrated Systems has more than five decades of experience in the development of complex intelligence, surveillance and reconnaissance systems; command and control; and secure communications. It is recognized internationally as a systems integration organization specializing in the modernization and maintenance of aircraft of all sizes. It is a leader in advanced technologies for signal processing, electronic countermeasures, sensor development and aircraft self-protection. Systems provided or maintained by L-3 Integrated Systems help protect military and civilian personnel, bases, assets and national borders throughout the world. Headquartered in New York City, L-3 Communications employs over 66,000 people worldwide and is a prime contractor in aircraft modernization and maintenance, C3ISR (Command, Control, Communications, Intelligence, Surveillance and Reconnaissance) systems and government services. L-3 is also a leading provider of high technology products, subsystems and systems.



Lightspeed Aviation

Founded in 1996 by a group of former Tektronix executives, Lightspeed Aviation was launched with a simple mission—to design and build the quietest, most comfortable aviation headsets in the world for the professional or general aviation pilot. The result is a line of high-performance products that has dominated the ANR (Active Noise Reduction) headset market ever since.

Today, Lightspeed Aviation is the innovation leader in aviation headsets. From comfort, clarity, technological advances to customer support, Lightspeed Aviation and its signature headset Zulu, have become the premium standard. Zulu is supporting national defense missions in a variety of aircraft ranging from ISR to tankers to AWACS. For more information, visit our pro pilot page at: www.lightspeedaviation.com/content.cfm/Professionals.

Little Giant Ladder Systems

Little Giant Ladder Systems

Little Giant Ladder Systems® is the manufacturer of the popular As Seen on TV “Classic” ladder, Little Giant Safety Step, Aircraft Support, Tactical, Assault Ramp and our newest creation Revolution XE and Synergy ladders. Our ladders are used by all branches of the Armed Services; governmental agencies and police departments around the Nation. Available in aluminum and fiberglass; the Little Giant is a multi-functional telescoping ladder system made 100% in the US. Our ladders are made from heavy wall 6005 T-5 aluminum and are the safest, most versatile and most durable in the world. Special reduced government pricing is available for government agencies and employees. Contact Mark Anderton to receive pricing at marka@ladders.com or 801 806-9364. Available direct, GSA Schedule or DoD-E-mail.



Lockheed Martin Aeronautics Company

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 includes the proven and affordable fighter, the F-16 Fighting Falcon; the proven and versatile airlifter, the C-130J Super Hercules; the first operational stealth fighter, the F-117 Nighthawk; and the next-generation fighter, the F-22 Raptor. The company has been awarded the contract to build the multi-service, multi-mission F-35 Joint Strike Fighter of the future. The company conducts aircraft through-life sustainment as well as upgrade and modernization programs for legacy platforms such as the C-5 and the P-3.



Million Air - An Aviation Services Company

The Million Air chain of fixed-base operations (FBO) stands as the nation’s premier provider of upscale aviation services to include our famous Jet-A-Way Café. Million Air currently delivers general aviation services through a chain of separate franchises strategically located across the United States, Canada and the Caribbean.

Freeman Holdings, L.L.C. owns and operates Million Air FBO franchises in Alexandria, LA; Lake Charles, LA; Rome, NY; Moses Lake, WA; Topeka, KS, Victorville, CA and our newest facility at the Yuma, Arizona International Airport. Each one of these locations has the DoD fuel contract. Freeman Holdings Million Air FBOs are well known throughout all branches of the Armed Forces as the preferred “Military FBO” where the military flight crew always comes first. We are the MilAir in Million Air. We offer the best barbeque and Po Boy sandwiches at our Jet-A-Way Cafés. Freeman Holdings FBOs are the only FBOs in the country that can serve 100 passenger meals at quick turn speeds.



National Air Cargo

National Air Cargo is a customer oriented freight forwarder and CRAF airline. Our global reach is maintained via strategically situated offices in Bahrain, Germany, Japan, Korea, Malaysia, Qatar, the UAE, Tokyo, and our US HQ in New York. National Air Cargo provides door-to-door charter, next flight out, overnight and second day air cargo services worldwide 24/7/365. We specialize in oversized and heavy-weight cargo requiring a high service level and time-critical delivery. Visit us on the web at www.nationalaircargo.com.



Northrop Grumman Corporation

Northrop Grumman Corporation is a leading global security company whose 120,000 employees provide innovative systems, products, and solutions in aerospace, electronics, information systems, shipbuilding and technical services to government and commercial customers worldwide.



Omega Aerial Refueling Services, Inc.

Omega Aerial Refueling Services specializes in providing fee for service in-flight-refueling for US Navy and other “probe and drogue” combat aircraft.



Oregon Aero, Inc.

Oregon Aero, Inc. designs and manufactures 500+ products that represent engineered solutions to eliminate pain, improve impact protection and reduce noise. We generate continuous research and innovation within a context of sound experience and proven product performance. Our Seat Cushion and High-G® Seat designs and materials work together to create pain-free, durable, low-maintenance seating that improves aircrew endurance by eliminating distractions caused by seat pain. Other products include Painless, Quieter™ Aviation Headset and Helmet Upgrades, Ballistic Helmet Liner Pads and Retention Systems, Painless Portable Seat Cushion Systems, Impact-Absorbing ShockBlockers® Insole Inserts, Aviation Accessories, Specialty Tools, Knee and Elbow Pads, Kneeling Pads, Helmet and Headset Gear and Hand Sewn Aviation and other Equipment Bags. Free catalog. www.OregonAero.com. 800-888-6910.



Parker Aerospace

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"Some regard private enterprise as if it were a predatory tiger to be shot. Others look upon it as a cow that they can milk... Only a handful see it for what it really is – the strong horse that pulls the whole cart."

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A prime example of our integration capabilities is the United States Air Force C/KC-135 Global Air Traffic Management (GATM) program. As the flight deck systems integrator, we are upgrading the aircraft for changing Communications, Navigation, Surveillance/Air Traffic Management (CNS/ATM) requirements, enabling interoperability in both commercial and military airspace. As of April 2010, Rockwell Collins has delivered over 340 GATM modified KC-135 aircraft, on time and on budget. In September 2006, Rockwell Collins was also selected as the prime contractor for the KC-135 Block 45 upgrade, which remains on schedule and on budget.



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—Bill Owens



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Telephonics is organized into two operating units, each with a different product/technology focus: Communication Systems, specializing in communication management systems, wireless intercommunications and communication system integrations; Command Systems, specializing in maritime surveillance radar, identification friend or foe, and air traffic management and control systems.

Telephonics provides the entire radio management and control system for the C-17 Program as well as the C-130 AMP Program. Telephonics is now engaged in a modernization program to incorporate an open system architecture solution into the C-17 aircraft. The Communication Open System Architecture (COSA) program will provide a full digital solution with software configured growth capability.

Telephonics' TruLink® Wireless Intercom has been successfully utilized on USAF platforms including the C-17, C-5, KC-10 and C-130 variants. TruLink® provides safety enhancement and operational efficiency with clear, unteathered voice communication.

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Triumph Group, Inc.

Triumph Group, Inc., headquartered in Wayne, Pennsylvania, is a global leader in supplying and overhauling aerospace systems and components. Operating in 64 locations, Triumph designs, engineers, manufactures, repairs and overhauls a broad portfolio of aerostructures, aircraft components, accessories, subassemblies and systems. A wide variety of products and services are offered through three operating groups: Triumph Aerospace Systems Group, Aerostructures – Vought Aircraft Division, and Triumph Aftermarket Services Group.

The Company serves a broad, worldwide spectrum of the aviation industry, including Original Equipment Manufacturers (OEMs) of commercial, regional, business and military aircraft and aircraft components, as well as commercial and regional airlines and air cargo carriers.

The Company's diversification, coupled with ever broadening product offerings, allows it to respond to the changing needs of its customers and the marketplace. Triumph is ideally and uniquely positioned as one of the few companies worldwide that can offer a total solution of products, services and systems to the largest aerospace and airline companies in the industry.

As America continues the worldwide fight against terrorism, we can rest assured that our Aerospace Industry is striving to provide America's warriors with the best weapon systems available. The active participation and sponsorship provided by our Industry Partners is important to the continued success of the Airlift/Tanker Association, and the application of new technological developments in their products and services is critical to the continued success of America's Air Mobility mission.

The members of the Airlift/Tanker Association understand and appreciate the importance of our Industry Partners to the Association's success, and we –

*Thank You All for Your
Generous and Continuing Support!*



TYBRIN Corporation

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With our headquarters in Ft. Walton Beach, Florida, TYBRIN supports more than 230 global locations with superior service. Our customers include: Air Combat Command; Air Education & Training Command; Air Mobility Command; Air Force Materiel Command; Air Force Space Command; Pacific Air Forces; United States Central Command Air Forces; Air National Guard; Air Force Reserve Command; Special Operations Command; Army Aviation & Missile Command; US Army Space and Missile Defense Command; NASA; Defense Finance and Accounting Service; Defense Information Systems Agency; the State of Florida; and others, including many foreign countries.



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As the first Russian airline certified by the U.S. DoD to operate the Antonov 124-100, Volga-Dnepr has been, and is, very involved in supporting America's Global War on Terror. To date, Volga-Dnepr has operated in excess of 11,000 missions in support of U.S. DoD operations transporting everything from Helicopters, Mark V -SEAL boats, Patriot Missile batteries, MRAP and MATV vehicles. In addition to the U.S. DoD, Volga-Dnepr also supports allied nations in their efforts to stamp out terrorism on a global scale. Volga-Dnepr takes great pride in its enviable track record of on-time performance and reliability and in being able to contribute to the Global War on Terror.

SNOWBALL EXPRESS

Creating a network of hope for the families of our fallen heroes.

The purpose of the Snowball Express, an all volunteer, registered 501 (c) (3) corporation, is to help create new memories and a few days of joy for lives that have been shattered by the loss of their fallen hero. It is America's chance to give a gift of gratitude to the children and spouses of those men and women in the U.S. Armed Forces who made the ultimate sacrifice since September 11, 2001.

The weekend in California meant so much to us. My 3-year-old, who only knew her Daddy during her first two weeks of life, kept saying 'they are doing all of this because my Daddy is a hero'. I said this to one of the pilots, but I have to repeat it, this is the first time in a very long time that the smile actually reached my 10-year-old son's eyes! It meant so much to me to see my son really happy for the first time in over 3 years! We were so blessed to meet such incredible families and volunteers out there - the friendships we made will last a lifetime! When we got home, we had a package of toys waiting for us - it was like the weekend never ended! Have a wonderful and blessed holiday season!

- Jackie Syverson, proud wife of Maj. Paul Syverson



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Air Mobility Heritage & Heroes

First Female Military Pilots Presented Congressional Gold Medal

America's first female military pilots received the Congressional Gold Medal on 10 March 2010 at a ceremony in the Capitol. Almost 70 years ago, the Women Airforce Service Pilots were disbanded with little fanfare. This ceremony was a way to make things right for the trailblazers, Air Force Secretary Michael B. Donley said at the ceremony.

"As a result of your conviction and your devotion to duty, from that time onward, women would forever be a part of United States military aviation," Donley said.

More than 200 WASPs attended the event, many of them wearing their World War II-era uniforms. The audience, which House Speaker Nancy Pelosi noted was one of the largest ever in the Capitol and too large to fit into Emancipation Hall, also included their families, as well as the families of WASPs who have died or couldn't travel.

The original medal will be donated to the Smithsonian Institution for display later this year with the "Women in Aviation" display at its Udvar-Hazy Center in Chantilly, VA. Each WASP received a smaller version of the medal to keep.

Military members from every branch of service served as escorts for the veterans. For Air Force 1st Lt. Sarah Reich, escorting WASP Janet Lee Hutchison to the ceremony was "one of the greatest experiences" of her life.

"The past couple of days with Janet have changed my life," said Reich, an Air National Guard communications officer. "She told me, 'I have never known fear; everything is an adventure,' and I'll take that lesson with me forever. Her story as a WASP is just amazing."

The process to approve the Congressional Gold Medal was introduced and approved in record time last year. The bipartisan effort was led by Sens. Kay Bailey Hutchison of Texas and Barbara Mikulski of Maryland, as well as Reps. Susan Davis of California and Ilena Ros-Lehtinen of Florida. All four elected officials spoke at the event.

Deanie Parrish, associate director of Wings Across America, accepted the Congressional Gold Medal on behalf of the WASPs. Along with Pelosi, House Minority Leader John Boehner, Senate Majority Leader Harry Reid and Senate Minority Leader Mitch McConnell presented the medal.

Air Force Lt. Col. Nicole Malachowski, the first female pilot in the Air Force's air demonstration squadron, was instrumental in

shaping the bill to honor and recognize the WASPs. She also spoke at the ceremony.

"Today is the day when the WASPs will make history once again," Malachowski said. "If you spend any time at all talking to these wonderful women, you'll notice how humble and gracious and selfless they all are. Their motives for wanting to fly airplanes all those years ago wasn't for fame or glory or recognition. They simply had a passion to take what gifts they had and use them to help defend not only America, but the entire free world, from tyranny.

"And they let no one get in their way," she added.

Of the more than 1,100 women who volunteered and flew every fighter, bomber, transport and trainer aircraft in the inventory 68 years ago, only about 300 are still alive.

Betty Wall Strohfus, a WASP from Minnesota, was one of the women who "just had to be here for this." She flew the B-17 Flying Fortress and B-26 Marauder bombers, as well as the P-39 Airacobra fighter.

"It's almost unbelievable. We never thought this day would come," she said. "We were all just so grateful to have the opportunity to fly. But this was just such a lovely ceremony and so nice for all these people to come out for us."

From November 1942 through December 1944, this intrepid group of American women trained and served as Army pilots across the country. Twenty-five thousand applied. Over 1,800 were accepted into the program and 1,102 graduated and served their nation. They replaced male pilots so that they in turn could support the war effort overseas.

The WASPs were the first women to fly American made war planes. Their duties included ferrying new aircraft from the factory to bases across the country, testing aircraft systems, transporting personnel, training others by, among other tasks, towing targets for gunners and other flying tasks. Their training program started in Houston, Texas and was moved

to Sweetwater, Texas for better flying weather. They served at 120 bases across America and flew over 60,000,000 miles in every type of aircraft the Army had. Long considered civilians, not members of the military, they were not entitled to the pay and benefits offered to men. No U.S. flags were draped over coffins of the 38 WASP killed in service during World War II.

continues >



WASHINGTON, D.C. – Betty Wall Strohfus, a Women Airforce Service Pilot from Minnesota, sings the "Star-Spangled Banner" during the Congressional Gold Medal ceremony at the Capitol March 10, 2010. More than 200 WASPs attended the event, many of them wearing their World War II-era uniforms. The audience, which Speaker Pelosi noted was one of the largest ever in the Capitol and too large to fit into Emancipation Hall, also included their families, as well as the families of those who have since died or couldn't travel. (U.S. Air Force photo/Staff Sgt. J.G. Buzanowski)

They understood that flying was risky business, but they were willing to take the chance in service to their country. Dorothy Ebersbach can attest to can attest to the fact that things could get dicey. "I was a little afraid, now and again," Ms. Ebersbach concedes, but had only one particularly harrowing flight, test-piloting an AT-6 after repairs. "I'd fly them before the cadets would fly them," checking for problems like the one discovered one afternoon in the skies over Tucson.

After she was airborne, oil suddenly sprayed all over the windshield. The engine began to smoke. "They didn't have the oil tube on tight," she says of the aircraft mechanics. "And it got all over everything. But I got down OK."

Ebersbach, an Ohio native who became a registered nurse after the war and worked two for decades with the Hillsborough County Public Health Department, says she cherishes her time as a WASP. "I met wonderful people, made a lot of good friends," some of whom she remained in contact with long after the war. Now, almost all of her closest pilot friends have died, she says.

Leaving her father's Tampa construction company to become a WASP trainee in 1943, Ebersbach travelled by train to Avenger Field in Sweetwater, Texas.

Ebersbach had a jump on many of her fellow trainees, having completed previously a federally sponsored civilian pilot program at Peter O. Knight Airport on Davis Islands and ground school at the University of Tampa.

After six months of training in Texas, "They sent me to test planes at a secondary field outside Tucson," Ariz., she says. "I spent about nine months there and then was transferred briefly to Orlando for officer training."

Later she was stationed at Yuma, Ariz., where her duties included towing targets to provide practice for gunners aboard B-26 bombers. "I was there until three months before the December 1944 end of the program," she said.

Residents in towns around the air bases like the one in Texas were very cordial to the women pilots, she recalls. "When we were not flying, on Sundays, people would invite you out for dinner, groups of you."

The pilots initially worked seven days a week, but the schedule

soon was trimmed to six. Women pilots were paid \$350 a month; trainees, \$150, Ebersbach said.



TAMPA, FL – Col. Larry Martin, 6th Air Mobility Wing Commander, presents Dorothy Ebersbach, Women Airforce Service Pilots (WASP) pilot, her Congressional Gold Medal Coin during a Medal ceremony in Tampa, FL, 28 April 2010. (U.S. Air Force photo by Staff Sgt. Joseph L. Swafford Jr.)

Ebersbach didn't feel up to traveling to Washington, D.C. for the March 10 ceremony on Capitol Hill.

That in mind, the Tampa Garden Club honored their longtime member by arranging a surprise presentation at its April 28th meeting.

Compliments of U.S. Rep Kathy Castor, Ebersbach received an American flag flown over the U.S. Capitol on March 31.

Col. Larry Martin, 6th Air Mobility Wing commander at MacDill Air Force Base, presented Ebersbach with a silver-dollar-sized version of the Congressional Gold Medal.

Martin credited WASPs with helping to overcome a critical wartime shortage.

"There wasn't enough of anything," from copper to tin, Martin said. H.S. "Hap" Arnold, commanding general of

the Army Air Corps, "turned to women" to help ease the shortage of pilots qualified to fly noncombat missions to free up men pilots for overseas duty. "That was a very unusual thing in those days," the colonel added.

WASPs were afforded veteran status in 1977, after a long fight. So Congressional recognition shocked Ebersbach. "It was quite unexpected," she said.

About her status as an aviation pioneer, among the first women trained to fly American military aircraft, she says humbly, "I guess so; long ago and far away."

The Congressional Gold Medal is the highest award Congress can present to a civilian or group of civilians. Since the American Revolution, Congress has commissioned gold medals as its highest expression of national appreciation for distinguished achievements and contributions. Each medal honors a particular individual, institution, or event.

Although the first recipients included citizens who participated in the American Revolution, the War of 1812 and the Mexican-American War, Congress broadened the scope of the medal to include actors, authors, entertainers, musicians, pioneers in aeronautics and space, explorers, lifesavers, notables in science and medicine,

athletes, humanitarians, public servants, and foreign recipients. The medal was first awarded in 1776 by the Second Continental Congress to then-General George Washington and John Paul Jones during the American Revolutionary War. Past honorees include the Navajo Code Talkers in 2000 and Tuskegee Airmen in 2006. ■



Dorothy Ebersbach, Women Airforce Service Pilots (WASP) pilot, circa 1943. (Courtesy Photo)

"Flying may not be all plain sailing, but the fun of it is worth the price."

—Amelia Earhart

*"I have found adventure in flying, in world travel, in business, and even close at hand...
Adventure is a state of mind - and spirit."*

—Jacqueline Cochran

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Air Force Alternative Fuel Certification Efforts Reach New Milestone

The Air Force's ongoing alternative fuels certification efforts reached a new milestone on 27 August when a C-17 Globemaster III at Edwards AFB, CA, flew on all engines using jet fuel blended with a combination of traditional petroleum-based fuel, or JP-8, biofuel derived in part from animal fat, and synthetic fuel derived from coal.

The 418th Flight Test Squadron here conducted the flight tests 23-27 August.

The flight was a first for any Department of Defense aircraft where a 50 percent mix of JP-8 was blended with 25 percent renewable biofuel and 25 percent fuel derived from the Fischer-Tropsch process, which is essentially liquified coal or natural gas.

It was also the first time an aircraft from Edwards Air Force Base had used fuel derived from beef tallow, which is essentially waste animal fat.

"The C-17 fleet is the biggest Air Force consumer of jet fuel annually," said Lt. Gen. Mark D. Shackelford the military deputy to the assistant secretary of the Air Force for acquisition. "This is a big step forward in achieving the Air Force's energy goal of increasing the available supply of fuel by acquiring half of the Air Force's domestic jet fuel requirement from domestically derived, environmentally friendly alternative sources by 2016."

For several years, the Air Force been looking at alternate sources of fuel to support their operations, said James Holther, a 418th FLTS project engineer for biofuel testing. "The first thing the Air Force did was look at Fischer-Tropsch fuels that use natural gas or coal as the feedstock, and this is just a continuation of that ongoing effort."

"The fuel we're testing this time around is a biofuel manufactured with biomass as the feedstock," Mr. Holther said.

The hydro-treated renewable jet fuel, or HRJ, used by the C-17 contains biomass that can be made from either animal fats or plant

extracts such as camelina, a weed-like plant not used for food. The HRJ is blended with regular JP-8 jet fuel for the testing to gather data to support Air Force transport aircraft certification on alternative fuels from various feedstocks.

"When the certification effort is completed, it won't matter what feed stock or process was used to make the fuel, we will simply call it JP-8," said Jeff Braun, the director of the Air Force Fuel Certification Office.

Mr. Braun said his office is responsible for testing and managing certification of "drop-in" alternative fuel blends that will require absolutely no modification to aircraft or ground equipment. It also would necessarily provide the desired performance and burn as clean or cleaner than current JP-8, as demonstrated during the ground engine emission evaluation conducted as part of the C-17 test program.

"We want maintainers, aircrews and fuels handlers to be able to say they can perceive absolutely no difference between traditional JP-8 and the alternative blends," Mr. Braun said.

The testing process featured the C-17 flying with different combinations of HRJ and JP-8.

The testing required the C-17 to perform several maneuvers at different altitudes such as decelerating and then accelerating, to see how the plane responds with the HRJ mixed in, Mr. Holther said.

The 418th FLTS took precautionary measures to build up to the final test day.

"On Monday we had JP-8 in three engines, and one engine had a blend of 50-50 biofuel and the JP-8," Mr. Holther said. "It's part of a safety build-up. We'll build up to putting the fuel in all four engines by verifying the

performance differences are insignificant between the blended fuel engine and the regular fuel engines."

On 24 August, the test team expanded the evaluation by utilizing the HRJ blended fuel in all four engines, flying the aircraft on 50 percent biofuel.

A successful test is signified when the C-17 performs with little or no difference between the blended fuel and JP-8.

The flight testing culminated 27 August with the C-17 using a blend of HRJ: JP-8 and a Fischer-Tropsch fuel mixture: 50 percent JP-8, 25 percent HRJ and 25 percent Fischer-Tropsch.

The potential use of alternative fuels could provide the Air Force with more options and greater flexibility in the future.

"This is an opportunity for us to investigate the possible use of clean, renewable fuel sources," said Lt. Col. Clifton Janney, the 418th FLTS commander. "If successful, it can broaden the spectrum of fuels that we can use Air Force-wide."

Successful testing of the HRJ with the C-17 will be used by the AFCEO office to support certification of the biofuel in military and commercial transport aircraft.

"This test we are doing with the C-17 and biofuel is considered a 'pathfinder' effort, which means similar aircraft, like the C-5 (Galaxy), might be qualified to use this fuel based on the test results we get with the C-17," Mr. Holther said.

Mr. Braun said lessons learned from certifying individual airframes on Fischer-Tropsch fuels has been applied to the HRJ alternative fuel certification process, which will enable accelerated certification using pathfinder aircraft, then certifying other systems by similarity. The F-22 Raptor is the planned pathfinder for certifying the fighter fleet and the RQ-4 Global Hawk is being explored for platforms which operate at high-altitude. ■





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