

AIR MOBILITY – HOPE'S GLOBAL REACH:

WASP FERRY OPERATIONS • THE HUMP  
1943-45 • NORMANDY 1944 • BERLIN CONFLICT  
1945 (CANCELED) • BERLIN AIRLIFT 1948-49 •  
KOREA 1950-53 • INDIA-CHINA 1954 • SUEZ CANAL  
1956 • HONG KONG 1957 • TAIWAN 1958 •

# A/T/Q

**AIRLIFT/TANKER QUARTERLY**  
**Volume 19 • Number 4 • Fall 2011**

LEBANON 1958 • CUBA 1962  
• YOUNG TIGER 1964-73 • DOMINICAN REPUBLIC  
1965 • MIDEAST EVAC 1967 • KHE SANH 1968 •  
KHAM DUC 1968 • USS PUEBLO 1968 • BULLET  
SHOT 1972 • POW HOMECOMING ISRAEL  
1973 • BABY LIFT 1975 • AIR MOBILITY 1975  
• KOREA BUILDUP 1976  
1978 • GRENADA 1983 • LEEUWARDEN ISLANDS  
1989-90 • GULF WAR 1991 • KOSOVO 1991-  
2000 • SOMALIA 1992-95 • BOSNIA 1992-98 •  
IRAQ 1991-2003 • HAITI 1994-95 • YUGOSLAVIA  
1998 • ALBANIA 1999 • MOZAMBIQUE  
2000 • FIGHTING FREEDOM AFGHANISTAN 2001-  
• NOBLE EFFORT 2001- • IRAQI FREEDOM 2003-  
2010 • HAITI 2010 • TSUNAMI RELIEF 2004-05 •  
HORN OF AFRICA 2005-06 • TIBLISI GEORGIA 2008  
• ANTARCTIC 2008 • DARFUR REGION 2009 •  
HAITI 2010 • SANTIAGO CHILE 2010 • NEW  
DAMEN IRAQ 2010 • TOMODACHI 2011 • UNIFIED  
PROTECTOR LIBYA 2011 • TO BE CONTINUED



*Delivering  
Hope*

**Pages 12-22**

***A Salute to the A/TA Industry Partners***

**Pages 56-68**



## Together, we can turn 170,900 lbs. of payload into an immeasurable amount of hope.

You can't deliver deliverance if your equipment isn't ready — which is where team Parker comes in. We provide higher levels of reliability, maintainability, and sustainability by supplying support solutions to OEM standards. Offering innovative contracting. And implementing lifetime support.

Want to maximize readiness and minimize human suffering? Go to Parker for the performance-based logistics, technology insertions, reliability improvement programs, and customized options that will allow us to transform pounds of payload into immeasurable hope.

To learn more, call us at (949) 809-8100, or visit [www.parker.com](http://www.parker.com).

aerospace  
climate control  
electromechanical  
filtration  
fluid & gas handling  
hydraulics  
pneumatics  
process control  
sealing & shielding

Visit us at the A/TA Convention & Symposium, Booth 409.



ENGINEERING YOUR SUCCESS.  
[www.parker.com](http://www.parker.com)



# A/TQ

AIRLIFT/TANKER QUARTERLY  
Volume 19 • Number 4 • Fall 2011

*Airlift/Tanker Quarterly* is published four times a year by the Airlift/Tanker Association, 9312 Convento Terrace, Fairfax, Virginia 22031. Postage paid at Belleville, Illinois.

Subscription rate: \$40.00 per year. Change of address requires four weeks notice.

The Airlift/Tanker Association is a non-profit professional organization dedicated to providing a forum for people interested in improving the capability of U.S. air mobility forces.

**The Founding Members** of the Airlift/Tanker Association (\*Deceased) are: General Bill Moore, MajGen Jim "Bagger" Baginski, MajGen Tom Sadler, BrigGen Mal Hooker, Col Bob Ellington, Col Jimmy Maturo, Col Bill Bailey,\* Col Ken Chatfield,\* LtCol Hank Van Gieson and Mr. C. W. Scott.\*

**Membership** in the Airlift/Tanker Association is \$40 annually or \$110 for three years. Full-time student membership is \$15 per year. Life membership is \$500. Industry Partner membership includes five individual memberships and is \$1500 per year. Membership dues include a subscription to *Airlift/Tanker Quarterly*, and are subject to change.

*Airlift/Tanker Quarterly* is published for the use of subscribers, officers, advisors and members of the Airlift/Tanker Association.

The appearance of articles or advertisements, including inserts, in *Airlift/Tanker Quarterly* does not constitute an endorsement by the Airlift/Tanker Association, the Air Mobility Command, the Department of the Air Force or the Department of Defense, of the viewpoints, products or services mentioned or advertised.

©2011. Articles appearing in this publication may not be reprinted, in any form, without prior written approval from the Airlift/Tanker Association.

*Airlift/Tanker Quarterly* is quarterly news cycle-dependent and is distributed as follows: Winter: January / February / March; Spring: April / May / June; Summer: July / August / September; Fall: October / November / December [actual distribution dates vary]. The copy deadline for submitted stories, articles, letters, etc., is as follows: Winter: December 30th; Spring: March 30th; Summer: June 30th; Fall [Convention Edition]: August 30th.

*Airlift/Tanker Quarterly* accepts advertising for the inside front and back covers for the Winter, Spring and Summer Editions; and for throughout the Fall Convention Edition.

#### EDITORIAL STAFF:

Gen. Walter Kross, USAF, Retired  
Chairman, Board of Officers

Mr. Collin R. Bakse  
Editor and Art Director

Mr. Doug Lynch  
Business Manager

Col. Ronald E. Owens, USAF Retired  
Editorial Advisor

Col. Gregory Cook, USAF  
Editorial Contributor/Public Affairs Coordinator



# Table of Contents

## Association Business

2011 A/TA Board of Officers & Convention Staff.....	2
Chairman's Comments.....	4
President's Message.....	5
Secretary's Notes.....	5
Lost Member List.....	75
Association & Chapter Contacts.....	76

## Features

A Welcome Message from General Johns.....	6-7
A Salute to the Founding Members of the Airlift/Tanker Association.....	8-11

## Cover Story

<b>Delivering Hope.....</b>	<b>12-22</b>
Airlift/Tanker Hall of Fame.....	24-27
2011 A/TA Hall of Fame Inductee.....	28-31
2011 A/TA General Robert E. "Dutch" Huyser Award Winners.....	32-33
2011 A/TA Young Leader Award Winners.....	34-41
2011 A/TA General P. K. Carlton Award for Valor Winner.....	43
2011 A/TA Colonel Gail S. Halvorsen Award Winner.....	44
2011 A/TA Specialized Mission Award Winner.....	47
2011 A/TA General Ronald Fogleman ASAM Award Winner.....	48
2011 A/TA Key Spouse of the Year Award Winner.....	51
2011 A/TA LtGen James E. Sherrard III Award (AFRC) Winner.....	52
2011 A/TA MajGen Stanley F. H. Newman (ANG) Award Winner.....	55
A Salute to the A/TA Industry Partners.....	56-68
Mobility News & Views.....	70-73

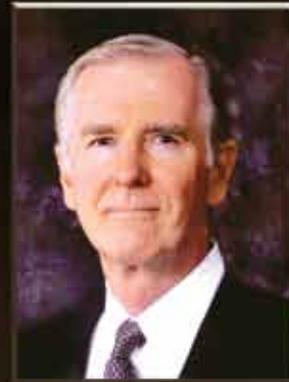
## Alphabetical List of Advertisers

AAR Mobility Systems.....	42, 69
Air Command & Staff College.....	23
Air Compassion for Veterans (courtesy ad).....	71
AMC Museum (courtesy ad).....	18
ARSAG.....	49
A/TA Enlisted Tuition Grant.....	9
BOEING.....	38-39
CAE.....	17
Coastal Aircraft/Oregon Aero.....	20
David Clark.....	74
EMTEQ.....	14
ELBIT Systems of America.....	Back Cover
Esterline/CMC Electronics.....	36
FlightSafety.....	Inside Back Cover
Gulfstream.....	54
Lockheed Martin.....	3, 46
Northrup Grumman.....	50
Parker Aerospace.....	Inside Front Cover
Pratt & Whitney.....	45
Rockwell Collins.....	53
Snowball Express (courtesy ad).....	72
Telephonics.....	10

**ON THE COVER:** A rainbow backlights a list developed by Col Michael G. McConnell, USAF (ret) for use on ASMA T-shirts given away at A/TA annual conventions, depicting many of the operations in which air mobility forces played a major role. The rainbow and list illustrate the many ways that air mobility provides "Hope's Global Reach," the theme of the 2011 A/TA Convention & Symposium.



# 2011 A/TA Board of Officers & Convention Staff



Chairman  
Gen Walter Kross  
USAF, (Ret)



President  
CMSgt Mikie Reynolds  
USAF, (Ret)



Senior Vice President  
LtGen John B. Sams, Jr.  
USAF, (Ret)



Vice President Programs  
Col Dennis L. Murphy  
USAF, (Ret)



Vice President Industry  
Col Robert E. Dawson  
USAF, (Ret)



Secretary  
Col Dan Penny  
USAF, (Ret)



Treasurer  
Col John J. Murphy, Jr.  
USAF, (Ret)



Historian  
Mr. Ellery Wallwork



Legal Advisor  
Maj Gen Richard D. Roth  
USAF, (Ret)



Convention Chairman  
Col Miles Willey  
USAF, (Ret)



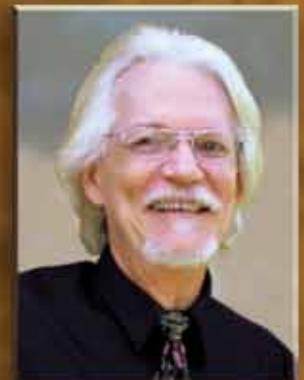
Symposium Coordinator  
LtCol Jeffrey B. Bigelow  
USAF, (Ret)



Master of Ceremonies  
Col Barry M. Creighton  
USAF, (Ret)



Convention Registrar  
Col Dennis W. Traynor  
USAF, (Ret)



Editor, A/TQ  
Mr. Collin R. Bakse

# C-5M. DOING THE HEAVY LIFTING AT A FRACTION OF THE COST.



© 2011 Lockheed Martin Corporation

THIS IS HOW

C-5M SUPER GALAXY

It carries more in less time, at lower cost. It can fly 5,000 miles – fully loaded – without refueling. And move materials more rapidly when the need to move rapidly is critical. It is more powerful. More reliable. And more affordable. Redefining strategic airlift is all a question of how. And it is the how that Lockheed Martin delivers.

[lockheedmartin.com/C5](http://lockheedmartin.com/C5)

LOCKHEED MARTIN 

## On Not Forgetting

I recently received a call from one of the A/TA Founding Members, Col Jimmy Maturo, USAF (ret), asking if there might be a way for the founders of the Association to be highlighted in each edition of A/TQ – not so much for them (they know who they are), but for the new Association members who join each year. He made a good point – approximately half of the membership turns over each year, that's about 4000 new members annually, most of whom are not familiar with the Association's early history.

Thanks to his timely suggestion, I was able to make his request happen beginning with this edition of A/TQ. A list of the 10 Founding Members has been incorporated into the "masthead" area to left of the Table of Contents on page 1. It will appear in each future edition of the magazine.

Col Maturo's suggestion started me thinking about the importance of not forgetting – or most positively stated, remembering, the people, places and events which shape our lives. The Founding Members of the A/TA began what has grown into America's premier Air Mobility organization, and they deserve to be remembered for it – so I have included an updated version of an article titled "A Salute to the Founding Members of the Airlift/Tanker Association," which first appeared in the pages of A/TQ back in 2005.

I hope the new members will appreciate learning about the roots of the Association, and that the article will make the old-timers recall some of the people, places and events of the "good ol' days."

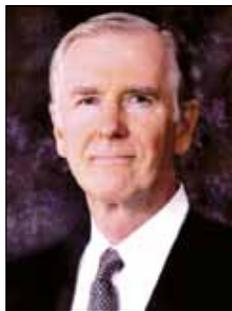
Unfortunately, not all events that should not be forgotten fit into the "good ol' days" category. This year, America marked the 10th Anniversary of 9/11, a seminal event in U.S. history, a day filled with "not forgetting," a day filled with remembering.

During thousands of events held around the country on 11 September, America remembered those on Flight 11, Flight 175 and Flight 93; those who lost their lives at the World Trade Center; the families of those who lost loved ones; the first responders and their families; and the sons and daughters, and their families who lost their lives or suffered wounds in the War on Terror; and, those in our armed services who are still fighting that fight.

The date also marked a decade of the successful strategy of "taking the fight to the enemy." A strategy that has worked thanks to the courage and sacrifice of the men and women—volunteers all—of the U.S. military. All Americans owe our military personnel, and their families, our deepest gratitude for their service. And, by the way, let's not forget that over 100,000 remain deployed in volatile war zones, and will remain so for at least a few more years.

**Collin R. Bakse, editor**

# Chairman's Comments



**Gen Walter Kross  
USAF, Ret**

Greetings fellow A/TA members. If you are reading this, there is a good chance that you are one of the 4,000-plus air mobility professionals attending this year's 43rd A/TA Convention and Air Mobility Symposium in Nashville, Tennessee.

This year's theme, "Air Mobility: Hope's Global Reach," was chosen specifically to showcase you and your air mobility teammates and the special service you bring to those in need around the globe. Additionally, 2011 marks the tenth anniversary of 9/11 for all of us. Our Symposium offers several special seminars that will underscore the meaning of the very extra-ordinary anniversary.

As always, we strive use "our convening" to recognize air mobility's finest. Our Awards Program highlights this year's Huyser Air Crew winners, our Air Mobility Young Leaders; and an entire series of individual awards that are named for heroes and milestone makers who have gone before us—leaving their singular and indelible marks on air mobility in so many ways. We also will present two unit awards—our newest awards—to the Air Force Reserve and Air National Guard units who made the best overall contribution to global air mobility in the past year.

At the apex of our Awards Program is our A/TA Hall of Fame Selection for 2011. This year's inductee is General Thomas M. Ryan, former Command-in-Chief of the Military Airlift Command. I call your attention to the A/TQ article on General Ryan on pages 28-31 of this issue.

General Ryan's will be only the 23rd induction into the A/TA Hall of Fame since we chartered it in 1989. Last year, for the second time, we chose not to have an induction. As always, we will highlight our Hall of Fame Inductee with a recognition video at our Hall of Fame Banquet on Saturday night. But this year, we have an additional special surprise in store for all those who attend.

In addition to all the elements of the Air Mobility Symposium—senior speakers, super seminars, standard seminars, recognition/awards events, and our Hall of Fame Banquet—three other activities have become premier elements of the Convention.

First is our Air Mobility Technology Exposition. We consider our exhibitor gathering to be the finest gathering of air mobility systems, technology, and services held anywhere annually. It is a "must see" for all attending the Convention and Symposium.

Second is a new event that we started only two years ago—our Spouses reception. I call your attention to this growing event, which was conceived by Megan Mitchell, AMC's 2009 Spouse of the Year.

Third, our Annual Crud Tournament has taken on a life of its own with many units fielding one or more teams. We believe it is the largest Crud tournament that USAF personnel participate in each year. The Crud matches run late into Thursday and Friday nights, and receive world-class technical support from some of our Industry Partners. This unique competition is an integral part of the A/TA Convention annually.

Yet another event occurs during the Convention. It's our Annual Business Meeting—open to all "members in good standing" who wish to attend. Our A/TA By-Laws place special significance on the Annual Business Meeting, where our elected Board addresses importance milestones and actions that require a approval by our attending members. For example, we use the Annual Business Meeting to: (1) elect or re-elect Board members (including the Chairman and the President); (2) vote on new policies (this year it's our proposed financial policy); (3) any changes to our governing By-Laws (none proposed this year); and (4) alterations to some of our key processes (this year we will adjust our Hall of Fame Induction Criteria and Voting Methodology).

I hope all of you enjoy the Convention—if you are here—and this exceptional issue of the *Airlift/Tanker Quarterly* (A/TQ)—our award winning publication so ably produced by Collin Bakse and his volunteer team.

**Walt**

# President's

# Message



**CMSgt Mike Reynolds  
USAF, Ret**

If you are reading this article at the convention, welcome to the 43rd Annual Airlift/Tanker Association Convention and Symposium. If you are reading at other than the convention, I hope to see you at Anaheim in 2012 for our 44th Annual Convention/Symposium.

The year's convention promises to be one of the best to date, with commitments from senior leaders, outstanding support from our defense contractors, and a great education program for all in attendance, but especially our active duty, guard and reserve personnel. The A/TA Convention always provides a great opportunity to meet with old friends and establish new friendships. The highlight of this year's event will be the banquet night when General Thomas M. Ryan, Jr. will be inducted into the Hall of Fame. Our theme for the convention is: Air Mobility—Hope's

Global Reach.

This convention concludes my first year as the A/TA President. It has been a fun year for me. As I reflect one thing stands out; the great people I have met and worked with over the year! The A/TA Board of Officers, Advisors, and all the volunteers that make our organization what it is have been such a pleasure to work with, and very helpful to me personally. General Johns, Chief Kaiser and the AMC staff are always available and willing to assist. General Kross is a great Chairman, and thankfully he is very patient with a rookie President. I would be remiss if I didn't say thanks to Mr. John L. Zoltak, SSAI President/CEO, for supporting me in my position with A/TA and for supporting A/TA. The entire Zoltak family is very supportive of me volunteering as President, but more than that, they are very supportive of the men and women serving in our military, in harm's way, defending freedom.

Congratulations to all of our 2011 award winners. The list of names is too long for this article, but it goes without saying, this group of people is at the top of the class. A/TA and especially local chapters are looking for our award winners' support. We always need energetic people involved with our local chapters and we are always looking for innovative ideas to make A/TA even better. I am looking forward to meeting and hearing what each of our winners have to say and especially their thoughts on how we improve our A/TA Mission.

Note: keep an eye open for the secretary's release of information on the HOF nominations for 2102. You should see this information early in 2012. As I type this message we are updating our nomination process and voting/scoring criteria. Look for more on this.

As we conclude this year's convention and everyone heads their separate ways, please be safe, enjoy the holiday season with family and friends, and as always; don't forget to give thanks to all of our great Airmen, Sailors, Soldiers, Marines, and Coast Guardsmen for what they do every day to support our wonderful country and way of life.

Peace and Gods Speed to all. I hope to see you in 2012 at an A/TA Chapter meeting or other A/TA events.

*Mike*

## Secretary's Notes

Welcome to the 2011 convention and welcome back to Nashville!

Just a reminder to the Chapter Presidents – please check the convention and symposium schedule. You will want to attend the Chapter Presidents' meeting. John Sams, our Senior VP, who is responsible for chapter health, and I will be there to work with you and answer questions you may have regarding chapter participation and how you fit into the base and/or Association structure. We will call on some of you to tell us how your chapters have managed to attract and hold senior leader support at your base, which we think is the key to healthy chapters.



**Col. Dan Penny  
USAF, Ret**

We are working the 2012 Board meeting schedule and by the time we hold our Board meeting at the convention we will have the locations and dates nailed down. As it stands right now, we will meet in Orlando, Florida, on Saturday, 25 February 2012, for the winter meeting. This is in conjunction with AFA convention which is 23-24 February. For the spring meeting, we are working the United States Air Force Academy for a date in late April or early May; and for the summer meeting, we tentatively plan to visit Seymour-Johnson AFB, Goldsboro, NC.

For the CRUD players and teams out there, we will have three tables for the 2011 competition in Nashville, and Lockheed Martin and Millionaire have both agreed to sponsor the tournament again.

So get your teams ready for some good fun. As we have done in the past, we will have double elimination on Thursday night and single elimination to crown the champion on Friday night.

Also, for all of you, please attend the General Membership Meeting on Saturday – again, check the convention and symposium schedule for the time and location for this important event.

*Dan*



# A Welcome Message from General Johns

*Gen. Raymond E. Johns Jr. is Commander, Air Mobility Command, Scott Air Force Base, Ill. 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.*

Welcome to Nashville and the 43rd annual Airlift/Tanker Association Convention and Symposium. On behalf of this great Mobility Team, Active, Guard, Reserve and Civilians, I'd like to thank General (Ret.) Walt Kross for his leadership. Gen Kross is a great patriot who continues to serve our nation and our Air Force, and we are all deeply indebted to his service as Chairman. I'd also like to thank Chief Master Sergeant (Ret.) Mike Reynolds, all of the A/TA board members, and the entire staff for planning and executing this convention & symposium.

As always, A/TA provides a tremendous opportunity for us to come together from across the Mobility Air Forces to celebrate what we provide our nation - Unrivaled Global Reach for America - delivering hope, fueling the fight and saving lives. Yet while we often focus on what we do - pounds of supplies moved, gallons of fuel transferred, or numbers of patients evacuated - I would offer that even more important than what we do is why we do it. We answer the call from others so they may prevail. For an organization as diverse as the Mobility Air Forces, you might not expect to find much commonality within the ranks. But as Chief Kaiser and I travel to our bases, en route infrastructure, and the AOR, asking what Mobility Airmen love about their jobs, we found a common theme at every location - serving others.

We are an organization made up of nearly 135,000 Total Force teammates - Active, Guard, Reserve, and Civilian - devoted and organized to respond to a call for help or support. We are the rapid mobility force for our nation, for our allies and for those in need. This is what drives us! We use this motivation to serve others throughout the entire range of operations. And often, because of how rapidly we can respond, our machines of war and wings of hope are often the first sign of help for our warfighters or victims of natural disasters.

If why we serve inspires us to action, then how we serve helps define our character. Because others depend on us, we are constantly looking for new and innovative ways to support combatant commanders and those in need. We are always improving and doing things previously thought impossible. Regardless of the career field, we have a "crew mentality" - we work together to ensure mission success. We collaborate within our team, with industry and with our sister services to deliver success. And because our missions are always changing we're very good at adapting. We take pride in the successes of those we serve, and you will often hear us celebrate them. We're proud of what our brothers and sisters in arms serving in the Air Force, Army, Marines and Navy do - and keeping them as the subject of the sentence is how it should be. Because of the dedication of our Mobility Airmen, others are able to succeed at their critically important missions.

And the accomplishments of the Mobility Air Force have been record-setting. It's been 10 years since the terrorist attacks landed on our shores in New York, the Pentagon, and a field in Pennsylvania. As the global security environment changed, America's Mobility Airmen answered the call. Since 9-11 this team has had the throttles forward. In operations all over the world we've airlifted over 17 million passengers and moved over 6 million tons of cargo, transferred over 2 billion gallons of fuel, and flown over 35,000 sorties to transport 177,000 patients. And in 2011, when we saw an even greater increase in the demand for air mobility capabilities, we didn't miss a beat.

Let's take airdrop for an example. From 2006 to 2010, the amount of supplies airdropped in Operation Enduring Freedom nearly doubled every year. Last year we dropped more than 60 million pounds, and we are on track this year to deliver over 90 million - three times the amount dropped in the entire Korean War. This is certainly the largest effort in the history of airdrop, and don't expect to see this demand decrease for quite some time because of the options airdrop provides to ground commanders in the AOR. We help keep warfighters off the roads and away from the

enemy's primary weapon and greatest threat to our ground forces, the Improvised Explosive Device. Airdrop saves lives and gets our brothers and sisters in arms the fuel, supplies and equipment necessary to operate and triumph in very inhospitable environments. When we hear Soldiers or Marines say, "Air Force airdrops are what keep us going," that's when we know we are making a difference and helping ensure the success of others. And as we continue operations in Afghanistan, we are poised to support the drawdown of nearly 50,000 personnel and cargo out of Iraq. Working with our sister services, we will ensure the orderly and precise execution of these final missions.

Iraq and Afghanistan aren't the only places we are making a difference. When the United Nations Security Council established a No Fly Zone over Libya and called for protection of its citizens from the brutal onslaught of a ruthless dictator, we stood up the 313th Air Expeditionary Wing. This amazing team has flown over 22,000 hours and transferred fuel to over 10,000 receivers in support of Operations Odyssey Dawn and Unified Protector. It's important to note this couldn't happen with just aircraft and aircrews, though. Airmen from every career field – maintenance, finance, contracting, security forces, personnel, intelligence, weather, civil engineering, medical, air traffic control, public affairs, and more formed an expeditionary team that ensured our grey tails were always available for thirsty fighters. I couldn't be prouder of how mobility Airmen across the Total Force left at a moment's notice and became part of a mission greater than themselves. That evening, instead of saying "goodnight" to friends and family, they said "goodbye." They knew it was more than just transferring jet fuel. Their unified effort kept a dictator from killing his own citizens. Now the people of Libya have an opportunity to forge their own destiny. At the end of the day I would say this is a very telling example of exactly why we serve.

At the other end of the spectrum, when the earthquake and tsunami struck Japan earlier this year we were ready with our humanitarian response, consequence management, and voluntary evacuation of US family members. We rushed pallets of food and water, generators and search and rescue teams to the region – over 600 sorties. Mobility Airmen assigned to Yokota Air Base worked day and night to load aircraft with relief supplies. When the nuclear power plants failed and concern grew over radiation levels, we brought in detection and decontamination equipment. We even airlifted a very specialized Navy Radiological Assessment Team to help the Japanese government mitigate the dangers to their citizens. How the world has changed! 66 years ago these were two nations at war. Fast forward to March of this year, and the people of Japan were very grateful to see US Air Force wings of hope arriving in a matter of hours after the tsunami. Sometimes in the midst of nature's fury we find the beauty and compassion of mankind. I think this is showcased by our mobility Airmen each time we serve others in their time of need.

These historic mission accomplishments require heavy lifting from our men and women in uniform. We call you up in the middle of the night to serve people you've never met. Never in history have we asked so much of all of you, and you keep delivering. This spirit of serving others is in our DNA. Answering this insatiable demand for airlift, air refueling and aeromedical evacuation is hard work, plain and simple. This operational tempo takes a huge commitment and sacrifice from each one of us and our families. It takes its toll on even the most resilient individuals. That's why Comprehensive Airmen Fitness (CAF) – daring to care about fellow Airmen and their families – is so important. CAF relies on each one of us to reach out and connect. Just as you are making a difference in the lives of others around the world by performing the air mobility mission every day, you can also make a difference in the lives of your teammates by delivering help – and helping them develop the resiliency to weather life's storms.

Caring for our people ensures America's Mobility Air Forces remain ready to answer the call of those in need around the world. While our aircraft are the visible tools we use for mission success, I

would offer it's not just about the cold hard steel and titanium of our machines. It's about the heart and soul of our force—our Airmen, from all career fields, Active, Guard and Reserve. It's about our civilians who serve alongside us. It's about our retirees who blazed the path before us. It's about our industry and commercial partners who share efficiencies and best practices and help sustain and modernize our fleet. And of course, it's about great one-of-a-kind organizations like A/TA.

A/TA is special because it is the one place where we come together with our family members who have a heart for service and a culture for answering the call. A/TA doesn't drive up membership with celebrity board members or a fancy sales pitch. Instead, A/TA draws us in because it serves others. A/TA listens, appreciates, supports our efforts, and adds value to all its members. It helps us grow deep bonds of friendship across industry, civilians, retirees, Active Duty, Guard, and Reserves. Bonds that are so important to the success of our missions. And we come together every year during the annual convention and stand shoulder to shoulder to share. It's certainly symbolic that on the last night of the convention, we join hands and sing "God Bless America." I think that says it all about A/TA and our wonderful Mobility Family. We come together with one common focus – to answer the call from others.

I started this letter discussing why we serve, and I'd like to finish on that same subject. On August 6th, 2011, a Chinook helicopter carrying 30 American servicemen and 8 Afghans was shot down while on a mission in Afghanistan. Everyone on board perished. This was one of the deadliest days of the 10-year war in Afghanistan, and the loss was felt throughout our military and across America. After a particularly memorable and emotional mission, Major Jacob Thornburg, 4th Airlift Squadron, Joint Base Lewis-McChord shared his perspective on why he serves:

"I was the aircraft commander for one of the two C-17s that transferred the remains of the service members that lost their lives in the Chinook helicopter crash. Before entering the aircraft, I noticed a transfer case close to the door. The American flag was tucked smartly, folded and secured on top. As I entered, I couldn't help but notice the entire cargo compartment filled with identical transfer cases with American flags. It was my duty to ensure they made it home. As I made my way outside to start my walk-around, I noticed a bus parked at the front of the aircraft. It unloaded eleven passengers-SEAL team members who were there to escort the fallen back to the states. I made eye contact with the lead SEAL, nodded my head in respect, and he nodded back. Two American flags and one SEAL Team Six flag hung from the top of the cargo compartment. I looked up at my aircraft and saw, "United States Air Force" painted on the side. I stood trying to take it all in. I wanted to make certain that I never forget these images. We need to honor the sacrifice of the fallen. I understand my role in getting these fallen warriors home is insignificant compared to the lives they lived and the things they did for our country. Most of it we will never know. All I know is every American should see what I've seen. The very next day we took the same aircraft back overseas. All the transfer cases were gone and no more American flags hung from the ceiling. Instead I watched a father lay with his son, cradled on his chest, on the same spot that only yesterday held a fallen warrior. I watched a young girl, clutching a teddy bear, sleeping quietly where the fallen had lain. I realized so many Americans have no idea where the fallen lay. I'm honored to be one that does."

Whether it's delivering hope, fueling the fight, saving lives or returning those who gave their last full measure of devotion to a final resting place back on American soil, our efforts are always in the service of others. I ask that as you learn, listen, connect and enjoy all this convention and the wonderful city of Nashville has to offer, that you never lose sight of the importance, the beauty, and the humanity of our global mission. Together, we are this year's conference theme—**"Hope's Global Reach."** ■

Founding Members Tom Sadler, Bill Moore and Jimmy Maturo on the ground in Vietnam. Circa 1968.

# A Salute to the Founding Members of the Airlift/Tanker Association

In 1969, former members of the 834th Air Division in Vietnam held their first reunion in Las Vegas, Nevada. Their primary purpose was to maintain the brotherhood developed during combat in Vietnam. The individuals responsible for this first "reunion," Gen. William G. Moore, Maj. Gen. Tom Sadler, Maj. Gen. Jim Baginski, Brig. Gen. Mal Hooker, Col. Ken Chatfield, Col. Bill Bailey, Col. Bob Ellington, Col. Jim Maturo, Lt. Col. Hank Van Gieson and Mr. C.W. Scott, deserve special recognition as "Founding Members" of an Association that has grown into the premier organization supporting America's mobility mission. During the reunion these Founding Members decided to get together on an annual basis and to increase attendance; as well as conduct formal and educational programs at each reunion under auspices of "ad hoc" volunteers with no designated board of directors. The founding principle of "volunteerism" was, and continues to be, instrumental in the Association's success.

At the 1975 reunion in New Orleans, attending members voted to incorporate the association as a nonprofit entity to promote the enhancement of aviation. Among

the stated goals of the Association was the sponsoring of seminars and symposiums on the advancement of airlift



Thus was formally formed The Airlift Association, Inc., with its management under an elected Board of Officers.

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

During those early years, a great deal of credit goes to the Founding Members, as well as other pioneers and visionaries of The Airlift Association, including Lt. Gen. Bob Coverdale, Lt. Gen. "Moose" Hardin, Maj. Gen. Ralph Saunders, Col. Jim Downing, Col. Bill Morley, Mr. Bob Eisenhart, CMSgt. Dave Pelletier, Col. George Dockery and others. They helped to form and nurture an organization of 157 members, which, through growth and change, has become the Airlift/Tanker Association, with 8000± active individual members and 78 Industry Partners [Sept 2011].



Though the Association grew out of a collective effort, most of the Founding Members agree that the idea for the first reunion came from Gen. Bill Moore, who had been commander of the 834th Air Division in Vietnam. During his nearly four decade long Army Air Corp/U.S. Air Force career he had commanded a B-24 Squadron in Italy during WWII, a B-26 Combat Group in Korea during the Korean War, the 834th Airlift Air Division in Vietnam, the 314th Tactical Airlift Wing, the 839th Tactical Airlift Air Division and the 22nd Air Force.

In November 1966 General Moore was assigned to Vietnam to organize the airlift effort in support of the Southeast Asia conflict. He reactivated and commanded the 834th Air Division at Tan Son Nhut airfield with responsibility for all tactical airlift in Vietnam. He made contributions toward



General Bill Moore

development of an efficient airlift system by absorbing the airlift control center, assuming ownership of the C-7 fleet from Army Aviation, a C-123 wing and an Aerial Port Group. The Division also exercised operational control over the C-130s that had arrived in Vietnam the previous year. Tan Son Nhut airfield developed the highest traffic density in the world. Cargo

throughput expanded nearly five times from 30,000 tons per month to 140,000 tons per month. Operating locations grew from eight to thirty-five. General Moore also participated in operation JUNCTION CITY, a battalion size parachute drop that required 13 C-130s for personnel and 10 C-130s for cargo. During this time period he was instrumental in the application of the Red Ball Express concept for moving high visibility items to the end user expeditiously.

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

In 2005 a second Founding Member, Maj. Gen. Jim Baginski, joined Gen. Moore as a Hall of Fame inductee. Fondly known throughout the air mobility community as "Bagger," he had served as a Tactical Airlift Liaison officer with the 1st Cavalry (Air Mobile) Division in An Khe, Republic of Viet Nam, and participated in the evacuation of Saigon. "Bagger" has been a stalwart supporter of the Association since its inception and has served as the Chair of the Association's Board of Advisors for many years.



Major General Jim Baginski

Another Founding Member, Maj. Gen. Tom Sadler, had also served as an Air Liaison Officer with the 1st Cavalry Division in Vietnam, and was later a Forward Air Controller, flying



Major General Tom Sadler

O-1 aircraft during the war. General Sadler retired from the U.S. Air Force in 1983, having served over 37 years on active duty. During his last assignment, as commander of the 21st Air Force, McGuire AFB, New Jersey, he personally led many real world missions including the first non-stop flight from the U.S. to Egypt to airdrop elements of the 82nd Airborne in a massive airdrop. After leaving the Air Force he became Vice President and General Manager of Butler Aviation in Charlotte, NC, retiring from that position in 1988. He continues to support America's military personnel.

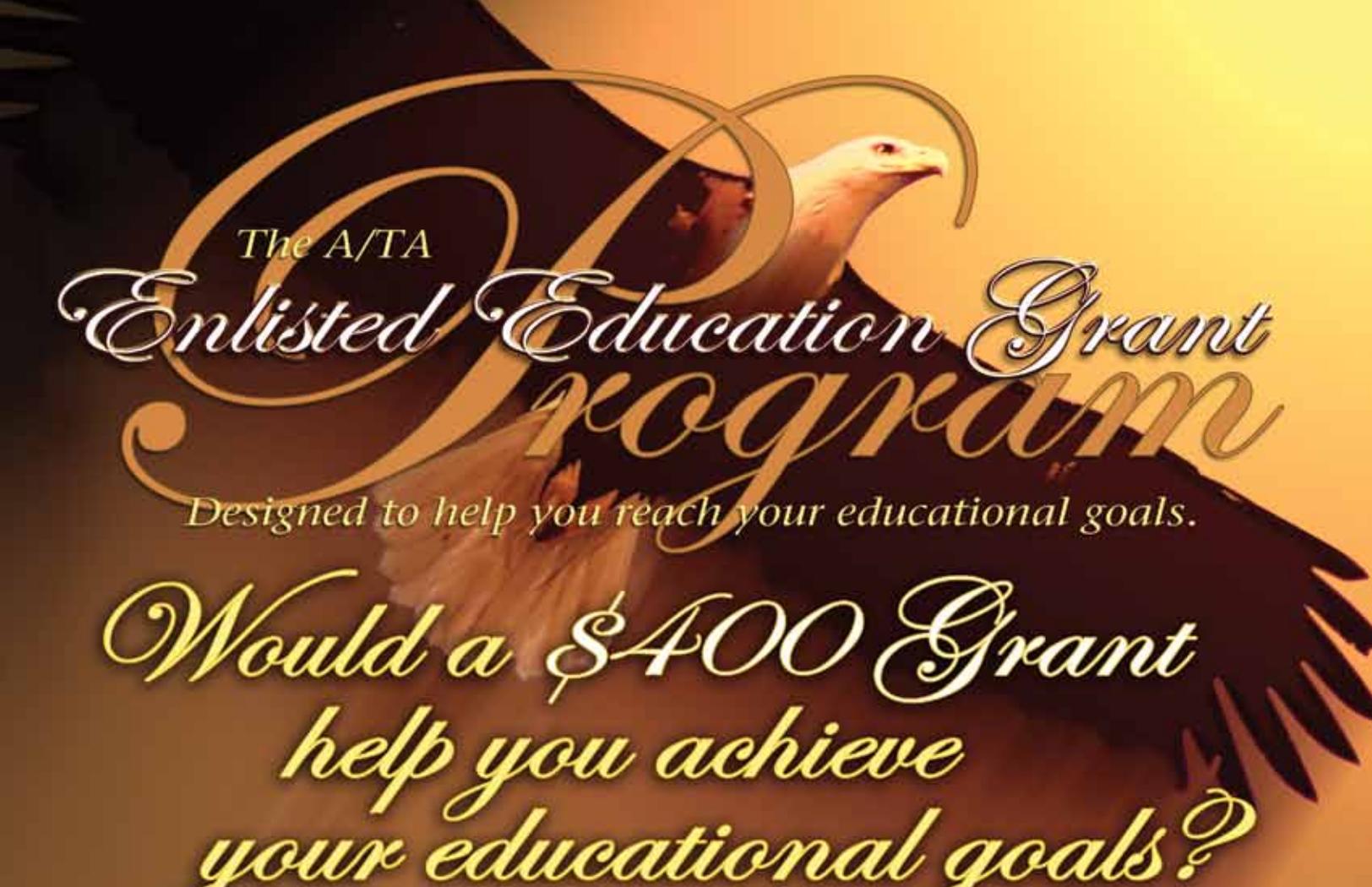
Founding Member Brig. Gen. Mal Hooker, who served with the 834th Air Division at Tan Son Nhut Airfield, Vietnam, as Director of the Airlift Control Center and the Director of Operations, has been a steady hand in



Brigadier General Mal Hooker

guiding the Association to success. Having been an advocate for, and a planner and participant

Founding Members continued >>>



The A/TA  
*Enlisted Education Grant  
Program*

*Designed to help you reach your educational goals.*

*Would a \$400 Grant  
help you achieve  
your educational goals?*

*The A/TA Enlisted Education Grant Program is designed to help A/TA enlisted members achieve their educational goals. Recipients are free to use their \$400 Enlisted Education Grant money for tuition, books, transportation, etc...*

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

**EEG CRITERIA:**

- ★ Current Membership in the Airlift/Tanker Association
- ★ Enlisted Member in Grades of E-1 through E-9
- ★ Commander's Recommendation
- ★ Assigned in an air mobility operational and/or support function (an augmentee on a mobility or maintenance support team, for example), OR, anyone directly or indirectly supporting the USAF Airlift or Air Refueling mission.
- ★ Must be a current member of Airlift/Tanker Association during the course which you are using to apply for the grant.
- ★ Checks will be issued upon completion of a course with proof of a grade of C or better in an accredited degree program
  - ★ Application must be postmarked within three (3) months of course completion.
  - ★ Individuals are limited to one ETG per 12-month period.
  - ★ Student financial need is not a criterion
  - ★ May not be used for a lower or lateral previously awarded degree

*Additional details and forms are available online at [www.atalink.org](http://www.atalink.org)*

*If you meet the criteria, apply today! The A/TA wants to help you continue your education, so you, too, can soar like an eagle.*



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

ABOVE ALL...YOUR MISSIONS NEED THE  
BEST COMMUNICATIONS

ADVANCED TECHNOLOGY WITH A GLOBAL REACH

[www.telephonics.com/communications.asp](http://www.telephonics.com/communications.asp)



TruLink® voice intercom systems enable safe and efficient aeromedical evac, air drop, and cargo operations with hands-free, full-duplex ease. Our fully digital, secure Communication Open Architecture systems operational in the C-17 fleet feature designs adaptable to special mission and IP communications. Telephonics Secure Digital Intercom Suite is the communications backbone of some forty-five platforms. Above all, we're your One Source for clear communications.



**TELEPHONICS**<sup>®</sup>  
A Griffon Company

in the annual 834th Reunion program, he concurred with the proposal to establish the Airlift Association, but found himself among many members who had concerns regarding the overall management of the Association. Accordingly, an Ad-Hoc committee was appointed to re-write the constitution. General Hooker participated in the deliberations and in May of 1979 he was appointed as interim Administrator/Treasurer pending ratification of the new constitution and the election of new officers. In October of 1979 he was named the first Chairman of the Board of the new, revitalized Association. He continues to serve on the A/TA Board of Advisors.

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

Another Founding Member, Col. Bob Ellington, who has been a continuous supporter of the Association and has contributed immensely to its success, also continues to serve on the Association's Board of Advisors. Col. Ellington, who secured rooms for the first 834th Reunion in Las Vegas using his own credit card and ran registration for early reunions "out of a cigar box," is considered the Association's "keeper of the flame," due to his foresight in securing and saving many early documents and other types of Association memorabilia. He served as the Association's President from 1981 to 1983 and as the Chairman of the Board from 1983 to 1985.

Before being assigned as Chief of ALCES with the 834th Air Division six months into his tour in Vietnam, Col. Ellington had been flying C-123s with 310th Air Commando Squadron, 315th Air Commando Wing, out of Nha Trang Air Base in support of Special Forces. After Vietnam he held positions within Tactical Air Command (TAC), finally following the C-130s to Scott AFB, Illinois, when they were transferred from TAC to Military Airlift Command (MAC). He retired from the U.S. Air Force as Director, Command & Control, HQ MAC, in August 1980. Following his retirement he continued to serve the air mobility community by consulting with several aerospace industry



Colonel  
Bob Ellington

companies over the next 21 years.

Though the Association's first official name was the Airlift Association, its roots as an Association for Airlift and Tanker personnel can be traced to Founding Member Col. Jimmy Maturo. During his Air Force career



Colonel  
Jimmy Maturo

he served as both a Tanker Aircraft Commander in the Strategic Air Command (SAC) and as an Airlift Aircraft Commander in the Military Airlift Command (MAC).

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

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

Lt. Col. Hank Van Gieson is another example of an Association Founding Member having an operational impact on the air mobility mission while on active duty, and a continuing effect on America's air mobility mission after leaving the service. One of Gen. Bill Moore's original staffers with the newly formed 834th Air Division in Saigon, he developed a C-130 airdrop procedure for the delivery and ignition of contaminated fuel in an effort to achieve area denial to the Viet Cong; and a subset of the technique for the C-130 airdrop of barrels of CS riot control agent for the purpose of interdicting the logistics trails in use by the enemy. Later, while assigned to the Operational Requirements office at TAC he spent five years working on the Advanced Medium STOL Transport (AMST) program, including the source selection of the YC-14 and YC-15 prototypes for the "fly before buy" program. Originally envisioned as a C-130 replacement, this effort eventually resulted in the C-17.



Lt. Colonel  
Hank Van Gieson

After his Air Force retirement in 1974, Colonel Van Gieson joined Boeing as Marketing Manager for military programs, moved to a TRW Plans group working with Iranian Air Force, and then returned to Boeing as the CX marketing manager, serving as the company's liaison to HQMAC. Follow-on assignments included working in the Boeing Washington D.C. office and as a lobbyist on Capitol Hill. He spent his

last two years with Boeing as Director of Government Affairs at the company's Seattle, Washington, headquarters.

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

Founding Member, Colonel Bill Bailey, affectionately called "Balls," enlisted in the Air Force in 1948 and was assigned to the Troop Carrier division of TAC. He was with the 834th Air Division in Saigon and saw action at Khe Sanh and during the TET offensive. His Air Force career included a stint as the squadron commander of the 14th Military Airlift Squadron, assignments with other C-130 and C-141 units and he served a tour with U.S. Navy 7th Fleet. He left the Air Force in 1975.



Colonel  
Bill Bailey

The other two Founding Members who have passed were instrumental in establishing the Association's ties with the aerospace industry. When the Founding Members were putting together the ad hoc committee to study the formation of a more organized association, Mr. C.W. Scott and Col. Ken Chatfield volunteered to help the effort by encouraging companies in the aerospace sector, as well as other companies with a military connection, to support the fledgling organization. Their early efforts laid the groundwork for the tremendous industry support the Association enjoys to this day:

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



Mr. C.W. Scott

Col. Ken Chatfield, the President of the Armed Services Mutual Benefit Association (ASMBA), an insurance company started during the war in Vietnam to provide insurance coverage for warfighters, centered his efforts on organizations that provided services for those serving our country. ASMBA became a "founding" corporate member, and the organization is still an Association Industry Partner. ■



Colonel  
Ken Chatfield

# Cover Story

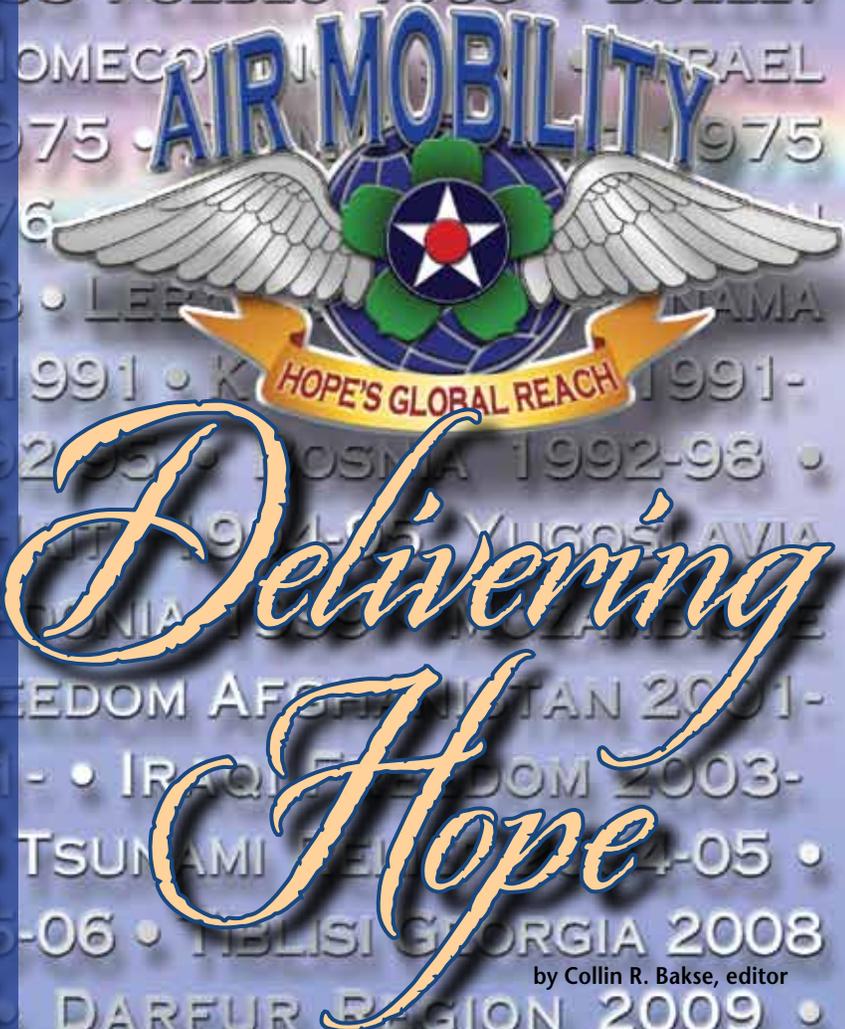
America's first airmen recognized aviation's potential for alleviating the effects of natural disasters, by, in effect, *delivering hope*.

As early as September 1919, Army Air Service planes from Kelly Field, Texas, dropped food supplies to marooned flood victims along the Rio Grande. On a few occasions during the 1920s, American aviators bombed their own country – for good cause. They delivered ordnance against ice jams in the Delaware, Platte, and Susquehanna Rivers to prevent flooding, save bridges, and restore navigation. In March 1929 at least twenty-one airplanes from Maxwell Field, Alabama, delivered twenty-seven tons of food and other supplies to flood victims in the southern part of the state.

The Army flew several dramatic relief missions during the 1930s. In 1932 bombers dropped supplies to Navajo Indians who had become snowbound by severe blizzards in Arizona. In December 1935 the 5th Bombardment Group bombed the Mauna Loa volcano, diverting its lava flow away from Hilo, Hawaii. In 1936 Air Corps squadrons flew food and other supplies to flood victims in Pennsylvania and the following year to southern Illinois. During February 1939 the Army air-delivered medical aid in the wake of an earthquake in Chile.

These, and other, aerial operations proved the worth of flight based humanitarian efforts while laying down a solid argument for expanding military use of air assets. The worth of air mobility for military operations would be proved early during World War II, in 1942, when a Allied soldiers and airmen fought to stem the tide of Japanese conquest in the Pacific theater by demonstrating the capacity to move vast amounts of cargo along with masses of soldiers and equipment *by air*...

AIR MOBILITY – HOPE'S GLOBAL REACH:  
OPERATIONS 1943-44 • THE HUMP  
1944 • BERLIN CONFLICT  
1945 (CANCELLED) • BERLIN AIRLIFT 1948-49 •  
CHINA 1954 • SUEZ CANAL  
1956-57 • TAIWAN 1958 •  
CUBA 1962  
1973 • DOMINICAN REPUBLIC  
1967 • KHE SANH 1968 •  
USS PUEBLO 1968 • BULLET  
DOMECOM • ISRAEL  
1975 • AIR MOBILITY 1975  
6  
• LEPTON • NAMA  
1991 • KHE SANH 1991-  
2005 • BOSNIA 1992-98 •  
1994 • YUGOSLAVIA  
• DOMINICAN REPUBLIC  
FREEDOM AFGHANISTAN 2001-  
• IRAQI FREEDOM 2003-  
TSUNAMI 2004-05 •  
-06 • TBLISI GEORGIA 2008  
DARFUR REGION 2009 •  
SANTIAGO CHILE 2010 • NEW  
DAWN IRAQ 2010 • TOMODACHI 2011 • UNIFIED  
PROTECTOR LIBYA 2011 • TO BE CONTINUED



by Collin R. Bakse, editor

### **The Genesis of Military Air Mobility**

Following the invasion of China in 1937, Japanese forces succeeded in controlling virtually all of China's Pacific coast, and large parts of the interior – giving the Japanese Navy command of all ocean approaches. In the spring of 1942, Japanese units overran Burma (on India's northern border), cutting off the last significant land routes that supplied the struggling armies of Generalissimo Chiang Kai-shek in China.

The United States and its allies needed to keep China in the war because its forces pre-occupied hundreds of thousands of Japanese troops. Holding that valuable Chinese turf permitted the Allies to attack Axis powers in the European theater, at the same time building a necessary launch site for an Allied attack on Japan's home islands. However, that grand strategy could only work if China and allied troops could be routinely supplied.

The U.S. had started helping China to defend itself even before the Pearl Harbor Attack. Lend-Lease aid began in April 1941, and in June the Flying Tigers were sent to fly missions against the Japanese.

When Japan cut off the Burma Road, China National Aviation Corporation (CNAC), using planes commandeered from U.S. domestic airlines, began the treacherous route over the Himalayas and became the lone supplier of China's combat forces – along with United States Army Air Force (USAAF) General Claire Chennault's American Volunteer Group – the Flying Tigers.

Accordingly, the 10th Air Force, based in India, took responsibility for substantial air cargo flights and began China-Burma-India (CBI) theater operations over "the Hump," the dangerous 530-mile long passage over the Himalayan Mountains, in April 1942. During the first two months of piloting the route, the 10th Air Force carried 196 tons of cargo, and the CNAC delivered 112 tons – not nearly enough to sustain the Chinese.

On 5 May 1942, Japan's elite Red Dragon Armored Division approached the last barrier to China's back door — the mile-deep Salween River gorge. If the Japanese crossed the bridge over that river, China would be out of the war.

Flying Tiger P-40s and Chinese ground forces destroyed the bridge. The Japanese hauled pontoons to the river's edge while waiting trucks and tanks snaked for miles along the Salween's bank. Chennault's Tigers fought them off. The remnants of Japan's elite army turned back. Never before had an invading army been defeated solely by air power. It was a defining moment for the Flying Tigers, CNAC and for aviation history, however, China still lacked access to the coast and Chiang Kai-shek's troops still need to be supplied.

To make matters worse, in July the Japanese landed on the island of New Guinea, located just north of Australia. Pausing only to consolidate their beachhead and bring in additional supplies and reinforcements, they marched south across the island, over the rugged spine of the Owen Stanley Mountains, toward the Allied strongpoint at Port Moresby. They planned to capture this important base and force the Allies to withdraw from New Guinea, leaving Japan in a perfect position to isolate

and perhaps invade Australia. Now both China and Australia were in peril.

Australian troops had successfully blocked the Japanese assault, but, after weeks of bitter fighting, reinforcements were needed to strengthen the defenses at Port Moresby and prepare a counterattack. General Douglas MacArthur ordered that elements of the newly



**During World War II, America's air mobility forces were delivering hope on many fronts around the globe, adding immeasurably to the Allied victory. This photo shows a C-46 flying the "Hump," the dangerous 530-mile long passage over the Himalayan Mountains. (U.S. Air Force Photo).**

arrived U.S. 32nd Infantry Division be sent from Australia to New Guinea as quickly as possible. However, shipping was in short supply, and the passage from Australian ports to New Guinea would take days. The dire military situation and limited resources forced the Army to innovate, improvise and take risks. The Australian's needed a delivery of hope, *fast*.

Major General George Kenney, the Allied Southwest Pacific Area air commander, urged General MacArthur to fly American combat troops along with their arms and equipment from Australia to Port Moresby, insisting that this could be accomplished quickly and without loss. Many were skeptical – the airstrips in theater were crude, the soldiers and airmen untrained, the distances vast, the airspace contested and the inventory of aircraft unsuited for such an operation. Nevertheless, MacArthur was intrigued, but he wanted to

see a successful demonstration before approving the plan. He authorized Kenney to fly one combat loaded infantry company from Australia to New Guinea, stating that if the effort was successful, he would grant permission to airlift an entire regiment.

The commander of the 32nd Division selected a force of 230 men consisting of Company E, 126th Infantry Regiment, a platoon of engineers and a small medical detachment to test General Kenney's airlift plan. To overcome the shortage of transport aircraft, heavy bombers scheduled for overhaul and civil airliners (arriving complete with stewards and a beverage service) were tapped to support the airlift. The men of the task force arrived at Amberly Field in Brisbane in the early morning of 15 September 1942, boarded a motley collection of aircraft and started their long 1300 mile flight.

By six that evening General Kenney received word that the men had arrived safely and on schedule at Port Moresby. MacArthur was impressed and immediately gave Kenney the go-ahead to begin fly-

ing the 128th Infantry Regiment from Australia to New Guinea. This operation was the first combatant airlift in American military history. The technique of using cargo aircraft to move large numbers of combat-ready soldiers to hastily prepared, forward airfields made it possible for Allied forces to bound westward across New Guinea and the wide Pacific. By demonstrating the effectiveness of air mobility these courageous and innovative

soldiers and airmen revolutionized warfare. They changed the way America projects power around the world.

Meanwhile, in the CBI theatre, it became obvious that a new game plan had to be organized, and, in October 1942, General of the Air Force Henry H. "Hap" Arnold decided to put the Air Transport Command (ATC) in command of all Hump operations, and 10th Air Force units on Hump assignments were transferred to the

***"We deliver hope with our airlift capabilities,  
we fuel the fight with our air refueling and  
we save lives with our aeromedical evacuation...  
the heart of what we really do (is in our) Airmen:  
our support (personnel), our tacticians,  
maintainers, porters and aircrews,  
who focus on helping others."***

—General Raymond E. Johns, Jr., commander Air Mobility Command, 2011

# THE EXPERT FOR LED LIGHTING

[www.emteq.com/gslighting](http://www.emteq.com/gslighting)



**EMTEQ**<sup>®</sup>  
A/TA Booth #307

Interior & Exterior LED Lighting | Avionics Upgrades | Cables & Connectors | Engineering & Certification

ATC in December. The ATC, with authority to handle all airlift requirements in the CBI theater of operations, brought its special experience to sort out the problems in air transportation and cargo flying.

Operational efficiency began to improve with the delivery of more airplanes and personnel, better weather forecasting, accumulated flight experience, and newly built airfields constructed with proper drainage.

The big push came in the form of high-level Allied conferences during the spring of 1943. Those meetings established a timetable for major European offensives and also resulted in agreements to accelerate the offensive against Japanese forces in Asia. President Roosevelt called for a goal of 10,000 tons a month for the airlift into China.

Military planners quickly shifted workers and equipment from road to airfield construction, and Combat Cargo Groups were soon on the way. The newly introduced units' sole purpose in the theater was to be air-resupply, supplying ground units in a combat zone. The First through Fourth Combat Cargo Groups were deployed to Karachi, India, via the South Atlantic route on 19 May 1944. Each of the combat cargo groups was to consist of four squadrons, each with 25 aircraft.

One hundred new C-47-A aircraft were sent to India, along with 100 experienced multi-engine-rated pilots, 100 experienced multi-engine-rated copilots, and 75 additional reserve flying officers. Each aircraft was assigned a crew chief and radio operator, plus a navigator on loan from the ATC.

The four combat cargo groups used in the CBI theater were not the only cargo-carrying air transport units. There were in addition, the ATC Army Air Force Base Units, the Ferry Command Squadrons, the Troop Carrier Groups, the Air Commando Groups, the CNAC, Royal Air Force Groups, and Royal Australian Air Force Groups and Squadrons. Tackling the Hump on numerous occasions, they all served with distinction in the CBI theater.

ATC transports carried some heavy construction equipment across the Hump to Chinese construction sites, however the major labor force on both sides of the Himalayas involved tens of thousands of local workers, consisting of men, women, and children delivering equipment, tools, stone chips and other building materials in baskets of woven vines, so it is remarkable that by the spring of 1945, a determined effort resulted in 13 primary bases for the ATC in India and six in China. And, on 28 January 1945, the 717-mile "Burma Road" (dubbed *The Stillwell Road* after Gen. Joseph Stillwell an American adviser to Chiang Kai-shek) from Lashio, Burma to Kunming in southwest China was reopened by the Allies, permitting supplies to flow back into China by land.

Nearly 1,000 men and 600 Air Transport Command planes were lost over the Hump by the end of China-Burma-India theater operations. In addition, CNAC lost 38 planes and 88 airmen.

By the end of World War II, newly appointed Hump commander Brig. General William H. Turner, had increased the ATC Division from 369 to 722 aircraft, and personnel numbers improved from 26,000 to more than 84,000. Final offensives against the Japanese resulted in one ATC transport taking off every three minutes. Early

in 1945, the monthly cargo delivered to China had reached 44 thousand tons – peaking at 71 thousand in July. The war would be over the following month. However, using the world's airways to deliver hope was really just beginning, and the next big airlift was only a few years away on the other side of the globe.



**C-47s on the ramp at Berlin's Tempelhof airport during the Berlin Airlift. Dubbed Operation Vittles, more than 2.3 million tons of cargo were delivered during the airlift. (U.S. Air Force Photo).**

controlled by the United States, the Soviet Union, Great Britain, and France. The capitol city of Berlin, deep in the Soviet sector, had been divided in half, with West Berlin controlled by the western Allies and East Berlin by the Soviets. West Berlin would be supplied from outside the Soviet sector by roads, railroads, canals, and three air corridors. The air corridors led to Berlin from the German cities of Frankfurt, Hanover, and Hamburg and were each 20 miles (32 kilometers) wide.

The Soviets, though, were acting in an increasingly aggressive manner toward the capitalist western nations. In 1948, when the western nations released a new German currency in an attempt to restart the economy in their sectors, Soviet leader Joseph Stalin

ordered his ground troops and air force to "harass" the supply traffic to Berlin. Then, on 22 June 1948, the seventh anniversary of the Nazi invasion of Russia, all ground traffic to Berlin was stopped, halting 13,500 tons of daily supplies to Berlin. Only the air corridors, protected by treaty, remained open.

The United States, with the U.S. military governor in Germany, General Lucius D. Clay, wanted to "force the issue" and use troops to escort the supply convoys through the blockade. But British Foreign Minister Ernest Brevin proposed a massive airlift that would use military planes to fly supplies into the city. Berlin needed at least 2,000 tons of supplies per day for the most basic subsistence. The U.S. Air Force in Europe, however, had only 100 Douglas C-47 "Gooney Bird" planes available, barely enough to fly in supplies for Berlin-based U.S. personnel. But with careful planning and organization, Major General Curtis LeMay, commander of

the U.S. Air Force in Europe, managed to deliver twice the estimated amount of supplies into the city on a test run, and Clay decided to try the airlift. LeMay told him to request Douglas C-54 Skymasters from the Pentagon. Skymasters were the air force's largest transport plane and could carry four times as much as the C-47s.

The first Skymasters arrived at Rhein-Main Air Base in Germany on June 28. As soon as they landed, they were loaded and sent to Berlin. By the end of the next week, 300 C-54s had arrived from



**Then 1st Lieutenant Gail Halvorsen attaches candy to a parachute during the Berlin Airlift. Known as "Uncle Wiggly Wings" and the "Candy Bomber," he personifies America's "Delivering Hope" attitude. (U.S. Air Force Photo).**

the Panama Canal Zone, Alabama, Hawaii, and Texas. The navy sent two squadrons of R5Ds (the navy's version of the C-54). The British had already filled its bases with Dakota, Avro York, and Handley Page Hastings aircraft. By the end of the summer, civil transports and planes from Australia, South Africa, and New Zealand had joined the operation. The mission, originally called the LeMay Coal and Feed Delivery, was renamed Operation Vittles by the Americans and Operation Plainfare by the British. The planes took off from Rhein-Main Air Base and two British bases, flying on the northern and the southern corridors. They landed in one of three airports and exited by the center corridor.

In August, General William Tunner, the veteran of the supply runs over the Hump during the war, arrived to direct and standardize operations to increase efficiency and safety. He discouraged flying heroics, saying that "a successful airlift is about as glamorous as drops of water on a stone." And the new flying regulations reflected this, leaving little room for error. Airplanes took off every three minutes, around the clock. They maintained that interval throughout the 170-mile (274-kilometers) flight, not veering an inch from the prescribed route, speed, or altitude. When they arrived in Berlin, they were allowed only one landing attempt. If they missed it, they had to transport the load back to base. When each plane landed in Berlin, the crew stayed in the plane: a snack bar on a wagon gave them food, and weathermen arrived in jeeps with weather updates. As soon as Germans unloaded the last bit of cargo, the plane would take off. Back at base, there was a 1-hour 40-minute turnaround allowed for ground crews to refuel, reload, do preflight preparations, and perform any required maintenance, which was considerable as the engines experienced rapid and excessive wear from the short flights. Tires also experienced extreme stress from the heavy loads and hard landings.

The cargo needed to keep Berlin going included coal, food, medical supplies, steamrollers, power plant machinery, soap, and newsprint. The U.S. Air Force's 525th Fighter Squadron sent the city a gift – a baby camel named Clarence. Food was dehydrated to decrease weight. And salt, which corrodes some metals, was flown in by Short Sunderlands, a seaplane with a corrosion-proof hull. When the seaplane bases froze in winter, the salt was flown in containers slung externally from Handley Page Hastings. But coal was the trickiest commodity, although the most important, comprising 65 percent of the cargo. Coal dust corroded cables and electrical connections, and crews complained of breathing problems from inhaling the dust. When the planes had their 1,000-hour overhauls, their weights had increased by as much as 100 pounds (45 kilograms)--all coal dust. Eventually, surplus army duffel bags were used to hold the coal and decrease the dust somewhat.

The other memorable cargo was candy. At Berlin's Tempelhof Airport, pilot Gail Halvorsen one day met some Berlin children who stood at the fences to watch the planes. Touched by their happiness

when he gave them two pieces of gum, he cajoled his crewmates into pooling their candy rations. For the next several weeks, they dropped candy to the children, using handkerchiefs as parachutes and signaling a drop by wiggling the plane's wings. A German journalist, having been hit by one of the packages, wrote a story about the man the children called the "Candy Bomber" and "Uncle Wiggly-Wings." His secret was out, but embracing a perfect propaganda story, the air force encouraged his kindness. The men on base began donating their candy rations and soon packages of candy, gum, and handkerchiefs arrived from the States. The project, called Operation Little Vittles, delivered 23 tons of treats to children all over West Berlin.



**During one of the many operations in which air mobility forces have played a role, a Military Air Transport Service (MATS) C-124 Globemaster II aircraft sits on the ramp at Beirut Airport, Lebanon in 1958. The aircraft was one of a task force of 36 MATS C-124s dispatched from the United States to Rhein-Main Air Base, West Germany to assist in the airlift, deploying Army and Marine units along with their equipment and materiel to Beirut, Lebanon. (U.S. Air Force Photo).**

worked together, something many had worried would not happen with an independent Air Force. Most importantly, though, the Berlin Airlift began to repair the psychological wounds of World War II. Less than five years earlier, many of the same pilots had been dropping bombs on Berlin. Many found it hard to accept that they were now trying to save the lives of their former enemies. But they adjusted quickly because, as one airman said, "Somehow that faceless mass of two million suddenly became individuals just like my mother and sister." Many, who felt guilt from dropping bombs on civilians found redemption in helping these same people survive.

On May 12, 1949, after more than 2.3 million tons of cargo, and 277,685 flights, the Soviets relented and reopened the ground routes. In an effort to end western presence in their territory, they had succeeded only in embarrassing themselves. The airlift officially ended on 30 September 1949. During the entire operation 17 American and 7 British planes were lost due to crashes. 78 British and American men were killed during the operation.

For the U.S. military the Berlin Airlift carried more significance than victory against a new enemy. The service branches had

worked together, something many had worried would not happen with an independent Air Force. Most importantly, though, the Berlin Airlift began to repair the psychological wounds of World War II. Less than five years earlier, many of the same pilots had been dropping bombs on Berlin. Many found it hard to accept that they were now trying to save the lives of their former enemies. But they adjusted quickly because, as one airman said, "Somehow that faceless mass of two million suddenly became individuals just like my mother and sister." Many, who felt guilt from dropping bombs on civilians found redemption in helping these same people survive.



**A wounded soldier is treated by U.S. military personnel before being placed aboard a C-141B Starlifter aircraft for medical evacuation during Operation Urgent Fury in Grenada, which took place from 15 October to 3 November 1983. KC-135 and KC-10 tankers provided refueling support during the operation. (U.S. Air Force Photo).**

The Berlin airlift still ranks as the largest humanitarian operation ever undertaken by the Air Force. The more than 2.3 million tons of supplies flown into the city over approximately 10 months dwarf all future operations. Even the airlift to war-torn Sarajevo between 1992 and 1997 brought in only 179,910 tons—less than the amount flown into Berlin in one month alone.

The airlift became a model for future humanitarian airlifts. Aircraft specifically designed for air cargo operations were designed based on the lessons of Operation Vittles: the Lockheed C-130 Hercules, C-141 Starlifter, C-5 Galaxy, and the Boeing C-17 Globemaster III, which can carry more than 17 times

the amount of cargo as a C-54 Skymaster.

#### ***Building a Global "Luftbrücke"***

The Berlin Airlift proved to be only the opening salvo in what would be a long and arduous "Cold War" which would lead to a strengthening of air mobility operations when military leaders began to realize that the distances between North America

***"I never doubted, not ever, that we would succeed."***

— Major General William H. Tunner, Combined Airlift Task Force Commander, referring to the Berlin Airlift



focus

*It's true...* there is only one truly global company focused exclusively on modeling, simulation and training. In fact, CAE trains more than 80,000 crewmembers each year at our military and civil aviation training centers.

We are the prime contractor on the USAF's KC-135 Aircrew Training System program, providing turnkey training services to more than 3,500 pilots, co-pilots and boom operators annually. We have delivered state-of-the-art training systems for Australia's new tanker, and will provide classroom and simulator instruction to the RAAF. And did you know...CAE has designed and manufactured more 767-based training devices than any other company and has already developed a suite of 787 training systems?

The USAF's new multi-mission tanker is based on a proven commercial platform that offers low risk, best value and the latest technologies and capabilities. The same will be true for the KC-46A aircrew training system. Trust a company with the focus, experience, and expertise in simulation and training to deliver proven world-class simulation technologies, best value and low risk.

Trust CAE to be your partner.



*CAE is a world-class training systems integrator and aircrew training system provider for tanker aircraft, offering expert instructors, high-fidelity maintenance and aircrew training devices, and comprehensive training services.*



one step ahead

cae.com

and the USSR were too far to fly. A means of extending the range of aircraft became immediate, and the first tankers were rapidly developed. Since then, tankers have been an integral part of air mobility missions.

In the 60+ decades since the Berlin Airlift, known as the "Luftbrücke," or Air Bridge, in Germany, the air mobility assets of the U.S. Air Force have been in almost constant use somewhere around the globe, as the list of operations used on the cover of this edition of *A/TQ* attests – Korea 1950-53; Indo-China 1954; Suez Canal 1956; Hungary 1956-57; Taiwan 1958; Lebanon 1958; Congo 1960-63; Cuba 1962; Young Tiger 1964-73; Dominican Republic 1965; MidEast Evac 1967; Khe Sanh 1968; Kham Duc 1968; USS Pueblo 1968; Bullet Shot 1972; POW Homecoming 1973; Israel 1973; Baby Lift 1975; SS Mayaguez 1975; Korea Buildup 1976; Zaire 1978; Lebanon 1978; Grenada 1983; Lebanon 1983; Panama 1989-90; Gulf War 1991; Kurdish Iraq 1991-2003; Somalia 1992-95; Bosnia 1992-98; Iraq 1992-2003; Haiti 1994-95 Yugoslavia 1998; Albania/Macedonia 1999; Mozambique 2000; Enduring Freedom Afghanistan 2001-; Noble Eagle 2001-; Iraqi Freedom 2003-2010; Haiti 2004; Tsunami Relief 2004-05; Horn of Africa 2005-06; Tbilisi Georgia 2008; Antarctic 2008; Darfur Region 2009; Haiti 2010; Santiago Chile 2010; New Dawn Iraq 2010; Tomodachi 2011; Unified Protector Libya 2011 – and, the list is just a small sampling of the operations in which air mobility forcers actually participated.

#### ***And the Beat Goes On***

Recently, at the Air Force Association's 2011 Air & Space Conference and Technology Exposition in National Harbor, MD, General Raymond Johns, the Air Mobility Command's top officer, noted that, "We deliver hope with our airlift capabilities, we fuel the fight with our air refueling and we save lives with our aeromedical evacuation," Johns said, adding AMC ensures the rapid element of the U.S. Transportation Command's air, land and sea capabilities can be anywhere in the world in 18 hours. "The heart of what we really do (is in our) Airmen: our support (personnel), our tacticians, maintainers, porters and aircrews, who focus on helping others."

The general lauded the 135,000 active duty, Guard and Reserve Airmen and civilians who comprise the command he called the "grand ballet" of global vigilance, global power and global reach. Johns explained that simultaneous needs to support approximately 30,000 troops in Afghanistan, three major exercises in Korea, Singapore and Thailand, presidential movements, and missions in Egypt, Tunisia, Syria, and Bahrain had seemingly pushed the command to its limit - until the news in Japan broke.

The magnitude 9.0 earthquake and the ensuing tsunami wave devastated much of the nation and soon AMC found itself embroiled in a triple effort of "humanitarian assistance, consequence management and brilliant evacuation," Johns said.

Approximately 7,800 dependents were evacuated to Seattle and Travis Air Force Base, Calif., initial estimations projected the potential need to move 90,000 dependents, Johns said, adding that industry partners again stepped in to offer assistance.

With ongoing combat operations in full swing, other concurrent natural disasters such as the floods in Pakistan, earthquakes in Haiti, Chile, and even volcanic activity have done little to hamper the command's wartime capabilities, Johns explained.

AMC members were able to execute a short-notice western reroute to Atlantic transit lines to avoid the ash that had filled skies following the May 2011 eruption in Iceland, he added.

Despite the barrage of humanitarian missions, Johns emphasized the attention to the needs of the warfighter, specifically in aeromedical evacuation, remains focused.

The following stories support General John's view that, "In wars, natural disasters and humanitarian emergencies, the Air Mobility Command's real-time global response capability saves lives and brings people home."

#### ***Delivering Hope to the Battlefield***

The patient waiting room is dark, constantly hums with engine noise and often smells of hydraulic fluid. But, for the passengers aboard this 'mission of mercy,' there are dedicated professionals whose job it is to make the several-hour long flight as safe and comfortable as possible.

Capt. Christy Livery, 379th Expeditionary Aeromedical Evacuation Squadron flight nurse, was one of those professionals on board a C-130 Hercules on a recent mission to Afghanistan. On this particular mission, she served as medical crew director, one of five positions making up a typical aeromedical evacuation team. The other roles are flight nurse and three medical technicians.

"We get a lot of critical patients coming right out of the battlefield going to their next echelon of care," Livery said. "Once they receive care at the first echelon - which is to stabilize them - then we take them on either here or to other AORs so they can get the specific treatment that they need."

Aeromedical evacuation bridges the gap between care in the field and care provided once a patient arrives at a hospital. The 379th EAES makes regularly scheduled flights from Southwest Asia to Iraq and Afghanistan to both transport wounded warriors from the battlefield and return those who have received care back to their duty locations.

Although the aeromedical evacuation team usually teams with a C-130 aircrew, they can also fly on C-17 Globemaster IIIs, KC-135 Stratotankers and even the twin-turbo fan engine C-21 aircraft. The aircraft are reconfigured into a flying hospital of sorts with cardiac monitors, defibrillators, intubation devices, litters and various supplies to sustain many types of patients.

"We are usually here just to reinforce a situation," said Livery, a



**Airmen from the 89th Aerial Port Squadron load pallets onto a C-17 Globemaster III on 12 March 2011, at Joint Base Andrews, Md. Air transportation Airmen from the 89th APS created 14 pallets of technical search and rescue gear, including inflatable swift-water rescue boats, generators, trench rescue and cutting equipment. The gear is being transported by C-17 to more than 80 Fairfax County Urban Search and Rescue technicians, to provide assistance in the rescue effort after the earthquake and tsunami hit Japan on March 11. (U.S. Air Force Photo/Senior Airman Perry Aston)**



**Master Sgt. James Bryon Freeman and Tech Sgt. Rachel Anderson inventory medical equipment aboard a C-130 Hercules 6 April 2011, during an aeromedical evacuation mission in Southwest Asia. Sergeants Freeman and Anderson are aeromedical evacuation technicians assigned to the 379th Expeditionary Aeromedical Evacuation Squadron. (U.S. Air Force photo/Master Sgt. Adrian Cadiz)**

*“The only museum in the United States  
dedicated to  
airlift & tanker history.”*



AIRCRAFT  
◆  
EXHIBITS  
◆  
MUSEUM STORE  
◆  
AND MUCH MORE

**AMC MUSEUM**  
DOVER AFB, DELAWARE



Free Admission!  
Open Tuesday thru Sunday, 9:00am - 4:00pm



# Seat Cushion Systems for Military Aircraft

Our C-130, KC-135 and C-17 seat cushion designs and materials work together to create pain-free seating that improves aircrew endurance. Fabric and wool upholstery resists wear and is low maintenance. Now you can fly any distance without distractions and fatigue caused by seat pain. Call us or visit our website for details and ordering.

## C-130



C-130 IPECO  
Pilot/Co-pilot



C-130 AMI Pilot/Co-pilot/  
Navigator/Observer



C-130  
Upper Crew Bunk



C-130  
Lower Crew Bunk

## KC-135



KC-135  
Pilot/Co-pilot



KC-135  
Navigator/Boomer



Boom Instructor Pallet  
(cushion only)



Boom Operator Couch  
(cushion only)

## C-17



C-17 Crew Cushion  
(Crew Bunk Cushion Also Available)

## COASTAL



## AIRCRAFT PARTS LLC

the exclusive worldwide distributor of Oregon Aero®  
Seat Cushion Systems for military fixed wing and rotor wing aircraft.

native of Springfield, Ill., deployed from Scott Air Force Base, Ill. "For example, if someone has a burn or any type of wound we won't dress the wound in the air because it's not a clean environment."

For critically ill or severely injured patients, a critical care air transport team - including a doctor, nurse and respiratory technician - is called upon to augment the aeromedical evacuation team.

Although the Air Force Reserve and Air National Guard provides 85 percent of the total Air Force aeromedical evacuation capability, the need to have a continuous presence in the AOR puts stress on active duty units.

The 375th Aeromedical Evacuation Squadron at Scott Air Force Base, Ill., was the Air Force's pilot unit for developing aeromedical evacuation support and in 2010 deployed more than 90 percent of the squadron throughout the year, according to an *Air Force Print News* story.

Staff Sgt. Anne Engebretson, an aeromedical evacuation technician and instructor also from Scott AFB, Ill., is one of the squadron members currently deployed here.

"This is the beginning - this is where it all starts," Engebretson, the Pelican Rapids, Minn., native said in reference to the mission of providing wounded warriors with the care they need and deserve, which is expedited by aeromedical evacuation teams. "Right here is the critical part, it's where the most injured and most vulnerable patients are."

The mission wouldn't be possible without the various airframes and aircrew members who fly them.

"We know that our mission is to get the patients to where they need to go," said Maj. Stephen Cheek, 746th Expeditionary Airlift Squadron aircraft commander, a native of Southern Pines, N.C., deployed from Pope Field, N.C. "The aero meds are the ones tasked with their care so it's our job to facilitate them in any way possible."

### **Fueling the Fight**

It's said records are made to be broken. The 340th Expeditionary Air Refueling Squadron, 379th Aircraft Maintenance Unit and 379th Expeditionary Logistics Readiness Squadron went one better July 31 and shattered their previous monthly sortie record by 55 at an undisclosed base in Southwest Asia.

The team launched and flew 1,001 missions in July, the most flown in a month by the 340th EARS since it was reactivated in 2003.

"It all has to do with what the guys are doing downrange, providing overwatch for our guys on the ground," said Capt. Brian Sikke-ma, KC-135 Stratotanker pilot deployed from Kadena Air Base, Japan.

"People talk about the drawdown here and there but that doesn't lessen the amount of work we have to do in the air in keeping an eye on everybody including U.S. troops and various people who are fighting with us."

The KC-135's refuel U.S. and Coalition fighters, bombers, airlifters, intelligence, surveillance and reconnaissance and command and control aircraft supporting Operation New Dawn, Operation Enduring Freedom and Combined Joint Task Force Horn of Africa. The thirsty customers require an average of more than 3 million pounds of fuel per day.

"When [ground units] need the air support, it is there and we are a part of that," said Master Sgt. Matthew Calisi, 340th EARS boom

operator also deployed from Kadena. "We're the largest air refueling [mission] in the world and it's a blistering pace, but the guys on the ground need the air support and that's what we are here for."

Sustaining an average of more than 30 sorties a day comes down to the ability of maintenance and logistics personnel to fuel and turn jets that are often twice their own age. Add in heat comparable to a convection oven and the stakes are even higher.

"This is a team effort," said Lt. Col. Paul Skipworth, 340th EARS commander. "And we have an amazing team of Guard, Reserve, and active duty aircrews. I'm equally impressed by the Airmen who spend the majority of their days in the blistering heat making it all happen, namely the [Petroleum, Oil and Lubrication] folks from the 379th ELRS who fuel the jets and the maintainers from the 340th EAMU who keep the jets flying."

The KC-135 first flew in 1956 and the first aircraft was delivered to Castle Air Force Base, Calif., in 1957. The Air Force took possession of the last jet in 1965.

"This aircraft was designed and built in the late '50s, so they were not thinking about air conditioning back then," Calisi said. "I'll tell you it's not easy to maintain an aircraft as old as this one is."

The heat can turn even the most mundane task into a challenge.

"The plane is miserable hot," said Staff Sgt. Jesse Fuller, 340th Expeditionary Aircraft Maintenance Unit crew chief deployed from McConnell Air Force Base, Kan. "Just the heat beating down on the outside of it will turn it into an oven."

Staff Sgt. Benjamin Peles, 340th EAMU hydraulics mechanic also deployed from McConnell AFB, agrees.

"It's rough, 120 degrees during the day [on the flightline]," he said. "When you go in to the jet it's so ridiculously hot that you have to wear gloves to touch anything."

The team's success isn't lost on even its most junior members.

"It's amazing - for how many aircraft that we have that we could get that many sorties

off," said Airman 1st Class Justin Sobie, 379th EAMU crew chief from McConnell AFB. "It's a lot of hard work."

For Peles, the final outcome is worth the effort.

"I like what I do out here - on the bigger scale - especially since I have friends in the Army and the Marines so it's definitely rewarding that I'm indirectly helping them," he said.

### **Delivering Hope to the Bottom of the World (In Complete Darkness)**

Airmen with the 304th Expeditionary Airlift Squadron, Christchurch, New Zealand, airdropped urgently needed medical supplies on 1 September of this year at the Amundsen-Scott South Pole Station in Antarctica.

The supplies will augment a South Pole medical team's treatment of an ailing civilian wintering there with the U.S. Antarctic Program.

Although accessible by ski-equipped aircraft during the summer season, extreme cold winter temperatures ranging between 70 and 80 degrees below zero, plus continual darkness and strong winds, rule out traveling 800 miles overland and prohibit landing any aircraft at the pole during the winter. South Pole physicians and staff must therefore handle all medical emergencies themselves.



**A KC-135 Stratotanker crew from the 141st Air Refueling Wing, McGuire Air Force Base, N.J., provides aerial refueling for a Royal Norwegian Air Force F-16, flying a tanker from the 185th Air Refueling Wing, Sioux City, Iowa. The mission took place on 8 April somewhere over the Mediterranean Sea in support of Operation Unified Protector, a NATO-led mission in Libya to protect civilian and civilian-populated areas under threat of attack. The 313th AEW provides aerial refueling to U.S. and Coalition Air Craft with KC-135 Stratotankers and KC-10 Extenders. (U.S. Air Force Photo by SrA Tyler Placie).**

Upon learning that one of the staff members at South Pole required additional medical supplies, the National Science Foundation, which is the lead agency for the U.S. Antarctic Program, formally requested help from its inter-agency partner, Joint Task Force-Support Forces Antarctica. Lt. Gen. Stanley T. Kresge, the commander of both 13th Air Force and JTF-SFA, based at Joint Base Pearl Harbor-Hickam, Hawaii, called upon his attached C-17 Globemaster III forces, deployed from Joint Base Lewis-McChord, Wa., to provide a solution.

The solution: a parachute-enabled C-17 airdrop of medical supplies in bitter cold and complete darkness using night-vision devices. Although JTF-SFA plans for such missions and trains for this requirement during the summer season, this is the first time a C-17 has attempted a mid-winter, nighttime airdrop at the South Pole, according to officials.

Lt. Col. Robert Wellington, the commander of the 304th EAS, assigned C-17 weapons and tactics instructor pilot Maj. Rick Kind to plan the mission. Wellington, Kind and the JTF-SFA team worked closely with NSF planners to execute the mission.

The typical Operation Deep Freeze mission consists of a 4 1/2-hour flight from Christchurch to McMurdo, with only one hour on the ground before returning to New Zealand. By being able to combine missions, the C-17 crew simply added the 2 1/2-hour flight over the South Pole after the routine stop at McMurdo. Once over the South Pole, the crew released two parachute-supported 200-lb bundles of supplies before heading back to Christchurch.

"During the winter, the only option was to airdrop supplies in," said Lt. Col. Edward Vaughan, Operation Deep Freeze's interim director of joint operations. "Rapid global mobility is one of the Air Force's core capabilities in supporting the joint military team. Year-round airdrop at the South Pole is one of the specific capabilities that the 304th EAS brings to JTF-SFA operations."

Since the South Pole has 24 hours of darkness during the polar winter, the use of night-vision goggles was essential for the mission, officials said. Scheduling the delivery around daylight was not a factor.

"The complex mission, utilizing NVGs to first land at McMurdo and then later acquire the South Pole drop zone, exploited the unique capability of the aircraft and validated the operational procedures developed and the training accomplished over the last several ODF Seasons," Wellington said. "It was the first C-17A winter airdrop at the pole and presents a stellar example of inter-agency cooperation."

According to Kevin Schriener, an NSF contractor and network administrator at the South Pole, the air drop was a complete success. Both packages were dropped and recovered without damage.

"Coming on the heels of the late-June, mid-winter medical evacuation mission from McMurdo (Station, Antarctica), we welcomed another opportunity to provide assistance to the NSF," Wellington said. "Plus, we were fortunate to have the right crew with right qualifications in place when the call came in."

#### **Delivering Hope Here at Home**

Hope can be delivered in many guises, for instance, if your home

is in the path of a raging wildfire, hope may arrive as fire retardant from the air. Unfortunately, many Americans found themselves in need of just such a delivery of hope this year.

In early September, Six Defense Department C-130 aircraft equipped with U.S. Forest Service modular airborne firefighting systems were tasked by U.S. Northern Command in support of the National Interagency Fire Center to supplement wildland firefighting efforts in Texas and in the Pacific Northwest.

Four aircraft – two from the Air Force Reserve Command's 302nd Airlift Wing, Peterson AFB, Colo., and two from the 145th Airlift Wing of the North Carolina Air National Guard – were tasked to deploy to Austin, Texas, to help fight fires there.

Two C-130s and crews from the 153rd Airlift Wing assigned to the Wyoming Air National Guard staged out of Boise, Idaho, to provide support as needed for fires in western states. About 90 Air Reserve crews and support personnel were deployed to support the aerial firefighting missions.

"This has been a very active fire season. We exceeded our annual average of fire missions two months ago and this is now becoming one of the most active fire seasons we

have faced," said Air Force Lt. Col. David Condit, deputy commander of the 302nd Air Expeditionary Group.

The 302nd AEG is comprised of personnel from the Air Force Reserve Command's 302nd Airlift Wing, CO, North Carolina Air National Guard's 145th Airlift Wing, California Air National Guard's 146th Airlift Wing and Wyoming Air National Guard's 153rd Airlift Wing.

The MAFFS units, owned by the U.S. Forest Service, are self-contained, portable aerial firefighting systems, which can discharge 3,000 gallons of water or fire retardant in less than five seconds over an area one-quarter of a mile long by 60-feet wide. Once the load is discharged, the MAFFS system can be refilled in less than 12 minutes.

With the use of new MAFFS II units, this year's fire season was the first to successfully fly fire missions that increased effectiveness while decreasing costs.

#### **No End in Sight**

No other country in the world has, or will have in the near future, an air mobility capability comparable to that of the United States, and there is every reason to believe that military forces, non-governmental organizations, international organizations, and military allies will continue to place a high demand on America's air mobility capabilities in future geopolitical environments.

The demand will remain high because, in the view of General Walter Kross, USAF (ret), a former commander of Air Mobility Command and the current A/TA chairman, America's air mobility capabilities will continue to be the first in and the last out across the full spectrum of operations—because "human nature will never change. And the laws of physics will never change."

In other words, the world will always be a dangerous place, and as long as the United States continues to engage throughout the world, it must maintain a robust air mobility capability, and America will continue "**Delivering Hope.**" ■



**A parachute-enabled C-17 air-drops medical supplies in bitter cold and complete darkness using night-vision devices, at the Amundsen-Scott South Pole Station in Antarctica on 1 September 2011. (U.S. Air Force Photo).**



**A C-130H Hercules from the 302nd Airlift Wing, Colorado Springs Air Force Reserve, equipped with the Modular Airborne Firefighting System (MAFFS) drops a line of fire retardant in West Texas, 27 April 2011. MAFFS is capable of dispensing 3,000 gallons of water or fire retardant in under 5 seconds. The wildfires spread across various parts of Texas and burned more than 1,000 square miles of land. (U.S. Air Force Photo/Staff Sgt. Eric Harris).**



Support the  
Air Command  
and Staff College's  
"Gathering of Eagles"  
Program!

# Gathering of Eagles

Limited Edition  
Lithographs

Honoring the contributions of legendary aviation pioneers, "Gathering of Eagles" is an annual event hosted by the Air Command and Staff College, Maxwell AFB, AL. Past Eagles include Medal of Honor recipients Leo Thorsness, Bud Day, Joe Jackson and Bernard Fisher, as well as Berlin Airlift hero, Colonel Gail Halvorsen and Gene Kranz, the Flight Director for Apollo 11 & 13.

Commissioned annually since the inception of the program, renowned aviation artist Jay Ashurst creates a limited edition lithograph of each year's original "Gathering of Eagles" oil painting commemorating the achievements of the aerospace leaders honored as Eagles that year. The side panels depict portraits of each honored Eagle and frame a center panel depicting the Eagles' aircrafts or spacecrafts flown.

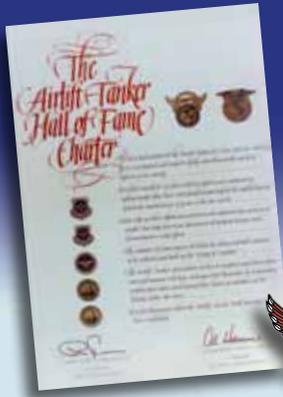


All lithographs are signed by the artist and the Eagles. Out of Print - Not Out of Stock! Lithographs from 2001-2011 available. A perfect holiday gift for aviation enthusiasts.

For sales information, visit [www.goefoundation.com](http://www.goefoundation.com)  
or email the 2012 Gathering of Eagles team at [acscgoe@yahoo.com](mailto:acscgoe@yahoo.com).

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/T/A

# 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 Service. 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. "Tooeey" 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**

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**

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*

*This year the Airlift/Tanker Association proudly honors a leader who epitomizes the best of America's mobility culture. Demonstrating superior and sustained leadership performance, an unwavering commitment to the Air Mobility mission and a dedication to generations of Mobility airmen, this selfless leader and mentor was always the first to highlight the accomplishments of his commanders and airmen. His behind-the-scenes leadership and advocacy helped bring about mobility cultural changes that we take for granted today. For these achievements he has been designated the...*



## 2011 Airlift/Tanker Association *Hall of Fame Inductee*

### **General Thomas M. Ryan, Jr.**

**General Thomas M. Ryan, Jr., is, without question, one of the foremost Mobility leaders of his generation. He walked the walk as Commander of the Military Airlift Command, leading from the front with impeccable personal integrity, superior selfless service and a tireless commitment to excellence. General Ryan was a humble and respected "Airmen's General" who earned the trust and respect of his civilian and military superiors, his interservice peers and, most importantly in his view, that of his mobility airmen. General Ryan is a command pilot with more than 8,000 flying hours. His military decorations and awards include the Defense Distinguished Service Medal, Distinguished Service Medal (Air Force), Legion of Merit, Distinguished Flying Cross, Bronze Star Medal, Air Medal with six oak leaf clusters and Air Force Commendation Medal with three oak leaf clusters. He was promoted to general on 1 August 1981, with date of rank 31 July 1981. General Ryan retired on 30 September 1985.**

• • •

General Ryan was born in 1928, in Detroit and graduated from Ridgewood (N.J.) High School in 1946. He received a bachelor of science degree in military science from the University of Omaha, Neb., in 1965, and a master of science degree in international affairs from The George Washington University, Washington, D.C., in 1968. The general graduated from the Armed Forces Staff College at Norfolk, Va., in 1965 and from the Air War College at Maxwell Air Force Base, Ala., in 1968.

His military career began as an aviation cadet in September 1949 and, after completing pilot training at Reese Air Force Base, Texas, he was commissioned a second lieutenant in October 1950. He then served in various flying assignments with the Strategic Air Command at Barksdale Air Force Base, La.; Ramey Air Force Base, Puerto Rico; and Hunter Air Force Base, Ga., until July 1953 when he entered observer training school at Ellington and James Connally Air Force bases, Texas.

From May 1954 to June 1962, he was assigned to Forbes Air Force Base, Kan., as a B-47 pilot, select crew aircraft commander, instructor pilot and squadron operations officer. In 1958 he became a standardization evaluator in the 90th Strategic Reconnaissance Wing.

General Ryan transferred to SAC headquarters at Offutt Air Force Base, Neb., in June 1962 as a staff officer in the Plans and Organizational Section of the Weapons Management Branch, Weapons Maintenance Division. In February 1965 he entered the Armed Forces Staff College and following graduation in July 1965 he joined the SR-71 equipped 4200th Strategic Reconnaissance Wing at Beale Air Force Base, Calif., where he served as chief of the Quality Control Division and later as chief of the Maintenance Control Division.

In July 1968 he graduated from the Air War College and then

attended RF-4C combat crew training at Shaw Air Force Base, S.C. In March 1969 he was assigned to the 432nd Tactical Reconnaissance Wing at Udorn Royal Thai Air Force Base, Thailand, as a maintenance control officer and later as chief of maintenance.

During this tour of duty he flew 114 combat missions in RF-4C's.

Upon his return to the United States, General Ryan served on the staff of the inspector general, Headquarters U.S. Air Force, Washington, D.C., from April 1970 to June 1971. He then transferred to Wurtsmith Air Force Base, Mich., as vice commander and then commander of the 379th Bombardment Wing. During 1972 and 1973, he completed a temporary tour of duty as commander, 303rd Consolidated Aircraft Maintenance Wing at Andersen Air Force Base, Guam, and participated in the Linebacker II campaign against North Vietnam in December 1972.

The general assumed duties as commander of the 47th Air Division with headquarters at Fairchild Air Force Base, Wash., in July 1973. General Ryan was again assigned to SAC headquarters in January 1974 as assistant deputy chief of staff for logistics and in January 1975 became the deputy chief of staff for logistics.

He returned to Air Force headquarters in April 1976 as director for logistics plans and programs, and in July 1977 became the deputy chief of staff for systems and logistics. From October 1977 to July 1981, General Ryan served as vice commander in chief of the Military Airlift Command at Scott Air Force Base. The general then became commander of Air Training Command at Randolph Air Force Base, Texas. In June 1983 he became commander in chief of the Military Airlift Command, with headquarters at Scott Air Force Base, Illinois. He retired from the Air Force on 30 September 1985.

After retiring General Ryan joined the McDonnell Douglas Aircraft



*“Our efforts to modernize  
and enhance our airlift  
capability will be of little  
value if we fail to meet the  
needs of our people who  
ensure the success  
of our mission.”*

— General Thomas M. Ryan, Jr.  
(circa 1985)



Company in Long Beach, California. He served as Vice President of Product Support from 1985 through 1988, where he was responsible for field support of McDonnell Douglas' commercial jetliners and military aircraft, as well as for overseeing maintenance training programs for the existing fleet and new aircraft designs. In 1988, General Ryan became Vice President and General Manager McDonnell Douglas Transport Aircraft with direct oversight of C-17 aircraft production. In 1992, General Ryan was promoted to Senior Vice President Government Products with responsibility for the C-17 military transport program. The tremendous success of the C-17 Globemaster III program can be directly attributed to his leadership and commitment.

• • •

General Tom Ryan, a natural leader known for his integrity, selfless commitment to the mobility mission and his heartfelt consideration for his troops and their families, demonstrated, during his two leadership tours as vice commander (1977-81) and then commander in chief (1983-85) of the Military Airlift Command (CINCMAC), a leadership style that, was grounded in the present but looked to the future and was guided by genuine concern for the well-being of those he led. During his MAC leadership tours he presided over numerous mobility operations in support of many significant national and international crises, as well as humanitarian and disaster relief efforts.

In November 1978, as MAC vice commander, he directed the MAC staff's crisis response to the Jonestown, Guyana massacre, overseeing airlift recovery operations and the return of 912 U.S. citizens' human remains to the Dover Air Force Base, Delaware, mortuary for identification and repatriation. This internationally publicized event highlighted the rapid response, capabilities and commitment of our mobility forces.

In March of 1979, and again in September 1980, General Ryan, again in his role as vice commander of MAC, provided senior leadership and crisis action team direction of airlift and mobility assets in support of two separate U.S. nuclear incidents, the March 1979 Three Mile Island Nuclear Accident and the September 1980 Little Rock Arkansas Titan II Missile Explosion. His previous SAC nuclear background and relationships helped deliver airlift support to emergency responders and air evacuation for injured and contaminated personnel. These nuclear emergencies were supported by MAC Air Rescue and Recovery, MAC host-base disaster and emergency responders and air evacuation assets. General Ryan oversaw critical, essential mobility assets that helped support local and national emergency responders.

General Ryan stood constant watch and responded to countless taskings from the Joint Chiefs during the 444 day Iranian Hostage Crisis ordeal from November 1979 through January 1981, directing Airlift/Mobility support for the deployment and recovery of Special Operations forces and elements in support of Operation Eagle Claw (Iranian Hostage Crisis); provided recovery for eight U.S. service members killed during the aborted rescue operation; and finally, supported the repatriation of remaining 52 U.S. hostages in January 1981. The lessons learned from this military misfortune resulted in MAC gaining command of combat search and rescue, combat control, special operations air forces in 1983 and the standup of 23rd Air Force, and later, the Air Force Special Operations Command.

Shortly after taking the reins as CINCMAC, in September 1983, General Ryan directed MAC Search and Recovery forces to support the USCINCPAC Task Force 71 search, recovery and salvage mission for Korean Airline Flight 007, a Boeing 747 shoot-down by a Soviet interceptor west of Sakhalin Island killing all 269 aircrew and passengers on board. MAC HC-130 Air Rescue and Recovery Service aircraft flew continuous missions in the crash

zone in September and October.

That same October, General Ryan responded to a SECDEF order and tasked the 23rd Air Force to deploy its MC-130 Combat Talons, AC-130 Gunships and other Air Force Special Forces' assets to secure Point Salinas airfield on the Island of Grenada to facilitate the rescue of approximately 600 American medical students. Operation Urgent Fury, the first major combat operation conducted by the U.S. military since the Vietnam War, sent a warning message to Cuba and Nicaragua that exporting revolution in the region would not be tolerated. [The MC-130 pilot, then LtCol Jim Hobson 8th SOS, who led the initial combat airdrop mission to Point Salinas, won the MacKay Trophy for most meritorious flight of the year].

Fitness was another one of General Ryan's passions. An avid bicyclist, General Ryan created the Volant Shape and Improved Fitness Testing programs. He was the most vocal advocate for total fitness and lifestyle changes amongst the Air Force four-star generals in the mid-80s. His input helped improve testing and fitness programs for mobility airmen and promoted a culture of fitness.

General Ryan was a true believer in taking care of America's mobility airmen and their families. He went to great lengths to ensure mobility security police, maintainers, civil engineers, aircrew, PJs, etc. had the uniforms and equipment they needed to do their jobs. He included enlisted calls during every unit visit to get a pulse of the issues at each station. General Ryan was famous for his visits to night-shifts to meet those that normally didn't have time to see him on the planned agenda.

General and Mrs. Ryan were well known champions for family services, housing and child care. The Ryan's zealously pursued excellence in Family Support and Service programs and modernization of MAC's Child Development Centers. As grandparents, General and Mrs. Ryan found ways to improve family programs by advocating in Congress and in DoD for greater funding.

• • •

General Ryan realized the Cold War world of the day was about to dramatically change. He recognized the path President Reagan had chosen would prevail over communism. He saw the writing on the wall and had the vision to know Air Force Special Operations Forces (SOF) needed to grow and prosper. He helped establish Air Force Special Operations and personally accepted the responsibility to identify and groom future SOF Leaders. He hand picked the SOF Leaders to fill key joint billets like that of Joint Special Operations Commander (JSOC). He selected his Command Senior Enlisted Advisor (Command Chief) from the SOF community to demonstrate his commitment to that cause.

General Ryan understood future conflicts would be fought jointly with other services and allies. He supported Senators Goldwater, Nunn, Kennedy and Cohen in their efforts to push Joint Legislation that made the services work together. He worked with the Chief of Staff of the U.S. Army (General Wickam) and the Chief of Staff of the Air Force (General Gabriel) to identify 31 areas where the services needed to work together jointly.

He nominated four areas (Air Base Ground Defense, Combat Search and Rescue, SOF Rotary Wing Aircraft, Intratheater Lift) to be included in the 1984 Memorandum of Agreement on U.S. Army-U.S. Air Force Joint Force Development Process. His emphasis on joint readiness resonated with the staff and put mobility in a very favorable position with the SECDEF and Congress.

General Ryan was a strong advocate of joint doctrine and testified before Congress advocating for increased joint assignments with the goal to improve service interoperability and warfighting synergy. He had several meetings with Senator Barry Goldwater, Chairman of the Senate Armed Services Committee, the

sponsor of the Goldwater Nichols Act of 1986, which directed the Department of Defense and the Services to improve their joint warfighting cultures. It also attempted to fix problems caused by inter-service rivalry, which had emerged during the Vietnam War contributing to the catastrophic failure of the Iranian hostage rescue mission, and which were still evident in the invasion of Grenada in 1983. General Ryan supported this initiative and hired a U.S Army Brigadier General to head up MAC Transportation and U.S Army and Marine officers to liaise with the mobility operations and requirements divisions.

• • •

General Ryan oversaw the codification of Airlift Doctrine in support of the combatant commands. He drove the development and publication of the first U.S. Air Force Airlift Master Plan. This foundational document established the 20-year mobility road map that justified significant air mobility growth and modernization and addressed the mobility shortfalls spelled out in the 1981 Congressionally Mandated Mobility Study which defined an airlift requirement of 66 Million Ton Miles per day.

General Ryan spent six-plus years fighting for mobility modernization. His engagement with the Secretary of Defense and Chairman of the Joint Chiefs and Service Chiefs secured unanimous support and a letter signed by the Chairman and all four Service Chiefs in support of the C-17 airlift program. This letter broke the deadlock in Congress between the C-5B and C-17 camps and allowed the C-17 program to go forward.

Masterfully engaging DoD and Congressional leaders, General Ryan won support for a number of mobility modernization programs including aircraft programs for the C-5B, C-21 Operational Support Aircraft, C-23 European Distribution System Aircraft, VC-25 Air Force One Presidential Aircraft Replacement (Boeing 747). General Ryan even flew the Bell-Boeing prototype XV-15 which later became the CV-22 Osprey. His knowledge of the complex acquisition life-cycle and procurement processes helped win allies for mobility systems operated by our mobility airmen today.

General Ryan established the MAC motto “MAC ... The Backbone of Deterrence” to compliment the National Military Strategy of the Cold War. This simple motto won MAC and Mobility a special place with the mind of the Secretary of Defense Casper Weinberger who was a mobility proponent.

General Ryan supported the Service Life Extension Programs for both the C-130 and C-141 to include the stretch and refueling mods that later proved to be invaluable when overflight rights were not granted because of political disagreements between nations.

General Ryan was a huge proponent of increasing the role the Air Reserve Component (Air Force Reserve and Air National Guard) played and developed a relationship of trust and open communication that provided the Air Reserve Components the flexibility to train and be ready to surge when needed. He oversaw several unit conversions resulting from a drawdown in tactical forces at the end of the Vietnam War. Working with General John Conway (Air Guard) and General Sandy Gill (Air Force Reserve), MAC transferred C-5 and C-141 to units and offered opportunities for total force aircrews to train and integrate into day-to-day operations while fulfilling their employer and family commitments.

Embracing the computer revolution and understanding its potential to transform MAC Command and Control, General Ryan brought Major General Bill Overaker back to MAC as the Director of Operations – General Overaker transformed the 322 Airlift Division in Europe by doing away with grease boards through computerization. General Ryan tasked him to do the same at

MAC. General Ryan partnered with the Air Force Communication Command to accelerate command and control upgrades. This had a definite impact on the MAC culture and allowed MAC to develop automated processes on which our current systems are based.

General Ryan spent almost 10 years in the maintenance and logistics career field at every level of command. He deployed to Guam in 1972 - 1973 as the Commander of the 303rd Consolidated Aircraft Maintenance Wing at Andersen AFB, Guam, and participated and supported the Linebacker II bombing campaign against North Vietnam in 1972. This intense campaign drove the North Vietnamese to the bargaining table and led to the signing of the Paris Peace Accords and eventual release of our Prisoners of War. This logistics experience convinced General Ryan to create the MAC Volant Wrench program which identified select aviators and exposed them to the rigors of maintenance and support as part of a career broadening program to grow future leaders. The program was institutionalized and continues to grow Air Force leaders with better understanding of the challenges of logistics.

Recognizing the critical need to protect deployed mobility aircraft and assets, General Ryan strongly supported the Volant Scorpion initiative introduced by one of the foremost aviation security experts in the U.S. Air Force, Rocky Lane. General Ryan provided resources and security policy that codified MAC Air Base Defense and asset protection responsibilities. General Ryan then reached out to the U.S. Army to begin dialogue on doctrine on working jointly to protect mobility aircraft deployed. Today our airfield and air base defense doctrine reflects many of his visionary concepts.

• • •

General Tom Ryan has demonstrated sustained superior performance and produced a legacy of achievement that any mobility airman would recognize. In fact, his mobility impact has already been recognized at least five times by previous A/TA Hall of Fame selection committees – he served under, and learned from, two CINCMACs and previous winners of the A/TA Hall of Fame Honor - General Bill Moore and General Dutch Huyser; he supervised and mentored three other recipients of the A/TA Hall of Fame award - General Duane Cassidy, General Bagger Baginski and General Bob Patterson. General Ryan shared these distinguished recipients’ accomplishments and recognition; he played an incredible supporting role in association with these world-class individuals and Hall of Fame recipients. These previous winners would agree and acknowledge the pivotal role General Tom Ryan played in their success.

This selfless leader and mentor was always the first to highlight the accomplishments of his commanders and airmen. His behind-the-scenes leadership and advocacy helped bring about mobility cultural changes that we take for granted today. General Ryan was a big fan and admirer of President Ronald Reagan and he shares a philosophy with the late president – Ronald Reagan had a brass plaque behind his desk in the oval office which read, “There is no limit to what you can accomplish if you don’t care who gets the credit.” Belief in that simple notion tells you a lot about both of these great leaders.

• • •

General Tom Ryan epitomizes the best of America’s mobility culture. Because of his superior and sustained leadership performance, his unwavering commitment to the Air Mobility mission and his dedication to generations of Mobility airmen, General Thomas M. Ryan, Jr., is truly deserving of his induction into the Airlift/Tanker Hall of Fame. ■

*The actions of the men, women and organizations awarded the highly prized annual Airlift/Tanker Association Huyser Aircrew Awards, Young Leadership Awards, P.K. Carlton Award for Valor, Halvorsen Award, Specialized Mission Award, Fogleman ASAM Award, Key Spouse of Year Award, AFRC Outstanding Unit Award, and the ANG Outstanding Unit Award all have exemplary records of performance detailing numerous instances of their outstanding proficiency and excellence – far too extensive to fully cover in the pages of A/TQ. The examples used in each of the following short biographical descriptions serve only to highlight their extraordinary service to the Air Mobility Community, the United States Air Force and Our Nation –*

**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.**



**2011 A/TA  
General Robert E. "Dutch" Huyser**

## *Huyser Aircrew Awards*

### **Pilot**

#### **Captain Siobhan C. Celusta**

Captain Siobhan C. Celusta is a HC-130P Aircraft Commander and Chief of Mobility with the 79th Rescue Squadron at Davis-Monthan AFB, Arizona. She holds a US Air Force Academy Bachelor of Science degree in Behavioral Sciences and a Masters Degree in Human Relations from the University of Oklahoma.

Following graduation from Undergraduate Pilot Training (2003-04) at Naval Air Station Whiting Field, Florida, Captain Celusta was assigned as a C-130E Pilot/Executive Officer with the 2nd Airlift Squadron, Pope AFB, North Carolina (2005-07). Her next assignment was as a Flight Command/Instructor Pilot with the 37th Airlift Squadron, Ramstein AB, Germany (2007-09). She has been in her current position since 2009.

Captain Celusta has 1330 aircraft hours as a C-130E pilot; 183 as a C-130E Instructor; 391 in the HC-130P; 9 in the HC-130N; and, 802 Combat hours. Her combat aircraft hours have been accrued in 3 deployments in support of Operation Iraqi Freedom, and with the 386th Expeditionary Operations Group (EOG), Ali Al Salem AB, Kuwait; and a deployment in support of Operation Enduring Freedom assigned to the 79th Expeditionary Rescue Squadron (ERQS), Camp Bastion, Afghanistan.

Captain Celusta serves as one of two Sexual Assault Response Coordinators at Davis-Monthan AFB, and volunteers as a Victim

Advocate. She is currently studying to be a Bystander Intervention Trainer for the base. Her prior achievements include being awarded the 2nd Airlift Squadron Award for Excellence in 2006. Her decorations include the Air Medal with seven oak leaf clusters and the Air Force Commendation Medal with one oak leaf cluster.

### **Navigator**

#### **Captain Marvin M. Kirkland III**

Captain Marvin M. Kirkland III is a HC-130P Navigator/Assistant Navigator Flight Commander with the 79th Rescue Squadron at Davis-Monthan AFB, Arizona. He holds a Bachelor of Arts degree in Psychology from the University of North Carolina Chapel Hill.

After training at the 562 Flying Training Squadron, Randolph AFB, Texas (2007-09), he was assigned as a Navigator/Chief Plans & Exercises with the 79th Rescue Squadron at Davis-Monthan AFB, Arizona (2009-10). He began his current assignment in 2010.

Captain Kirkland's aircraft hours include 6 in the T-43A, 104 in the C-130E, 51 in the HC-130N, 595 in the HC-130P, and 333 combat hours. He was deployed in support of Operation Enduring Freedom from March through September 2010 with the 79th Expeditionary Rescue Squadron, Camp Bastion, Afghanistan.



Captain Kirkland is an avid community supporter. His community efforts include helping to raise \$1,200 supporting Team Aerotek in an Annual Polar Bear Plunge for Maryland Special Olympics. And, his efforts supporting a Salvation Army "Adopt a Family for Christmas" program meant a family with 3 children has clothes, toys, educational items and grocery gift cards for Christmas.

Captain Kirkland was named the 2010 79 RQS/563 RQG Navigator of the Year. His decorations include the Air Medal with five oak leaf clusters and the Air Force Achievement Medal.

### **Flight Engineer**

#### **Master Sergeant Ramiro A. Castro**

Master Sergeant Ramiro A. Castro is a KC-10 Chief Flight Engineer, Operation Center, 9th Air Refueling Squadron, Travis AFB, California. His education includes an Air Force Community College Associate of Science Degree, Aircrew Operations, 2010; an Air Force Community College Associate of Science Degree, Non-Destructive Inspection, 2010; the Senior Enlisted Joint PME Course, non-residence, 2010; the USAF Senior NCO Academy, non-residence, 2009; the NCO Academy, residence, 2008; and Airman Leadership School, residence, 2001.

Master Sergeant Castro has been in the Air Force for 15 years serving in a variety of AFSCs. He joined as a maintenance troop being stationed at Edwards AFB and soon after cross trained as a KC-135 Boom Operator while stationed at McConnell AFB. He then cross trained again into his current duties as a KC-10 Flight Engineer.

Master Sergeant Castor has supported the local community as volunteer for the Assisted Solano County Infineon Raceway as a security assistant. Additionally he supports the local Tuskegee Airman Club by assisting the "Young Eagles Flying Ace" program which promotes youth interest in aviation. He is also actively involved in the base community as a Travis AFB "TOP 3" member.

Master Sergeant Castor's prior achievements include being named a SNCO of month, quarter and year at various times and he is a recipient of both the 9 ARS Tuskegee CMSgt Fred Archer Military Award and the 15 AMOS Red Erwin Outstanding Aircrew Member of the Year Award. His decorations include the Air Medal with oak leaf cluster.



### **Loadmaster**

#### **Master Sergeant Rodney W. Nuckoles**

Master Sergeant Rodney W. Nuckoles is a Loadmaster Superintendent at Joint Base Charleston, North Charleston, South Carolina. His education includes: 1998 Airman Leadership School, 2006 Noncommissioned Officer (NCO) Academy, 2006 awarded Community College of the Air Force



Degree in Aviation Operations, 2007 awarded Community College of the Air Force Degree in Instructor of Technology and Military Science, 2008 awarded Bachelor of Science Degree in Business Management with the University of Phoenix, 2009 Senior Noncommissioned Officer (SNCO) Academy (Non-Residence), 2011 awarded Graduate Certificate in Homeland Security with American Military University.

Master Sergeant Nuckoles began his loadmaster career as a C-141B Loadmaster at McChord AFB, WA. He transitioned to the C-17 in 1998 at Charleston AFB, SC where he held various positions as a Loadmaster, Instructor Loadmaster, Flight Examiner Loadmaster and Evaluator Loadmaster. He then went to Altus AFB, Oklahoma where he held a similar list of positions. He returned to Charleston and his current position in 2010.

Master Sergeant Nuckoles volunteers for such organizations as AFJROTC, Camp Happy Days, YMCA, Adopt-A-Highway, Airman Against Drunk Driving (AADD), American Cancer Society, Boy Scouts, VFW, Make-A-Wish Foundation, Habitat for Humanity, First Baptist Church, Great Plains Rodeo, Relay for Life Cancer Foundation, Salvation Army Food Kitchen, Lane Monday Cancer Foundation, and the Oklahoma City food bank.

Master Sergeant Nuckoles achievements include Airman and NCO monthly, quarterly and yearly awards as well as being named a 2001 A/TA Young Leadership Award winner. Most recently he was named the 437 Operations Group Henry E. "Red" Erwin award winner for 2010, and the 437 AW Charleston Chamber of Commerce Military Member of the Year 2011.

### **Boom Operator**

#### **Senior Master Sergeant Dicky Hunt**

Senior Master Sergeant Dicky Hunt is the 96th Air Refueling Squadron Superintendent at Joint Base Pearl Harbor-Hickam, Hawaii. He holds a Bachelor of Science in Professional Aeronautics from Embry-Riddle Aeronautical University.



Senior Master Sergeant Dicky Hunt was born at Travis AFB, CA, and graduated from Warner Robins High School, in 1990. He entered the Air Force in January 1991, and was trained as an In-Flight Refueling Specialist upon completion of Basic Military Training. He began his career at Robins AFB, GA, assigned to the 99th Air Refueling Squadron.

In 1996, Senior Master Sergeant Hunt served as an Instructor for the 54th Air Refueling Squadron, Altus AFB, OK. He then moved to the 91st Air Refueling Squadron, MacDill AFB, FL, in 2001 and became the Squadron Superintendent. In 2006, he left for Scott AFB, IL, to work for the Air Mobility Command Inspector General. Currently, SMSgt Hunt is serving as Superintendent for the 96th Air Refueling Squadron, Joint Base Pearl Harbor-Hickam, Hawaii.

Involved in his community, Senior Master Sergeant Hunt is the Vice President Military Ceremonies for Hickam Top III. He is also a Pony League Baseball coach, and an Operation Warm Heart Squadron Volunteer Coordinator. As the SE Region Logistics Manager for the Little League World Series he developed a parking plan for over 10,000 vehicles.

Senior Master Sergeant Hunts achievements include various Boom Operator of the Year awards and being an AMC Rodeo Team Member multiple times. He is married to the former Melisa Collins of Warner Robins, Georgia, and they have two children, Tyler, 13, and Megan, 11. ■

*"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**

*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.*



2011 A/TA  
*Young Leadership Awards*

**Captain John T. Agnew**

*Flight Commander, Scheduling/C-130J FTU Evaluator Pilot*

Captain John T. Agnew is a senior pilot assigned to the 48th Airlift Squadron, 314th Operations Group, Little Rock Air Force Base, Arkansas. He is 32 years old. Captain Agnew was commissioned in the United States Air Force in 2001 after graduating from the United States Air Force Academy with a Bachelor of Science degree in Social Sciences. He attended Undergraduate Pilot Training at Columbus Air Force Base, and then transferred to Naval Air Station Corpus Christi where he received his pilot wings. His first flying assignment was with the 2nd Airlift Squadron at Pope Air Force Base, North Carolina, where he deployed three times in support of Operations ENDURING FREEDOM and IRAQI FREEDOM.



In August 2007, Captain Agnew was assigned to the 37th Airlift Squadron at Ramstein Air Base, Germany, where he served as a Pilot Flight Commander, Chief of Standardization and Evaluation, and as the 86th Airlift Wing Executive Officer. His outstanding performance led to his selection as a C-130J Formal Training Unit instructor, and he is currently assigned to the 48th Airlift Squadron, Little Rock Air Force Base, Arkansas, as the Scheduling Flight Commander and a C-130J Formal Training Unit Evaluator Pilot.

As Scheduling Flight Commander, Captain Agnew leads an office of four officers and four non-commissioned officers in developing the daily flight schedule. As a C-130J Formal Training Unit Evaluator Pilot, he instructs and evaluates student pilots in all phases of flight while commanding a \$65 million aircraft. He is a senior pilot with over 2,300 flying hours.

Captain Agnew is married to the former Mrs. Jody Elizabeth Fahy, and they have two children.

*"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

**Technical Sergeant Cathrine A. Cooper**

*Communication, Navigation, and Mission Systems Craftsman*

Technical Sergeant Cathrine A. Cooper is the Assistant Sortie Support Flight Chief, 86th Aircraft Maintenance Squadron, 86th Maintenance Group, Ramstein Air Base, Germany. She is 32 years old.

Sergeant Cooper was born January 23, 1979 in Las Vegas Nevada. She enlisted in the Air Force on 25 May 1999. Upon earning the Honor Graduate ribbon and completing basic military training, she attended the Communication and Navigation Systems Apprentice course at Keesler Air Force Base, Mississippi. In 2003, Sergeant Cooper attended Airman Leadership School at Edwards Air Force Base, California. The following year, Sergeant Cooper graduated from the Communication Navigation Systems Craftsman School at Sheppard Air Force Base, Texas. In 2009 she completed the Air Force Expeditionary Center's Air Advisor Training at Ft Dix, New Jersey. In September 2010, she completed the Kisling Non-commissioned Officer Academy, at Kapaun Air Station, Germany.

After completing technical training, Sergeant Cooper was assigned to Dyess Air Force Base, Texas, where she served as a C-130H Communication/Navigation technician. While there, she deployed in support of operations ALLIED FORCE, SOUTHERN WATCH and ENDURING FREEDOM. In 2003, She was reassigned to Edwards Air Force Base, California, where she served as a member of the C-130J Operational Test & Evaluation Team. In 2004 Sergeant Cooper was assigned to Ramstein AB, Germany serving as an Isochronal Inspector, Non Commissioned Officer in Charge of Maintenance Qualification and Training Program, and Communication, Navigation, and Mission Systems Lead Technician. While at Ramstein, she was deployed to Kabul International Airport as an Air Advisor, in support of operation ENDURING FREEDOM. In 2010, Sergeant Cooper was selected as the Assistant Sortie Support Flight Chief leading 29 personnel in support of Ramstein Air Base's 14 C-130J aircraft.

Sergeant Cooper has previously been selected SrA Below-the-Zone, squadron Amn of the Quarter, 317 Maintenance Professional of the Year, 86 MXG Maintenance Training Professional of the Year, and 440 EAES Warrior of the Quarter. She has been awarded the Air Force Commendation Medal with three oak leaf cluster, Air Force Achievement Medal, Air Force Outstanding Unit Award with Valor and six oak leaf cluster, Air Force Good Conduct Medal with three oak leaf cluster, National Defense Service Medal, Armed Forces Expeditionary, Afghanistan Campaign Medal, Global War on Terrorism Service Medal, Global War on Terrorism Expeditionary Medal with gold border and three oak leaf cluster, Air Force Longevity Service Medal with oak leaf cluster, NCO Professional Military Education Graduate Ribbon with oak leaf cluster, Basic Military Training Honor Graduate Ribbon, Air Force Training Ribbon and NATO Medal.



## **Staff Sergeant Paul O. Garcia**

**NCOIC Standardization/Evaluation, C-17A Flight Test Evaluator Loadmaster**

Staff Sergeant Paul O. Garcia is a C-17 Evaluator Flight Test Loadmaster assigned to the 418th Flight Test Squadron as NCOIC of Standardization and Evaluation, Edwards Air Force Base, California. Sergeant Garcia was born in Orange, California, on 16 January 1986. He graduated from Granite Hills High School in June 2004 where he lettered in soccer. Sergeant Garcia was always 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 an Aircraft Loadmaster.

Shortly after graduating high school, Sergeant Garcia arrived at Lackland AFB, Texas, in September 2004 for basic training. Upon graduation from his technical courses in May 2005, he received an assignment to the 7th Airlift Squadron, McChord AFB, Washington, arriving in June 2005. After arriving at McChord AFB, he received his Mission and Instructor upgrades. He also advanced and obtained Airdrop, Deep Freeze, Demo and Joint Airdrop Inspector qualifications. He became the first C-17A Loadmaster to perform an operational airdrop in Antarctica, and was the 7th AS Loadmaster of the Year for 2008. Sergeant Garcia has participated in five deployments, accumulating over 800 TDY days.

Sergeant Garcia was chosen to PCS for the prestigious role of flight testing at Edwards AFB, CA arriving in September 2009. Since his arrival, he has set the example by breaking the Guinness Book of World Records for the heaviest airdrop at a weight of 77K lbs. Additionally he led the 418th FLTS to an "Excellent" rating during the AFMC Aircrew Performance Evaluation inspection. He was hand chosen to deploy to be the Air Advisor for the Qatar Emiri Air Force, as well as garner the 2010 NCO of the Year for the 418th FLTS.

Sergeant Garcia is an active member of the Professional Loadmasters Association, and the Vice President of the Airlift/Tanker Association Flight Test Chapter. Sergeant Garcia has consistently supported the Middle Tier Association as the Squadrons representative as well as Edwards AFB Airman's Attic. He also takes an active role with Apple Valley High School's AFJROTC program in Apple Valley, CA, where he volunteers his time and mentors youth. He is also an active member with Seventh Day Adventist Christian Church in Victorville, CA, and is an integral part of its Community Outreach program.

Sergeant Garcia's military awards include the Air Medal with three Oak Leaf Clusters, the Aerial Achievement Medal, the Commendation Medal with one Oak Leaf Cluster and the Combat Action Medal. He was also nominated for various awards including the Henry "Red Erwin" Outstanding Enlisted Aircrew Member Award, Lance P Sijan Leadership Award, and the Air Force Sergeant's Association NCO of the Year Award. He most recently won the 2009 General Robert "Dutch" Huyser Award at the Air Force level and the General P.K. Carlton Award for Valor at the AFMC level. He is currently enrolled with the Community College of the Air Force and is just 3 credits shy of finishing his CCAF degree in Aviation Operations. He is also actively pursuing his Bachelor's Degree in Business Administration. He was a distinguished graduate upon graduation from Airman Leadership School. He has over 2,100 flight hours with over 800 combat hours.

## **Technical Sergeant William B. Ghent** **Evaluator Aircraft Loadmaster Craftsman**

Technical Sergeant William B. Ghent is an Evaluator Aircraft Loadmaster Craftsman assigned to the 36th Mobility Response Squadron, 36th Contingency Response Group, 36th Wing, Andersen AFB, Guam.



Sergeant Ghent was born in Raleigh, North Carolina, March 14, 1977. He graduated from Midwood High School, North Carolina, in 1995 and enlisted in the Air Force later that same year, arriving at Lackland AFB, Texas, in May 1995 for basic training.

Following technical training at Shepard Air Force Base, Texas and Little Rock AFB, Arkansas, he served as a C-130E loadmaster, 2nd Airlift Squadron, Pope AFB, NC. While assigned to the 2nd AS, he served as a flight scheduler and was selected to upgrade to instructor status in 1998. After completion of upgrade, he was responsible for the training of all assigned loadmasters in the 2nd AS. He deployed in support of Operation SOUTHERN WATCH and JOINT GUARD.

In 2000, he was re-assigned as C-130E Instructor loadmaster at the 37th Airlift Squadron, Ramstein AB, Germany. While assigned at Ramstein, Sergeant Ghent served in a variety of positions, including NCOIC of the Prime Nuclear Airlift Flight, assistant NCOIC of training flight, and joint airdrop inspector. He served in every operation that the squadron took part in to include, Operation RAPID GUARDIAN and IRAQI FREEDOM.

In August 2006, Sergeant Ghent received a permanent change of station to the 39th AS at Dyess AFB, TX. While assigned to the 39th AS, he served as a C-130H Evaluator loadmaster before his transfer to the 317th Airlift Group in 2008. While serving at the 317th AG, Sergeant served as the NCOIC of Contingency Operations. He was directly responsible to the Group commander on the status of over 1,400 personnel. He also performed all group evaluator duties ensuring the safety of flight for both assigned squadrons. He completed his CCAF degree earning the coveted Pitsenbarger Award upon graduation. After serving as the Secretary for the Big Country Chapter of the Airlift/Tanker Association he was elected as the President the following year. He was a constant volunteer in the local community by volunteering to serve as a Boy Scout leader, deliver meals to the elderly, and organize volunteers for the Salvation Army. His outstanding performance culminated in his recognition as the base 2007 NCO of the Year and his efforts directly contributed to the 317th AG earning the Meritorious Unit Award.

In 2010, Sergeant Ghent received a permanent change of station to the 36th Contingency Response Group Andersen AFB, Guam. While assigned to the 36th Mobility Response Squadron, TSgt Ghent serves as ramp coordinator. In his off duty time, he is an active member of Boy Scouts of America, Top 3 club, and volunteers his off duty time to support local JROTC cadets.

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

**—John Mawell**

*Young Leadership Awards continue >>>*

# Keeping the Fleet Going

## With CMC's Cockpit 9000



### Proven Modernization Solutions for C-130 Transport Aircraft

- › Turnkey full-cockpit solution comprising best-in-class core elements
- › Supports worldwide operations within latest civil airspace global air traffic management environment
- › Enhanced mission effectiveness via advanced tactical features and mission management tools
- › Attractive economics – already proven on C-130 platform

## **First Lieutenant Jordan D. M. Hayes**

### **Executive Officer**

First Lieutenant Jordan D. M. Hayes is a force support officer assigned to the 628th Mission Support Group, Joint Base Charleston, South Carolina. Lieutenant Hayes was born in Merced, California on 26 September 1985. He is 25 years old. He attended Kaiserslautern American High School where he graduated in 2004 earning the prestigious "Pride of KAHS" award. Lieutenant Hayes then attended the United States Air Force Academy, graduating in 2008. He is a published author; his work has appeared in *The Columbia Review* and most recently selected to appear in *The Journal for War, Literature, and the Arts*.



Lieutenant Hayes was assigned to Joint Base Charleston in 2008 as the Chief of Force Management, followed by an assignment as Fitness and Sports Officer. During this time, the Fitness and Sports Center was recognized as the top program in Air Mobility Command, earned a Five-Star rating, and underwent a 1.7 million-dollar renovation. Lieutenant Hayes then deployed in support of Operation ENDURING FREEDOM as an embedded advisor to the Afghan National Army.

In October 2010, Lieutenant Hayes was selected as the 628th Mission Support Group Executive Officer, where he leads the Mission Support Group (MSG) staff providing executive-level support to the Mission Support Group Commander and two deputies. Lieutenant Hayes coordinates MSG activities with 53 mission partners spanning two Airlift Wings, Federal Law Enforcement, The US Navy, US Army, and US Marine Corps. He coordinates a myriad of base services including personnel, communications, the full spectrum of logistics, and morale, welfare, and recreation services. Lieutenant Hayes is a recipient of the Army Commendation Medal.

Lieutenant Hayes is married to Second Lieutenant Whitney Hayes.

*"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 Scott M. Konzem**

### **Flight Commander-Readiness, C-17A Instructor Aircraft Commander**

Captain Scott M. Konzem is a C-17A Instructor Aircraft Commander assigned to the 6th Airlift Squadron, McGuire Air Force Base, New Jersey. He is 29 years old. Captain Konzem was born in Fontana, California, on 28 October 1981. He attended Notre Dame High School where he served as the captain of the cross country team, and a varsity member of the swim team. He also served as the Associated Student Body president, and earned the rank of Eagle Scout.

After graduating from high school in June 2000, Captain Konzem joined the United States Air Force Academy Class of 2004, where he earned his Bachelor's of Science in English. He earned his Masters of Business Administration degree in Health Systems Administration from Grand Canyon University in Arizona in 2010, and is currently pursuing a Master of Science in International Relations from Troy University in Alabama.

After graduating from the United States Air Force Academy in 2004, Captain Konzem served as the Officer in Charge of Antiterrorism and Force Protection for Barksdale Air Force Base, Louisiana. He then joined Specialized Undergraduate Pilot Training class 06-11 at Laughlin Air Force Base, Texas in June 2005. In June of 2006, Captain Konzem earned his wings and was assigned as a C-17 pilot to the 6th Airlift Squadron at McGuire Air Force Base, New Jersey. In 2010, he earned the merit of being honored as a Distinguished Graduate at Squadron Officer School at Maxwell Air Force Base, Alabama.

Captain Konzem's military awards include the Air Medal, the Air Force Commendation Medal, the Air Force Achievement Medal, the Military Outstanding Volunteer Service Medal, Meritorious Unit Award, Outstanding Unit Award, National Defense Service Medal, Humanitarian Service Medal, Outstanding 2d Lt Award, Combined Air and Space Operations Center Outstanding Performer Award, Operations Group Aircraft Commander of the Year Award (2009), and Operations Group Company Grade Officer of the Year Award (2010).

## **Staff Sergeant Jillian B. Martinez**

### **Integrated Avionics Systems, Communication /Navigation/Mission Systems Apprentice**

Staff Sergeant Jillian B. Martinez is an Integrated Systems, Communication/Navigation/Mission Systems Craftsman assigned to the 4th Aircraft Maintenance Unit as the equipment custodian, Hurlburt Field, Florida. Sergeant Martinez was born in Huntington, New York, on 10 March 1984. She grew up in Spring Hill, Florida and attended Central High School.

After graduating in May 2002, Sergeant Martinez pursued her Associate's Degree at Pasco-Hernando Community College. She was locally employed and obtained her private pilot's license just before enlisting in the Air Force in 2005. She arrived at Lackland AFB, Texas, in June 2005 for basic training. Upon graduation, she was assigned to Keesler AFB, Mississippi, and then Sheppard AFB, Texas, for technical training. Sergeant Martinez arrived to her first duty assignment at Hurlburt Field, Florida, in February 2006. Since arriving at Hurlburt Field, she has been deployed to both Operation Iraqi Freedom and Operation Enduring Freedom.

Her military awards include 1 SOAMXS The Lieutenant General Leo Marquez Award winner and 1 SOMXG NCO of the Year winner. Sergeant Martinez attends Troy University and is currently working toward a Bachelor's Degree in Business Administration.

*Young Leadership Awards continue >>>*



CAPABILITY FOR A NEW GENERATION.

KC-46





 **BOEING**

**Captain Jennifer R. Neris**  
**Operations Officer, 1st Special Operations**  
**Logistics Readiness Squadron**

Captain Jennifer R. Neris is the Operations Officer with the 1st Special Operations Logistics Readiness Squadron (1 SOLRS) at Hurlburt Field, Florida. Captain Neris was born in Carthage, Texas on 1 May 1967. She graduated from Carthage High School in 1985, and then attended Panola Junior College and worked as a Veterinary Laboratory Assistant at Kyle Animal Clinic. She entered the delayed enlistment program in 1987 and departed for basic training at Lackland AFB, Texas on 7 Dec 1988.



Upon graduation, she was an Airman First Class assigned to the 834 Component Repair Squadron, Hurlburt Field, Florida. While assigned to Hurlburt Field, she worked on MH-53 helicopters and all variations of C-130s as a Communications and Navigations Systems Journeyman and Craftsman, was honored as the 1 SOCRS Airman of the Year for 1992 and supported Operation UPHOLD DEMOCRACY. In 1995, SrA Neris moved to the 31 SOS, OSAN AB, Republic of Korea where she worked MH-53s and was recognized as the Squadron Airman of the Year for 1995. From that assignment, she returned back to Hurlburt Field for two years before moving to the 41 Airlift Squadron, Pope AFB, North Carolina in 1997. While at Pope, she was selected as the Communications/Navigations lead technician for the 1998 Team Pope Rodeo competition held at McChord AFB, Washington. She also supported Operation JOINT GUARD and deployed to Saudi Arabia in support of Operation SOUTHERN WATCH.

In 2001, she graduated from Methodist College with a Bachelors of Science in Psychology and was commissioned as a second lieutenant from Officer Training School. Her first officer assignment was the 352 Operations Support Squadron, RAF Mildenhall, United Kingdom where she provided in-garrison support and deployed battle staff functions for the 352 Special Operations Group (SOG). From 2001 to 2004, she directed the logistical execution for 94 major SOG deployments and spearheaded logistical operations at three forward combat locations during Operation IRAQI FREEDOM in 2003. In November, 2004 Capt Neris returned to Hurlburt Field and was assigned to the 16 Logistics Readiness Squadron as the OIC, Air Terminal Operations and was responsible for all aerial port/aerial delivery operations for immediate worldwide employment of special operations forces.

During her time with LRS, she deployed in support of Operation ENDURING FREEDOM as the 816th Expeditionary Special Operations Group Deputy J4 and upon return was assigned as the Fuels Flight Commander where she managed the requisition, receipt, storage, transfer, and issue of over 15 million gallons of cryogenics and Defense Logistics Agency Energy fuel annually. From LRS, she was assigned to Headquarters Air Force Special Operations Command (AFSOC) as Chief, War Plans and was instrumental in the implementation of logistics command policy for AFSOC's worldwide special operations units. During her tenure on staff, she deployed in support of Operation ENDURING FREEDOM/TRANS SAHARA and was honored as the 2007 AFSOC Logistics Readiness Staff CGO of the Year and the 2008 AFSOC/A4 CGO of the Year.

Leaving Hurlburt Field again, Capt Neris moved to Thule AB, Greenland in June 2009. During her year in the Arctic, she managed Air Force Space Command's largest fuel tank farm with 24 million gallons of JP-8 and oversaw the quality analysis of all logistics functions for a \$956M base maintenance contract. Filling in as the acting squadron commander for the 821 Support Squadron, she excelled as the Emergency Operation Center director and was responsible for eight diverse flights including, Communications, Civil Engineering, Air Field Operations, Logistics, Services, Military Personnel Flight, Program Management, and the Medical Clinic. She returned to Hurl-

burt Field in June 2010 to fill her current position at the 1 SOLRS. Her major military awards include the Meritorious Service Medal (2OLC), Air Force Commendation Medal (2OLC), Army Commendation Medal, Gallant Unit Citation, Joint Service Achievement Medal, Global War on Terrorism Expeditionary and Service Medals, and the Korean Defense Service Medal.

Captain Neris is married with two children and is completing her Masters in Business Management with a concentration in Integrated Logistics from Embry Riddle.

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

–Henry Miller

**Technical Sergeant Lori Short**  
**NCOIC, Ground Radar Systems**

Technical Sergeant Lori Short is a Ground Radar Systems Technician assigned to the 87th Communications Squadron, Joint Base Mc-

Guire-Dix-Lakehurst, New Jersey. She is 34 years old. Sergeant Short was born in Kansas City, Missouri on 23 April 1976. She was raised in El Dorado, KS and attended Circle High School. She graduated in the top ten of her class in 1994. She continued her education at Butler County Community College earning an Associate Degree before joining the Air Force in 1998.



After completing basic training and technical school Sergeant Short was assigned to Seymour Johnson Air Force Base, NC. While stationed in North Carolina she completed a Bachelors Degree from Mount Olive College and graduated with a 3.9 grade point average. Currently, Sergeant Short is pursuing a Masters degree from Wilmington University. She has also accomplished professional military education. Completing Airman Leadership School in 2002 and earning honors as a Distinguished Graduate from Noncommissioned Officer Academy in 2009.

Throughout her career Sergeant Short has been actively involved in Booster Club events and served as Treasurer of the squadron Top Four. She has volunteered at the base Tax Center for the last four years preparing tax returns for military members and civil service employees. She has been the squadron representative for Combined Federal Campaign and Air Force Assistance Fund in several different years.

*"If your actions inspire others to  
dream more, learn more, do more and  
become more, you are a leader."*

–John Quincy Adams

## **Captain Matthew P. Stueck**

*Pilot, 347 Rqg Ogv*

Captain Matthew P. Stueck, is a pilot assigned to the 347th Rescue Group, Moody Air Force Base, Georgia. He is 30 years old. Captain Stueck was born in Seattle, Washington, on 13 March 1980. He attended Highline High School and excelled across the entire spectrum of school activities. His senior year, he was the Student Body President, captain of his football, basketball, and track team, while finishing his high school career earning a 3.94 accumulated grade point average. After graduating from high school in 1998, Captain Stueck became



active at the University of Washington as a member of the crew team, ROTC and the Tau Kappa Epsilon fraternity. He successfully completed college earning his commission as an Air Force Officer with a mechanical engineering degree.

Upon completion of college, Captain Stueck began Undergraduate Pilot Training at Columbus AFB, Mississippi. From there, he went on to attend the advanced flight training program located at Corpus Christi Texas earning his wings and selecting into the HC-130 weapon system. Corpus Christi is well known throughout the Stueck family for Captain Stueck's father, Commander Retired Gary Stueck, received his navy wings in the same building only 38 years prior. Carrie Stueck, Captain Stueck's mother, had the distinguished honor of pinning both their wings.

Captain Stueck's first assignment was located at Francis S. Gabreski, Long Island NY, where he met his lovely bride Heather. Heather has stayed by Captain Stueck's side through 2 deployments and a series of long term TDYs. During 2010 alone, Captain Stueck has been selected as the 71 Rescue Squadron's pilot of the quarter, awarded 4 air medals for his actions during Operation Enduring Freedom, and obtained his master's degree in the school of business as an honor society member.

Captain Stueck enjoys being a member of both the rescue and local community and is active in fundraisers, church, and local sporting events.

## **Captain Christopher J. Wedewer**

*Civil Engineer Staff Officer*

Capt Christopher (Chris) Wedewer is assigned to Headquarters Air Mobility Command, Directorate of Installations and Mission Support. He is responsible for identifying, planning, and programming global facility requirements in support of Air Mobility Command (AMC) aircraft and missions.



Capt Wedewer entered the Air Force (AF) in 2002 as a Distinguished Graduate of The Citadel AF ROTC program. His first assignment was to the 16th Civil Engineer Squadron at Hurlburt Field, Florida where he served as Base Planner and Programmer implementing standards through inspection and siting of over \$60 million of construction activity on the AF's only Special Operations installation. He also led a deployment of 15 squadron craftsmen to an austere forward operating location in the first month of Operation IRAQI FREEDOM. His next assignment was to Kunsan AB, Korea where he led the 8th Civil Engineer Squadron's Readiness Flight providing wing personnel peace and wartime readiness training in one of the AF's most challenging, high-threat nuclear, biological, and chemical warfare environments.

In June 2006, he was assigned to Charleston AFB, South Carolina. He led 25 military and civilian personnel in support of the daily operations and maintenance on Charleston AFB's \$2.2 billion physical plant including 291 base facilities. Additionally, he deployed to Iraq in support of the 82nd Airborne Division where he served as the lead engineer for two Forward Operating Bases. In 2009, he was selected to join the Headquarters AMC staff where he managed AMC's joint basing actions and then embarked on a 10-month deployment to Pakistan in support of Special Operations Command and the Pakistani military's operations against Taliban forces along the Afghanistan-Pakistan border. Capt Wedewer now oversees global strategic airlift infrastructure and facilities requirements in addition to project development for new missions.

Capt Wedewer has led and played major roles in recognized team achievement including AF Outstanding Unit awards, AF's Commander and Chief's award for Installation Excellence (Hurlburt Field), AF's Verne Orr Award (Charleston AFB), #1 Small Civil Engineer Unit in AFSOC, #1 Small Civil Engineer Unit in AMC, #1 Operations Flight in AMC, and AMC's Energy Program of the Year. Additionally, he has been recognized for individual excellence throughout his career including 2-time Squadron Company Grade Officer (CGO) of the Year, 4-time Squadron CGO of the Quarter, Lance P. Sijan Award nominee for Outstanding Unit Leadership, HQ AMC/A7's US Jr. Chamber Ten Outstanding Young Americans nominee, 2-time Squadron Military Manager of Year, 2003 Squadron Professional Performer of the Year, and finally, HQ AMC/A7's Workhorse of the Quarter.

Capt Wedewer is married to Tina Wedewer and has one daughter, Morgan. His hometown is Alpharetta, Georgia.

## **Senior Airman Kristina A. Zacherl**

*Air Traffic Controller*

Senior Airman Kristina A. Zacherl is an air traffic controller assigned to the 6th Operations Support Squadron, MacDill AFB, Florida. Airman Zacherl was born in Philadelphia, Pennsylvania and attended Maple Shade High School, where she graduated with honors.



Airman Zacherl enlisted in the Air Force in 2007. Upon completion of Basic Military Training she attended technical training as an Air Traffic Controller at Keesler AFB, Mississippi. After graduating as a Distinguished Graduate from technical training she was assigned to her current position at

MacDill AFB, where she controls and regulates terminal air traffic and initiates and issues ATC clearances, instructions, and advisories to ensure the safe, orderly, and expeditious flow of air traffic operating under instrument and visual rules.

During her tenure at MacDill, Airman Zacherl has excelled not only as an air traffic controller, but also served a year commitment as a Base Honor Guard member. She has distinguished herself and earned such honors Air Mobility Command's Airman of the Year, the 6th Air Mobility Wing's Airman of the Year and was twice recognized as the 6th Operations Group's Airman of the Year. In November 2010, she attended Airman Leadership School and earned distinction as the John L. Levitow Award recipient. The John L. Levitow Award is the highest honor presented to a graduate of Air Force Enlisted Professional Military Education.

Airman Zacherl has been awarded the Air Force Achievement Medal and holds a Community College of the Air Force Associate's Degree in Air Traffic Operations and Management. She is currently deployed to Balad AB, Iraq in support of Operation NEW DAWN. ■

Visit us at  
Booth #727



## Rapid Deployment Equipment for Military Forces Around the World

### HESAMS

*Hardsided Expandable Small  
Air-Mobile Shelter*  
Insulated • Climate Controlled •  
3 Doors • Treadplate Flooring •  
Electrical System • LED Lighting  
• Flexible Mission Configuration •  
Direct On/Off Loading into Aircraft •  
Helo-Slingable



Stowed



Deployed



### Palletized Systems

4 to 15 Seat Pallets • Durable Kevlar/Nomex Seat  
Cover or Leather Options • Passive Lumbar Support •  
In-Arm Food Trays • Integrated Airborne Modules

### HELAMS

*Hardside Expandable Light  
Air-Mobile Shelter*  
Slide-In/Slide-Out 42,000  
BTU Environmental Control  
Unit • Standard Three  
Phase Electrical System  
• 4 Hard-Mounted MS  
Lights in Center Section • 8  
Windows • Airlift Certified •  
Helicopter Slingable



### ISU® Containers

Aluminum Extruded, Mechanically Fastened Base •  
Weather, Dust and Sand Proof • Four-Way Forkliftable • Air,  
Helo, Land, Rail, & Sea • Stackable 2-High Loaded or Empty

**Wherever you are going...  
our MOBILITY SOLUTIONS  
will get you there!**

Rapid Deployment Equipment • Expeditionary Systems • Integration, RESET & Repair Services  
[www.aarmobilitysystems.com](http://www.aarmobilitysystems.com) • 800.355.2015

**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.**

**2011 A/TA General P. K. Carlton**

## *Award for Valor*



### **Captain "Big John" D. Garvin**

On 18 November 2010, Captain John D. Garvin boarded a CH-47 Chinook Helicopter escorted by 2 UH-60 Blackhawk Helicopters en-route to Firebase (FB) Atghar in Zabul Province Afghanistan after receiving word that FB Atghar was in a Code Black status (72 hours remaining) of fuel. Firebase Atghar is occupied by a 12 man Romanian Operations Mentor Liaison Team located approximately 15 kilometers from the Pakistan border and receives only one helicopter a week for re-supply. Capt Garvin's mission, as the Regional Command East Air Mobility Liaison Officer, was to perform reconnaissance on the drop zone (DZ), train the soldiers as Drop Zone Controllers, and execute a safe Emergency Aerial Re-supply operation for the aircrew and ground forces scheduled the following day.

En-route to FB Atghar, Capt Garvin received word that a Quick Reaction Force nearby was activated to eliminate 2 large improvised explosive devices (I.E.D.s) that were placed in close proximity to FB Atghar. This information alerted Captain Garvin of active Taliban in the region. Capt Garvin arrived on FB Atghar and immediately assessed the security and intelligence situation learning that an attack on the base was imminent and the soldiers were taking a defensive posture to protect the base. With minimal daylight remaining, Capt Garvin turned on his Global Positioning System and noted the current drop zone was located nearly 1 mile to the East of FB Atghar.

Driving distance to the drop zone was approximately 2 miles on a heavy I.E.D. laden road. With night rapidly approaching, known enemy in the area, and the airdrop scheduled the next morning; Capt Garvin requested a security detail travel with him to the DZ for reconnaissance. Capt Garvin and four Romanian soldiers traveled by foot to a ridge overlooking the drop zone to prevent traveling by HMMWV on the I.E.D. laden road. Outside the security of the base, Capt Garvin gathered the vital "eyes on" reconnaissance of the area. The DZ was located on a road in a steep valley along a major line-of-communication between the local village and nearby Pakistan. Here, Capt Garvin received intelligence that this DZ had been compromised by enemy forces resulting in the loss of life and supplies a couple months prior.

Assessing the minimal force protection, logistical limitations and refusing to put the Romanians and aircrew at undue risk, Capt Garvin immediately searched for a new location. Relocating to a different DZ in a very similar situation the week prior, he knew that he had to work quickly. Traveling back towards FB Atghar, Capt Garvin surveyed the region looking for an area to better suit the Romanian

logistical and force protection capabilities. He identified an ideal DZ location within the confines of the Romanian's fortified base. Capt Garvin then immediately took coordinates from multiple points of the Hesco perimeter and marked the location for the new DZ's point of impact. This new DZ considerably reduced the risk to the aircraft during the flight over the Taliban infested region reducing aircraft exposure over the line-of-communication, and nearly eliminated any additional risk to the ground troops in operation and eased recovery of the combat sustainment supplies.

Working with limited Coalition communication systems within 16 hours of the scheduled drop, he compiled the new DZ coordinates, photographs, and collateral damage assessment into a real time package for AMD Tactics to assess the plan. Because Capt Garvin put "boots on ground" into this high threat area and compiled critical information with "eyes on" mobility expertise, AMD Tactics was able to approve the new DZ within 12 hours of the scheduled drop. On 19 Nov 2010, less than 18 hours after his arrival, a C-17 successfully airdropped 20 bundles of critical, mission essential fuel with 19 of the bundles landing inside the perimeter of FB Atghar. With all bundles safely recovered, and without injury to the ground forces or aircrew, essential ground operations were able to continue.

Shortly after the recovery of the bundles, the prior intelligence proved true when Capt Garvin and the Romanian student controller he was training came under the direct attack of a sniper pinning them down for nearly 45 minutes with many of the rounds barely missing them. Highly concerned of a larger attack, Capt Garvin issued vital commands to the other soldiers on the base to position their 4 HMMWVs armed with heavy machine guns in tactical positions and prepare for a firefight with the Taliban. The re-positioning of the weapons and show of force deterred the far out-numbering enemy from launching a larger scaled attack. This key decision in selecting the new DZ additionally prevented the Romanians from being cut off from their FB in an attack during the recovery of the airdropped goods.

Capt Garvin's instructor aircrew skills, operational airdrop and ground combat skills proved vital in the reconnaissance and relocation of the DZ for an Emergency Airdrop for FB Atghar and a previous mission. He vigorously worked through an extreme hostile environment with many technical barriers and under the direct fire of the enemy to convey critical information in a timely manner. Capt Garvin's heroic actions, courage under fire, and selflessness saved the lives of the 12 Romanian Allies of FB Atghar and deems him worthy as the recipient of the 2011 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

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



**2011 A/TA**

*Halvorsen Award*

***Master Sergeant William E. Villarreal***

Master Sergeant William E. Villarreal is a Superintendent, Deployment and Distribution Flight, 366 Logistics Readiness Squadron (LRS) at Mountain Home AFB, ID. He holds a 2007 Bachelor in General Studies degree, from Louisiana Tech University, Ruston, LA. and a 2003 Associate in Applied Science Transportation from the Community College of the Air Force. He completed the Joint Senior Non-Commissioned Officer Academy (SNCOA) in March 2010 and completed the SNCOA in-residence program in December 2010.

Previous assignments include being Superintendent, Materiel Management Flight, 366 LRS, from January 2009 through March 2010, and serving as the J4 Mobility Action Officer, HQ CENTCOM, March 2010 through October 2010.

Master Sergeant Villarreal's extensive community involvement includes serving as Temporary First Sergeant, in 2010; LRS Mentorship Program Manager, February 2009 through the present; volunteering for Habitat for Humanity, October 2010; serving as FW Top III Secretary, March 2009 through February 2010; and, serving as a FW FOCUS 56 Mentor, February 2009-March 2010.

Master Sergeant Villarreal's prior achievements include being named the 12 AF SNCO of the Year, NAF, 2009; 366 FW SNCO of

the Year, Wing, 2009; 366 FW Col Gail Halvorsen AF Outstanding Air Trans of the Year, Wing, 2009; ACC Professional Provider of the Year, ACC, 2008. Among his awards are the Meritorious Service Medal, the AF Commendation Medal with 3 oak leaf clusters, the Joint Achievement Medal and the AF Achievement Medal.



Master Sergeant William E. Villarreal distinguished himself as Superintendent of the Deployment and Distribution Flight at the 366th Logistics Readiness Squadron, 366th Fighter Wing, Mountain Home AFB, Idaho, from 1 January 2010 to 31 December 2010.

Sergeant Villarreal led a flight outside his Air Force Specialty Code, taking over as the Superintendent of the Materiel Management Flight. He then deployed to USCENTCOM where he again proved capable of handling any situation by becoming the sole enlisted air mobility action officer.

His knowledge was imperative in creating a new Operation ENDURING FREEDOM airlift channel hub boosting US commercial authorized airfields, which proved paramount in supporting the 30 thousand force plus-up and their sustainment throughout Afghanistan. The distinctive accomplishments of Sergeant Villarreal reflect great credit upon himself and the United States Air Force.

***"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"



F117 Engine

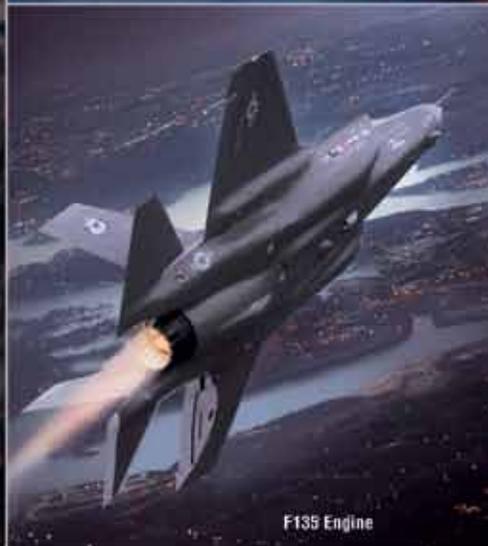
Answering the call with confidence.  
It's in our power.™



F100 Engine



F100 Engine



F135 Engine

There are powerful reasons why 29 armed services across the globe employ 8,500 of our engines to deliver when it really counts. Learn more at [www.pw.utc.com](http://www.pw.utc.com).



Military Engines



**Pratt & Whitney**  
A United Technologies Company



# VERSATILITY TODAY PROMISES A SAFER TOMORROW

© 2011 Lockheed Martin Corporation

## THIS IS HOW | THE C-130

The world's most flexible airlifter. Aerial resupply and refueling. Firefighting. Weather reconnaissance. Electronic warfare. Special operations. Multi-mission tasks. An assortment of roll-on/roll-off solutions. With such a wide array of capabilities, the C-130 guarantees flexibility like no other aircraft. Whether it's maritime patrol, search and rescue or other unforeseen challenges, the C-130 stands ready. Preparation for a variety of missions is all a question of how. And it is the how that Lockheed Martin delivers.

[lockheedmartin.com/c130](http://lockheedmartin.com/c130)



*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.*



**2011 A/TA**

## *Specialized Mission Award*

### *Major John F. Baer*

Major John F. Baer is the Assistant Director Operations/Aeromedical Evacuation Planner, 21st Air Mobility Operations Squadron, Joint Base McGuire-Dix-Lakehurst. He holds a Bachelor of Science in Nursing Science, University of Texas, San Antonio, TX (1999), and a Master of Emergency/Disaster Management, Touro University International, Vallejo, CA (2008).

Major Baer volunteered for a 365-day deployment to Kandahar Air Base as an Air Advisor to the Afghan Air Force from January to December 2010. He worked for the NATO Air Training Command-Afghanistan and was responsible for advising the Afghan Air Force on establishing a sustainable Aeromedical Evacuation system. Through a year of mentoring, classroom instruction and hands-on experience, Baer and his team worked to improve the level of aeromedical and casualty evacuation care provided by the Afghan Air Force. Modern battlefield medicine relies on a network of battlefield aid stations, regional medical centers and rehabilitative hospitals linked by an air evacuation system that quickly and safely moves patients up the chain.



For a wounded soldier in the Afghan National Security Forces, MEDEVAC was often provided by a Coalition Force aircraft and crew, not by his fellow Afghans. Baer's small team of American medical mentors and their coalition partners worked "shoulder to shoulder" with their Afghan medical counterparts to teach these necessary skills and build the capacity for them to care for their own in combat. In September 2010, wounded Afghans began to be evacuated to higher levels of care on regularly scheduled AAF transports and helicopters under the care of Afghan aeromedical technicians trained by Baer and his team.

"When we first arrived at Kandahar, the air evacuation system was very basic," said Baer. "The regional hospital would just deliver patients to the next available flight to Kabul without preparation or prior coordination and simply put them on the floor. Once the plane took off, there weren't any flight medics on board to provide care."

Baer helped set up a training program to teach a small core of AAF aerial medics how to stabilize patients for flight and secure them safely on the aircraft to prevent further injury. They also taught them the special skills needed to care for wounded soldiers in the air.

"We would spend two days a week in the classroom teaching aeromedical care through repetition and hands-on practice," he said. "In addition to patient prep and in-flight care, we provided instruction

with advanced equipment to care for more seriously injured soldiers. They picked up the technology with enthusiasm, despite a few language and literacy barriers."

He spent a great deal of time in the air alongside the Afghan medics on AAF flights.

"I flew alongside Afghan medics on 55 missions in their MI-17s as we put our classroom work into the lives of wounded Afghans," said the major. "These were challenging missions and they made a real difference, I saw them save lives."

The mentor team also worked with the ANSF hospital system, AAF and the Afghan medical coordination center to address the random and unscheduled approach to aeromedical evacuation. The key was having the hospitals know when they needed to move patients to aircraft dedicated to MEDEVAC missions, and also in having trained medics ready to fly on them.

The AAF's Kabul and Kandahar Air Wings created weekly flights from the Kandahar Regional Medical Center to the National Military Hospital in Kabul. The regular missions schedule time for the

KRMC to prepare wounded Afghans for transport and to prioritize care for the most critical cases.

Considering the conditions at the beginning of his tour, Baer was very impressed with the changes.

"In less than ten months, ANSF aeromedical care evolved from basically 'a plane is here, place him on the floor' to Afghans coordinating and scheduling their own medical evacuation missions. They are also preparing, securing and caring for their wounded countrymen in flight," said Baer. "I'm very proud to have been working alongside the Afghans during the start of this critical capability."

While deployed, Major Baer networked with his local community soliciting over 500 pounds of children's clothing given to Christian Ministries Center on Kandahar Airfield for distribution to Kandahar City school children. He also supported a Canadian Army Fun Run completing a 4 mile run. The proceeds from the run exceeded \$11,000 and were donated to local Kandahar schools.

Major Baer's achievements include receiving the Verne Orr Award, 621st Contingency Response Wing (2007, 2008, 2009 and 2010); the Emergency Nurse Excellence Award (1999); AMC Flight Nurse of Year (2003); and the Lillian Kiel Award, AMC (2008). 438th Air Expeditionary Wing Field Grade Officer of the Quarter (2010).

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

—Eleanor Roosevelt

*The Airlift/Tanker Association 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.*



## **2011 A/TA General Ronald R. Fogleman**

# **ASAM Award**

### **Major Phillip Shea**

Major Phillip Shea is a C-17 evaluator pilot assigned to the Global Power Programs Directorate, Secretary of the Air Force Acquisitions. He is 35 years old. Major Shea was born in Warner Robins, Georgia. He attended Zion Benton Township High School in Zion, Illinois. After graduating from high school, Major Shea attended the University of Illinois in Champaign-Urbana, majoring in Civil Engineering. He received his commission through the Air Force ROTC program in 1997.

Upon graduation, Major Shea was assigned to Hurlburt Field, Florida, where he served as a civil engineering officer. He was selected to attend pilot training in August 2000, and completed undergraduate pilot training at Laughlin Air Force Base, Texas, where he was a Distinguished Graduate and was awarded the Flying Training Award and the Order of Daedalians AETC Commander's Trophy for his performance.

In October 2001, Major Shea was assigned to Ramstein Air Base, Germany, where he was a C-9A aircraft commander and executive officer flying missions in support of Operations NORTHERN and SOUTHERN WATCH as well as Operation ENDURING FREEDOM. He was reassigned to McChord Air Force Base, Washington, as a C-17A instructor and evaluator pilot in August 2003. Major Shea flew and commanded combat missions and deployed in support of Operations ENDURING FREEDOM and IRAQI FREEDOM. He served in a variety of positions at McChord including Flight Commander, Wing Flight Safety Officer, Assistant Operations

Officer, and Squadron Chief of Standardization and Evaluations. His superior efforts were recognized with his selection as the 62d Air Wing Staff Company Grade Officer of the Year in 2005.

In December 2007, Major Shea was reassigned to Altus Air Force Base, Oklahoma, as a formal training unit instructor and evaluator. Major Shea was an Assistant Director of Operations and later, Chief of the Wing Commander's Action Group. For his exceptional efforts, he was recognized as the 97th Air Mobility Wing's 2008 Field Grade Officer of the Year.

In 2010, Major Shea 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 McGuire-Dix-Lakehurst, New Jersey. While there he earned a Master of Science in Logistics from the Air Force Institute of Technology. Once again rising to the top, Major Shea was recognized as a Distinguished Graduate and the Advanced Studies of Air Mobility General Ronald R. Fogleman Award winner. Major Shea

was assigned to the Pentagon, Washington D.C., where he currently resides.

Major Shea is married to the former Kathryn Dermody of Zion, Illinois. They have three children: Claire, Madeline, and Colin. Major Shea is the recipient of multiple decorations including the Meritorious Service Medal, the Air Medal, Aerial Achievement Medal, and Air Force Commendation and Achievement Medals.



***"Remember that our nation's first great leaders  
were also our first great scholars."***

—John F. Kennedy

By applying academic rigor to formulate options for senior leaders, ASAM students help craft the future of air mobility, according to Center officials. MajGen William J. Bender, U.S. Air Force Expeditionary Center Commander and host of the ASAM program, which is also closely affiliated with the Air Force Institute of Technology and AMC, recently noted that "The mission of the Expeditionary Center is built upon the following pillars: Pride, Preparation, Professionalism and Patriotism," Mr. Rudy Becker, Director of the Mobility Operations School, noted the relationship between AFIT and the Expeditionary Center has "delivered (hundreds of) mobility experts and leaders sorely needed by the joint community." He went on to note that, "...through alignment with flag officer research sponsors, ASAM has shaped the thinking on literally every aspect of the mobility arena, from organization and training to current operations."

# ARSAG '12

17 - 19 April

San Antonio

Grand Hyatt San Antonio

## The Aerial Refueling Systems Advisory Group



ARSAG '12 Conference Theme

## Aerial Refueling 2012: EXPANDING OUR LEGACY



ARSAG INTERNATIONAL

You are invited to join international military and aerospace industry representatives, expert in every facet of aerial refueling, at ARSAG '12, the annual conference of the Aerial Refueling Systems Advisory Group, ARSAG International.

ARSAG International is chartered as the DOD Joint Standardization Board (JSB) for Aerial Refueling Systems.

**ARSAG conferences feature:**

**DISTINGUISHED SPEAKERS  
MILITARY AND INDUSTRY BRIEFINGS  
OPERATIONAL AND TECHNICAL REPORTS  
WORKSHOPS  
FOCUS GROUPS  
EXHIBITS**

contact: [arsaginc@earthlink.net](mailto:arsaginc@earthlink.net)  
web/registration: [www.arsaginc.com](http://www.arsaginc.com)

NATO  
AUSTRALIA  
BELGIUM  
BRAZIL  
CANADA  
EUROPEAN DEFENCE AGENCY  
MOVEMENT COORDINATION CENTRE EUROPE

FRANCE  
GERMANY  
INDIA  
IRELAND

ITALY  
ISRAEL  
JAPAN  
NORWAY

SINGAPORE  
SPAIN  
SAUDI ARABIA  
SWEDEN  
THE NETHERLANDS  
TURKEY

UNITED KINGDOM  
UNITED STATES:  
Air Force  
Navy  
Army  
Marine Corps  
Air Force Reserves  
Air National Guard

*Making missiles toast for 50 years.*

[www.northropgrumman.com/laserdircm](http://www.northropgrumman.com/laserdircm)

▼ **IR COUNTERMEASURES**

Northrop Grumman is proud to be at the forefront of warfighter protection since 1961. That's when our engineers developed the first active onboard IRCM system capable of defeating an air-to-air, heat-seeking missile. Today, our DIRCM laser-based systems protect over 750 aircraft, including large and small fixed-wing, rotary-wing, and tilt-wing platforms. And tomorrow, armed with integrated RF and IR systems and more, rest assured we'll be making plenty more toast out of incoming threats.

*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.*



## 2011 Air Mobility Command *Key Spouse of the Year Award*

### Twyla Sue Smith

Twyla Sue Smith is a Key Spouse for the 19th Logistics Readiness Squadron, Little Rock Air Force Base, Arkansas. She is a wife and mother to three sons, Scott, Michael, and Alan. Born in Friona, Texas, she had dedicated herself to becoming a top award winning gymnast for the state of Texas. In 1980, she moved to Winters, Texas, where she expanded her budding leadership roles through, band, cheerleading, track and basketball activities.

After graduating high school, she moved to Abilene, Texas, pursuing a nursing career and worked directly with the elderly in the medical field. At the age of 22, she gave up her nursing career to manage the household. Twyla then started taking classes in cake decorating, in which she quickly excelled and proved to be one of her many talents.

As Twyla added to her skill sets, she continued playing and coaching company softball teams, racing modified stock cars and holding a lead position on the Board of Directors for the race track.

In 1998, she met her future husband Byron and married a year later, becoming part of the Air Force's family and introduced to a new way of life. As they transitioned to Little Rock Air Force Base

in 2001, it provided additional growth opportunities. She quickly completed various certifications and opened a Fairytale Weddings and Events business which has consistently grown to include receptions for the local Mayor, Senators, and State Representatives.

Still juggling home and community obligations, Twyla expanded her team and leadership skills by serving as the President of a local Parent Teacher Association, school's Archery Team Mom, Zoological Society and delivering meals to the elderly.

She enjoys spending time with her family as well as her hobbies and volunteer work. When asked to be a part of the Key Spouse program she jumped at the opportunity because of her service before self attitude and care for people.

Smith supported two flights in the squadron, ensuring 100-percent contact during deployments. She established a squadron-wide process to collect family contact information,

developed the first squadron Facebook spouse group for 75 spouses and served as chairperson for the squadron "Gone But Not Forgotten" campaign which increased spouse contact. She developed a monthly Key Spouse social event and hosted the first wing and squadron spouse suicide awareness facts and education symposium.



***"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 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*

**446th Airlift Wing**

The 446th Airlift Wing is Washington State's only Air Force Reserve flying unit and is headquartered at Joint Base Lewis-McChord (McChord Field), Washington. The mission of the wing is to provide citizen warriors and maintain equipment to meet America's global airlift requirements.

The nearly 2,400 men and women assigned to the 446th AW support the Air Mobility Command mission around the world on a daily basis, performing 44 percent of all C-17 missions leaving McChord Field. The 446th AW is nearly a mirror image of the active-duty wing at JBLM, and blends seamlessly into active-duty operations when called upon.

The 446th Airlift Wing distinguished itself by exceptionally meritorious service from 1 July 2010 to 30 June 2011. During this period, the 446th Airlift Wing accomplished its mission in support of numerous overseas contingency operations as well as all of its global peacetime missions. The consistent, excellent performance and true dedication to duty of the 446th Airlift Wing exemplifies the nature of the Air Force Reserve. The significant and successful participation of the wing in the conduct of combat operations prove its ability to perform its duties in the most extreme conditions.

The distinguished participation of wing personnel in contingency and humanitarian operations including support of Antarc-

tic operations demonstrate that wing personnel, individually and collectively as a team, are well-trained and have earned a critical position in the Nation's defense posture. The members of the 446th Airlift Wing excel at demonstrating the Air Force core value of "service before self" by balancing the demands of families, employers, and country, while being good and contributing neighbors in the civilian community.

The distinctive accomplishments of the members of the 446th Airlift Wing reflect great credit upon themselves and the United States Air Force.

The men and women of the 446th Airlift Wing personify "Citizen Airmen" as they have tackled the challenges of the wartime mobility air force along with supporting global humanitarian relief efforts and airlift demands while maintaining impeccable Readiness and Manning numbers. Despite numerous deployments,

the 446th Airlift Wing continued to fulfill their responsibilities on the home front by hosting world-class events, such as AMC Rodeo and the Washington Special Olympics.

It is this kind of dedication to military duty and responsibility to civilian life that embodies the spirit of this award and thus makes the 446th Airlift Wing truly deserving of the A/TA Lt Gen James E. Sherrard III Award.



*"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.



Delivered on time. As promised.

© 2010 Rockwell Collins, Inc. All rights reserved.  
Photo courtesy of the U.S. Air Force.

With more than 650,000 “combat tested” flight hours, the KC-135 GATM upgrade is the proven solution for enhanced situational awareness and airspace interoperability. From communications, navigation and surveillance systems to advanced display technology and comprehensive service and support, we provide the critical solutions that allow tanker pilots to successfully complete their missions.

Learn more at [www.rockwellcollins.com/gs](http://www.rockwellcollins.com/gs)

**Rockwell  
Collins**

Building trust every day

MULTIPLE PLATFORMS  
ONE *LEADER*

For more than 50 years, governments and militaries around the world have chosen Gulfstream aircraft to support their requirements for the same reasons so many corporations and business professionals have: unsurpassed speed, range, reliability and product support. When faced with the most demanding missions, Gulfstream is the preferred choice.

BUDDY SAMS 1.703.276.9500 | [GULFSTREAM.COM/SPECIALMISSIONS](http://GULFSTREAM.COM/SPECIALMISSIONS)

**Gulfstream**<sup>®</sup>  
A GENERAL DYNAMICS COMPANY



*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**



**The 185th Air Refueling Wing**

The 185th Air Refueling Wing is the recipient of the 2011 A/TA ANG Outstanding Unit Award. A proud member of Iowa's National Guard, the 185th is the newest member to the ANG KC-135 community as they converted from the F-16 in 2003. Led by Wing Commander, Colonel Brian Miller, the Hawkeye State's Citizen Airmen have succeeded in building one of the nation's most respected ANG units – serving America, Iowa, and community in partnership with families and employers.

The 185th ARW is assigned 8 KC-135R aircraft and over 800 Airmen, providing rapid global mobility and sustainment for America's armed forces; providing unparalleled support to the warfighter. Additionally, the 185th possesses the one and only Regional Paint Facility in the Air National Guard which brings a cost savings of \$3 million plus to the Air Force and Army.

The 185th ARW was selected for this award based upon setting impressive benchmarks such as: the CENTCOM AOR-216 combat sorties, totaling over 1500 flying hours and off loading 1,720,000 lbs of fuel while simultaneously deployed to the PACOM AOR where they accrued 44 sorties, 185 flying hours while offloading 7,650,000 lbs of fuel. Additionally, this Wing

was one of the first units activated in support of Odyssey Dawn/Unified Protector and while based out of Moron AB, Spain they executed 58 sorties, 516 hours and 1,700,000 lbs of offloaded fuel.

In support of these requirements, the 185th airmen deployed an incredible 37,364 days for contingency operations while still maintaining a 98% rate of readiness.

As defenders of Iowa, the 185th ARW is trained to protect life and property and to preserve peace, order and public safety. Their role as Citizen Airmen is reflected by their support to the local community with the "Ambassadors Race for Hope" in support of our POW/MIAs, partnering with Hope Haven International providing 200 wheelchairs for disabled Iraqi children and over 35,000 volunteer hours in support of the Siouxland area through the Combined Federal Campaign and blood drives for the Siouxland Community Blood Bank.

The Award of the 2011 A/TA ANG Outstanding Unit Award recognizes the contributions of Iowa's own 185th ARW and sets the standard for all future competitors. Congratulations to all 185th ARW 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.

**America's Aerospace Industry plays an integral role in providing our country's decisive military edge; and, the A/TA's Industry Partners play a vital role in assuring the success of the Association. The Airlift/Tanker Association extends its sincere thanks to all its Industry Partners for their continued support!**

(Industry Partners as of 30 September 2011)



## **A Salute to Our A/TA** *Industry Partners*



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.



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](http://www.adacel.com)



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. *Aviation Supply Chain:* Inventory Management Programs; Airframe and Engine Parts Supply and Repair; Aircraft & Engine Sales & Leasing; Component Repair; Enterprise Application Integration; Maintenance, Repair and Overhaul. *Overhaul and Modifications:* Landing Gear, Wheels and Brakes; Component and Composite Repair; Engineering Services Structures and Systems. *Rapid Deployment Equipment:* Integrated Mobility Systems; Cargo Systems; Precision Fabrication; Composite Structures; Government and Defense Services. *Defense Logistics Support:* Integrated Communications Systems; Technical services; Airlift and Logistics Services.



AeroNavData is a Service Disabled Veteran Owned Small Business that provides reliable and accurate aeronautical navigation information and innovative software development solutions. Our highly experienced team of pilots and air traffic controllers specialize in the analysis, verification, validation, and production of Instrument Flight Procedures designed by the U.S. Air Force and the FAA. As experts in aeronautical information systems, we successfully developed proprietary software and processes, which have been approved by the FAA as signified by our RTCA/DO-200A Type 1 Letter of Acceptance. Through our intimate knowledge of both DAFIF and ARINC data formats, we developed DAFIF to ARINC conversion software, which is currently used to support six allied partner military aircraft. This enables the warfighter to use DAFIF to plan missions in the Joint Mission Planning System (JMPS) and the Aviation Mission Planning System (AMPS) and then use the converted ARINC file in the cockpit flight management system.



Alenia North America, a subsidiary of Alenia Aeronautica and a Finmeccanica company, is an aircraft manufacturing company specializing in military transport, fighter and training aircraft as well as maintenance, repair and overhaul. Alenia's products include the C-27J, the world leader in the twin engine military tactical aircraft market, which has been sold to the U.S., Italy, Greece, Bulgaria, Lithuania, Romania and Morocco. Alenia also provides the refurbished G-222 tactical transport aircraft to the Afghanistan Air Force. Other Alenia products include the T-100 Integrated Training System, featuring the world's most advanced 4th/5th generation advanced jet trainer; the T-100 ITS builds upon the proven technology, systems and international success of Alenia Aermacchi's M-346 advanced jet trainer system, in production now for the Italian Air Force. For more information visit [www.aleniana.com](http://www.aleniana.com).



HEAD INTERNATIONAL

ARSAG International is a properly chartered and IRS registered not-for-profit professional organization. ARASG International was formed to provide a single inter-service and international agency to promote the common good and safety of aerial refueling operational and technical matters. ARSAG International also serves as a coordinating/advisory body for the resolution of existing deficiencies in tanker and receiver aerial refueling systems, for the development and implementation of improvements to these systems, and for enhancement of aerial refueling interoperability and safety. All efforts of the organization is directed to assisting aerial refueling engineering, development, testing, support, and operating agencies.



The Altus Military Affairs Committee (MAC) was established in 1952 by city fathers to build a relationship between the community and base. The MAC mission is to sustain Altus AFB as a viable military installation by promoting base growth through community support to protect one of our nation's most valuable assets. The Committee vision is "to have the best air force base and community relationship within the United States Air Force." To accomplish the mission, committee members engage in a variety of activities including but not limited to financial support, base functions, social and professional relationships with base personnel, engage Senior AF leadership, interact with elected officials and staff at both the state and federal level, and serves as a liaison to the community. For the past forty-nine years, the MAC and community members have organized and attended the Annual Quail Breakfast currently hosted by Senator James Inhofe.



The Armed Services Mutual Benefit Association (ASMBA) is a non-profit 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. ASMBA is run by its members through an elected Board of Governors and an appointed Board of Advisors, all of whom serve without pay. ASMBA has no stockholders or sales agents to pay, and can therefore offer high value protection at a very low cost. The goal of ASMBA 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](http://www.asmba.com), or call us at: 1-800-251-8434.

# ARINC

ARINC was formed nearly eight decades ago to provide reliable communications to the airlines. Today, we're a solutions driven company with end-to-end capabilities in the commercial, defense, and government industries alike. We provide communications, engineering, and integration services to deliver mission-critical solutions around the globe. We have supported the U.S. Military for over fifty years. From aircraft modernization to innovative avionics systems to advanced logistics support, ARINC provides mission-critical communications and engineering solutions for aircraft and the crews that fly and maintain them. Our proven experience and disciplined pursuit of excellence gives our customers the results they need—when they need them. ARINC Incorporated, a portfolio company of The Carlyle Group, provides communications, engineering and integration solutions for commercial, defense and government customers worldwide. Headquartered in Annapolis, Maryland with regional headquarters in London and Singapore, ARINC is ISO 9001 certified.



## ATLAS AIR WORLDWIDE HOLDINGS

Atlas Air Worldwide Holdings, Inc. (NASDAQ: AAWW) is the parent company of Atlas Air, Inc. (Atlas) and Titan Aviation Leasing (Titan), and is the majority shareholder of Polar Air Cargo Worldwide, Inc. (Polar). Through Atlas and Polar, AAWW operates the world's largest fleet of Boeing 747 freighter aircraft and is the leading provider of leased freighter aircraft and outsourced aircraft operating services and solutions to the global aviation industry. In addition, AAWW is the only ACMI provider to offer customers future access to the game-changing Boeing 747-8F, with our current order for 12 aircraft. Our customers include major airlines, express delivery providers, international freight forwarders, the US military-including the CRAF program, and charter brokers. Through our CMI service, we provide key supply-chain support for the production of Boeing's all-new commercial jetliner, the 787 Dreamliner, by operating a specially-modified fleet of four 747-400 aircraft. In addition, Atlas operates a private, premium passenger charter service for the US-Africa Energy Association (USAEA) through SonAir - Serviço Aéreo, S.A. (SonAir), acting as agent for the USAEA. We are the provider of training for Air Force One and for E-4B, National Airborne Operations Center pilots and flight engineers. For more information, please go to [www.atlasair.com](http://www.atlasair.com).



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.



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 and the recently awarded KC-46A, the next-generation aerial refueling tanker aircraft. Boeing built both the KC-135 and KC-10 tankers currently in use by the Air Force, the KDC-10 for international 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, Qatar, UAE and India. Boeing is working to develop other international military sales.

## BOMBARDIER

Bombardier Specialized and Amphibious Aircraft. For over forty years, Bombardier has provided governments and governmental agencies around the world with over 300 modified aircraft that meet the most demanding mission requirements. Whether it's a C4ISR aircraft, Maritime Patrol Aircraft, Airway Calibration or VIP Platform from design to delivery, Bombardier is dedicated to meeting the needs of its customers through its comprehensive range of aircraft, including the Learjet, Challenger and Global family of jets as well as its superior turboprop aircraft. It also markets the Bombardier 415 aircraft, the most advanced purpose-designed amphibious firefighting aircraft. This aircraft has also proven ideal for maritime missions, which include search and rescue, coastal patrol, disaster response and utility transport.

## Booz | Allen | Hamilton

### strategy and technology consultants

Booz Allen Hamilton has been at the forefront of strategy and technology consulting for nearly a century. Today, the firm provides professional services primarily to US government agencies in the defense, intelligence, and civil sectors, as well as to corporations, institutions, and not-for-profit organizations. Booz Allen offers clients deep functional knowledge spanning strategy and organization, engineering and operations, technology, and analytics-which it combines with specialized expertise in clients' mission and domain areas to help solve their toughest problems. Booz Allen is headquartered in McLean, Virginia, employs more than 25,000 people, and has annual revenues of over \$5 billion. To learn more, visit [www.boozallen.com](http://www.boozallen.com).



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 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.

*"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)



CAE is a world leader in providing simulation and modeling technologies for the civil aviation industry and defense forces around the globe. With annual revenues exceeding US\$1.6 billion, CAE employs more than 7,500 people at more than 100 sites and training locations in more than 20 countries. We have the largest installed base of civil and military full-flight simulators and training devices. Through our global network of 32 civil aviation, military and helicopter training centers, we train more than 80,000 crewmembers yearly. We offer comprehensive in-service support solutions to the air, land and sea domains, modeling and simulation software to various market segments and, through CAE's professional services division, we assist clients in applying simulation to analysis, training and operations. 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. CAE USA is the prime contractor responsible for the KC-135 Aircrew Training System.



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: Tactical Aerial Delivery Systems (TADS), Joint Modular Intermodal Containers, Tactical & GPS guided Resupply Systems, Type-V Platforms, Helicopter Slings & External Lift, and Buffer Stop Assemblies. Capewell designs and manufactures Life Support equipment which includes Parachute Releases, Hardware, Ripcords along with 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. Capewell provides the "total package" of innovative engineering design, manufacture, technical support, and training for aerospace, aerial delivery and life support requirements. Capewell is ISO 9001:2008 and AS9100B Certified. [http://www.capewell.com/products\\_overview.php](http://www.capewell.com/products_overview.php)



Expert in airfield services and logistics, CAV International currently serves USTRANSCOM and AMC at DoD locations worldwide. In 2010, CAV won roughly \$120 million in new multi-year contracts with the USAF and US Navy, including its most recent successes in Kuwait, Spain, Germany and multiple airfields in Latin America. Headquartered in Greenville SC, CAV invests heavily in skilled labor and high quality equipment to provide the DoD with the best possible value for high performance. Improvements in equipment, vehicles, and facilities have bolstered both operational safety and efficiency. CAV maintains a lean cost model, and offers its Government and Prime Contractor customers an absolute cost advantage and measurably superior quality metrics on a consistent basis. In 2011, CAV is estimating to perform over 900,000 man-hours of quality-driven professional services, handle over 26,000 airplanes across 19 time zones, process over 1,500,000 in-transit military passengers, and manage over 240,000 tons of cargo.



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

## 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 52 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.



CTSi provides 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.



Leveraging a global footprint in both private and public sectors, and experience gained from serving almost every U.S. government agency, CSC offers thought leadership, specialized skills and innovative services worldwide. As a leader in designing, developing, maintaining and supporting military logistics and transportation systems, CSC is the largest DoD provider of Defense Transportation System (DTS) support and an industry thought leader in supply chain management. CSC provides systems development, integration and functional support services meeting continuous global DTS needs across the full spectrum of mission-critical operations for USTRANSCOM, AMC and SDDC. CSC supports AMC on the Global Air Transportation System (GATES), the Global Decision Support System (GDSS) and several other efforts within both A6 and A5. In order to enable the greatest transformation of Air Force logistics in history, CSC is developing the Expeditionary Combat Support System (ECSS), encompassing both extensive business process reengineering coupled with state-of-the-art information technology. Visit [csc.com/government](http://csc.com/government).



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 has developed and manages an Advanced Tanker Crew Training School for the Royal Australian Air Force and other international clients. Our unmatched experience base 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. CASS partners are dedicated to helping our Nation and its Allies find solutions to today's tough mobility challenges. Please visit our website at [www.cass.aero](http://www.cass.aero).

## Cyintech

information solutions

Founded in 1995, Cyintech is a global provider of management consulting and implementation services specializing in the field of decision-support and optimization. Our company has successfully completed more than 120 operations re-engineering, process improvement and technology implementation projects for its domestic and international clients. Process re-design and performance improvement initiatives have been successfully implemented at major international airlines' Operations Control Centers, major airports, domestic and international government organizations, and the US Military. Our team is composed of experienced "operators" well seasoned in real-world operations. We provide practical application of proven methods in the areas of Continuous Improvement, Change Management, and Business Transformation. Cyintech takes pride in providing customized solutions tailored to your requirements.



David Clark Company Inc. (DCCI) is the world leader in headsets for military, marine and general aviation and specializes in communication solutions for any high-noise environment. Our Worcester, MA facility has been manufacturing headsets and communication systems for over half a century. Pilots, both civilian and military, fire departments, coastal interdiction personnel, NASA, and many other government customers are very familiar with the high quality, durability, and serviceability of our products.



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](http://www.drc.com). "Resources. Responsiveness. Reliability."



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.



DRS Sustainment Systems, Inc. (DRS SSI) provides the experience, advanced technologies, and integrated solutions that offers world-class situational awareness, innovative logistics solutions and highly adaptable logistics support to meet your most challenging requirements. DRS SSI focuses on force readiness, integrated situational awareness, connectivity... effectively positioning capability where and when it is needed to prevail in the most complex of missions. DRS SSI capabilities include platform integration, such as the battle-field-proven targeting system under armor; cargo handling via the versatile and dependable Tunner 60K aircraft cargo loader; enabling expeditionary forces via our fuel and water conditioning; storage, distribution and packaging technologies. DRS SSI is always ready to partner with you to tailor our existing products and capabilities to meet your requirements today and develop the right technologies to ensure your success in the future.

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

—Abraham Lincoln



## 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 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](http://www.elbitsystems-us.com).



EMTEQ - The expert for LED lighting with enhanced products, services, and support. EMTEQ offers industry leading LED Lighting products as well as avionics, engineering, and modification services that enable you to get the job done. Products include: cockpit/interior LED lighting; exterior lighting; ARINC and non-standard equipment trays; RF/Specialty cables & assemblies (databus, Ethernet, multi-conductor); electrical/mechanical integrated assemblies; wire harnesses; overbraiding services; integrated aircraft/avionics system engineering and installation kits; structural/mechanical upgrades; metal fabrication; design and consulting services. EMTEQ is a small business and also has HUBZone qualifications through our partner Cable Technology, allowing you to meet any small business set aside requirements. Worldwide locations: US, Switzerland, Brazil and Canada.

## ENGINEERED ARRESTING SYSTEMS CORPORATION



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>.



## 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 (EDT), comprised of Armtec Defense Products, Armtec Countermeasures Co., 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 U.S. and allied armed forces.



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>.

*"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



Flightcom Corporation is a premier provider of military aircrew Active Noise Reduction (ANR) headsets with integral SAT/cell phone and auxiliary audio input functionality, as well as Passive headsets and portable wireless headset systems for ground crew use. Designed for both aircrews and maintainers, Flightcom's durable headsets are engineered and manufactured to withstand rugged environments and are USAF approved on multiple airframes. In addition to a popular line of Flightcom general aviation headsets, our parent company, 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 of experience in cockpit and ground communications, Flightcom's military division offers a broad range of communication products suitable to most military applications, and our agile special engineering capability can adopt products to special needs.

# 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 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) 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, 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/](http://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](http://www.cfm56.com).



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 is a global supplier of products, systems and aftermarket services to the aerospace, defense and homeland security markets. Goodrich has annual revenues of \$7 billion and employs more than 25,000 people 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 gear, 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 bags, security and surveillance systems, fuel measurement and management systems, vehicle health management systems, ice detection and protection systems, rescue hoists, cargo winches and lighting, propulsion and seating systems including the Fixed Aircrew Seat Standardization (FASS).



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 Pre-Owned Aircraft Sales®. The company employs more than 10,000 people at 10 major locations. We invite you to visit our website for more information and photos of Gulfstream aircraft at [www.gulfstream.com](http://www.gulfstream.com). General Dynamics, headquartered in Falls Church, Va., employs approximately 90,000 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](http://www.gd.com).



Hamilton Sundstrand, a United Technologies Company. One Hamilton Road Windsor Locks, CT, 06096 USA. Tel: 860-654-6000. Fax: 860-654-2399 [www.hamiltonsundstrand.com](http://www.hamiltonsundstrand.com). 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.

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

—Charles F. Kettering



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](http://www.honeywell.com/missionready).



The Jacobs/TYBRIN Group is a premier provider of Tanker, Airlift and Special Mission (TASM) Aircraft Weapons and Electronics (AWE) and Joint Precision Airdrop (JPADS) systems. TYBRIN has developed more AWE modules than any other organization in the world and is the sole developer of the JPADS software set for the USAF. Our JPADS and AWE modules are aircraft-specific components, integrated with Portable Flight Planning System (PFPS), which provide capabilities to load flight plans, navigational databases and airdrop information to USAF and foreign aircraft. Users of our AWE and JPADS software are able to plan their complete mission from takeoff, including aerial refueling, personnel and equipment airdrops through to landing and see that data on their aircraft. TYBRIN also produces user friendly, graphical flight planning tools which have the ability to communicate with multiple optimization engines for Air Mobility Command (AMC).



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."



Jeppesen is a proud industry leading provider of aeronautical data and mission planning solutions to the global airlift and tanker market. We offer a complete suite of mission support products and services that enables long range planning, mission tasking, mission execution and operations management. Leveraging the data that has made Jeppesen a leader in the industry for over 70 years, our solution suite empowers our customers to increase mission effectiveness and efficiency in today's complex global environment.



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](http://www.jlg.com).



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 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.

## LifePort Inc.

A Sikorsky Aerospace Services Company

Recognized as a premier OEM of after-market mission equipment, LifePort provides customized interior solutions for any aircraft and any mission. Our portfolio includes stretchers and ALS units, seating systems, ballistic flooring, VIP cabinetry, divans/beds, galley components, pocket doors and lift mechanisms. Approved and certified to STC, TSO-C39 or TSO-127 standards - our products are durable, reliable and maintenance free. Our seating options range from 9G static divans to 16G dynamic slouching divans with electric actuation. LifePort's quality engineering, design and manufacturing expertise offers turn-key solutions for fixed and rotary wing operators. LifePort, Inc. is a Sikorsky Aerospace Services (SAS) company - the aftermarket business unit of Sikorsky Aircraft. SAS designs and applies advanced logistics and supply chain solutions for commercial rotary, military rotary and fixed wing operators globally. Based in Stratford, Conn, Sikorsky Aircraft is a world leader in helicopter design, manufacture and service.



Founded in 1996, Lightspeed Aviation was launched with a simple mission - to design and build the quietest, most comfortable aviation headsets 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 has become the premium standard. The newly released Zulu.2 includes several innovations and capitalizes on Lightspeed's strength of responding to the needs of pilots. Zulu.2 supports national defense missions in variety of aircraft ranging from ISR to tankers and even AWACS. With a newly expanded Trade-Up program, there has never been a better time to move up to the best. To learn more about Lightspeed Aviation, Zulu.2, or the Trade-Up program, visit [www.lightspeedaviation.com](http://www.lightspeedaviation.com).

## 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](mailto:marka@ladders.com) or 801 806-9364. Available direct, GSA Schedule or DOD-E-mail.



Lockheed Martin Design, Develop and Manufacture (Original Equipment Manufacturer) C-130, C-130J, C-5, and C-5M. Provide Life Cycle Support and Sustainment for Lockheed Martin Aeronautics Company Products Worldwide.



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.



Monaco Air Duluth is a full service FBO offering expert DOD/DESC contract fueling and ground handling services to all transient military aircraft entering or departing the United States. Located at Duluth International Airport (KDLH) and situated on the most favorable great circle routes to Europe, Canada and the Far East, Monaco Air Duluth is the ideal location for your next tech-stop. With 24 hour US Customs and International Port of Entry, a 10,162 foot primary runway with Cat II ILS, a 24 hour tower with approach control and around the clock executive FBO services, including catering and concierge hotel and car rental, we specialize in ultra fast and efficient quick turns. Capable, experienced and equipped to handle all aircraft from C-5's to KC-135's to F-18's - from every service branch - all with the expertise you trust! Arrival arrangements can be made by calling 218-727-2911. Or at [www.monacoairduluth.com](http://www.monacoairduluth.com).



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](http://www.nationalaircargo.com).

*"To understand the place of humans in the universe is to solve a complex problem. Therefore I find it impossible to believe that an understanding based entirely on science or one based entirely on religion can be correct."*

-Wilton Robert Abbott, aerospace engineer



Norduyn is displaying its lightweight rapid deployment tactical containers. The NN8000 containers are deployed around the world and are proven to be a robust, practical end-to-end mobility solution enabling the efficient transportation of equipment used in various missions. Fully airworthiness certified for transport in fixed and rotary wing aircraft, they carry up to 8500 lbs of cargo and can be collapsed to 32 inches when empty by two people in 5 minutes without tools. Norduyn's containers are the only heavy light containers that are fully maintainable and repairable on location ensuring a long lasting product in support of our troops.

## ***NORTHROP GRUMMAN***

Northrop Grumman Corporation is a leading global security company whose employees provide innovative systems, products, and solutions in aerospace, electronics, information systems, 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.

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

—General George S. Patton



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](http://www.OregonAero.com). 800-888-6910.



Parker Parker Aerospace is a global leader in the design, manufacture, and servicing of hydraulic, fuel, flight control, fluid conveyance, and engine components and systems for aerospace and other high-technology markets. Its products are used on aircraft manufactured throughout the world today, including commercial transports, military fixed-wing planes, regional and business aircraft, helicopters, missiles, and unmanned aerial vehicles. Phone: 949-809-8100. Website: [www.parker.com](http://www.parker.com).



Patriot Taxiway Industries, a service disabled veteran owned small business, providing lighting solutions supporting the Air Mobility community. We currently design, manufacture and support the portable lighting kit for the KC-135 supporting the Aero Medical mission. Patriot Taxiway Industries has its roots in the Air Mobility community with over 120 years of combined KC-135 Avionics experience on our staff. We provide retrofit interior lighting solutions, Retrofit Exterior lighting solutions and have engineering to support aircraft modification programs. Stop by our booth to talk about the lighting and aircraft systems solutions we can provide. We support our customers worldwide.



### PhxMesa **Gateway** Airport

Phoenix-Mesa Gateway Airport is a rapidly growing commercial airport in the Greater Phoenix Arizona region. It is a premier business location ideally situated in the Southwest United States as an alternative to many other crowded facilities. Gateway has three long runways (10,400 feet; 10,200 feet; and 9,300 feet) and has hosted the largest aircraft in the world, including the An-225, An-124, C-5s, C-17s, 747-8F, and 747-400F, as well as other widebodies. Gateway is also actively used by the Arizona Air National Guard for KC-135 training and regularly hosts the Omega Tanker. Gateway owns and operates the only FBO on-airport and holds the Government Fuel Contract, supporting military and commercial aircraft of any type. The Airport has a secure perimeter and can assist companies moving sensitive loads. Gateway is actively working to attract air cargo activity and can support many different types of operations for commercial or military activity.



Pratt & Whitney, a unit of United Technologies Corp. (NYSE: UTX) company, is a world leader in the design, development, manufacture and support of gas turbine engines for military, commercial, industrial and space application. Pratt & Whitney is proud of its more than 85 year association and support of the United States Air Force as it powers key airlift and fighter aircraft applications worldwide. Our military engines power the Air Force's front line fighters today - the F-15 and F-16 - and our F119 and F135 engines power the front line fighters of the future - the F/A-22 Raptor and F-35 Joint Strike Fighter. Our rocket engines send payloads into orbit at 20,000 miles per hour. Four F117 engines power the Boeing C-17 Globemaster III, the U.S. Air Force's premier airlifter. The F117 is a derivative of the PW2000 commercial airline engine that powers the Boeing 757 aircraft. Pratt & Whitney is also proud to power the USAF, Boeing KC-46 Tanker with our PW4000 engines. Pratt & Whitney's unmatched record in customer-focused customized maintenance, material, and fleet management programs ensures flight readiness to our partners around the world.

# Raytheon

Raytheon Company, with 2009 sales of \$25 billion, is a technology and innovation leader specializing in defense, homeland security and other government markets throughout the world. With a history of innovation spanning 88 years, Raytheon provides state-of-the-art electronics, mission systems integration and other capabilities in the areas of sensing; effects; and command, control, communications and intelligence systems, as well as a broad range of mission support services. With headquarters in Waltham, Mass., Raytheon employs 75,000 people worldwide.

# Rockwell Collins

At Rockwell Collins, our goal is to provide the right solutions at the right time to enable our customers' mission success. Our airborne and surface solutions have been selected by the U.S. Department of Defense, ministries of defense throughout the world, as well as domestic and international military platform manufacturers. Rockwell Collins' communication, navigation, surveillance and display products, as well as integrated systems and services, are enhancing surface and airborne applications worldwide. 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 2011, Rockwell Collins has delivered over 400 of 417 GATM modified KC-135 aircraft, on time and on budget, with the final USAF KC-135 scheduled for delivery in July of this year. In September 2009, Rockwell Collins was also selected as prime contractor for the KC-135 Block 45 upgrade that replaces the autopilot, flight director, engine instruments, and radar altimeters on the entire KC-135 fleet. The program is on schedule and on budget with the first production aircraft scheduled for delivery in the first quarter of 2013. Last year Rockwell Collins was selected to provide the Flight Management System Suite (FMSS) upgrade for the US and NATO AWACS fleets which provides a complete CNS/ATM solution for all the U.S. and NATO AWACS. Rockwell Collins is also a major teammate on the Boeing NewGen KC-46A tanker program providing major subsystems from avionics, displays and communications, to networking, tactical situational awareness and a 3D remote vision system.



# Rolls-Royce

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



Satcom Direct is the leading innovator of satellite voice, fax and broadband data service solutions for Business, Military, Government and Heads of State aircraft that demand secure and reliable global communications. Our extensive product portfolio includes: Inmarsat's Swift-Broadband, Swift 64 and Classic Voice; Iridium Aero Services; and ViaSat's Yonder Ku-band Mobile Broadband. In addition our primary product, Global One Number, is an advanced connection service for aeronautical, maritime, and land mobile applications that make satellite communications as reliable and simple to use as ground-based telephones. Satcom Direct's innovative technologies also include Aero V, Aero X, FlightDeck Freedom, OneView, Plane Simple, SD Flight Tracker and Satcom OnSite. [www.satcomdirect.com](http://www.satcomdirect.com).



# StandardAero

A DAE Company

StandardAero, a Dubai Aerospace Enterprise (DAE) company with \$1.4 billion in annual revenue, specializes in engine maintenance, repair and overhaul, and nose-to-tail services that include airframe, interior refurbishments and paint for business and general aviation, air transport, and military aircraft. The company, part of the DAE Engineering division, forms a global services network of 12 primary facilities in the U.S., Canada, Europe, Singapore and Australia, with an additional 14 regionally located service and support locations. StandardAero services engines used on corporate/business aircraft, commercial airliners, helicopters and government/military aircraft, including the PW100/600, PT6A, TFE731, Model 250, T56/501D, AE3007, AE2100, and CF34®.



Support  
Systems  
Associates  
Inc.

SSAI engineers develop and integrate complex avionics systems and software in support of military missions worldwide. SSAI capabilities include design of replacements for aging/obsolete systems such as mission computers; integration of new avionics and communications systems into old and new platforms, and application of new technologies to increase situational awareness. SSAI software development experience ranges from avionics embedded firmware, to Operational Flight Programs, to innovative cockpit applications for new handheld technology like the iPad. SSAI is a full-service engineering contractor; we can design, integrate and test aircraft modifications; and provide the data needed for logistics support. SSAI performs sustaining engineering and upgrades for Gunships, C-130 airlifters and HC-130 tankers - we understand aircraft missions, operational environments, and the mission needs of operators and maintainers. SSAI is proud to also support airlift/tanker warfighters with professional engineering services and fully equipped MRO facilities in Andalusia AL to handle military aircraft modifications and maintenance.



Telephonics Corporation provides military communication, surveillance and electronics systems for airborne, ground and marine platforms. Our Communication Systems Division specializes in communication management systems, wireless intercommunications and communication system integration. Telephonics provides a complete radio management and control system for the C-17 Program as well as the C-130 AMP Program and flight deck communications for the Executive 747 fleet. Telephonics is now engaged in a modernization program to incorporate an open system architecture communication solution into the C-17 aircraft. The Communication Open System Architecture (COSA) program provides a full digital communication management 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, KC-135 and C-130 variants. TruLink® provides safety enhancement and operational efficiency with clear, cordless voice communication. TruLink is utilized throughout the Air Force for aeromedical evacuation, ground operations, cargo handling and maintenance.

# THALES

Thales is a world leader in the simulation and training industry. Thales' support of the USAF airlift and tanker community continues today with training system upgrades and modifications within the KC-10 and KC-135 aircrew training systems. We look forward to providing the USAF with the best training devices and equipment available for the KC-45A tanker and by providing our depth of tanker related knowledge and expertise to the KC-45A Aircrew Training System. We are also committed to continuing our long association with the USAF as an A/TA Industry Partner. Thales' product line covers simulators, training devices and complete training systems for military and civil aircraft. Our services encompass numerous training services for military customers, modification and concurrency upgrades to training devices, modeling & simulation and research and development.

*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!*



Triumph Group, Inc., headquartered in Berwyn, Pennsylvania, is a global leader in supplying and overhauling aerospace systems and components. Operating in 63 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, Triumph 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.



For over 89 years, USAA has proudly served the financial needs of the military and their families. Turn to USAA for insurance, banking, investments, retirement and financial advice. Because with USAA, you're more than a member, you're part of the family we serve. Learn more at [USAA.COM](http://USAA.COM) or call 800.531.USAA.

## VOLGA-DNEPR AIRLINES



Volga-Dnepr owns and operates the world's largest fleet of ten Antonov 124-100 aircraft and three brand-new Ilyushin 76 aircraft. Since its founding in 1990 Volga-Dnepr has supported peace keeping operations in Europe, Asia, Africa and the Middle East. In addition to Governmental and humanitarian flights, Volga-Dnepr is very involved with commercial flights world-wide, supporting aerospace, aviation, oil and gas exploration, automotive and heavy equipment manufacturers. 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 12,000 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.

**Visit us at  
Booth #832**



**AAR**

Mobility Systems

[www.aarmobilitysystems.com](http://www.aarmobilitysystems.com)



**Stowed**



**Deployed**

## **The AAR HESAMS (Hardside Expandable Small Air-Mobile Shelter)**

**Single Pallet Position  
Hard-sided**

**Air Mobile  
Climate Controlled**

**Flexible Mission  
Configurations**



**C-17 & C-130 SEAT PALLETS**



**ISU® CONTAINERS**

**Rapid Deployment Equipment • Expeditionary Systems  
Integration, RESET & Repair Services**

## C-17 Celebrates 20th Anniversary of First Flight

On 15 September, at Edwards AFB, Calif., Team Edwards and The Boeing Company celebrated the 20th anniversary of the first flight of the C-17 Globemaster III.

Twenty years earlier, on 15 September 1991, test aircraft T-1 took off from the Boeing Long Beach site on a two-hour+ flight that proved the engineering and design concepts of the aircraft and marked the beginning of the program. T-1 flew by Long Beach again on 15 September 2011, in a re-creation of its milestone flight as hundreds gathered in Hangar 1623 to celebrate the anniversary.

Most people involved with the program say it is hard to believe it's been 20 years since the C-17's first flight. But when they look at what the airframe has accomplished, 20 years doesn't seem long enough.

"The first flight of T-1 ushered in a new era in military and humanitarian airlift," said Bob Ciesla, C-17 program manager for Boeing. "Twenty years ago, when I was working in flight test for this new airlift program, I could not anticipate just how critical the C-17 would become for the U.S. Air Force and its allies. The success of the C-17 Globemaster III program extends beyond Boeing's employees and supplier partners – who have proudly engineered and built the world's greatest airlifter for two decades – to exceed the expectations of customers around the globe who fly the jet every day."

The C-17 has flown more than 2 million hours in its 20-year history, supporting worldwide airlift missions that transport troops and supplies to global hot zones and bring aid to those in need during humanitarian crises.

The high-wing, 4-engine, military-transport aircraft, has tackled distance, destination and heavy, oversized payloads in unpredictable conditions, worldwide, since the 1990s.

"Since those early days, the Globemaster has supported every USAF operational contingency" said Col. Andrew D. Ingram, C-17 Systems Program Director, "Today, C-17s support coalition forces fighting terrorism in Afghanistan, Iraq and elsewhere. They support those responding to humanitarian and natural disasters of all kinds, from search and rescue to evacuations, from medical relief efforts across the globe, in contingency or in war, the

C-17 delivers."

The first Globemaster was delivered to the 17th Airlift Squadron at

Charleston Air Force Base, SC, on 14 July 1993. In 1994 the Globemaster was awarded aviation's most prestigious award, the Collier Trophy. By 17 January 1995, the first Squadron of C-17s was declared operationally ready.

At 174 feet long, with a wingspan of 170 feet, the C-17 is among the largest aircraft in the USAF inventory. Used primarily for rapid strategic airlift of troops and cargo throughout the world. Designed to operate from unpaved, unimproved runways as short as 3,500 feet and as narrow as 90 feet, coupled with the ability to back the aircraft and reverse direction on narrow taxiways, the C-17 can airlift cargo, and deliver fairly close to a battle area, making it very important during the recent decades of increased air mobility requirements and demands. Capable of tactical airlift, medical evacuation and air drop missions the aircraft has a maximum payload capability of 170,900 lbs.

"There is not a better example of the consequence of deliberate, strategic vision in defense procurement than the C-17 program in the decade of the 90s," Colonel Ingram said. "America's strategic airlift capability is a National treasure which allows us to deliver hope, fuel the fight and save lives anywhere in the world within a matter of hours."

"There is no question that the C-17 has set the bar high," said Ciesla. "The program has performed on cost and on schedule for more than a decade. Now we are entering a new stage with a production-rate reduction from 15 to 10 aircraft per year, extending the life of the C-17 line to 2014 and beyond."

The C-17 aircraft has achieved a number of record-breaking milestones – more than any other airlifter in history – and set 33 world records during initial flight testing at Edwards. The C-17's records include payload to altitude and time-to-climb, as well as a record for short-takeoff-and-landing in which the C-17 took off in less than 1,400 feet, carried a payload of 44,000 pounds to altitude, and landed in less than 1,400 feet.

Team Edwards has been a key to the success this airframe has had  
*continues>>>*



Edwards Air Force Base held a ceremony to commemorate the 20th anniversary of the first flight of the C-17 Globemaster on 15 Sept. Members of the original developmental program along with current C-17 program members attended the event. (U.S. Air Force photo/Michael Yncera).



The flight crew for the C-17's first flight – which took place 15 Sept. 1991 – climbs aboard T-1 one more time during events at Edwards AFB, CA, held to commemorate the first flight. Pictured: pilot Bill Casey (top left); loadmaster Ted Venturini (top right); co-pilot George London (center); and flight test engineer Henry Van De Graf (lower right). (U.S. Air Force photo/Diane Betzler)



# *"We get them there."*

*Air Compassion For Veterans is on a mission...*

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."*

#### **Air Compassion for Veterans**

(aka) Air Compassion for Wounded Warriors

4620 Haygood Road, Suite 1

Virginia Beach, VA 23455

Phone: 888 662-6794

Email: [info@aircompassionforveterans.org](mailto:info@aircompassionforveterans.org)

Web Site: <http://www.aircompassionforveterans.org>



# 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



*You can help make dreams come true...*

...to find out how visit [www.snowballexpress.org](http://www.snowballexpress.org) on the web. For more information about how you, your company or organization can help, please contact Trisha Marshall, Fund Development Chairman, at [t.marshall@snowballexpress.org](mailto:t.marshall@snowballexpress.org)

Snowball Express  
2973 Harbor Blvd #401  
Costa Mesa, CA 92626-3912  
Phone/Fax 714.662.2033  
[www.snowballexpress.org](http://www.snowballexpress.org)

and continues to have.

Lt. Col. Clifton Janney, commander of the 418th Flight Test Squadron, which is responsible for testing the airlifter, said none of this would have been possible without the vision and innovation of a special team.

"A team dedicated to making sure those we send into harm's way have the best possible chance of returning to enjoy those liberties we call upon them to defend," Janney said.

"That team is a continual – consisting of all of you who have advanced C-17 capabilities," he added.

George London, co-pilot on T-1's first flight also talked about that "special team."

"When we made that first flight Sept. 15, 20 years ago, there was a shining light. That light was a C-17 taking off from Long Beach," he said.

And the power behind that light is the team – comprised of the C-17 Combined Test Force at Edwards, the C-17 System Program Office, the Air Force, the Army and contractors McDonnell Douglas and Boeing, he said.

Calling the C-17 a national treasure, Ingram said the aircraft is America's airlift capability of choice.

"The Globemaster [since it became operational] has supported every major combat contingency that our nation has been involved in," Ingram said.

C-17s are currently serving in Iraq and Afghanistan bringing needed supplies to the warfighter and airlifting wounded warriors to medical facilities and safety.

The C-17 fleet also supports those who respond to disasters around the world.

"The C-17 continues to deliver," he said.

During the last two decades the workhorse transport started fast

and shows no sign of slowing.

Janney said T-1's first flight 20 years ago ushered in a new era for military airlift, "One that truly combined strategic and tactical capability," he said.

Janney said the contributions T-1 has made during the past 20 years is what made the C-17 fleet what it is today.

He said when considering what the aircraft requires to meet the nation's challenges in the future, he's confident the C-17 team will meet those challenges and continue to advance this incredible weapon system.

Among the guests there to celebrate the two decades of successful service to the Air Force and America were the aircraft's first flight crew - pilot Bill Casey, co-pilot George London, loadmaster Ted Venturini, and flight test engineer Henry Van De Graf.

During the past 20 years, Boeing has delivered 235 C-17s – 211 to the U.S. Air Force, including active duty, Guard and Reserve units, and 24 to international customers including the United Kingdom's Royal Air Force, Royal Australian Air Force, Royal Canadian Air Force, Qatar Emiri Air Force, United Arab Emirates Air Force and Air Defence, and the 12-member Strategic Airlift Capability initiative of NATO and Partnership for Peace nations. India became the newest C-17 customer in June, when India's Ministry of Defence signed an agreement with the U.S. government to acquire 10 C-17s that will be delivered in 2013-2014.

A unit of The Boeing Company, Boeing Defense, Space & Security is one of the world's largest defense, space and security businesses specializing in innovative and capabilities-driven customer solutions, and the world's largest and most versatile manufacturer of military aircraft. Headquartered in St. Louis, Boeing Defense, Space & Security is a \$32 billion business with 64,000 employees worldwide. ■

## Review Of Rodeo 2011 Scores Results In Several Award Changes

A programming error in the Air Mobility Rodeo 2011 scoring system resulted in a change to several major awards, one of them being the Best Air Mobility Wing.

Air Mobility Command officials found the programming error on 18 August during a thorough scrub of all the results prior to posting the detailed scores for Rodeo competitors to access.

"There is an automated process in the scoring algorithm which improperly assigned a median score for an event," said Major General Frederick H. Martin, Director of Operations, Headquarters, AMC, and Rodeo commander.

"This program error was not found in testing," said Martin. "All manual scoring processes were triple checked; however, there was not a final check for one critical portion of the automated scoring process."

The error was isolated to the C-17 and C-130 Container Delivery System airdrop scores. No international team awards were affected.

The corrected results are as follows:

- Best Air Mobility Wing (Moore Trophy) was incorrectly awarded to the 97th Air Mobility Wing, Altus Air Force Base, Okla. The trophy will be awarded to the 314th Airlift Wing (Air Education and Training Command), Little Rock AFB, Ark.

- Best Airdrop Wing was incorrectly awarded to the 97th AMW. The 97th AMW actually finished in third place. This trophy will be awarded to the 314th AW, which incorrectly finished in second place.

- Best C-17 Wing was incorrectly awarded to the 97th AMW. The 97th AMW actually finished in second place. This trophy will be awarded to the 62nd Airlift Wing/627th Air Base Group, Joint Base

Lewis-McChord, Wash., which incorrectly finished in second place.

- Best C-130 Airdrop Aircrew was incorrectly awarded to the 314th AW (C-130E). The 314th AW actually finished in second place. This trophy will be awarded to 19th Airlift Wing (AMC), Little Rock AFB, Ark., which incorrectly finished in second place.

The 97th AW retains Best Tanker Wing, Best KC-135 Wing, Best Air Refueling Team, Best C-17 Air-To-Air Refueling Team, Best C-17 Short Field Landing Team, and Best C-17 Aircrew.

"This is a very unfortunate programming mistake," Martin said. "I will tell you that all of the competitors at Rodeo were outstanding. The scoring was very close, and it was obvious that the best-of-the-best were competing. This scoring error should in no way detract from the incredible efforts our mobility forces put forward every day to ensure mission accomplishment."

General Martin said actions have been taken to prevent this type of issue from happening in 2013.

Air Mobility Rodeo, sponsored by AMC, is an international Mobility Air Force's readiness competition focusing on improving worldwide air mobility wartime core abilities. Rodeo 2011 was held at Joint Base Lewis-McChord J 24-29 July.

From an international perspective, seven countries competed at Rodeo 2011. Representatives from more than 20 other countries were on hand to observe. "Rodeo provides a very unique forum for our Airmen and international partners to interact and share the best tactics, techniques and procedures for the mobility mission," Martin said. ■





# MISSION-PROVEN

## For Critical Airlift Communications, Count on David Clark.

David Clark military headsets provide clear, dependable strategic airlift communications for the U.S. Armed Forces, NATO and most airborne command centers.

Our standard noise-attenuating and Electronic Noise-Canceling headsets are equipped with advanced comfort features and rugged construction provides mission-proven dependability for refueling, medical evacuation, disaster assistance and transport.

Contact us at **800-298-6235** for more information.

ELECTRONIC  
NOISE CANCELING



Model H10-76XL



[www.davidclark.com](http://www.davidclark.com)





# Where in the World Are They?

## 2011 A/TA Lost Member List

### Lost Current Members:

Bartee, SrA Steven (Derrick)  
Basla, Lt Gen Michael J (Mike)  
Beater, Maj Andrew (andy)  
Bishop, Capt Jessica  
Burns, SSgt Skyler (Skyler Burns)  
Caison, Lt Col Eli USAF (Ret)  
Childress, A1C Daniel (Dan)  
Clark, Capt Keith R USAF (Ret) (Keith)  
Collins, Maj Marian R (Marian)  
Conley, Capt Mark (Mark)  
Cupp, SSgt Danielle (Danielle)  
Danigole, Col Mark S (Mark)  
Droegemueller, SSgt Christopher (Chris)  
Fronapfel, A1C Chris L (Chris)  
Fuchs, SrA Jessica  
Grant, Robert T (Bob)  
Grantham, Capt Travis W (Travis)  
Hipwell, SrA Erika D  
Jones, Col Barbara A (Barb)  
Kennedy, SSgt Jesse Jr  
Kernan, Capt Katherine M (Kate)  
Klausman, Maj Branin W  
LaFrance, TSgt Jonathan  
Landrum, TSgt Chaz  
Launey, Capt Marc  
LeClaire, TSgt Brian (Brian)  
Lee, Malcom (Lee)  
Loud, SrA John  
Maturana, CPT Alejandro Sr (Magnate)  
McCullough, Maj Brian A  
McKenna, SrA Stephanie  
Nicholas, GpCapt Paul G  
Obst, Maj Johnathon USAF (Ret) (Lee)  
Overton, TSgt Gerald  
Sevier, Col Douglas E (Doug)  
Sheldon, TSgt Brian  
Sibal, SrA Marvic  
Walters, MAJ Benjamin  
Winfrey, Capt Richard N JR (Rich)

### Lost Life Members:

Albin, Maj James E  
Bailey, James C  
Bear, Col Sherman W USAF (Ret)  
Bond, Langhorne M  
Boyle, Maj Karen A  
Brady, Lt Col Glenn D  
Britt, Maj William J  
Brown, Capt Gary W  
Brown, TSgt Norvel  
Carlson, Col Ralph T  
Castelli, Lt Col Garry L  
Christensen, Brig Gen Keith L USAF (Ret)  
Christensen, Capt George M  
Clapsaddle, 1st Lt James R  
Clouden, Maj Marilyn M  
Cooper, Col Richard M USAF (Ret)  
Copeland, Brig Gen William L USAF (Ret)  
Crotty, Sean M  
Deluca, Unk John A USAF (Ret)  
Drell, Unk Hans-Dieter Non-US (Ret)  
Dryjanski, Lt Col James D (Jim)  
Dudley, Lt Col Robert B USAF (Ret)  
Dyche, Col David D  
Eck, SSgt Shane A  
Farrier, Lt Col Thomas A  
Gack, TSgt Steven A (Steve)  
Garvin, SMSgt Jerry W  
Gaudino, CMSgt Stephen J Jr  
Gerrity, Bruce A  
Gray, Brig Gen George A III USAF (Ret)  
Gunkel, Maj William F  
Harbeck, Lt Col William L  
Heckmann, Charles  
Hillard, Col Jerry  
Hopkins, Lt Col Hubert V Jr USAF (Ret)  
Hundsorfer, Diana R  
Huneycutt, Lt Col Carroll USAF (Ret)  
Imlay, Lt Col James E (Jim)  
Irisumi, Takashi

Kinney, Col George W  
Kintzing, Capt Jeffrey K  
Kisseler, Capt Berthold  
Knight, Maj David B (Dave)  
Knott, Maj Steven D USAF (Ret)  
Kornitzer, Col William J Jr  
Lambert, Col Charles E  
Laughlin, Maj Val J  
Leonhard, Capt Christian P (Chris)  
Masterson, Kenneth E  
Mathis, Unk Gerald  
Maxwell, Lt Col Thomas J USAF (Ret)  
Mazurowski, Maj Walter J  
McArn, MSgt John H USAF (Ret)  
McCauley, Maj Daniel H  
McLoughlin, SSgt Lorraine E  
McWhirt, CMSgt William T Jr (Bill)  
Mena, MSgt Peter J USAF (Ret)  
Miller, Col Daniel R (Dan)  
Minihan, Col Charles E Jr USAF (Ret)  
Mize, SMSgt Curtis L USAF (Ret)  
Morison, Col Tom O  
Morrison, James P  
Moser, Brig Gen Alvin J USAF (Ret)  
Muskus, Lt Col Brian F USAF (Ret)  
Namdar, Maj Deborah A  
Peterson, Maj Gen Teresa M (Marne')  
Peterson, Patricia  
Pugh, Col James R III USAF (Ret) (Jim)  
Ramsey, SMSgt Gary L  
Reddy, Col John A USAF (Ret)  
Rigg, Maj Gen Donald A USAF (Ret)  
Rogers, Wendy J  
Rotege, MSgt Lucas Jr USAF (Ret)  
Rothwell, Unk Patrick K  
Rubel, Lt Col Ray R USAF (Ret)  
Russell, TSgt Robert S  
Saunders, Lt Col Robert A  
Schwartz, CDR Peter A USN (Ret)  
Scott, Col Rodney G USAF (Ret)  
Sheehan, SMSgt William J USAF (Ret)  
Shelburn, Lt Col Bryan H (Heath)  
Simon, Lt Col John F USAF (Ret)  
Skarbek, Capt Kelan J  
Sorensen, Maj Gen Ted W USAF (Ret)  
Swanson, 1st Lt Cara J (Cara)  
Thai, Maj Van T  
Voigt, SSgt George D  
Wax, Maj Gen Charles J USAF (Ret)  
Webb-Fuchs, SMSgt Ruth L USAF (Ret)  
Weiland, Maj Michael JP  
White, Maj Marsha USAF (Ret)  
White, Unk Douglas S USAF (Ret)  
Witt, Capt David R (Dave)

# Association & Chapter Contacts

## **Board of Officers**

### **Chairman, ATA**

Gen Walter Kross USAF Ret  
wkross2@mac.com

### **President**

CMSgt Michael C Reynolds USAF Ret  
mreynolds@ssai.org

### **Sr Vice President**

Lt Gen John B Sams Jr USAF Ret  
jbsj11@gmail.com

### **VP, Programs**

Col Dennis L Murphy USAF Ret  
meginc9628@aol.com

### **VP, Industry Affairs**

Col Robert E Dawson USAF Ret  
Bob.Dawson@goCTSi.com

### **Treasurer**

Col John J Murphy Jr USAF Ret  
john.murphy@boeing.com

### **Secretary**

Col Daniel G Penny Jr USAF Ret  
daniel.g.penny.jr@lmco.com

## **Board of Advisors**

### **Board Chairman**

Maj Gen James I Baginski USAF Ret  
jibagger@aol.com

### **Board**

CMSgt William M Cannon USAF Ret  
bcloader@comcast.net

Col Ted E Carter Jr USAF Ret  
GeneC17@aol.com

Gen Duane H Cassidy USAF Ret  
dhcassidy@nc.rr.com

Col George E Dockery II USAF Ret  
george130@comcast.net

Col Robert F Ellington USAF Ret  
RElling900@aol.com

CMSgt Regina L Hctor  
regina.hctor@us.af.mil

Col Philip A Iannuzzi Jr USAF Ret  
philip.a.iannuzzi-jr@boeing.com

Col Walter L Isenhour  
walter.isenhour@us.af.mil

CMSgt Michael R Kerver USAF Ret  
kerver\_michael@bah.com

Maj Gen Richard C Marr USAF Ret  
buck.marr@gmail.com

Col Chester H Mauchline USAF Ret  
corky1212@gmail.com

Col Paul E McVickar USAF Ret  
Paul.McVickar.ctr@ustranscom.mil

Gen William G Moore USAF Ret

Maj Gen Robert B Patterson Sr USAF Ret  
sasbob@att.net

CMSgt David M Pelletier USAF Ret  
eagle141@comcast.net

SMSgt Edward E Rennecker  
edward.rennecker@us.af.mil

MSgt Eric E J Riker USAF Ret  
RikerandAssoc@aol.com

Gen Charles T Robertson Jr USAF Ret  
reach01@earthlink.net

CMSgt Mark A Smith  
marksmith17@nc.rr.com

Brig Gen James W Swanson USAF Ret  
jims@moaa.org

CMSgt James W Wilton USAF Ret  
jim.wilton@comcast.net

### **Convention Chairman**

Col Miles C Wiley III USAF Ret  
atarooms@cox.net

### **Legal Advisor**

Maj Gen Richard D Roth USAF Ret  
rroth@rothcarney.com

### **Master of Ceremonies**

Col Barry F Creighton USAF Ret  
barry937@cox.net

### **Parliamentarian**

Maj Wesley L Marsh Jr  
wesley.marsh@afrc.af.mil

### **Young Leader Reps**

MSgt Mary Ault  
aultm35@yahoo.com

MSgt Daniel D Halverstadt  
daniel.halverstadt@us.af.mil

Maj James C O'Brien, III  
jcobrien-00@hotmail.com

Capt Eric J Rivero  
eric.rivero-02@mcguire.af.mil

### **Chairman, Nominating Committee**

Gen Ronald R Fogleman USAF Ret  
rfbuzzard1@aol.com

### **Chairman, Heritage Committee, Program Committee; Transportation**

Col Ronald E Owens USAF Ret  
ron.owens1976@sbcglobal.net

### **A/TQ Editor and Chairman, Communications Committee**

Collin R Bakse  
bakse@apci.net

### **A/TQ Business Manager**

Maj Douglas B Lynch USAF Ret  
doug.lynch@termana.com

### **A/TQ Public Affairs**

Col Gregory P Cook USAF Ret  
Greg@GregoryPCook.com

### **Historian**

Ellery Wallwork  
ellery.wallwork@scott.af.mil

### **Symposiums Chairman**

Lt Col Jeffrey B Bigelow, USAF Ret  
jeffrey.bigelow@cox.net

### **Golf Program Committee**

William D Kelly  
william.d.kelly@boeing.com

### **AMC/CCX**

Col Darcy Lilley USAF Ret  
darcy.lilley@scott.af.mil

Maj Charles D Throckmorton IV  
charles.throckmorton@us.af.mil

### **Liaison AFRC**

Maj Gen Charles E Reed Jr  
Charles.reed@us.af.mil

### **Liaison AFRC Alternate**

Col Bruce Bowers Jr  
bruce.bowers@mchord.af.mil

### **Liaison AMC**

BrigGen Frederick H (Rick) Martin  
amc.a3@scott.af.mil

### **Liaison AMC alternate**

Maj Damon Chidester  
damon.chidester@scott.af.mil

### **Liaison ANG**

Maj Gen Thomas Haynes  
Thomas.Haynes@us.af.mil

### **Liaison USAFE**

Col Joseph W DeMarco  
joseph.demarco@mildenhall.af.mil

### **Association Administrator Membership & Convention Registrar**

Col Dennis W Traynor III USAF Ret  
ata@atalink.org

## **Chapter Contacts**

### **Alamo**

MSgt Timothy McKinziey  
timothy.mckinziey@us.af.mil

### **Big Country**

MSgt Matthew Rossi  
matthew.rossi@dyess.af.mil

### **Capital**

Col Jon T Thomas  
jon.thomas@us.af.mil

### **Cheyenne**

SMSgt Rick D McKean  
rick.mckean@ang.af.mil

### **Denali**

Capt Brian Muto  
brian.muto@elmendorf.af.mil

### **Diamond Head**

Capt Andrew J Stewart  
andrew.stewart@hickam.af.mil

### **Eagle**

Lt Col James R De Haan  
james.dehaan@us.af.mil

### **East Anglia**

Maj Russell D Gohn  
russell.gohn@mildenhall.af.mil

### **Flight Test**

MSgt Daniel D Halverstadt  
daniel.halverstadt@us.af.mil

### **Golden Bear**

Lt Col David D LeRoy  
david.leroy@travis.af.mil

### **Goldwater**

Maj Patrick Donaldson  
patrick.donaldson@ang.af.mil

### **Great Lakes**

Capt Bryan Amara  
bryan.amara@ang.af.mil

### **Hafa A dai**

SMSgt Benjamin R Blackstone  
benjamin.blackstone@andersen.af.mil

### **Halvorsen**

MSgt Richard Bhame  
richard.bhame@us.af.mil

### **Huysen**

Lt Col Vincent G McCrave III USAF Ret  
vincent.mccrave.1@us.af.mil

### **Inland Northwest**

Maj Jeffrey J Schrum  
jeffrey.schrum@us.af.mil

### **Keeper of the Plains**

Capt John N Gremminger  
John.gremminger@us.af.mil

### **Kitty Hawk**

1st Lt Taryrece Culberson-Swint  
taryrece.culberson@seymourjohnson.af.mil

### **Low Country**

Lt Col Rebecca J Sonkiss  
rebecca.sonkiss@charleston.af.mil

### **Lt Gen Tunner/Berlin Airlift**

CMSgt Severino Di Cocco USAF Ret  
dicsevann@aol.com

### **Maxwell**

Maj Patrick R O'Rourke  
patrick.orourke@maxwell.af.mil

### **Pacific Northwest**

Maj Jacob M (Jake) Thornburg  
jacob.thornburg@us.af.mil

### **Peachtree**

Col Jon A Hawley USAF Ret  
jon.a.hawley@lmco.com

### **Pikes Peak**

CMSgt Joseph R Westerlund USAF Ret  
302awccm@gmail.com

### **Razorback**

TSgt Benjamin Lewis  
benjamin.lewis@us.af.mil

### **Red River**

Maj Chad A Harris  
chad.harris@altus.af.mil

### **Rheinland-Pfalz**

Maj Anna M Murray  
anna.murray@ramstein.af.mil

### **Rheinland-Pfalz-Papa**

TSgt Ruby D Corpuz  
ruby.corpuz@ramstein.af.mil

### **Rio**

Capt Christopher M DeWinne  
christopher.dewinne1@laughlin.af.mil

### **Ryukyu**

Capt Travis R Epp  
travis.epp@kadana.af.mil

### **Sam Fox**

Maj Robert W Reed  
robert.reed@afncr.af.mil

### **See Seventeen**

CMSgt Michael M Welch USAF Ret  
michael.m.welch@boeing.com

### **Special Operations**

SMSgt Jamie Jett  
jamie.jett@eglin.af.mil

### **Tarheel**

MSgt Kelly J Young  
kelly.young.3@us.af.mil

### **Team Robins**

Maj Joseph C Winchester  
joseph.winchester.3@us.af.mil

### **The Shogun**

Maj Ricardo J Lopez  
ricardo.lopez@yokota.af.mil

### **Tidewater**

Lt Col David R Hauck  
david.hauck@jfc.com

### **Tip of the Sword**

MSgt Craig S Moir  
no1bucfn@gmail.com

### **Tommy B. McGuire**

Maj Matthew R Schnell  
matthew.schnell@us.af.mil

### **Tony Jannus**

Maj Alexander B Fafinski  
alexander.fafinski@us.af.mil

### **Warriors of the North**

Capt Nathan Schuler  
nathan.schuler.1@us.af.mil

### **Wright**

Maj Matthew Patton  
matthew.patton@wpafb.af.mil

*Contacts listed are the most current available. Please contact Bud Traynor and Collin Bakse to make corrections and/or changes, or to suggest additional contact information for this page.*

# FlightSafety

SERVICES CORPORATION

"THE BEST SAFETY DEVICE IN ANY AIRCRAFT  
IS A WELL-TRAINED CREW."™



**FlightSafety Services Corporation** trains 10,000 to 14,000 student events annually and has been providing Aircrew Training Systems to the United States Air Force and its Air Reserve Forces since 1984.

Our expertise in simulation technology coupled with a dedicated team of experienced instructors, technical staff, courseware developers, and simulator maintenance technicians support the delivery of quality military training.

KC-10 and JPATS photos courtesy of the U.S. Air Force.

For more information please visit [www.fssc.com](http://www.fssc.com).



# NOTHING IS SAFER THAN SEEING.™



With EFVS    Without EFVS



Greater flexibility. Increased predictability.

The Elbit Systems of America Enhanced Flight Vision System (EFVS) is FAA-approved for descent below DA/DH to 100 ft. on any runway approach. This makes for safer landings ... ultimate terrain avoidance in low-level ops ... clearer night flying and taxiing ... and more risk-free take-offs and refueling.

The Elbit Systems of America EFVS.

For more information, please contact Mike Retallick at 817-223-4269.

Booth #317 at the 43<sup>rd</sup> Annual Airlift/Tanker Association Convention and Symposium

