

A/TQ

AIRLIFT/TANKER QUARTERLY
Volume 20 • Number 4 • Fall 2012

ON WINGS OF LEGACY: 20 YEARS OF A/TA TRADITION AND TRANSFORMATION

In 1992 the Airlift Association, Embracing a New Era in Air Mobility Force Structure and Operations, Became the Airlift/Tanker Association, Beginning a Transformation into the New Air Mobility Community's Most Ardent Supporter.

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A Salute to the A/TA's Industry Partners

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AIRLIFT/TANKER QUARTERLY
Volume 20 • Number 4 • Fall 2012

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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 Maturro, Col Bill Bailey,* Col Ken Chatfield,* LtCol Hank Van Gieson and Mr. C. W. Scott.*

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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.

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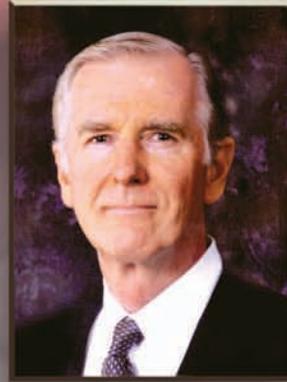
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ON THE COVER: A photographic montage of *Airlift/Tanker Quarterly* covers, created by A/TQ editor/art director Collin Bakse, to illustrate the cover story written by A/TQ Public Affairs Coordinator Greg Cook. The photo features the last edition of *Airlifter Quarterly* and all of the covers of *Airlift/Tanker Quarterly* published to date.



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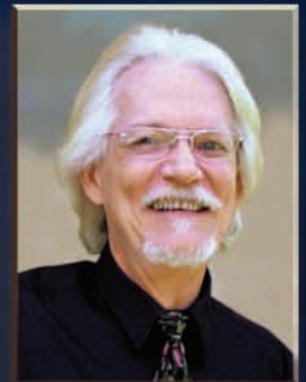
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On the Importance of 'History'

I didn't choose to feature a photograph of past A/TQ covers on the cover of this edition of the magazine for an ego boost (well, not entirely!) – it just seemed like a great way to illustrate this edition's cover story by Greg Cook.

When Greg suggested, and volunteered to write, a story about the first 20 years of the Airlift/Tanker Association, I quickly took him up on the offer, although it didn't seem possible that the Association was already two decades old. Thanks Greg, for the great suggestion, and the great story. Getting a description of the Association's first two decades down on paper is significant – history is important.

It has been said that the past causes the present, and so the future. Any time we try to know why something happened – whether a shift in political party dominance in the American Congress, a major change in the fortunes of war, or an outbreak of hostilities in this or that part of the world – we have to look for factors that took shape earlier.

That being said – this year marks the 70 anniversary of the beginning of a massive airlift effort over the Himalayas that would be come to be known as "The Hump." In the decades since then some historians have found it fashionable to characterize the China-Burma-India Theater (CBI) as a 'forgotten' theater, low on the Allied list of priorities during the war. To be sure, the European, Mediterranean, and Pacific theaters all enjoyed greater access to scarce manpower and material than did the CBI, which had to cope with an extended line of supply snaking all the way back to the United States.

In the great scheme of things only a few American combat troops served in China, Burma, or India. But saying that the CBI was an ignored theater is wrong. It occupied a prominent place in Allied councils, as Americans sought an early Allied commitment to reopening China's lifeline so that China could tie down massive numbers of enemy troops and serve as a base for air and naval operations.

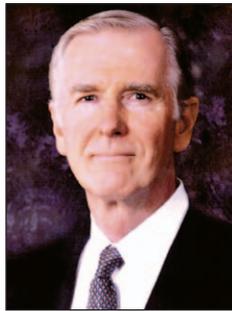
In the days before television sets and the nightly news were ubiquitous, the American media, with its romantic fascination with China and the Burma Road, followed the campaigns closely and kept its audience informed on the exploits of the likes of Vinegar Joe Stilwell and Merrill's Marauders. Interest in the theater began to drop after early 1944 as estimates of China's military capability declined, but Allied leaders continued to keep a close eye on developments in a region where they still felt they had much at stake. History proves them right – we haven't taken our eyes off the region since!

Yes, history is important. It is what "lessons learned" is all about.

Congratulations to all of this year's Association award winners – you have become an important part of air mobility history.

Collin Bakse, editor

Chairman's COMMENTS



Gen Walter Kross
USAF, Ret

Welcome to Anaheim. On behalf of the Airlift/Tanker Association's Board, I welcome you to this year's A/TA Convention—our 44th gathering—and to The Air Mobility Symposium and Technology Exposition (co-sponsored by Air Mobility Command and A/TA). A close review of this opening paragraph reveals the new construct for our "annual convening of Mobility Airmen." In the past, The Air Mobility Symposium was the professional centerpiece, the heart of our gathering, wrapped in the A/TA Convention – both events occurring simultaneously. Beginning with these 2012 events, the Convention occurs first in time, Wednesday (31 October) and Thursday (1 November). Then, in sequence, The Air Mobility Symposium and Technology Exposition occur Thursday through Sunday (1-4 November). Keeping the two events clearly separate helps us adapt correctly to recent DoD policy changes.

Earlier this year, we coined the term, "A/TA 2.0." We did this to describe the temporal bifurcation of our annual activities, but also to focus on another important change this year. For the first time, Air Mobility Command has elected to leverage the high quality of our professional core – the Symposium's speaker, panels, seminars, and performance awards – by holding a number of other such professional conferences and events in conjunction with the Symposium itself. So for the first time, many of the Symposium's attendees will be wearing two hats, so to speak. They will be attending a smaller conference – focused on a specific subject matter area, then they will attend the Symposium itself immediately following. These dual-hatted attendees will be asked, in some cases, to attend specific seminars and the Technology Exposition to fully round out the desired learning outcomes of their specific "mini-conference." This professional leveraging of the Air Mobility Symposium allows AMC a cost avoidance in travel funds. Hence the name, A/TA 2.0.

You will note a few other differences this year, as well. First, overall attendance is markedly lower than in recent years – driven by overall austerity and recent events. Still, the quality of both the Convention and the Symposium/Exposition, remains as high as in recent years. First, our annual awards and the global recognition is unchanged – from our Young Leadership Awards to this year's Hall of Fame Inductee, SSgt William H. Pitsenbarger. Of course, our awards program culminates in Saturday night's Hall of Fame Banquet, which I urge each of you to attend as we honor "SSgt Pits." Second, we will forgo our annual Super Panel in the "Big Room" in favor of a briefing all should see on Libyan Tanker Operations, presented by Brig. Gen. Ken Lewis.

On Friday, 2 November, The first 'at large' session of The Symposium will start early – so check the final schedule when you register. After brief opening remarks, you'll get a chance to see the "premiere" of a newly-created Air Mobility Video that should energize everyone present. Soon after, we will be most honored to hear from our Keynote Speaker, General Mark A. Welsh III. Our other key speakers will include AMC Commander Raymond E. Johns, Jr., Transcom Commander William M. Fraser III, ANG Director Lt. Gen. Harry M. "Bud" Wyatt III, AFRC Commander Lt. Gen. James "JJ" Jackson, and Chief Master Sergeant of the Air Force James A. Roy.

So welcome indeed to A/TA #44. All of us in A/TA are proud and honored to host all of you – Mobility Airmen and those that support you – at this annual convening and extraordinary professional event.



President's MESSAGE



CMSgt Mike Reynolds
USAF, Ret

It is that time again, and this year's convention/symposium is going to be great! Welcome to Anaheim, CA, and the 44th Airlift/Tanker Association Annual Convention and the AMC and A/TA Air Mobility Symposium and Technology Exposition. Jeff Bigelow and Miles Wiley, along with the AMC Staff, have locked in a great agenda for this year. I truly believe there will be something for everyone. We have many great educational seminars for active, guard and reserve personnel. In my mind a highlight for this year's convention will be the seminar when Lt Col (Ret) Harry O'Beirne (OB) briefs on the recovery of SSgt Pitsenbarger (MOH Recipient). OB roomed with Pits and was the person that went into the jungle to recover his body. I won't say much more, but it will be very interesting to hear first hand details of the recovery operation.

As you may or may not know, SSgt Pitsenbarger will be inducted into the A/TA Hall of Fame (HOF) at this year's convention. Having Pits induction ceremony as part of the banquet along with OB accepting on SSgt Pitsenbarger's behalf will make for a grand evening, one you will not want to miss. I would be remiss if I did not thank a good friend and devoted A/TA member, Chief (Ret) Jim Wilton, or as he is lovingly referred, 'Ole Jim.' He has worked tirelessly making sure every detail is perfect for the HOF Induction for SSgt Pitsenbarger.

We, at A/TA, certainly understand the economic times, especially for the defense industry, and we understand our industry partners have stretched budgets, but none the less, you have stepped up to the plate and most will be displaying at the 44th Annual Convention/Symposium in Anaheim. We truly do appreciate your continued support. Each year Bob Dawson works very hard to make each convention better than the last for our loyal industry partners, so don't be shy about providing Bob or any A/TA Board Member, with suggestions for improvement or tell us what you like – that is always nice to hear.

AMC and A/TA have selected a great group as our award winners this year for the General Huyser, General Fogleman, General Carlton, Colonel Halvorsen, Young Leadership, Specialized Mission, AMC Key Spouse and President's Awards. Needless to say, the winners are the best of the best, devoted to the Air Force and their career. The list of winners is too long to name all in this message, but I can assure you they are all great Americans. I, and all of A/TA, would like to congratulate our 2012 A/TA Award Recipients and their families. While at the convention please try to meet and congratulate all the award winners – they are in for a great Convention/Symposium, which will host many grand events in their honor. Many thanks to Barb Jacob for all she and her staff do to make the events for our award winners very memorable. Thanks Barb!

A huge congratulation goes out to the *Airlift/Tanker Quarterly* Editor and Art Director, Collin Bakse. The *ATQ* is an outstanding magazine as evidenced by once again being presented the Apex Award for Excellence. Again, congratulations Collin, you are making a difference. As always I am looking forward to the next edition of the *Airlift/Tanker Quarterly*.

Lastly, I would like to thank General Ray Johns, AMC commander, and Chief Andy Kaiser, AMC Command Chief, for their friendship, leadership and support. It is always a pleasure to work with both and their staffs. AMC has a great team!

As I close, please remember this year's theme: Someone, Somewhere, Needs Something... Mobility Airmen Answer the Call. That says it all – our great Air Mobility Warriors are answering the call 24-7 all over the world. Let's not forget them and please say thanks every time you have an opportunity.

Welcome to Anaheim!
Mike

Secretary's Notes

Welcome to the 44th Annual A/TA Convention and the 2012 Air Mobility Command (AMC) and Airlift/Tanker Association's (A/TA) Air Mobility Symposium and Technology Exposition. This has been an unusual year with the new procedures for conference approvals. Miles Wiley, VP for Programs, and Dennis Murphy have worked tirelessly with the AMC staff and our host hotels to make the necessary changes that will make this convention/symposium one of the best ever.



Col. Dan Penny
USAF, Ret

Likewise, Bob Dawson, our Industry VP, has been working closely with all our industry partners to accommodate their requests. Your Board of Officers has included better ways to accommodate our members and our vendors to make the Technology Exposition the best ever.

Congratulations to Collin Bakse, who as Editor for the *Airlift/Tanker Quarterly* has won an APEX Award for the publication's excellence for the seventh consecutive year.

And let's not forget Bob and Pam Traynor who have had to make incredible adjustments to the registration process to fulfill the massive tsunami of registrants that hit them all at once.

As always our volunteers are the backbone of the organization that makes our registration process second to none. We are glad you are here. Please take advantage of all the seminars – ask questions, and take advantage of the A/TA 2012 app to find schedule changes and give your Board of Officers feedback on this year's Symposium.

Future Convention Locations

Note: Convention Start Dates historically have ended up Oct 31 plus or minus a week or so. While nothing is "guaranteed," that bracket is a reasonable aim point.

2013:

Marriott World Center, Orlando

2014:

Opryland Hotel, Nashville

2015:

Marriott World Center, Orlando

2016:

Opryland Hotel, Nashville



ASSOCIATION ROUND-UP

Chapter News?

Send to Collin Bakse at atq@atalink.org or

Bud Traynor at ata@atalink.org.

Huyser Chapter

The bust of the 21st inductee into the Airlift/Tanker Hall of Fame, General Thomas M. Ryan, Jr., was installed along the A/TA Walk of Fame at Scott Air Force Base, Illinois, on the morning of 11 September 2012. General Ryan and his wife, Penny, were on hand for the short, informal ceremony, as were General Raymond E. Johns, Jr, commander Air Mobility Command; former AMC commander and chairman Airlift/Tanker Association, General Walt Kross, USAF ret; A/TA President, CMSGT Mike Reynolds, USAF ret; and retired mobility senior statesmen, General Arthur Lichte, General Duncan McNabb and fellow A/TA Hall of Famer, General Duane Cassidy, among others. Mr. Greg Colvin, Huyser Chapter Vice President, represented the chapter. Captain Taylor Todd served as Master of Ceremonies.

Following introductions by Capt Todd, General Kross, addressing the small crowd gathered on the beautiful fall morning, remembered the victims of 9/11 2001, the re-

cent passing of A/TA Founding Member and Hall of Famer, General William Moore, Jr., and provided a brief overview of previous Hall of Fame Inductees. General Kross ended his remarks by commenting on how General Ryan's leadership style "focused on mission substance and the men and women who performed it." Capt Todd then introduced General Johns.



General Tom Ryan and his wife Penny, with the general's bust following a A/TA Hall of Fame dedication ceremony at Scott Air Force Base Ill. Sept. 11, 2012. (AT/Q Photo, Collin Bakse).

General Johns fondly recounted an event early in his Air Force career when he watched General Ryan perform the first C-141 aerial refueling, followed by a litany of General Ryan's accomplishments. He too, said that as a leader General Ryan went beyond being a visionary to focus on airmen. He closed his remarks by congratulating General Ryan on the momentous occasion.

Following General Johns remarks, Capt Todd read the inscription inscribed on the plaque mounted on the column beneath the bust: "General Thomas M. Ryan, Jr. – General Tom Ryan was a leader known for his

unwavering commitment to the mobility mission as Vice Commander (1977-81) and the Commander (1983-85) of the Military Airlift Command. General Ryan presided over mobility operations in support of significant national and international crises and humanitarian relief efforts to include Operations Eagle Claw (Iranian Hostage Rescue) and Operation Urgent Fury (rescue of American medical students in Grenada). General Ryan drove the development of the first U.S. Air Force Airlift Master Plan, a 20-Year mobility roadmap that resulted in significant air mobility modernization. He was a proponent of increasing the role of the Air Force Reserve and the Air National Guard and worked to transfer C-5 and C-141 aircraft to Air Reserve Units. A selfless leader and mentor, his leadership and advocacy helped bring about mobility cultural changes that we take for granted today."

Following the reading of the inscription, General Ryan, his wife Penny, General Kross and Chief Reynolds participated in unveiling the bust. Following the unveiling, General Ryan made a few remarks in which he humbly accepted the honor of being represented in the company of such renowned air mobility airmen – representatives of the rich history and limitless future of America's air mobility forces. ■

Industry Partner GE Announces Improved KC-135R Engines On Track for Early Delivery

A new model program improving the Air Force and Navy's F108 engines (a.k.a., CFM56-2) was fully flight tested and certified by the FAA and its European counterpart almost two months early. As a result, GE, one of the parent companies of CFM—a joint GE and Snecma (Safran group) company – responded to an Air Force request to overhaul 15 KC-135 engines with an offer to provide the Air Force a new improved configuration commonly called CPUP (CFM Performance Upgrade Program). The offer will allow the Air Force to begin to field the first improved engines nearly one year ahead of earlier plans—a jump start to the overall upgrade program.

The new engine configuration will provide for a much longer time on wing and improved fuel consumption. The CPUP capitalizes on specific technologies adopted from newer versions of the commercial CFM56 engine family to bring improvements to the older -2 version used in the KC-135R. The changes include new high-pressure compressor airfoils designed using three-dimensional aerodynamic tech-

niques to improve engine airflow, along with a new high-pressure turbine hardware that incorporates the latest materials technology to extend life.

With more than 24,000 CFM56s on the commercial market, CFM was able to capitalize on its experience to bring several advantages to the CPUP program benefiting the Air Force. For example, CFM packaged the right combination of newer existing parts to drive improved performance without increasing the overall parts cost. In fact, it will cost less to buy a kit of the new, improved parts than a new kit of the parts the upgrade will replace. Also, the new upgraded engine is transparent to the flight and maintenance crews; there are no field-level TCTOs that drive training requirements at the base level. Upgraded engines can even be intermixed on the wing with the older configuration. This allows the upgrade to take place based on normal attrition—a key factor in keeping installation costs to a minimum.

The most significant factor contributing to the program's success, however, might be how

it was developed. Without a future commercial customer for the upgrade, nor a U.S. military contract, CFM self-funded the development and certification programs. Based on CFM's experience and confidence in the technology CFM invested millions to develop the upgrade. CFM then teamed with the Navy and Air Force for flight test, with the Navy providing the engine and aircraft for test and the Air Force sharing in actual test flight costs. The Navy, Air Force, and CFM efforts brought about a flight test program that was executed flawlessly, with the new engine configuration performing just as predicted. The engine's performance during flight test allowed the Navy to keep the test engine on the aircraft permanently.

In all, the unique approach to the program by CFM kept the implementation costs and risk among the lowest ever seen for a military aircraft engine upgrade program. CPUP will provide confidence that the KC-135 engines will continue to operate at peak performance and provide the warfighter a valuable asset throughout its long service life. ■



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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 entire 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

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Improve
America's
Air Mobility
Force.*

ON WINGS OF LEGACY: 20 YEARS OF A/TA TRADITION AND TRANSFORMATION

In 1992 the Airlift Association, Embracing a New Era in Air Mobility Force Structure and Operations, Became the Airlift/Tanker Association, Beginning a Transformation into the New Air Mobility Community's Most Ardent Supporter.

by Colonel Gregory P. Cook, USAF (Ret)

This year marks the 44th annual national gathering of Association members and 20 years since the former Airlift Association was renamed the Airlift/Tanker Association. From humble beginnings as a small reunion of Vietnam-era airlifters in 1969, the Association has evolved into a world-class professional organization with a wide range of activities and programs that support its mission and objectives. Even more so, it is the tie that binds members of the global air mobility community together into an extended family of personal and professional relationships that transcends formal organizational structures. The Association retains a unique character built on a foundation of traditions, values and priorities that contribute mightily to the air mobility mission. It is these "Wings of Legacy" that keep the organization vibrant and effective to this day.

This milestone year provides a unique opportunity to remind us of who we are and what we do as an organization, and to reflect on the journey of transformation and achievements of the last 20 years in an enduring story of people, places and circumstances that have and continue to shape the Airlift/Tanker Association –

WHY ARE WE HERE?

The Airlift/Tanker Association is dedicated to providing a forum for ensuring that American military forces continue to have the air mobility capability required to implement U.S. national security strategy. A non-profit professional organization, it is recognized by the United States Department of the Treasury and the Internal Revenue Service as a tax-exempt organization.

The Association is international in scope, with members and chapters throughout the world. Membership includes active duty, guard, reserve and retired military personnel, both officers and enlisted, as well as civilian and industry supporters of the air mobility mission. Membership is open to anyone who wishes to join. It has several primary objectives:

- Provide an organization through which men and women may unite to fulfill the responsibilities imposed on modern society by aerospace technology.
- Recognize the services rendered by industry, military, civilian and government personnel to air mobility activities in which the United States and its Allies have been or may become engaged.
- Promote scientific and academic research regarding the continuing development of our nation's air mobility capabilities.
- Conduct and sponsor speaking engagements, seminars, symposiums, conventions, and public forums that will further the development of all aspects of air mobility and community relations.
- Encourage young men and women to participate in air mobility activities and related aerospace functions.
- Support the achievement of continued education and air mobility activities through the tuition grant and scholarship programs.

Association benefits and programs include a quarterly magazine; annual national conventions; educational programs, seminars and symposiums; college scholarships; awards; and, heritage programs that recognize outstanding contributors to air mobility, both past and present.

THE EARLY YEARS ;

THE AIRLIFT ASSOCIATION, 1969-92

The Association began humbly in July 1969 as a reunion of about 30 individuals who had served in the Vietnam conflict with the 834th Air Division, which provided operational control of airlift forces within the theater of operations. After commanding the division, then Major General William "Bill" Moore worked with several former 834th AD members to put together the event, with the ultimate purpose to elect a committee to plan the following year's reunion. Acting on a suggestion to involve the aerospace industry, the Association's early leadership developed a "Corporate Member" strategy, which would prove instrumental in the future success of the Association. What began as an annual reunion eventually evolved into a professional association of the highest order. General Moore later commanded Military Airlift Command (MAC) from 1977-1979.

In a portent sign of the future, the Airlift Association's 1976 state of Florida Certificate of Incorporation document included in its purpose statement the following:

"To preserve and foster the spirit of fellowship among former, present and future members of the military, industry and government in the fields of military and commercial airlift, air refueling and associated aerospace activities."

The 1974 transfer of C-130 forces to MAC marked the beginning of a long, enduring relationship between the command and the Association. With virtually all airlift and related activities consolidated under MAC's authority, this natural partnership was mutually supportive. The Association served as a forum for airlift advocacy and provided a vehicle for social activities and professional development in the airlift community worldwide. In turn, the organizational structure of MAC served as an efficient, effective means of communication between the Association and its chapters and members. MAC and the Airlift Association became almost synonymous with each other as both sought to improve the capability of airlift forces.

The Association's activities then revolved around several key programs and services. It published *Airlifter Quarterly* magazine five times a year – four quarterly issues plus a "special" convention issue – featuring command news, industry updates, Association business and chapter reports, plus articles on the aerospace industry, history, heritage and other items of interest. More importantly, the Association hosted an annual convention which included social activities, a business meeting and an awards banquet, plus informational briefings and addresses by key leaders. This gathering still maintained its aura as a reunion of close friends who always welcomed new members congenially into the "family."

By 1992, there were approximately 3100 Association members, 26 chapters and 30 individuals who served on the board of directors and as advisors who effectively ran the organization. All were volunteers. The "Corporate Member" rolls had grown from only a few to over 30. Convention fees were just \$95 and convention attendance averaged less than 400 per year. Each year, the Association seemed to gain and lose an equal number of members – about 500 – while its base membership remained stable. The organization was blessed with a "core" membership of about 2500 members, those diehard members who then represented its heart and soul. Some were early members from the Vietnam era; others had matured with the Association. Inspired young leaders also joined the ranks.

The Association sponsored several award programs that developed over time. It annually sponsored a Young Leadership Program in coordination with MAC, which was designed to expose some of the command's future leaders to critical issues impacting the Air Force. At the national convention in Long Beach, California in 1988, the Association's then-chairman General Robert "Dutch" Huyser, USAF (Ret.) and the MAC Commander in Chief General Duane Cassidy, signed the charter that established the Airlift Hall of Fame Award. Lieutenant General William Tunner was the first inductee during the 1989 convention in Philadelphia.

Early in 1989, the Association agreed to sponsor MAC's pilot, navigator, flight engineer, loadmaster and aerial gunner of the year awards in accordance with USAF and MAC regulations. These "Aircrew of the Year" awards became part of convention activities in 1990, and were later renamed the "General Robert 'Dutch' Huyser Aircrew of the Year" awards in his honor.

On May 29th, 1991, in conjunction with the celebration of the MAC's 50th Anniversary, plans were announced for the Airlifter Hall of Fame memorial at Scott Air Force Base, where a segment of the Berlin Wall, a replica of the Berlin Airlift memorial, and busts of the Association's Hall of Fame inductees were to be on permanent display.

It was the last anniversary for MAC, as the Air Force was about to undergo a major top-to-bottom reorganization that would also profoundly effect the history and nature of the Association. In September 1991, Air Force Chief of Staff General Merrill McPeak announced the most significant restructuring of the Air Force since its creation in 1947. Most significantly, MAC and its sister commands Tactical Air Command (TAC) and Strategic Air Command (SAC) were to be deactivated and the bulk of their forces realigned under two new com-



mands, Air Mobility Command (AMC) and Air Combat Command (ACC).

1992: A PIVOTAL YEAR OF CHANGE; THE AIRLIFT/TANKER ASSOCIATION TAKES FLIGHT

Air Mobility Command (Provisional) was activated on January 15th, 1992 at Scott Air Force Base in order to work through about 2,000 action items required to stand up the new command. Major General Walter Kross commanded this effort, transitioned to become AMC's first vice commander as a 3-star general, and subsequently assumed command of AMC as a 4-star officer a few years later. He now serves as Chairman of the Airlift/Tanker Association.

On June 1, 1992, the flags of MAC, TAC and SAC were permanently folded and the two new operational commands of AMC and ACC activated. AMC now had responsibility for the bulk of both MAC's airlift forces and SAC's air refueling forces, including aeromedical and air rescue aircraft, the total of which encompassed over 1,600 aircraft.

In accordance with emerging Air Force doctrine, operational control of all theater aircraft transferred to each geographical Commander in Chief's Air Force component command. Most airlift and tanker units overseas thus became part of either United States Air Force Europe (USAFE) or Pacific Air Forces (PACAF). Stateside C-130 units transferred to ACC when it became the Air Force component of the new U.S. Atlantic Command (USACOM), with theater responsibilities that included all of North America. Training units shifted into the new Air Education and Training Command (AETC).

The extent of these changes presented great challenges and uncertainty to the Airlift Association. Its long-standing partner – MAC – was no more. With chapters and members now spread across a number of major commands, would far-flung members see a benefit to remaining in the Association? Could effective communications be maintained without MAC's worldwide operational structure to support them? The Association faced difficult choices. Would it cling tenuously to its airlift heritage or would it broaden its horizons? Embracing change, the Association charted a bold new course for the future.

A TRANSFORMATIVE JOURNEY BEGINS

Visionary leadership and several initiatives set the stage for a remarkable transformation and growth in the organization. At the 24th annual convention in Atlanta, Georgia in October 1992, Association members voted to rename themselves the Airlift/Tanker Association. The new Association chairman, General Al Hansen, USAF (Ret) was instrumental in winning the nearly unanimous approval of Association members in making the change and reaching out to new partners in the air refueling community. He and the President, CMSgt Nick Genes, USAF (Ret) led the transition.

It was the first convention for the new AMC Commander, General Ronald Fogleman, and his leadership and support for the organization proved pivotal then and in the years hence. In particular, he encouraged the Association to get the Young Leadership Award winners involved in the organization and to expand its educational programs. General Fogleman went on to become the 16th Air Force Chief of Staff from 1994-97, then served as the A/TA Chairman from 2004-2008.



The Association built on its traditional sources of strength while reaching out to new constituencies and partners. It was clear that AMC and the Association would develop a close relationship, since AMC inherited MAC's strategic airlift fleet and much of her personnel and infrastructure, plus its evolving command and control system. A/TA also sought stronger relationships with other major commands, including ACC, PACAF, USAF, AETC, Air Force Material Command (AFMC) and Air Force Special Operations Command (AFSOC). Air National Guard and Air Force Reserve representatives joined the Board of Advisors. It formed a Young Leader Advisory Committee, which provided a vehicle through which Young Leadership Award winners could increase their participation in Association affairs.

Mr. Collin Bakse, art director for the Airlift Association's magazine, first *Airlifter*, then *Airlifter Quarterly*, since 1987, took the helm as the magazine's editor/art director for the 1992 summer issue. Collin captured the new partnership between airlift and air refueling by designing a revised Association logo that features two eagles encircling the earth and carrying our motto, "America's Wings of Freedom." To help reflect the Association's new reality, the name of the magazine was changed to *Airlift/Tanker Quarterly*, with its premier issue in the winter issue of 1993. The new magazine became a true Quarterly – the Fall edition serving as the Convention edition. A new Association informational brochure was created and released.

AIRLIFT/TANKER ASSOCIATION MILESTONES, EVENTS AND ACTIVITIES: 1992-2012

1993: The 25th Annual National Convention & Symposium is held in Dallas. In preparation for its silver anniversary convention in 1993, the Association made an important decision and commitment to expand convention activities, one that was to change the nature of the organization and its activities immensely. For the first time, the Association added a full-fledged symposium to its convention schedule, adding a day-long series of professional seminars and expanding the industry exhibition hall, with the goal of increasing the knowledge and awareness of members in subjects important to air mobility. With this addition, the convention and symposium qualified as a professional education and development event to which military members could attend on official orders.

The excitement was palpable as Association members old and new converged on Dallas from throughout the world. Included among their ranks were decorated combat veterans, senior Air Force leaders and young, wide-eyed airmen. General Fogleman kicked off the seminars with a rousing and inspiring speech entitled "Leadership for Challenging Times." The general shared his personal views on leadership with a standing room only crowd that included over two hundred uniformed officers and airmen – the highest number ever to attend a convention up to that time. The convention was also noteworthy as General Ira C. Eaker, the pilot of the historic Question Mark air refueling experiment, was inducted into the renamed Airlift/Tanker Hall of Fame. The synergy of air mobility inherent in the airlift/tanker partnership was alive and growing.

This was only the beginning, as the numbers of convention attendees began to grow with every passing year. In the years hence, the Association leadership was often surprised when attendee numbers surpassed estimations and sometimes exceeded convention facility capacities.

1994: The convention was held at the Red Lion Hotel in Seattle under the theme of "Spreading Our Wings." The boom operator position was added to the Huyser Aircrew of the Year categories and General Huyser was himself inducted into the Hall of Fame. The Association began sending courtesy copies of the *Airlift/Tanker Quarterly* to Air Force libraries worldwide in a quest to reach out to a greater audience.

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1995: The Washington Sheraton Wardman hosts the convention under the theme of "Global Reach: A Joint Perspective." CMSgt Joel Storch, USAF (Ret) is elected President of the Association. The General P.K. Carlton Award for Valor, which identifies and recognizes an outstanding airlift or tanker aircrew or aircrew member for valor, is presented at the convention for the first time. The Airlift/Tanker history book is also published this year, with biographical entries and experiences as related by A/TA members themselves, plus a history of the Association, a historical review of U.S. airlift and tanker forces, a membership roster and hundreds of rare photographs.

1996: The Airlift/Tanker Memorial site at Scott Air Force Base is completed and dedicated. It now includes busts and plaques of all Airlift/Tanker Hall of Fame inductees since 1989, with 21 individuals recognized and 2 groups representing the Aeromedical Evacuation Legacy Team (2007) and Air Refueling Pioneers (2009). The award identifies and recognizes an outstanding Airlift/Tanker individual or group whose sustained legacy of achievement distinguished themselves in outstanding performance to the Air Mobility mission.

A new chapter handbook is released, which include a section entitled "Keys to Chapter Effectiveness," a practical guide for standardizing chapter operations. "The Changing Face of Air Mobility" is the convention theme at the Dallas Airport Hyatt. Major General Bob Patterson USAF, (Ret) is elected to be Chairman of the Association.

1997: The data elements of the Secretary's membership database and 1996 convention attendance were merged. Bud Traynor's company, Management Information Systems, Inc. is hired to administer the Association. The Anaheim Marriott hosts the annual convention under the theme, "Enhancing Air Mobility: The Next Fifty Years." Convention attendance surpasses 1400 individuals, with more than half represented by active duty service members. Over 40 flag officers are in attendance. One of the founding fathers of the Association, General William G. Moore, Jr, USAF (Ret) is inducted into the Airlift/Tanker Hall of Fame.

1998: The Orlando Hyatt hosts the Association convention under the theme of "Air Mobility: Our People, Our Strength," with attendance reaching 1,759. Association membership surpasses the 4,000 mark for the first time.

1999: Former MAC Commander General Duane Cassidy, USAF (Ret) assumes the role as Chairman and CMSgt Bill Cannon, USAF (Ret) becomes President of the Association. Beginning with the winter 1999 issue, the *Airlift/Tanker Quarterly* magazine cover title was shortened to *A/TQ*. More than 2,300 attend the national convention in Dallas under the theme "Air Mobility: Always Engaged."

2000: Attendance at the convention in the Anaheim Marriott grows slightly over the previous year to 2,435 under the theme "M2K: Mobility 2000" Association membership surpasses 5,000.

2001: The convention that had been scheduled to be held in Dallas, Texas is cancelled due to the events of September 11th, 2001. A small reception and the annual business meeting were held instead in Arlington, Virginia that fall.

2002: The convention picks up again at the Nashville Gaylord Opryland Hotel under the theme of "Our People at War." Attendance exceeds 2,900, the highest number yet.

2003: Over 3,300 individuals attend the convention at the Anaheim Marriott under the banner of "Carrying Freedom's Flag" Association membership exceeds 6,000.

2004: Association membership continues to grow quickly, rising to over 7,000 for the first time. Former AMC Commander and USAF Chief of Staff General Ron Fogleman, USAF (Ret) ascends to be the Association's Chairman of the Board, and CMSgt Mark Smith becomes its President during the convention at the Dallas Adams Mark hotel. Over 3,600 members attend the event under the theme of "Mobility: Marathon for Freedom"

Several new awards are sponsored by the Association and awarded at the convention for the first time. The Colonel Gail Halvorsen Award identifies and recognizes an outstanding Air Transportation (2T2XX) individual for sustained excellence in aerial port operations. The Specialized Mission Award identifies and recognizes an outstanding individual whose performance of duties in support of an aerial air mobility mission is exceptionally noteworthy during crises, contingencies, or humanitarian airlift. This award is presented to career fields not covered by the General Huyser award categories.

Finally, The President's Award identifies and recognizes an A/TA member-volunteer who has contributed immeasurably to the overall success of the Airlift/Tanker Association. All non-elected, non-paid A/TA members are eligible. The awardee is selected by the President through recommendations from the A/TA elected board and approved by the A/TA Chairman.

2005: Nashville's proximity to much of the nation's population and the size and capabilities of the convention facilities here prompts the Association to alternate the national convention at the Gaylord Opryland Hotel every other year. This year's theme of "Air Mobility: Lifeline of Freedom and Hope," attracts 3,980 attendees. Major General James I. "Bagger" Baginski, USAF (Ret) is inducted into the A/TA Hall of Fame. A founding member and long-time Chairman of the Board of Advisors, General Baginski helped lead the Association from a reunion-oriented organization to the professional association it is today.

2006: The convention at the Orlando Marriott World Center, with the theme of "The Decisive Edge: America's Air Mobility Team" attracts 4,286 attendees. Association membership rises to over 8,000 for the first time. The Association releases updated by-laws and chapter handbooks to the chapters. Former MAC Commander and Association Chairman General Duane Cassidy, USAF (Ret) is inducted into the Airlift/Tanker Hall of Fame.

2007: The Association's corporate membership category, which had grown to an all-time high of 73, is changed from "Corporate Member" to "Industry Partner" to better reflect the relationship between the two entities. Convention attendance reaches its all-time high of 4,553 at the Nashville Gaylord Opryland Hotel. The theme is "The Many Faces of Air Mobility: Yesterday, Today & Tomorrow."

2008: Former AMC Commander General Walt Kross, USAF (Ret) is elected as the Association's Chairman during the convention at the Anaheim Marriott & Hilton. The theme for the event is "Air Mobility: From Berlin to Baghdad and Beyond" with 4,221 in attendance. The Ronald R. Fogleman Award is given for the first time, which recognizes the top Advanced Studies of Air Mobility (ASAM) graduate. Association membership temporarily exceeds 9,000 on the active rolls – the highest ever - for the first time. Former Association Chairman Major General Bob Patterson, USAF (Ret) is inducted into the Airlift/Tanker Hall of Fame.

2009: Two new categories of awards are sponsored by the Association. They include the Major General Stanley F. Newman Award, which recognizes the Air National Guard outstanding Wing/Group, and the Lieutenant General James E. Sherrard III Award, which rec-

ognizes the Air Reserve outstanding Wing/Group. Both awards are given to those units contributing to the overall success of the Mobility Air Force Mission. The convention theme at the Nashville Gaylord Hotel is "Air Mobility: Delivering the Joint/Coalition Team to the Fight," with 4,332 in attendance.

2010: Attendance at the Orlando Marriott World Center convention, under the theme of "Mobility Airmen: The Heart of America's Global Reach," numbers 4,522.

2011: The national convention is held at the Nashville Gaylord Opryland Hotel under the banner of "Air Mobility: Hope's Global Reach." Budget realities and operations tempo drive convention attendance down to 4010 individuals, with much of the drop reflected in active duty and Air Reserve Component attendance. CMSgt Mike Reynolds, USAF, (Ret) is elected to be President of the Association.

2012: Today, there are 43 chapters across the globe and over 50 principal board members, advisors, committee members and representatives running the national Association, plus dozens more individuals who assist in the execution of the annual convention and its associated Air Mobility Symposium and Technology Exposition. There are currently 72 Industry Partners in the Association.

Annual attendance at the conventions now averages well over 4,000 per year. The most-attended event occurred when 4,553 individuals attended the 2007 national convention in Nashville, Tennessee. Membership levels fluctuate annually as new members sign up to register for the convention and receive a discounted rate, while many do not renew unless they attend the convention again.

In this sense, our membership is "convention-driven," although there still exists a core membership averaging at least 6,000 annually since around 2003. Recent years have seen total membership fluctuate between this level and upwards of 9,000 members at the time of the convention.

CONCLUSION

Since its humble beginnings in 1969, the Association has truly grown to become the tie that binds our global air mobility community together. The magazine is a repository of our heritage and the centerpiece of our evolving story. The annual conventions and symposiums are more like family reunions, as well as a place to nurture personal and professional relationships. They are also industry showcases that bring technology, organizations, and people together in a rich and educational exchange of information. Attendees hear "State of the Force" presentations from key leaders and listen to war stories from the "old timers." Multiple awards recognize individual and group accomplishments. Professional development of the force occurs from airman to 4-star general, with an extraordinary opportunity to meet, greet and share personally with people of all ranks and backgrounds.

There is no other forum quite like it, nor better place to connect, reconnect and celebrate what we all hold dear to our hearts: the mission of Air Mobility. Our passion for excellence and desire to share and learn is what unites the A/TA family and the global air mobility community together in a wonderful spirit of patriotism, honor and duty to country. Our "Wings of Legacy" are built on a foundation of traditions, values and priorities that keep the Association flying high, and enable it to truly be "America's Wings of Freedom." ■



From *Airlifter Quarterly* to *Airlift/Tanker Quarterly*

by Collin Bakse, editor

In the fall of 1992, when the members of the Airlift Association voted at their Convention in Atlanta, GA, to change the organization's name to better reflect the new reality of America's air mobility force structure and operational footing, it seemed prudent to change the name of the Association's magazine with first edition of the new year. So, without much fanfare, starting with the Winter 1993 edition, *Airlifter Quarterly* became *Airlift/Tanker Quarterly*.

A closer look at the two magazines on the cusp of the magazine name change, the Fall 1992 *Airlifter Quarterly* and the Winter 1993 *Airlift/Tanker Quarterly* (Volume 1, Number 1, Winter 1993), reveals a lot about the Airlift/Tanker Association (A/TA) and its relationship with the air mobility community.

The cover of the final edition of *Airlifter Quarterly* prophetically featured a photo of an airlift aircraft about to be refueled by a KC-10 and the 1992 convention theme: "Total Force: Global Reach for America." The venerable KC-10 was then at the beginning of what would become a 20+ year continuous deployment, and the newly rediscovered interest in the "Total Force" concept, brought about by the combined Active Duty, Guard and Reserve success of Desert Shield/Desert Storm, has matured into the greatest air mobility force on earth. The Association's

awards program has evolved to include active duty, Guard and Reserve personnel and units.

The contents of that final edition illustrated the special bond between the air mobility force and the Association. General Fogleman, then the newly appointed commander of the fledgling Air Mobility Command, advised the membership, in a letter of welcome to the convention, that the command "need(ed) to embrace new ideas and new realities." He would later bring that same mindset to his tenure as Chairman of the Airlift/Tanker Association. The magazine also featured an interview titled "Global Reach for America," during which I, as the magazine's new editor, asked then Lt. Gen. Walter Kross, vice commander Air Mobility Command, what he thought of the upcoming vote to change the Association's name to the Airlift/Tanker Association. He answered that he felt the name change was essential saying that professional organizations needed to be careful not to become "...so steeped in heritage that they cannot adjust to change," and that they should "...in fact they see change as an opportunity and move along with, so they can stay effective and influential." He would later bring that vision to the helm as Chairman of the Airlift/Tanker Association. Coincidentally the author of this edition's cover story, then Captain and now retired Colonel Greg Cook, was included in the last *Airlifter Quarterly* among the 1993 Young Leadership Award winners.

The first edition of the newly christened *Airlift/Tanker Quarterly* featured a cover photo of Gen. Fogleman studying the layout of the loadmaster station inside a newly minted C-17. C-17s, which had logged less than 900 flight hours at that time, have grown into the backbone of the U.S. airlift fleet. Inside, General Al Hansen, whose term of office made him both the last Chairman of the Airlift Association and the first Chairman of the Airlift/Tanker Association, announced in his Chairman's Comments that the Board of Officers was investigating "providing the membership an opportunity to participate in professional seminars," an idea which has developed into an annual professional symposium help in conjunction with each year's convention.

The A/TA has grown from an annual reunion of Vietnam Era war buddies to become the air mobility community's most ardent professional support organization. I consider myself privileged to have been allowed along for part of the ride. ■



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.

A WELCOME MESSAGE FROM GENERAL JOHNS

Welcome to the 2012 Airlift/Tanker Association Convention and Symposium. This marks the 44th time we've come together in this forum as a mobility family. On behalf of the nearly 135,000 Active Duty, Reserve, Guard, and Civilian Airmen who make up Air Mobility Command, we extend our gratitude to General Walter Kross, USAF, (Ret) for his continued leadership of the Airlift/Tanker Association (A/TA). I'd also like to thank all the members of the A/TA team including: Colonel Miles Wiley III, USAF (Ret), Lieutenant Colonel Jeffrey Bigelow, USAF (Ret), Colonel Dennis Trayner III, USAF (Ret), and Colonel Robert Dawson, USAF (Ret). Every year the event is a logistical challenge, but this year was especially challenging. In light of fiscal constraints, the team revamped the convention and symposium to include eleven previously stand-alone conferences, thereby expanding access to content and expertise while ultimately saving resources. Their innovation and flexibility ensured that as the event continues to evolve, it remains the premier professional development and educational opportunity for mobility Airmen.

To our attending Airmen, please take full advantage of the opportunities available. With a robust seminar schedule, you have the opportunity to hear from many people who shape how we deliver hope, fuel the fight, and save lives. As you wander through the industry exhibition, strike up a conversation with our industry partners. After all, without the tools they provide, we're just Airmen with good intentions.

This year we celebrate the 20th anniversary of Air Mobility Command. In 1992, we joined airlift, air refueling, and aeromedical evacuation under a single command. While each of these competencies has evolved since the beginning of our Air Force, the pace of evolution increased exponentially when the three were combined under one roof. As one family, we've been able to leverage the capabilities of all three to produce synergistic effects. For example, during the Korean War it took an average of 45 days to transport a wounded warrior back home. Today we average three days from Afghanistan, but can do it in a matter of hours if the individual needs specialized treatment. It's a remarkable capability that gives our warriors confidence as they risk their lives half way around the world.

In addition to 20 years of AMC, 2012 marks the Air Force's 65th birthday. The milestone gave us reason to look back and reflect on our beginnings as mobility Airmen. We realized there are many commonalities between the founders and our modern Airmen. Even



Lt. Benjamin Foulois

before the Air Force was a separate service, mobility Airmen were delivering hope, fueling the fight, and saving lives. As we looked deeper, we discovered an enduring ethos that connects mobility Airmen through the years. We realized that over time, the names, the uniforms, and the aircraft have changed, but why we serve is timeless. "We answer the call of others so they may prevail." Mobility Airmen say Yes, and then hang up the phone and figure out how. By innovating, we'll continue to get to yes.

Our Air Force was born from looking at old challenges in new ways, the idea of going over the hill rather than charging up. We started as an Air Force of 1.

The son of a plumber, Benjamin Foulois enlisted in the Army in 1898. Due to his intelligence and daring, Foulois became the first Army pilot in 1908. A year later he

was Orville Wright's navigator for the Wright Flyer's successful acceptance flight. Then, with a budget of \$150, Captain Foulois was told to take the plane to Texas and teach himself to fly it. Due to multiple crashes, he spent all the money in a month. Undeterred, Foulois spent \$300 of his own money to keep the dream alive. The gamble paid off and in 1931 Major General Foulois led 672 aircraft in the largest exercise to date. From one person and \$150 dollars to today with over 600,000 Airmen and a \$120 billion budget, our Air Force has come a long way...in part because one Airman dared to dream.

As with Foulois, the journey has often been turbulent. In 1916, when Army General John Pershing took the first Airmen to Mexico to help him catch Pancho Villa, it took them three days to fly over a small mountain. General Pershing wrote, "the aeroplanes have been of no material benefit so far. They have not at all met my expectations." Following World War I, our commercial partners kept the dream alive. They began transporting passengers and cargo. Specifically, the advent of air mail served as a foundation for the air navigation system we enjoy today. In 1932, there were 45 different commercial air carriers...some with little more than an airplane, a pilot, and a maintainer.

As World War II approached, an operation called "Flying the Hump" began. Chinese resistance fighters needed resupply by air because Japanese forces cut off all land routes. American Airmen flew from India over the perilous Himalayan mountains, often times using the wreckage from other aircraft to navigate. The "Hump" became a learning laboratory for air mobility and planted the seeds for the global enroute support structure. Colonel William Tunner led the operation and although they suffered great losses, they proved the concept of airlift by delivering 685,000 pounds of supplies to the isolated fighters. Short on mechanized equipment, Tunner enlisted the help of elephants to load aircraft. Is it any surprise that modern aircraft loaders are named after him? Mobility Airmen have always been innovators.

As elephants loaded our planes on the ground in India, Airmen pondered the idea of refueling our aircraft in flight. The "Question Mark" demonstrated the concept, but air refueling took years to realize its full value. During World War II we suffered great losses fighting beach to beach, island to island in the Pacific. After watching their sons, brothers, and fathers pay for each new airfield with their lives, our nation decided that we must be able to hold any target on the globe at risk from within the continental United States. Following the war, air refueling became a capability very quickly. In 1949 with fuel from four different tankers, Captain James Gallagher commanded Lucky Lady II on the first non-stop flight around the world. As fighters and bombers advanced, we looked for a new jet aircraft to replace the propeller driven tankers. Boeing bet the company on the 367-80. The first one rolled out of the factory in 1954. The Air Force ended up buying over 700. Airmen today still use the KC-135 to fuel the fight and will for many years to come. In fact the last KC-135 pilot has yet to be born.

Air Refueling projects power on a globe scale, but sometimes answering the call is about a single outstretched hand. On a cold night in 1947, Major George Donley saw medical patients shivering as they were being transported in the cargo bay of a C-54. He said to himself, there's got to be better way. So he got funding to convert a C-47 into an air ambulance. Like Foulois, when the funding dried up he continued the effort on his own time. He begged and borrowed enough spare parts to build stations in the back. Once General Wilford Hall got his eyes on the prototype, he took it on the road and the C-47 quickly became the aeromedical evacuation (AE) workhorse. The modern AE system was born. Never satisfied, General P.K. Carlton asked, "Why can we only move stable patients...why not provide intensive care unit level care in the back of the airplane?" The Critical Care Air Transportation Team (CCATT) became a reality. Today, we continue to innovate, putting our medical professionals even closer to the point of injury using Tactical Critical Care Evacuation Teams

(TCCETs). The men and women who risk their lives in combat deserve nothing less. How many lives have been saved because one Airman, Major Donley, dared to care on that cold night?

Today's Airmen continue to dream big, to push boundaries. Captain JoAnna Jackson volunteered to deploy on the first Tactical Critical Care Evacuation Team. TCCETs are designed to bring the hospital to the battlefield with critical treatment capabilities beyond those



Capt JoAnna Jackson is reunited with PFC Donny Eslinger. (U.S. Air Force Photo)

of field medics. When Army PFC Donny Eslinger was wounded by a mortar in Afghanistan, Captain Jackson kept him alive on the helicopter ride to Kandahar. Within 48 hours he was in Germany receiving advanced care. Soon after, he was back at Walter Reed with his family. Earlier this year, we had a chance to reunite Capt Jackson and Donny. It was the first time she had seen him since the helicopter flight to Kandahar when he was clinging to life. She couldn't believe how well he was doing. We don't always get to see the outcome of the people we help, but this day we did. Donny looked at us all and told us he was just a 19 year old kid who wanted to be on the front lines for us, he didn't want it to be glamorous or easy...he wanted it to be hard. We owe it to Donny and to all the warriors on the ground to continue to challenge the status quo.

We measure our success through those we help. Recently, we talked to Army Lt Col Dave Preston who was in charge of logistics for Patika Province. It was his responsibility to ensure 5,000 soldiers spread over 26 forward operating bases had enough food, fuel, and ammunition. What airdrop meant to him was even when the weather, terrain, or the enemy prevented re-supply by land, he could always get to his soldiers from the air. In fact, 43 forward operating bases in Afghanistan with 27,000 soldiers are supplied solely by airdrop. When one of Lt Col Preston's FOBs was running low on fuel and was preparing to burn their wooden shacks to stay warm, we delivered hope in the form of 55 gallon fuel drums out the back of a C-17. Whether it's



Delivering hope. (U.S. Air Force Photo).

a soldier in Afghanistan or a child in earthquake ravaged Haiti, we answer the call, often in their greatest time of need. These stories represent thousands of others just like them. What we do is deliver hope, fuel the fight, and save lives, but why we do it is more telling. Why do we routinely say goodbye to our families instead of goodnight? As mobility Airmen, we don't know when the next call will come in, but we know somewhere, someone needs something. We answer the call of others so they may prevail. Then we hang up the phone and figure out how. It's our ethos. It's always been our ethos. It's timeless, it's enduring. From Foulois to Jackson we are innovators, we're dreamers, and we know the impact one Airman can have. ■

SOMEONE, SOMEWHERE, NEEDS SOMETHING: MOBILITY AIRMEN ANSWER THE CALL

Air mobility personnel are ready to answer a call for assistance 24/7/365 – whenever someone, somewhere, needs something.

Airlifters provide the capability to deploy American armed forces anywhere in the world and keep them supplied.

Air refuelers are the lifeline of global reach, increasing range, payloads and flexibility. Air Force tankers can also refuel Navy, Marine and NATO aircraft and have an inherent cargo-carrying capability.

Aeromedical evacuation missions transport wounded and injured service members to critical care hospitals far away from the battle space.

Special Operations airmen perform missions requiring tactical finesse.

The following articles to highlight the wide range of missions and accomplishments of the men and women of the air mobility community since last year's A/TA Convention –

SOMEONE, SOMEWHERE, NEEDS FUEL

Fueling Freedom: Fuels Airmen Keep Mission Going at Southwest Asia Base

by Senior Airman Eric Summers Jr., 379th AEW PA

SOUTHWEST ASIA – Imagine having enough gas to fill the tanks of 410 average size cars every day for 10 years.

It's nearly the equivalent to the amount of fuel – 25 million gallons – the 379th Expeditionary Logistics Readiness Squadron's fuels management Airmen provide to aircraft in a single month at an undisclosed location in Southwest Asia.

The 379th ELRS fuels Airmen are responsible for the reception, holding, testing and distribution of fuels on the base.



SrA Bryan Winterstein (right), 379th Expeditionary Logistics Readiness Squadron fuel distribution operator, and Senior Airman Marcus Holden, 379th ELRS fuel distribution operator, double pump fuel into an aircraft 23 Oct 2011, at an undisclosed location in Southwest Asia. (U.S. Air Force photo/Senior Airman Paul Labbe)

“Everything needs fuel to run, to go, to move, so without having fuel delivered to an aircraft it can't take off,” said Master Sgt. Joshua Burk, NCO in charge of mobile distribution, deployed from Misawa Air Base, Japan. “[For example] one of the KC-135 Stratotankers performing its in-flight refueling function – which obviously their

fuel is extremely critical because one, it takes fuel for the 135 to get off the ground, but it also takes fuel we give them to deliver to other aircraft in the air.”

Fuel is also supplied to intelligence, surveillance and reconnaissance aircraft, close air support and airlift aircraft such as the C-17 Globemaster III and C-130 Hercules which are the backbone of passenger and cargo airlift throughout the U.S. Central Command Area of Responsibility.

“Without fuel stuff is not going to get to where it goes,” said Burk, a Red Lion, Penn., native.

Burk said one of the unit's main catch phrases is ‘to deliver clean, dry fuel to the aircraft on-time’ so it can meet its take-off time. Three Airmen in the unit used this motto as personal fuel and turned the refueling mission into a friendly competition.

A milestone for fuels Airmen is pumping 1 million gallons in a month. Burk said with that extra work and sacrifice the goal can be achieved.

“Airmen Lorms, Holden and Winterstein stepped up and said they wanted to try for this month [September 2011],” he said.

Senior Airman Bryan Winterstein and Senior Airman Marcus Holden, fuels distribution operators, competed head-to-head using a combination of fueling methods, while Airman 1st Class Kyle Lorms, fuels distribution operator, held his own contest to see if he could reach 1 million gallons using only R-11 fuel trucks.

Holden and Winterstein used both the R-11 fuel truck, which can only transport and distribute 6,000 gallons of fuel at a time, and the R-12 hydrant servicing vehicle which can attach to underground fuel lines and pump on a continuous basis.

Lorms, a native of Albuquerque, N.M., deployed from Dyess Air Force Base, Texas, said, “Everybody gets a million and everybody uses hydrants, so I wanted to set a little bit of a higher challenge for myself and doing it by truck is a little bit harder and takes a little more effort.

“It was a good accomplishment and it hasn't been done lately,” added Lorms, who pumped approximately 1.1 million gallons from

the 6,000-gallon capacity trucks. "One thing that kept me motivated was the competition."

Winterstein, deployed from Scott Air Force Base, Ill., pumped 1.619 million gallons of fuel in September.

"It [the competition] gave us something different to go against someone and helped make you reach that level that you didn't think you could reach before," he said. "We always try to get out there [to the aircraft] as fast as we can."

Lorms, whose average response time from the call for fuel to being planeside was eight minutes, completed more than 235 fuel runs. Holden, who completed 158 runs and Winterstein, who completed 172 runs, both averaged 16 minutes.

"I tried not to keep up with the numbers," said Holden, deployed from Joint Base McGuire-Dix-Lakehurst, N.J. "I just wanted to put fuel in the aircraft and get the mission done."

Holden, a Fort Valley, Ga., native, pumped 1.609 million gallons in September. He said that teamwork was a key to achieving the feat.

"If it wasn't for the teamwork we probably wouldn't have come close to 1.6 million," Holden said. "The drivers would come out there and switch trucks with us, give us the R-12 and we would finish out a hydrant run, then they would come out there with another (full) R-11 and we didn't stop – kept pumping fuel all day, every day."

SOMEONE, SOMEWHERE, NEEDS A LIFT HOME

TCM Transits More Than 17,000 Servicemembers Over Holiday Season

by Senior Airman Lysie Nichols, 376th AES

TRANSIT CENTER AT MANAS, Kyrgyzstan – During the two-week period of 10-25 December 2011, approximately 17,108 service members travelling via the Transit Center at Manas made it home in time to see their families for the holiday season.

"On average, Detachment 1 processes 800 passengers a day," said Capt. Jonathan Bowe, 817th Expeditionary Airlift Squadron (De-



achment 1) assistant director of operations. "On Christmas day, we flew a total of 984 passengers." Bowe is deployed to TCM from Joint Base Lewis-McChord, Wash., and also works as an instructor aircraft commander in the Boeing C-17 Globemaster III.

On Christmas Eve a C-17 Globemaster III arrived with 158 Marines from Camp Dwyer, Afghanistan. The average lay-over time for transients is two to three days; the Marines left the TCM by 11 a.m. the next day.

Airman Brooke Breeden also works for 817th EAS and is a loadmaster also deployed from JB Lewis-McChord. On Christmas day, he flew 158 Marines into the area of responsibility and brought the 158 Marines back to the TCM.

"It was really touching to bring 158 Marines out of the AOR [area of responsibility] after their year-long deployment," Breeden said. "They were so happy and that makes up for flying on Christmas."

For Bowe, working on Christmas was like working on any other day, but he knew the impact he had on military members transiting through the TCM and on their families waiting for them at home.

"It's always nice to know you are helping people get home to see their families no matter what day it is," Bowe said.

Breeden agreed, adding, "On Christmas night, one of the passengers from my flight told me he and his whole unit were going to make it home for New Year's. He thanked me for giving up my holiday and making it feel like Christmas."

He continued, "It's the little things like that, that make you feel like you are making a difference."

SOMEONE, SOMEWHERE, NEEDS SPECIAL HANDLING

Travis Airmen Transport Vice President to Iraq

by Capt. Steven Jones, 21st AS

TRAVIS AIR FORCE BASE, California – A Travis C-17 Globemaster III flown by the 21st Airlift Squadron, descended Nov. 29, 2011, into Baghdad International Airport during a top secret mission to bring Vice President Joe Biden to Iraq for the last time before the Dec. 31, 2011, troop withdrawal.

Flying completely blacked out, the experienced aircrew relied on their airborne command and control, U.S. fighters and their night



vision goggles to ensure the safety of the aircraft and its passengers. As they entered Baghdad airspace, the pilots observed multiple muzzle flashes from small arms, as well as a ground explosion in front of the aircraft. Maj. Brandon Tellez, the aircraft commander, maintained a high rate of speed to escape the weapons engagement zone.

The crew spotted the airport, slowed the aircraft and landed the C-17 safely on Baghdad's runway. Once the aircraft reached its parking spot, the passengers exited through the crew entry door, loaded into helicopters and were escorted to the U.S. Embassy. Aircraft 77179, the "Spirit of Travis," was flying as Air Force Two.

In mid-November, Lt. Col. Louis Hansen, 21st AS director of operations, was told that a crew would be transporting the vice president to Iraq.

The crew planned with only the knowledge that everything had to be perfect. The purpose of the trip would be divulged in execution.

The 60th Aircraft Maintenance Squadron was briefed that only the crew needed the best jet available to be pre-flighted on the day after Thanksgiving. Despite such vague guidelines, the AMXS team not only readied the primary aircraft, but also provided a backup aircraft in pristine condition. Additional support was provided by 60th Operations Support Squadron current operations, which was instrumental in correcting shortfalls in the initial Tanker Airlift Control Center plan.

"This mission was a team effort," Hansen said. "The support agencies involved, notably AMXS and current ops, provided first-rate support and guaranteed the success of this high-profile mission."

The vice president landed in Germany and prepared to board the Travis Globemaster. The experience of the loadmasters and crew chief – Master Sgt. Clinton Yancey, Staff Sgt. Shevaun Reighter and Staff Sgt. Andrew Baumgart – proved invaluable as they were able to rapidly upload the required equipment and prepare for departure.

Biden walked directly to the cockpit and thanked the crew for

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flying him. Hansen handed the vice president a 21st AS Beeliners hat and Biden took a seat on the flight deck. The vice president talked with the crew and expressed his gratitude for the ride.

Upon arrival into Iraq, Biden walked off the plane into the awaiting press pool proudly wearing his 21st Airlift Squadron hat.

Following his meetings with the president of Iraq and the prime minister – and after a dedication at Camp Victory, the crew picked up Biden in Baghdad. They flew the vice president to Irbil Airfield, where the Kurdish regional president was waiting to meet him.

From this point, the Travis bird flew as a backup to Air Force Two for stops in Turkey and Athens, Greece. Prior to departure from Athens, the crew was invited for a photo with Biden. He awarded each member of the crew with a coin, and lauded their outstanding service and professionalism and his senior military aide stated that the crew was the “best C-17 crew he’d ever flown with.”

SOMEONE, SOMEWHERE, NEEDS AN AIRPLANE DELIVERED

AMC Commander Visits McChord Field, Delivers New C-17 by Staff Sgt. Frances Kriss, 62nd AW PA

2/27/2012 - JOINT BASE LEWIS-MCCHORD, Washington – Gen. Raymond E. Johns, Jr., Air Mobility Command commander, visited Joint Base Lewis-McChord Feb. 24, 2012 to deliver McChord Field’s newest C-17 Globemaster III aircraft.

During his short visit, Johns also took the opportunity to thank and inspire Airmen during a commander’s call.

“First of all, I want to thank you for what you do,” he said. “We deliver hope, fuel the fight and saves lives. You do that right here through airlift, airdrop and aeromedical evacuation. You do these missions, and you are the best at it. All of us couldn’t be prouder of you.”



Gen. Raymond E. Johns, Jr., Air Mobility Command commander, presents a key to Master Sgt. Eric Burr, 62nd Aircraft Maintenance Squadron, after delivering McChord Field’s newest C-17 Globemaster III aircraft 24 Feb 2012, at Joint Base Lewis-McChord, Wash. (U.S. Air Force photo/Staff Sgt. Frances Kriss)

Wings who flew a mission that conducted the first mid-winter medical evacuation, saving a woman’s life.

“That’s the kind of impact you have around the world,” Johns said. “You touch thousands of people because you do whatever we ask.”

SOMEONE, SOMEWHERE, NEEDS PENGUINS MOVED,

62nd, 446th AW Complete Record Breaking Operation Deep Freeze Season

by Airman 1st Class Leah Young, 62nd AW PA

3/26/2012 - JOINT BASE LEWIS-MCCHORD, Washington – Airmen from the 62nd Airlift Wing, in conjunction with Reserve partners from the 446th AW, recently completed a record-setting 2011-2012 Operation Deep Freeze season.

The ODF season began 20 August 2011, with late winter flights known as WINFLY, and consisted of a 35-person team delivering supplies to the National Science Foundation’s McMurdo Station, Antarctica. Consistent C-17 Globemaster III airlift support began 28 September and ended 4 March.

As the 304th Expeditionary Airlift Squadron, Team McChord conducted a record-breaking 74 missions in support of ODF, six more than any previous season. The crews also broke the record for amount of cargo delivered by transporting 6.33 million pounds, 1.37 million pounds more than any previous season.

“I personally think it’s impressive that a squadron with only one airplane moved more than six million pounds of cargo in such a short amount of time to one of the most remote, inhospitable environments on Earth,” said Lt. Col. Bret Keenan, ODF commander from October 2011 to February 2012.

Team McChord also conducted the first-ever C-17 operational South Pole airdrop and a mid-winter medical evacuation out of McMurdo using night-vision goggles.

In addition to breaking records and conducting first-time missions, the 304th EAS logged 877 flight hours, conducted 158 sorties and transported 5,155 passengers.

While transporting more than five thousand people, Keenan noted a few significant passengers including the King of Malaysia, the Air Mobility Command commander and a group of ten penguins.

After hours of coordination between Team McChord leadership and the National Science Foundation, the decision was made to transport ten juvenile Emperor penguins on 5 December 2011, from a remote location in Antarctica to Seaworld in San Diego, CA.

During the five-hour flight from McMurdo to Christchurch, New Zealand, the cargo compartment was kept at 40 degrees Fahrenheit for the penguins’ comfort.

“The penguin movement was definitely one of the most unique missions we’ve ever flown,” said Keenan. “Doctors and attendants were tending to them throughout trip and I’m glad to say they all arrived safely.”

Aside from the rare penguin movement, day-to-day Antarctic operations present an array of challenges. This season included particular unexpected obstacles.

“General challenges that we expect for this mission include weather, fuel planning and the scheduling,” said Keenan. “During the last three weeks of the season, we added four missions to carry an extra one million pounds of cargo that was supposed to be delivered via ship. In addition to that extra challenge, we were also running against the clock and flying more frequently because the season ends at a certain point.”

Along with unpredictable variables like weather, the team must also operate with a constantly rotating crew.

“We operate at the minimal manning level while still providing safe and continuous support,” said Keenan. “The average is about 35 deployed at one time, including staff, crew, maintenance and life support.”

Consisting of both 62nd and 446th AW personnel, a total of 239 members of Team McChord deployed during the main ODF season, swapping out seven times in three to four week increments.

“The Reservists are the continuity within this mission,” said Keenan. “The active duty component is constantly moving around and working on different missions. With the Reservists, some of their members have been doing Operation Deep Freeze for years. It’s invaluable to have that experience when we’re down there. To do it as safely as we do, this mission would be impossible to conduct without them.”

Not only are the personnel who execute the mission vital, but the impact of delivering needed supplies is paramount as well.

“Antarctica, with the exception of one month per year when they can send a ship, is completely isolated,” said Keenan. “Using airlift, we need to deliver supplies to sustain the scientific operations and activities there. We bring in cargo to McMurdo, and then the C-130s

that operate on the continent can deliver supplies to the smaller, more remote locations.”

SOMEONE, SOMEWHERE, NEEDS MOBILITY EXPERTISE

Army, Air Mobility Units Join Forces To Speed Worldwide Delivery of Vital Cargo

by 1st Lt. Edward McCann, U.S. Army 688th RPOE

5/14/2012 - JOINT BASE LANGLEY-EUSTIS, Virginia – Soldiers of the 688th Rapid Port Opening Element based here at Joint Base Langley-Eustis, Va., and Airmen assigned to the 818th Contingency Response Group from Joint Base McGuire-Dix-Lakehurst, N.J., worked jointly at three airfields in the Greater-Phoenix, Arizona area 18-24 April.

Four Soldiers participated in the airfield assessments, working diligently alongside their Air Force counterparts to assess Phoenix-Goodyear, Scottsdale, and the Phoenix-Mesa Gateway Airports, all in Arizona.

“Any time we get an opportunity to work with [RPOE Soldiers] our training is so much more valuable,” said Lt. Col. Earl Ardales, 818th global Mobility Squadron director of operations. “No matter where we are, practicing joint training is always advantageous.”

The Soldiers of the RPOE agree.

“I definitely better understand the joint task force-port opening mission now,” said Sgt. 1st Class Corey Adams, 688th RPOE clearance section NCO in-charge. “As an Army cargo handler, I have extensive experience with air and sea port of debarkation operations, and could picture a JTF-PO operation easily in my mind. However, the nuances of this operation cannot be explained through briefings and slide presentations. I am glad I attended the training.”

Joint task force-port opening is a United States Transportation Command-directed capability providing rapid expeditionary air and sea port operations facilitating the throughput of cargo for worldwide contingencies in support of a combatant commander. It is comprised of specialized Army, Navy, and Air Force units operating as a joint force.

By assessing these runways, the group practiced one of the key elements to a JTF-PO - airfield assessments. Airfield assessments are part of the U.S. Air Force mission, but by including RPOE Soldiers, the focus is broadened to not analyze the airfield for aircraft use, but for standing up a task force capable of moving up to 560 short-tons per day from the delivery aircraft into surrounding areas.

This trip also served as an excellent starting point for both the 688th and 818th, as both will be working together at the Joint Operations Access Exercise at Fort Bragg, N.C., in June and assume alert status for worldwide mobility in October.

SOMEONE, SOMEWHERE, NEEDS SOMETHING FIXED

McChord Reserve Maintainer Helps Repair Damaged C-17 by Tech. Sgt. Tanya King, 446th AW PA

6/29/2012 - MCCORD FIELD, Washington – A 141-ton, \$180 million C-17 Globemaster III departs the snow-covered runway at a critical Forward Operating Base in the combat zone. The position of the aircraft blocks the runway and prevents other aircraft from landing, thereby limiting re-supply options.

It is clear that the aircraft must be moved. What is not clear is how it will be done. Despite the lack of procedures and numerous other obstacles, the aircraft recovery team must figure out, not only a way to move the C-17, but also a way to make it fly again.

For one 446th Airlift Wing Citizen Airman, helping determine a plan to move the aircraft became the highlight of his career and the challenge of a lifetime.

Master Sgt. Roy Osmon, 446th Aircraft Maintenance Squadron technician, was deployed to Bagram Air Base, Afghanistan at the time of the mishap in January 2012. When the Air Force safety inspection team arrived, they needed him to relocate to Forward Operating Base Shank where the disabled C-17 was.

There, he was tasked with removing aircraft parts to be inspected to determine the cause of the mishap.

“I thought it was just going to be minor damage,” Osmon said, as he recalled his first impressions of the situation. The actual condition of the aircraft was a little more than minor damage, he said.

“You could tell it was going to take a while,” said Osmon, who works as a full-time maintenance civilian here. “This is going to be a lot of work, was my original thought, but we all knew we needed to get this aircraft going again.”

“Leadership didn’t have any doubts we could get it moved,” he said, “and neither did I.”



Deployed servicemembers stand in front of the repaired C-17 that was damaged in Afghanistan in January 2012. Senior Master Sgt. Roy Osmon, 446th Aircraft Maintenance Squadron technician, was on the team that helped repair and move the damaged aircraft. (USAF Courtesy Photo)

From Jan. 24, a lot of groundwork needed to be done to prepare the aircraft for movement—literally. It took until April to prepare it for the move.

“It was going to be quite a task,” Osmon said. “I realized what we needed to move the plane and I literally just went

for it and went knocking on the Army’s door.”

Osmon coordinated with the Army not only because it was their base—they were the experts in heavy equipment operation and could provide the assistance to move the dirt to stabilize the ground beneath the 282,500-pound aircraft.

“A lot of the Army experience we needed was in earth-moving equipment,” Osmon said. “They had the confidence because they were Guard and Reserve units; they all had a lot of heavy equipment experience in their civilian jobs.”

After months of preparation by joint forces and Boeing employees, the aircraft was finally ready to be moved in April.

“What stands the most to me about this whole affair is that it was a mixture of many, many people from many different sources, who all meshed together and worked extremely hard,” said Army Lt. Col. Gilbert Mestler, FOB Shank Garrison commander.

“Around 200 people were involved in the planning and execution of this move, from construction engineers, design engineers, Boeing employees, Air Force security forces, Army military police, Army pathfinders all kinds of Soldiers, Airmen and civilians from many different fields have been involved in this effort.”

“For a lot of those people this will be the culminating point of many weeks of effort from people of divergent fields,” Mestler said. “And we’re really proud of having successfully moved the aircraft without doing any more damage to the aircraft. As well as getting a C-17 back into the fleet, the runway should be back opened up to C-17 use for redeployment and deployment for Soldiers making use that more combat ready.”

The aircraft is being reconditioned and prepared for the flight back to the U.S. and repairs are scheduled to be completed in October.

“No one would have ever thought this plane would fly again,” said Osmon, whose deployment orders were extended until the plane is fixed. “But it will.”

SOMEONE, SOMEWHERE, NEEDS HELP MOVING SOMETHING BIG

62nd APS Airmen Help Deliver History by Capt. Tawny Dotson, 62nd AW PA

7/2/2012 - JOINT BASE LEWIS-MCCHORD, Washington – A large piece of history arrived at Boeing Field, June 30, and it was so large no commercial organization could move it. So the Air Force did.

A group of five 62nd Aerial Port Squadron Airmen strapped the 29-foot long crew compartment of NASA's Full Fuselage Trainer to a Tunner cargo loader, maneuvered over grass and sidewalks, and placed it in the Museum of Flight's new Charles Simonyi Space Gallery. A large crowd, national media, distinguished visitors and even a few astronauts gathered to see the compartment's arrival.

"It was very packed. They were announcing everything everyone was doing. Definitely the pressure was on to make sure nothing went wrong," said Airman 1st Class Luis Gomez Duque, who was a part of the APS team.

The compartment arrived in a NASA Super Guppy aircraft and is the first of three shipments that will arrive over the summer. The 62nd Airlift Wing's aerial port squadron is scheduled to participate in all three shipments.

A commercial option capable of moving the compartment from the Super Guppy to the final location in the museum was not available in the local area, so the museum contacted the Air Force. The 62nd APS at McChord Field, who is used to loading unique cargo in unique situations, took on the task.

"From the aerial port perspective, we always like to do something different," said Capt. James Pruchnic, operations officer for the 62 APS.

The Tunner cargo loader had to be dismantled, which took more than three hours, transported to Boeing Field, and then rebuilt in preparation for the arrival. The team rehearsed the download with the museum's personnel to be prepared for the event that day.

"We selected the best Airmen that deserve to go up there," said Staff Sgt. Ryan Stoks, the team lead.

The team was led by Stoks, described as an expert on the tunner by his supervisor. He was accompanied by Tech. Sgt. Mark Robertson, Airman 1st Class Chris Culver, who drove the Tunner, Gomez Duque, and Airman 1st Class Joseph Flores-Constancio.

"Downloading a plane is something we do every day," said Stoks. "But cargo that tall required extra attention to make sure it went perfect."

All accounts of the event said it did.

"There are certain things you do in your career that you will remember. This is one of them," said Stoks. "I can bring my daughter here 20 years from now and show her that I put that [crew compartment] in here." The museum hopes to open the display in the fall.

SOMEONE, SOMEWHERE, NEEDS AN EMERGENCY RESPONSE

President Obama Calls Firefighting Airmen Heroes

7/3/2012 - WASHINGTON (AFPS) – President Barack Obama released a statement today calling the Airmen battling wildfires in the Rocky Mountain region "heroes who deserve the appreciation of a grateful nation."

The statement comes following a crash yesterday of a North Carolina Air National Guard C-130 as its crew was battling a wildfire in South Dakota.



Air National Guard Lt. Col. Paul Mikeal, Senior Master Sgt. Robert Cannon, Maj. Joe McCormick and Maj. Ryan Scott David killed when their C-130 crashed on 1 July in South Dakota's Black Hills. (U.S. Air Force Photos).

The military C-130 equipped with the Modular Airborne Fire Fighting System, otherwise known as MAFFS, that crashed while battling a fire in southwestern South Dakota at approximately 6:30 p.m. mountain time Sunday belonged to the North Carolina Air National Guard's 145th

Airlift Wing based at Charlotte-Douglas International Airport.

The unit, based in Charlotte NC, deployed 13 August to Sacramento, California, to support wildfire fighting efforts there.

Lt. Col. Paul K. Mikeal, 42, of Mooresville, N.C.; Maj. Joseph M. McCormick, 36, of Belmont, N.C.; Maj. Ryan S. David, 35, of Boone, N.C.; and Senior Master Sgt. Robert S. Cannon, 50, of Charlotte, died in the crash. Two others were injured in the crash.

Sadly, two of those killed in the crash, Lt. Col. Mikeal and Maj. McCormick, were fellow A/TA members, and our Association will be poorer for their loss. America is poorer for the loss of all those who died, quite literally in service to their country.

SOMEONE, SOMEWHERE, NEEDS SOMETHING CRITICAL

Couriers Control Critical Cargo

by A1C Samuel Taylor, 436th AW PA

9/26/2012 - DOVER AIR FORCE BASE, Delaware – When the military requires a delivery of goods too important to entrust to the local post office, it relies on U.S. Transportation Command's Defense Courier Division. These soldiers, sailors, and Airmen ensure the safe delivery of highly-classified items across the globe.

Two such couriers are Army Sgt. Marcus Atchison and Staff Sgt. Anthony Haylock, DCS couriers based out of Fort Meade, Md. Though hailing from different services and careers, both share a passion for their special duty.

"I love this job," said Atchison. "We have no standard workday or regular customer. I have seen places that I would not have seen otherwise."

The bread and butter of courier duty is transporting and transferring goods. At a moment's notice, couriers can be tasked to board a flight destined for a location across the globe. Their deliveries can take the form of a small package or a 1,200-pound pallet, but all of them are gravely important.

"Every day, we are carrying items critical to national security," said Haylock. "We never know what is in the package - we don't have a need to know - but we know it's valuable or else we wouldn't be carrying it."

The cargo's value necessitates the strict security measures taken by couriers. Packages are usually hand-carried at all times; if the cargo's size does not permit this, frequent security inspections are completed. When transfers occur, couriers issue a series of challenge questions and verification measures to the recipient to ensure the item is transferred properly and securely. Needless to say, a detail-oriented individual has an edge in this line of work.

"Yes, attention to detail is crucial," said Atchison. "Other than that, it's all about professionalism, hard work and punctuality. If someone has those qualities, they will enjoy this job."

Contrary to what one may expect, Atchison says the transportation requirements do not preclude service members with families from joining.

"Actually, this job allows more time with my family; otherwise, I would be deployed twice per year," said Atchison.

Atchison, like other couriers, is stationed at one of 18 defense courier stations scattered throughout the world. Each station differs in size and personnel, ranging from eight to 30, depending on mission scope. From San Diego to South Korea, the couriers form a global network for the transfer of goods that ultimately save American lives.

"There is a recent story of a former courier that was back in his original career and deployed," said Atchison. "After waiting for days, he received an item from a defense courier that enabled him to save the lives of his troops. He saw the importance of his job come full-circle. That's what we do."

The preceding stories are only a few among literally thousands of stories that can serve as examples of how America's well-trained mobility airmen rise to the challenges and provide global air mobility to achieve the right effects in the right place and the right time. More than 134,000 active-duty, Air National Guard, Air Force Reserve and DoD civilians make the America's rapid global mobility operations possible – every one of them has a story to tell. ■

“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.”

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.**



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. “Tooney” 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.**



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.**



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.**



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.**



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.**



“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



AIRLIFT/TANKER ASSOCIATION
HALL OF FAME



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.**



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.**



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.**



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.**



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.**



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.**

A/TA Hall of Fame Continues >



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.**



Gen Carl A. "Tooeey" 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.**



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.**



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.**



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.**



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.**

"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



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.*



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*

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, Lt Reba Whittle, CMSgt Rodney Christa 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.*



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*

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.*



General Thomas M. Ryan, Jr.

General Tom Ryan was a natural leader known for his integrity, selfless commitment to the mobility mission and his people and their families. During his leadership tours as Vice Commander (1977-81) and then Commander (1983-85) of the Military Airlift Command, General Ryan presided over mobility operations in support of many significant national and international crises and humanitarian and disaster relief efforts. He oversaw the codification of Airlift Doctrine in support of the combatant commands. General Ryan drove the development and publication of the first U.S. Air Force Airlift Master Plan. He was a huge proponent of increasing the role the Air Reserve Component and worked to transfer C-5 and C-141 aircraft to Air Reserve units. A selfless leader and mentor, he 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. *Inducted 2011*



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A/TQ

AWARDS

...EXTRAORDINARY

SERVICE TO THE

AIR MOBILITY COMMUNITY,

THE UNITED STATES AIR FORCE

AND OUR NATION...

The actions of the men, women and/or organizations inducted into the Airlift/Tanker Hall of Fame and those awarded the coveted annual Airlift/Tanker Association Young Leadership Awards, Huyser Aircrew 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 –

This year's inductee into the Airlift/Tanker Hall of Fame distinguished himself through the highest valor and was posthumously awarded the Medal of Honor as a Pararescueman with the Aerospace Rescue and Recovery Service (ARRS), Military Airlift Command (MAC). He has become the Air Force's measure for valor and dedication above and beyond the call of duty. This recognition makes him the third enlisted member in the AITA Hall of Fame and bestows recognition and honor upon the Air Force Rescue Service as a cherished part of air mobility mission history. For these achievements he has been designated the...

2012 AIRLIFT/TANKER ASSOCIATION
— HALL OF FAME INDUCTEE —
STAFF SERGEANT WILLIAM H. PITSENBARGER



William H. Pitsenbarger was born July 8, 1944 in Piqua, Ohio, the son of William and Irene Pitsenbarger. Bill attended public schools in Piqua, participating in the Vocational Industrial Club, intramural sports, and wrestling. He graduated in 1962 from Piqua High School and worked at the Kroger store until enlisting in the United States Air Force December 31, 1963. When Bill was a junior in high school, he tried to enlist in the Army as a Green Beret, but his parents refused to give their permission.

After completing Pararescue training in 1965, Staff Sergeant Pitsenbarger received orders to report to Detachment 6, 38th Air Rescue and Recovery Squadron at Bien Hoa Air Base near Saigon. His unit was composed of five aircrews that flew three HH-43F Kaman Huskie helicopters. His commander, Maj. Maurice Kessler later said, "Pits was one of a special breed, alert and always ready to go on any mission."

While assigned to Air Rescue and Recovery Service (ARRS), Military Airlift Command (MAC) he flew almost 300 rescue missions in Vietnam, as a Pararescue Jumper (PJ). He risked his life nearly daily during the war rescuing downed airmen and soldiers. But the 21-year-old, known as "Pits" to his Air Force buddies, was killed while defending some of his wounded Army comrades.

On April 11, 1966, the Joint Rescue Coordination Center (JRCC) dispatched two Huskies from Detachment 6 to extract a half-dozen or more Army casualties pinned down a few miles east of Saigon near Cam My. When they reached the site of the ambush, Pits was lowered through the tropical forest canopy to the ground where he provided aid to the wounded before having them lifted out by helicopter. After six wounded had been airlifted to an aid station, the two Air Force helicopters returned for a second load.

When one helicopter lowered its litter basket to Pitsenbarger it was hit by a burst of enemy small-arms fire. When the helicopter's engine began to lose power, the pilot knew they had to get away from the area as soon as possible. Instead of climbing into the litter so he could leave with the helicopter, Pits elected to stay on the ground and he gave a "wave-off" to the helicopter which flew away. The helicopters didn't return to rescue the PJ that day because of heavy ground fire.

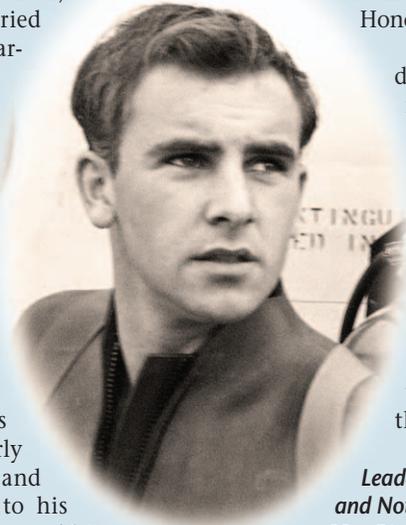
Pitsenbarger continued to attend to wounded soldiers, making splints out of snarled vines and building improvised stretchers. Pits gathered ammunition from the dead and distributed it to those capable of fighting. Pitsenbarger, after being wounded three times, was finally killed by Viet Cong snipers later that night. Pitsenbarger didn't escape alive, but nine other men did, partially

thanks to his courage and devotion to duty.

On December 8, 2000, the airman's father, William F. Pitsenbarger, and his wife, Alice, accepted the Medal of Honor from Secretary of the Air Force, Whit Peters. During the same ceremony he was also posthumously promoted to the rank of Staff Sergeant, and was the first enlisted airman to receive both the Medal of Honor and the Air Force Cross after death.

The audience included battle survivors, hundreds of pararescue airmen, a congressional representative and the Air Force chief of staff. He is buried in Miami Memorial Park Cemetery Covington, Ohio.

Staff Sergeant William H. Pitsenbarger selflessly gave his life to the Aerospace Rescue and Recovery Service (ARRS) mission of Military Airlift Command (MAC) leaving a legacy of bravery that would reverberate, not only throughout the United States Air Force, but throughout militaries around the world.



**Leadership, Job Performance
and Noteworthy Accomplishments**

SSgt Pitsenbarger began his leadership role by advising the on-scene Air Rescue commander on the best and fastest way to provide rescue and medical support to members of U.S. 1st Infantry Division, 2nd Battalion, 16th Infantry Regiment. He determined he should be lowered to the ground versus work from a hovering helicopter. SSgt Pitsenbarger assumed a major leadership role of an Army Infantry Company when numerous leaders were wounded. Through his leadership nine wounded were extracted and numerous wounded on the ground were treated and their lives were saved.

There was no communication between the Army troops on the ground and the Rescue crew in the helicopter, except hand signals, and extraction of the wounded was difficult and took too long. As the rescue crew completed the first extraction they flew the wounded to medical aid at an Army hospital eight miles to the south. On the second extraction Pitsenbarger determined that he could provide better assistance to the Army troops with extractions if he was on the ground. He said to the aircraft commander, "Once I'm down there I can really help out, I can show those guys how to rig the Stokes litter and load it right. It'll be much faster and you can put more people in the bird."

The helicopter crew wished Pitsenbarger good luck and the pilot maneuvered the helicopter into the pickup hole as crew chief strapped Pits onto the penetrator and disconnected his mike cord. The crew took their last glimpse of Pitsenbarger as the crew chief

STAFF SERGEANT
WILLIAM H. PITSENBARGER



MEDAL OF HONOR
— CITATION —

For conspicuous gallantry and intrepidity at the risk of his life above and beyond the call of duty. Airman First Class Pitsenbarger distinguished himself by extreme valor on 11 April 1966 near Cam My, Republic of Vietnam, while assigned a Pararescue Crew Member, Detachment 6, 38th Aerospace Rescue and Recovery Squadron. On that date, Airman Pitsenbarger was aboard a rescue helicopter responding to a call for evacuation of casualties incurred in an ongoing firefight between elements of the United States Army's 1st Infantry Division and sizeable enemy force approximately 35 miles east of Saigon.

With complete disregard for his personal safety, Airman Pitsenbarger volunteered to ride a hoist more than one hundred feet through the jungle to the ground. On the ground, he organized and coordinated rescue efforts, cared for the wounded, prepared casualties for evacuation, and insured that the recovery operation continued in a smooth and orderly fashion. Through his personal efforts, the evacuation of the wounded was greatly expedited. As each of the nine casualties evacuated that day was recovered, Airman Pitsenbarger refused evacuation in order to get more wounded soldiers to safety.

After several pick-ups, one of the two rescue helicopters involved in the evacuation was struck by heavy enemy ground fire and was forced to leave the scene for an emergency landing. Airman Pitsenbarger stayed behind on the ground to perform medical duties. Shortly thereafter, the area came under sniper and mortar fire. During a subsequent attempt to evacuate the site American forces came under heavy assault by a large Viet Cong force.

When the enemy launched the assault, the evacuation was called off and Airman Pitsenbarger took up arms with the besieged infantrymen. He courageously resisted the enemy, braving intense gunfire to gather and distribute vital ammunition to American defenders. As the battle raged on, he repeatedly exposed himself to enemy fire to care for the wounded, pull them out of the line of fire, and return fire when he could, during which time he was wounded three times.

Despite his wounds, he valiantly fought on, simultaneously treating as many wounded as possible. In the vicious fighting that followed, the American forces suffered 80 percent casualties as their perimeter was breached, and Airman Pitsenbarger was fatally wounded. Airman Pitsenbarger exposed himself to almost certain death by staying on the ground, and perished while saving the lives of wounded infantrymen.

His bravery and determination exemplify the highest professional standards and traditions of military service and reflect great credit upon himself, his unit and the United States Air Force.

swung him out of the cabin. He was holding his medical kit, his M-16 rifle, and an armful of splints. Down he went as the crew chief snaked him down through the trees to the wounded and survivors waiting below. They would have been surprised to see someone come down into their hellhole. The crew chief hoisted the penetrator back up and sent a Stokes litter down to Pits.

When the crew chief saw Pitsenbarger he was signaling for another litter, which was lowered to him. The crew could hear the heavy gun fire on the ground but Pitsenbarger was ignoring it and motioned for another litter.

Significant Contributions to the Advancement of Air Mobility

Based on SSgt Pitsenbarger's effort airmen know that they will not be left behind, at all cost. His valor and unselfish sacrifice reflects directly on the Air Mobility family making him an Air Mobility Hero.

Besides several buildings being named for him, the United States Navy Container Ship MV A1C William H. Pitsenbarger (T-AK 4638) was christened in his honor. The ship will preposition Air Force ammunition at sea near potential war or contingency sites.

Recently, the SSgt Pitsenbarger story was published in a British aviation magazine, *Fly Past*, December 2010, page 117, titled "Above and Beyond."

In addition, Community College of the Air Force (CCAF) awards a \$500 Pitsenbarger Scholarship, the Professional Military Education Center at Beale AFB, California and Airman Leadership School, Spangdahlem Air Base, Germany have been named to honor SSgt William H. Pitsenbarger.

All of these actions bring attention the Air Mobility Mission and Personnel.

Significant Changes to Air Mobility Mission, Culture and History

Despite his wounds, he valiantly fought on, simultaneously treating as many wounded as possible. In the vicious fighting that followed, the American forces suffered 80 percent casualties as their perimeter was breached, and Airman Pitsenbarger was fatally wounded. Airman Pitsenbarger exposed himself to almost certain death by staying on the ground, and perished while saving the lives of wounded infantrymen. His bravery and determination exemplify the highest professional standards and traditions of military service and reflect great credit upon himself, his unit, and the United States Air Force, (reference MOH citation).

His actions led to the change in training standards for aircrew and pararescue personnel training for rescue missions. The entire culture and history of not only MAC (now AMC), but the entire Air Force was changed forever. SSgt Pitsenbarger's actions are used as examples of duty first, selflessness, dedication, professionalism and leadership in professional military training throughout AMC and the entire Air Force.

Decorations include Medal of Honor (MOH), Air Force Cross, (AFC), Two Purple Hearts, Airman's Medal with 14 oak leaves, Republic of Vietnam Medal of Military Merit, Republic of Vietnam Gallantry Cross with Bronze Palm. In addition, SSgt William H. Pitsenbarger's uniforms are on display in the Southeast Asia War Gallery at the National Museum of the U.S. Air Force representing Military Airlift Command (MAC);

now Air Mobility Command (AMC).

Truly Deserving of Induction

A member of the Great Lakes Chapter interviewed former PJ AIC Harry O'Beirne who described his mission that day. There have been several versions of what took place and we wanted to hear it from a witness. He told our chapter member, "When I found Pits he was covered with a poncho, quite dead and crumpled up in a heap. He was wearing a steel helmet and a gas mask. This was because of some tear gas being thrown about by either side. He and his uniform were filthy having been in the jungle mud floor.

"When I took the gas mask off, Pit's face was covered in dried blood - coming from the bullet hole in the center of his forehead - he had been shot four times - in the small of the back by a VC in the trees, in

the front of his right leg, in his left shoulder, and in the center of the forehead. I believe that the bullet to the forehead killed him, and because it bled freely I believe it was his last wound. That means he was wounded three times and still going around treating other soldiers. I cleaned up his face, took off his web belts, put him in a body bag, and took him to the edge of a clearing for transportation back to the Saigon morgue."

"Bill Pitsenbarger was an ordinary man," O'Beirne said later. "He just did extraordinary things when called upon to do so. He liked coun-

try music, loved to hear Roy Acuff sing 'The Wabash Cannonball,' liked a beer, and had a healthy interest in girls. Being brave is not the absence of fear but being able to work and do the needed thing in spite of it."



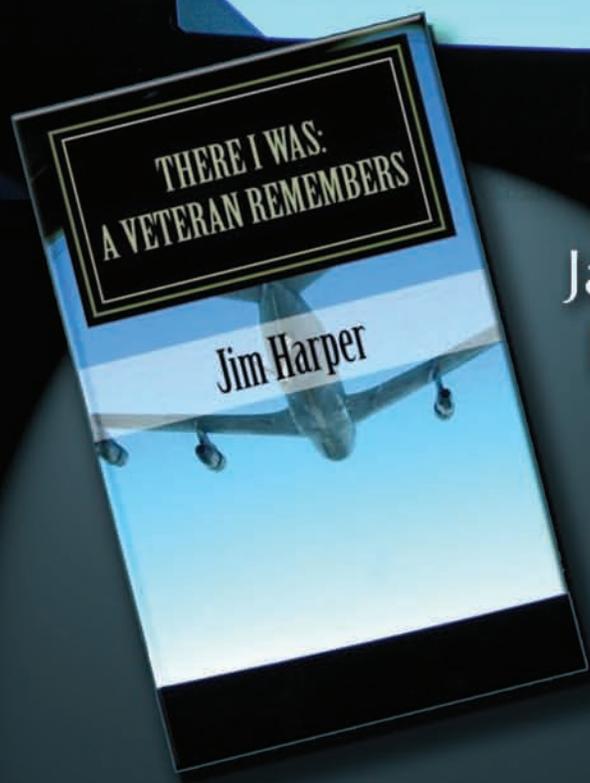
A1C William Pitsenbarger with an M-16 outside the HH-43. (U.S. Air Force photo).



Part of A1C William H. Pitsenbarger's uniform on display in the Modern Flight Gallery at the National Museum of the U.S. Air Force, Dayton, Ohio. (U.S. Air Force photo).

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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.

2012 AIRLIFT/TANKER ASSOCIATION YOUNG LEADERSHIP AWARDS

Captain Michael B. Baker

Test Wing Executive Officer, C-17 Experimental Test Pilot

Captain Michael B. Baker is an executive officer for the 412th Test Wing, Edwards Air Force Base, California. Captain Baker was born in Hazard, Kentucky, on 10 September 1974. He attended Leslie County High School and excelled in academics and sports. Capt Baker graduated as valedictorian of his class and earned a scholarship to play football at Georgetown College, Kentucky.



During his college football career he was voted all-conference three times, earned Academic All-American honors and was voted Team Captain by his teammates. He also was recipient of the A.O. Duer Award which was given to the conference's most outstanding junior

student athlete. After graduating with Magna Cum Laude honors with a BS in Chemistry, he entered the University of Kentucky to pursue a BS and MS in mechanical engineering. Upon finishing his graduate degree in 2002, he was employed by L-3 Communications as a design engineer on Blackhawk, Little Bird and Chinook helicopters.

Capt Baker left L-3 Communications in the summer of 2003 to attend Officer Training School at Maxwell Air Force Base, Alabama. He again excelled in the classroom by earning the Thomas Jefferson Academic Award, given to the class's top academic performer. After graduation he entered undergraduate flight training (UFT) at Moody Air Force Base, Georgia with a follow-on at Laughlin Air Force Base, Texas. He attended C-17 Pilot Initial Qualification training following UFT and entered his first C-17 operational assignment at Charleston Air Force Base, South Carolina.

During his time at Charleston he was deployed to the theater two times earning valuable combat experience. After only 14 months he received a joint spouse assignment to Travis Air Force Base, California. It was here that he quickly upgraded to instructor pilot earning Squadron Aircraft Commander and Instructor Pilot of the Year. After only 3 years at Travis Air Force Base, Capt Baker was accepted at the United States Air Force Test Pilot School at Edwards Air Force Base, California.

After completing Test Pilot School in the summer of 2010, Capt Baker was assigned to the multi-engine test squadron at Edwards Air Force Base. Prior to entering the squadron, he was selected to attend Squadron Officer School where he was recognized as the number one graduate out of 390 students. After returning to the squadron, he soon took over as the C-17 Flight Commander and led the mission planning and execution for all C-17 developmental flight testing. His strong leadership and airmanship skills were quickly recognized as he was awarded both the Group Company Grade Officer and Test Aircrew of the Quarter Awards. These outstanding management skills were soon recognized at the wing level and Capt Baker was hired as an executive officer for the Air Force's largest Test Wing. Capt Baker is the recipient of six Air Medals, two Air Force Achievement Medals and the Air Force Commendation Medal.

Major Joseph D. Beal

C-17 Evaluator Aircraft Commander, Weapons and Tactics Flight Commander

Major Beal is a C-17 Evaluator Aircraft Commander and the Weapons and Tactics Flight Commander assigned to the 517th Airlift Squadron, Joint Base Elmendorf-Richardson, Alaska. He is 32 years old.



Major Beal grew up in Jacksonville, Alabama. He earned his undergraduate degree from the University of West Florida in 2002 and his graduate degree from the University of Alabama in 2010.

Upon completion of Undergraduate Pilot Training at Vance Air Force Base, Oklahoma, in 2004, Major Beal attended C-17 Copilot Initial Qualification at Altus Air Force Base, Oklahoma. He was then assigned to Charleston Air Force Base, South Carolina, serving the elite Special Operations Low Level II unit. In 2011, he was assigned to Joint Base Elmendorf-Richardson. Major Beal is married to the former Dana Schnitker. He is an active volunteer with his son's Boy Scouts of America troop. Major Beal was awarded the Outstanding Graduate Award and Outstanding Flying Award from the Weapons Instructor Course in 2011. He is the recipient of the Air Medal and has received numerous awards for accomplishments in his Air Force career.

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

—John Quincy Adams

Technical Sergeant Jason W. Boehm

Assistant Flight Chief, C-130H FTU Instructor Loadmaster

Technical Sergeant Jason W. Boehm is a FTU Instructor Loadmaster assigned to the 62d Airlift Squadron, Little Rock Air Force Base, Arkansas. He is 35 years old. Sergeant Boehm was born in Norristown, Pennsylvania on 4 February 1977. He attended Norristown Area High School. After graduating from high school, Sergeant Boehm enlisted in the United States Air Force in 1995 and arrived at Lackland AFB, Texas in 1995 for basic training. Upon graduation, he attended Loadmaster Technical Training at Sheppard Air Force Base, Texas, with follow-on C-141 training at Altus Air Force Base, Oklahoma.



With the completion of his training, Sergeant Boehm was assigned to the 13th Airlift Squadron, McGuire Air Force Base, New Jersey. During this assignment, Sergeant Boehm flew

Young Leadership Awards continue >>>

in direct support of Joint Task Force Guardian Assistance, airlifting 140 military assessment and logistics personnel along with 40 tons of cargo. In addition, he served as the Assistant Mission Control Officer and ensured 200 mission ready crew members received deployment and ground training equipment.

Following his assignment to McGuire Air Force Base, Sergeant Boehm completed cross-flow training to the C-130E and was assigned to the 37th Airlift Squadron, Ramstein Air Base, Germany where he became a Loadmaster Scheduler. He flew 12 combat sorties in support of Operations JOINT FORGE, JOINT GUARDIAN, and Task Force Falcon delivering 471 personnel and 202 tons of cargo.

In 2001, Sergeant Boehm was assigned to the 61st Airlift Squadron at Little Rock Air Force Base, Arkansas as the NCOIC of Training where he tracked and scheduled events for 65 enlisted members. Continuing with his pattern of excellence and accelerated capacity for learning, Sergeant Boehm quickly upgraded to instructor and evaluator. During this assignment, Sergeant Boehm flew in direct support of Operations ENDURING FREEDOM and IRAQI FREEDOM by flying 120 combat missions and delivering 2,932 personnel and 519 tons of cargo.

In 2005, Sergeant Boehm was assigned to the 621st Contingency Response Wing, McGuire Air Force Base, New Jersey. During this assignment, Sergeant Boehm served as the Assistant AMC Affiliation Manager, Mobile Command and Control UTC Manager and Ramp Coordinator. As the UTC Manager, he was responsible for 13 assigned UTC packages valued at over \$3.5 million, managed the Affiliation Program's \$450,000 budget, scheduled 24 instructors, and certified over 1,000 load planners. Sergeant Boehm's outstanding performance led to his selection in 2010 as a C-130E/H Formal Training Unit instructor in the 62d Airlift Squadron at Little Rock Air Force Base, Arkansas.

Upon arrival, Sergeant Boehm excelled in the NCO Academy and garnered the Distinguished Graduate award. Finally, as the Formal Training Unit Manager, Sergeant Boehm oversaw 219 students and ensured completion of 3,066 syllabi events. Sergeant Boehm has amassed over 3,000 flying hours, earned his Senior Enlisted Aircrew wings, and is an Assistant Flight Chief. His military awards include three Air Medals, two Aerial Achievement Medals, and two Air Force Commendation Medals.

Staff Sergeant Guillermo M. Castellano

Military Working Dog Handler

Staff Sergeant Guillermo Castellano is a Military Working Dog Handler assigned to 19th Security Forces Squadron, Little Rock Air Force Base, Arkansas. He is 27 years old.



Sergeant Castellano was born in Las Vegas, New Mexico, on 9 Feb 1984. He attended West Las Vegas High School, graduating in 2002. He lettered each year in football and track. After graduating from high school, Sergeant Castellano was locally employed as a correctional officer in Santa Fe, New Mexico. He subsequently enlisted in the Air Force in 2005 and arrived at Lackland Air Force Base Texas, in April 2005 for basic training.

Upon completion of Basic Military Training at Lackland Air Force Base Texas, in 2005, Sergeant Castellano began technical training as a security forces specialist. He was then assigned to the 820th Expeditionary Security Forces Group, Moody Air Force Base, Georgia, arriving in June 2005. While assigned to the 824th Security Forces Squadron he performed duties as Fire Team Leader, Radio Telephone Operator, Lead Convoy Driver and Lead Gunner. He then was selected to attend Basic Airborne School, Pre Close Precision Engagement

Course, Dynamics in International Terrorism, Middle Eastern Orientation Course, and the Combat Leaders Course Air Base Defense Level II where he was presented the Leadership Award by his peers.

In 2009 Sergeant Castellano applied and was accepted to attend Department of Defense Military Working Dog Handler's Course at Lackland Air Force Base, Texas. While attending the handler's course, he was selected as the Honor Graduate. Upon graduating in February 2010, he was assigned to Little Rock Air Force Base, Arkansas as a Military Working Dog Handler. Since arriving at Little Rock Air Force Base, he has conducted operations in support of the United States Secret Service and deployed in support of Operation ENDURING FREEDOM. It was here that he was presented an award of excellence as the #1 dog team with the most explosive finds in the AOR by the former Secretary of Defense Honorable Robert Gates.

Sergeant Castellano is married to the former Reyna Baca and they have one child, Ariana. He is the recipient of the Bronze Star Medal, Army Commendation Medal, Air Force Achievement Medal, Air Force Combat Action Medal, and Army Combat Action Badge.

*“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 Edwin Colon, Jr.

Air Transportation Craftsman

Technical Sergeant Edwin Colon, Jr. currently serves as the Director, Aerial Port Operations Course at the Mobility Operations School, U.S Air Force Expeditionary Center, Joint Base McGuire-Dix-Lakehurst, New Jersey. He was born 2 December 1983, in Buffalo, New York.



Sergeant Colon is a graduate of John F. Kennedy High School's class of 2002. Less than a month after graduation he enlisted in the Air Force. Upon graduation from technical training at Lackland AFB in 2002, he was assigned to Travis AFB, CA. While assigned, Sergeant Colon worked many facets of the Air Transportation

career field, attended ALS, and supported several deployment operations in Kuwait and Iraq. In 2004, he was selected for Senior Airman Below The Zone due to his efforts and professionalism. In 2006, Sergeant Colon's air transportation expertise led to his selection as a technical training instructor for the 345th Training Squadron at Lackland AFB, TX. While assigned, Sergeant Colon moulded the next generation through masterful instruction of the Air Transportation Apprentice course. He was responsible for helping educate over 1,200 students annually and was awarded the Occupational & Master Instructor Certificates. Also, Sergeant Colon was recognized as the Squadron NCO of the Quarter in 2007.

While assigned to Lackland AFB, he filled a year-long tour in the base Honor Guard where he excelled. During this time, he executed 180 ceremonies throughout a 25 county area with the utmost patriotism and professionalism. He held the position as Flight, Non-commissioned Officer in Charge and Noncommissioned Officer of the Firing Party. Additionally, his superior performance led to his

selection as NCO of the 2nd Quarter 2010 and, most recently, the Logistics Division NCO of the Year 2011.

Sergeant Colon has continued to further his education since entering the Air Force. After completing his first Associate of Applied Science degree in Transportation through the Community College of the Air Force, Sergeant Colon earned an additional Community College of the Air Force degree in Instructor of Technology and Military Science. Sergeant Colon did not stop there; in 2010 he completed his Bachelor of Science degree in Business Management through Troy University and now is enrolled in a Master's degree program in Leadership at Central Michigan University.

In November 2010, Sergeant Colon was assigned to the United States Air Force Expeditionary Center and currently serves as the Director of the Aerial Port Operations Course. His military awards include the Air Force Commendation Medal with one oak leaf cluster, the Air Force Achievement Medal with three oak leaf clusters, the Air Force Outstanding Unit Award with five devices, the National Defense Service Medal, the Armed Forces Expeditionary Medal, the Iraqi Campaign Medal with one device, the Global War on Terrorism Service Medal, and the Air Force Expeditionary Service Ribbon (Gold Border) with two oak leaf clusters.

Airman First Class Alyse M. DeNittis

C-17A Loadmaster

A1C Alyse DeNittis is a C-17 Loadmaster assigned to the 517th Airlift Squadron, 3rd Operations Group, 3rd Wing, Joint Base Elmendorf-Richardson, Alaska. She is 23 years old. Airman DeNittis was born on 6 June 1988. She attended high school in Charleston, South Carolina. She has earned an Associates Degree from the Community College of the Air Force and is 30 credit hours away from completing a Bachelors of Science Degree in Psychology.



Upon completion of Basic Military Training and Basic Loadmaster Course at Lackland Air Force Base, Texas, in 2010, Airman DeNittis attended C-17 Loadmaster Initial Qualification at Altus Air Force Base, Oklahoma, where she was a green rope Airman Leader. She was then given her first assignment to Joint Base Elmendorf-Richardson, Alaska.

Airman DeNittis is married to Andrew DeNittis. She is an active volunteer at community food banks and coaches a youth soccer team. She was selected as the Wing's nominee for the Staff Sergeant Henry E. "Red" Erwin Award and was chosen as the 517th Airlift Squadron Aircrew Junior Enlisted Member of the Year 2011 and 3rd Operations Group Aircrew Junior Enlisted Member of the Third Quarter 2011.

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

—John Mawell

Technical Sergeant Joshua L. Denniston

NCOIC, Police Services

TSgt Joshua Denniston is a Security Forces Defender assigned to the 99th Security Forces Group, stationed at Nellis Air Force Base, Nevada. Sergeant Denniston was born on 27 August 1981 in Galesburg, Illinois. He attended Galesburg High School and excelled across the spectrum of school sports, academics, and civic activities.



Sergeant Denniston joined the United States Air Force upon his graduation from high school in 2000. He completed Basic Military Training and Security Forces technical training at Lackland Air Force Base, Texas. Sergeant Denniston first assignment was at McConnell Air Force

Base, Kansas, where he served as Security Forces Entry Controller, Patrolman, and Phoenix Raven Team Leader.

Sergeant Denniston's leadership was recognized with his selection as the 22nd Security Forces Squadron Phoenix Raven of the Year in 2004. He was competitively selected for Special Duty Assignment as an Air Force Recruiter, at Dubuque, Iowa. His leadership supporting a critical Air Force recruiting mission during wartime was recognized by his selection as the recruiting squadron's Top Flight Recruiter in 2008. Upon completion of his assignment he was assigned to the 99th Security Forces Squadron at Nellis Air Force Base, Nevada. He has subsequently deployed to Joint Base Balad, where he earned an Air Force Commendation Medal for his leadership in a deployed combat environment. Since returning to Nellis Air Force Base he became the Non-Commissioned Officer in Charge of Police Services and was awarded the Staff Non-Commissioned Officer of the Year for 2011 from the 99th Security Forces Group.

Sergeant Denniston has earned Community College of the Air Force degrees in Criminal Justice and Human Resource Management and is currently pursuing his Bachelor's degree in Human Resource Management. He is married to the former Meaghan Wepner and the proud father of Alexander and Nathaniel.

Technical Sergeant Herman L. Kaauamo, Jr.

NCOIC, Command Deployment Policy

Technical Sergeant H. Lei Kaauamo is the NCOIC, Deployment Policy, Headquarters Air Mobility Command. He was born in Honolulu, Hawaii, 16 January 1977. He attended Kubasaki High School and Weymouth High School, graduating in May 1995. He lettered in Football, Soccer and Volleyball. After graduating from high school, Sergeant Kaauamo enlisted in the Air Force and arrived at Lackland AFB, Texas, in June 1995 for basic training.



Upon graduation, he went to technical school at Keesler AFB Mississippi. He then received an assignment as a Weather Observer with the 20th Air Support

Operations Squadron, Ft. Drum New York, arriving in Dec 1995. In 1997, Airman First Class Kaauamo was assigned to the 607th Weather Squadron's Combat Weather Team as a tactical weather observer. While supporting the 17th Aviation Brigade's flying mission and Former President Clinton's visit to the Republic of Korea earned him Airman of the Year. Senior Airman Kaauamo applied and accepted a special duty assignment to Lackland AFB as a Military Training Instructor (MTI). He quickly upgraded to become team chief within 6 months and was awarded Rookie and

Young Leadership Awards continue >>>

Airman of the Year in 2000. He was hand selected for the MTI recruiting team in Jan 2002 and was responsible for increasing MTI manning to 100%. While on the recruiting team, SSgt Kaauamo was selected as the 737th Training Group's NCO of the Year for 2001 and Blue Rope of the Year for 2003. In 2004, SSgt Kaauamo was assigned to the 22d Training Squadron, Officer Training School (OTS), Maxwell AFB, Alabama as the NCOIC, Commissioned Officer Training.

During his tenure at OTS, he was selected as Air University's NCO of the Quarter, 3d Quarter and OTS NCO of the year 2005. SSgt Kaauamo retrained to become a Logistics Planner and was assigned to the 71st Logistics Readiness Squadron, Vance AFB, Oklahoma. While assigned at Vance, he was the Silver Talon Honor Guard Member of the Year and the Logistics Readiness Squadron NCO of the Year for 2007 and 2008. He was reassigned to the 363d Flying Training Group, United Arab Emirates as NCOIC, Logistics Plans. During his assignment, he secured the first ever, successful deployment and beddown of the F-22 to the CENTCOM AOR during the CJCS' Iron Falcon coalition exercise. His successful execution of the CSAFs #1 Theater Security Cooperation awarded him the 363d Flying Training Group's NCO of the Year.

SSgt Kaauamo's follow-on assignment was to HQ AMC, Scott AFB, Illinois as NCOIC, Plans. While on staff, he was recognized as a Distinguished Graduate and was the Commandant's Award recipient at the NCO Academy. His military awards include the Air Force Commendation Medal with three devices, the Air Force Achievement Medal with one device and Army Achievement Medal. He has earned three Community College of the Air Force degrees in Meteorology, Instructor Technology Military Science and Logistics Management. He is pursuing his Bachelor's of Science degree in Transportation and Logistics Management from American Military University, currently in the final year of the program.

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

–Henry Miller

First Lieutenant Phillip E. Kapets

ASSISTANT DIRECTOR OF OPERATIONS

1Lt Phillip E. Kapets, is a logistics readiness officer assigned to the 3d Aerial Port Squadron, Pope Field, North Carolina. He is 26 years old. Lt Kapets was born in Ironwood, Michigan on 15 Feb 1986. He attended Luther L. Wright High School and excelled in both sports and academics. He was an 8 time letterman in Football, Hockey, Tennis, and Track in addition to being senior class president, National Honor Society president, and graduating 3rd in his class. Following high school, he attended the University of Michigan where he graduated with a degree in History.



Upon completion of ROTC and commissioning in April of 2009, Lt Kapets started duty at the 3d Aerial Port Squadron in July 2009. He attended technical training at Lackland Air Force Base, Texas in 2009 where he was a Distinguished Graduate (October 2009). Lt Kapets is married to the former Stephanie Bradley. He was named the 2012 Team Pope CGO of the First Quarter, the 2010 43d Operations Group Flight Commander of the Year, the Squadron CGO of the 3d Quarter in 2010 and 2011, and the Squadron Flight Commander of the 1st Quarter in 2011.

***"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 Donovan Laskey

Chief of Wing Current Operations, Instructor Pilot

Capt Donovan S. Laskey is currently serving as Chief of C-130J Current Operations for the 86th Operations Support Squadron Ramstein Air Base, Germany. He was born in Santa Rosa, CA on 28 January 1979. In 1998, Capt Laskey enlisted as an Airborne Cryptologic Linguist and deployed seven times, accumulating 444 combat hours in support of Operation Southern Watch and Operation Enduring Freedom before being selected for commission in 2004. Upon completion of Officer Training School, he attended Specialized Undergraduate Pilot Training (SUPT) at Vance Air Force Base, OK. After completing the primary phase of training he reported to Naval Air Station Corpus Christi (NASCC) to complete SUPT and later C-130E/H upgrade training at Little Rock Air Force Base.



Following completion of his training, Capt Laskey was assigned to the 61st Airlift Squadron Little Rock Air Force Base, Arkansas where he worked as Squadron Duty Officer and Standardization and Evaluation Liaison Officer. As Air Mobility Command acquired control of LRAFB he transferred to the 53rd Airlift Squadron where he worked as Squadron Executive Officer and Chief of Safety while upgrading to Aircraft Commander. Excelling at Little Rock AFB he was selected for C-130J transition and transferred to Ramstein Air Base in 2010. Capt Laskey worked as Central Scheduler upon arrival until assuming his current duty. He currently lives in Kollweiler, Germany with his wife Erin.

Capt Laskey is involved with fundraising programs, social activities, and base organizations. He is the Officer in Charge of the Ramstein Air Base Honor Guard, leading and performing in formal ceremonies throughout the KMC area. He is a member of the Airlift/Tanker Association and the Order of Daedalians.

Capt Laskey's awards and achievements include the Air Medal (4 Oak Leaf Clusters); Aerial Achievement Medal (2 Oak Leaf Clusters); Air Force Commendation Medal (1 Oak Leaf Cluster); Naval Achievement Medal; Armed Forces Expeditionary Medal; Kosovo Campaign Medal (1 Device); Afghanistan Campaign Medal (1 device); Iraq Campaign Medal (3 devices); Levitow Award (Airman Leadership School Distinguished Graduate); Squadron Officer School (SOS) Distinguished Graduate; SOS Chief of Staff Flight; 86 AW CGO of the Year; 53 AS CGO of the Quarter; 86 OSS CGO of the Quarter; Joint Readiness Training Center Top Cat Award; C-130J Instructor Pilot Course Distinguished Graduate; USAFE General "Dutch" Huyser Award winner.

Captain Christina McCarty

HC-130P Instructor Pilot

Captain Christina McCarty is an instructor pilot assigned to the 79th Rescue Squadron, Davis Monthan Air Force Base, Tucson, Arizona. She is 30 years old. Captain McCarty was born in Olean, New York, on 30 September 1981. She attended Ellicottville Central School where she excelled in many areas. As captain of both the track and soccer teams, she led her teams to regional and state titles respectively. Following graduation in 1999, Captain McCarty attended the United States Air Force Academy and received her commission and a Bachelors of Science in Biology in 2003.



Upon completion of pilot training at Naval Air Station Corpus Christi in 2005, Captain McCarty began initial qualification training at Little Rock Air Force Base for the C-130E. She then completed mission qualification training for the HC-130P at Kirtland Air Force base as a distinguished graduate. During her first operational flying assignment with the 102d Rescue Squadron, F.S. Gabreski Airfield, New York, Captain McCarty was selected as Company Grade Officer for the year for the 106th Rescue Wing in 2007. While with the 102d Rescue Squadron, she also attained a Masters in Business Administration from Penn State University in 2008 and maintained an active role volunteering with the local Make-A-Wish Foundation.

Following her tour with the 102d Rescue Squadron, for which Captain McCarty earned a Commendation Medal, she was assigned to the 79th Rescue Squadron. Since arriving she has received recognition as Exercise RED FLAG 11-3 Superior Performer and deployed in support of Operation ENDURING FREEDOM to Afghanistan flying 175 combat sorties earning four Air Medals. In 2011 as the squadron Mobility Officer, Captain McCarty was recognized as the Company Grade Officer of the Year for the squadron, and rapidly upgraded to Instructor Pilot. Captain McCarty now is the Pilot Flight Commander and is currently training to fly the new HC-130J as a key member of the initial cadre standing up the first-ever HC-130J personnel recovery squadron.

"I found that the men and women who got to the top were those who did the jobs they had in hand, with everything they had of energy and enthusiasm and hard work."

—Harry S. Truman

"Leadership is practiced not so much in words as in attitude and in actions."

—Harold S. Geneen

Captain Wesley N. Spurlock

Ops Group Exec Officer, KC-10 Eval Aircraft Commander

Captain Wes Spurlock is the 60th Operation Group Chief Executive Officer assigned to the 60th Air Mobility Wing, 60th Operations Group, Travis Air Force Base, California. Captain Spurlock was born in Rawlins, Wyoming on 14 November 1981. He attended Norco High School, in Norco, California before he attended the United States Air Force Academy. He graduated with Bachelor of Science in Civil Engineering and was commissioned as a Second Lieutenant in 2004.



Upon graduation, Captain Spurlock was selected for Pilot Training at Moody AFB, GA, where he trained in the single-engine T-6 Texan. He then went off to Columbus AFB, MS to fly the multi-engine T-1 Jayhawk. Captain Spurlock graduated pilot training with distinction, earning the Air Force Association Award, and was selected to become a First Assignment Instructor Pilot. While fulfilling his instructor duties at Columbus AFB, Captain Spurlock served as an Executive Officer as well as a Flight Commander for the 14th Operations Support Squadron and earned the 14th Flying Training Wing Company Grade Officer of the Year. In 2008 he attended Squadron Officer School and was a Distinguished Graduate earning "Outstanding Performer." That same year Captain Spurlock married his wife Jessica.

In 2009 Captain Spurlock was assigned to Travis AFB to fly the KC-10 Extender. Since arriving at Travis, Captain Spurlock has been the 9th Air Refueling Squadron's Chief of Training, Chief of Scheduling, and Chief of Operations. In 2010 Capt Spurlock and his wife became proud parents to daughter Madison Spurlock, and are expecting the birth of their second child in June 2012.

Captain Spurlock is currently the Chief Executive Officer in AMC's largest Operations Group, the 60th Operations Group, where he leads a 32 member executive team responsible for all administrative functions pertaining to more than 1,000 members. Additionally, as the youngest KC-10 Evaluator Pilot at Travis AFB, Captain Spurlock leads aircrews on worldwide missions while evaluating and instructing pilot qualification, pilot requalification, aircraft commander, and instructor pilot upgrade training in the \$88.5 Million KC-10. He has deployed in support of Operations ENDURING FREEDOM, IRAQI FREEDOM, NEW DAWN, ODESSEY DAWN and UNIFIED PROTECTOR.

While at Travis, Capt Spurlock has been recognized as the 60th Air Mobility Wing Company Grade Officer of the Quarter, the 60th Operations Group Company Grade Officer of the Year twice, the 60th Air Mobility Wing's Company Grade Officer of the Year, and won the 60th Air Mobility Wing's James Jabara Award for aviation excellence. Additionally, Captain Spurlock was AMC's nominee for the General Hoyt Award as the best Air-Refueling Aircrew in the Air Force, won the General Ellis Trophy at the 2011 RODEO for the Best KC-10 Wing in the Air Force, and was the AMC Company Grade Officer of the Year for 2011. ■

2012 A/TA Awards continue on page 40 >>>



KC-46

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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.

Pilot

Captain Donovan Laskey

Captain Laskey is Chief of Wing C-130J Current Operations/Instructor Pilot at Ramstein Air Base Germany. He holds a Bachelors in



Liberal Arts from Excelsior College and is presently pursuing his Masters in Emergency & Disaster Management from the American Military University.

Capt Laskey is currently serving as Chief of C-130J

Current Operations for the 86th Operations Support Squadron Ramstein Air Base, Germany. He was born in Santa Rosa, CA on 28 January 1979. In 1998, Capt Laskey enlisted as an Airborne Cryptologic Linguist and deployed seven times, accumulating 444 combat hours in support of Operation Southern Watch and Operation Enduring Freedom before being selected for commission in 2004. Upon completion of Officer Training School, he attended Specialized Undergraduate Pilot Training (SUPT) at Vance Air Force Base, OK. After completing the primary phase of training he reported to Naval Air Station Corpus Christi (NASCC) to complete SUPT and later C-130E/H upgrade training at Little Rock Air Force Base. Following completion of his training,

Capt Laskey was assigned to the 61st Airlift Squadron Little Rock Air Force Base, Arkansas where he worked as Squadron Duty Officer and Standardization and Evaluation Liaison Officer. As Air Mobility Command acquired control of LRAFB he transferred to the 53rd Airlift Squadron where he worked as Squadron Executive Officer and Chief of Safety while upgrading to Aircraft Commander. Excelling at Little Rock AFB he was selected for C-130J transition and transferred to Ramstein Air Base in 2010. Capt Laskey worked as Central Scheduler upon arrival until assuming his current duty.

Captain Laskey community involvement includes being involved with fundraising programs, social activities, and base organizations. He is the Officer in Charge of the Ramstein Air Base Honor Guard, leading and performing in formal ceremonies throughout the KMC area. He is a member of the Airlift/Tanker Association and the Order of Daedalians.

Captain Laskey's achievements include

the Air Medal (4 Oak Leaf Clusters); Aerial Achievement Medal (2 Oak Leaf Clusters); Air Force Commendation Medal (1 Oak Leaf Cluster); Naval Achievement Medal; Armed Forces Expeditionary Medal; Kosovo Campaign Medal (1 Device); Afghanistan Campaign Medal (1 device); Iraq Campaign Medal (3 devices); the Airman Leadership School Distinguished Graduate, Levitow Award; SOS Distinguished Graduate; SOS Chief of Staff Flight; 86 AW CGO of the Year; 53 AS CGO of the Quarter; 86 OSS CGO of the Quarter; Joint Readiness Training Center Top Cat Award; and the C-130J Instructor Pilot Course Distinguished Graduate. Captain Laskey currently lives in Kollweiler, Germany with his wife Erin.

Navigator

Captain William Little

Captain William G. Little is Chief, Group Standardization and Evaluation/MC-130H Evaluator Navigator assigned to the 352d



Special Operations Group, RAF Mildenhall, UK.

His education includes a Bachelor of Science in Business Administration from the University of Montana, 2001, a Master of Aeronautical Science

from Embry-Riddle Aeronautical University, 2011, and attended Squadron Officer School, 2010.

Captain Little's first Air Force assignment was to Pope Air Force Base, NC, where he served as a C-130E/H Instructor Navigator and Group Weapons and Tactics Officer. In 2008, he transitioned to the MC-130H Combat Talon II and was assigned to the 352d Special Operations Group, RAF Mildenhall, United Kingdom. During that assignment, he has served as his squadron's Tactics and Intelligence Flight Commander, his group's Executive Officer, and his squadron's Standardization and Evaluation Flight Commander. He currently serves as his group's Chief of Standardization and Evaluation, and has deployed numerous times in sup-

port of Operations IRAQI FREEDOM, ENDURING FREEDOM, NEW DAWN, and ENDURING FREEDOM – TRANS SAHARA. Captain Little is a Senior Navigator with over 2,200 flying hours including 725 combat hours in Iraq and Afghanistan.

Captain Little's prior achievements include Distinguished Graduate, Joint Specialized Undergraduate Navigator Training; Distinguished Graduate, C-130E Mission Navigator Qualification; Distinguished Graduate, C-130E Instructor Navigator Upgrade Qualification; Distinguished Graduate, MC-130H Mission Navigator Qualification; Graduate with High Honors, Embry-Riddle Aeronautical University; 2010 Company Grade Officer of the Year, 7th Special Operations Squadron 2011 Navigator of the Year, 7th Special Operations Squadron Air Medal with four Oak Leaf Clusters, Aerial Achievement Medal, Air Force Commendation Medal, Air Force Achievement Medal; and the Air Force Combat Action Medal.

Captain Little has supported his community by being actively involved in the local elementary school, and is a children's group leader at his church.

Engineer

Technical Sergeant Kenneth Martinez

Technical Sergeant Kenneth Martinez is H//MC-130P Instructor Flight Engineer and NCOIC of Safety at Kirtland Air Force Base, New Mexico. His education includes several Air Force Community College Associates Degrees, including Aircraft Maintenance Technology, Aviation's Operations, and Instructor in Technology. Additionally, he holds a Bachelor's of Science degree from Embry Riddle Aeronautical University, in Professional Aeronautics.

Sergeant Martinez has been in the Air Force for 20 years. He began his Air Force career as a maintenance troop at Sheppard Air Force Base, Texas. He has been stationed at Eglin AFB, Florida, Incirlik AB, Turkey, Keflavik AB, Iceland, Dyess AFB, Texas, Elmendorf AFB, Alaska, Moody AFB, Georgia with his latest assignment bringing him to Kirtland AFB, new Mexico.

Technical Sergeant Martinez has supported the local community as a volunteer for the Boy Scouts of America and the Sandia Elementary School. Additionally he supports the base community by being actively

**2012 A/TA GENERAL ROBERT E. "DUTCH" HUYSER
HUYSER AIRCREW AWARDS**

involved with the Kirtland Airman Against Drunk Driving program, and the Kirtland Airman's Attic.

His achievements include the Air Medal with four Oak Leaf Clusters, Aerial Achievement Medal with Oak Leaf Cluster, Air Force Commendation Medal with Oak Leaf Cluster, Air Force Achievement Medal with two Oak Leaf Clusters, Meritorious Unit Award with one Oak Leaf Cluster, AF Outstanding Unit Award with nine Oak Leaf Clusters, 347 RQG Flight Engineer of the Year, 2007; 550 SOS NCO of the Year, 2011.

Loadmaster

Staff Sergeant Andrew F. Vogel

Staff Sergeant Andrew Vogel is a Loadmaster in the 345th Airlift Squadron, Keesler AFB, MS. He is 29 years old. Sergeant Vogel



was born in Lock Haven, Pennsylvania. After moving to Hurlock, MD at age 12 he graduated from North Dorchester High School in 2000. Sergeant Vogel then completed two years at Chesapeake

Community College in pursuit of a B.S. in Business Management. Sergeant Vogel entered the Air Force in January of 2003. After graduating from Basic Military Training in March of 2003, he attended Loadmaster technical training at Altus AFB, OK. After graduating from technical training in November 2003, his first duty station was Dover AFB, DE. There he served in the 9th Airlift Squadron as a C-5 Loadmaster.

In December 2006 Sergeant Vogel was selected to participate in the buildup of the first C-17 squadron at Dover AFB. As a C-17 Loadmaster in the 3rd Airlift Squadron he completed instructor upgrade training and was the NCOIC of Loadmaster Scheduling. In 2009, Sergeant Vogel was a key part of ensuring a successful execution of the 3rd Airlift Squadron's first OEF/OIF deployment. In March of 2010 he transitioned once again to build up the first C-130J TFI Squadron in the 345th Airlift Squadron at Keesler AFB, MS. There he volunteered to

deploy with the 815th Airlift Squadron to Kandahar Afghanistan in 2011.

Staff Sergeant Vogel's awards include the Air Medal with three Oak Leaf Clusters, the Air Force Achievement Medal, and the Commendation Medal. Additionally, sergeant Vogel has 2241 flight hours on three aircraft, with 748 of those being combat hours.

Staff Sergeant Vogel supports his community by consistently supporting the Ronald McDonald House, and has received the Military Outstanding Volunteer Service Medal for his efforts at the Ronald McDonald House in 2010. Additionally, Sergeant Vogel is an active environmentalist. He is regularly involved in trash cleanup along the Mississippi Gulf Coast. Sergeant Vogel is married and has two children.

*"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

Boom Operator

Master Sergeant Jens M. Hansen

Master Sergeant Jens M. Hansen is a KC-10 Inflight Refueling Superintendent at the



9th Air Refueling Squadron, Travis AFB, California. His education includes an Air Force Community College Associate of Science Degree, Aircrew Operations, 2011; an Air Force Community College

Associate SYS TECH Aircraft Armament, 2005; the Senior Enlisted Joint PME Course, non-residence, 2010; the USAF Senior NCO Academy, non-residence, 2006; NCO Academy, residence, 2008; and Airman Leadership School, residence, 2000.

Master Sergeant Hansen has been in the Air Force for 19 years. He joined as an Aircraft Armament system specialist stationed at Edwards AFB. After a 13 month tour MSgt Hansen PCS'd to Eielson AFB AK. MSgt Hansen then cross-trained as a MH-53 Aerial Gunner while stationed at Hurlburt Field, FL. Next, MSgt Hansen PCS'd to Kirtland AFB as an Instructor at the formal flying school house. After the decommissioning of the MH-53 MSgt Hansen again PCS'd to Lackland AFB to be the initial cadre at the Career Enlisted Aviator Center of Excellence. Finally as a KC-10 Boom Operator he is the Chief Boom Operator, 9th Air Refueling Squadron, Travis AFB, CA.

Master Sergeant Hansen has actively supported his base community as the Interim 9 ARS First Sergeant, has led the Family Support Center's "Deployed spouses" dinner, and was the 60 OG 'Wingman Day' NCOIC; additionally, Sergeant Hansen was the Travis Top III ways & means chair; the 60 AMW Annual Awards Banquet member, and an ALS class mentor. Master Sergeant Hansen's prior achievements include being named the 9th ARS 1st, 2nd, & 4th SNCO of the QTR, the 60th AMW Tuskegee CMSgt Fred Archer Military Award winner, the 9th ARS SNCO of YEAR, and the 60th AMW General Robert "Dutch" Huyser Award nominee. ■

2012 A/TA Awards continue >>>



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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.

2012 A/TA GENERAL P. K. CARLTON
CARLTON AWARD FOR VALOR

Major Benjamin Gunn

During a low altitude, low-illumination, NVG, resupply airdrop mission in Afghanistan's Tarin Kowt Mountains, Major Gunn's aircraft was engaged by small arms fire three miles prior to the intended drop zone. Major Gunn's aircraft was number two in a three ship formation, in which the lead aircraft had fallen back for a re-attack while the number three aircraft remained at altitude.

During the run-in, a rapid succession of small arms fire impacted the aircraft in multiple locations. Major Gunn immediately executed a battle damage assessment and performed critical action items to fight a volley of flames spouting from a hole in the combustion section of the port engine. Miraculously, he was able to contain the flames by reducing power on the affected engine, while maintaining the required thrust to navigate the steeply rising terrain surrounding the aircraft. Despite grave circumstances posed by the crippled aircraft, Major Gunn and the crew elected to continue with the drop in support of a forward operating base that was running precariously low on supplies.

In addition to successfully completing the critical action items for the emergency, he performed all his airdrop checklist items and notified the ground party and C2 via LOS and SAT of the surface-to-air fire report. Major Gunn expertly directed the load-

master to support the pilots with the critical action items and continued threat scanning while still completing their own mandatory checklist items and preparing the cargo compartment/airdrop bundles for the drop. To prevent subsequent engagement against his sister ships by the small arms, he called for an abort of the lead aircraft's re-attack and instructed number three to remain safely at altitude.

These heroic and timely actions resulted in the execution of a textbook point of impact airdrop and no further damage to the formation. Following the drop, he was able to maintain the damaged engine using reduced power while he successfully climbed out of the mountainous terrain. During this time Major Gunn also possessed the situational awareness to pass the ground party and C2 elements the enemy coordinates. During egress, he performed controllability checks, completed all remaining emergency checklists and expertly navigated the aircraft back to home station where he landed without incident.

The post flight inspection of the aircraft confirmed significant damage to the combustion section of the left engine. In addition, the inspection revealed that a round had penetrated the cockpit. This round not only missed the aircraft's primary flight control cables by only a centimeter, but also passed mere inches from Major Gunn's head. ■



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

—Patrick Henry

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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.

**2012 AIRLIFT/TANKER ASSOCIATION
HALVORSEN AWARD**

Master Sergeant Scott G. Winchell

Master Sergeant Scott G. Winchell is a Superintendent, Air Freight, 62d Aerial Port Squadron, Joint Base Lewis-McChord, Washington. He holds his Associate in Applied Science in Transportation Management from the Community College of the Air Force.

Upon completion of Basic Military Training in January 1994, Sergeant Winchell began technical training as an air transportation apprentice, where he graduated July 1994. He was then assigned to the 37th Airlift Squadron at Ramstein AB, Germany, after working 4 years between Aerial Delivery, Air Freight, and the newly established Contingency Response Group; he was transferred to the 314th Logistics Readiness Squadron at Little Rock AFB, Arkansas.

Sergeant Winchell spent the next 2 years in Aircraft Services coupled with a 4-month deployment in support of Kosovo operations. Sergeant Winchell then PCS'd back to Germany, where he became a 723d Air Mobility Squadron member. The next 3 years, Sergeant Winchell led Ramp Services and Load Planning teams through the beginning of 9/11 operations and



the 2003 invasion of Iraq. Three years later he arrived at the 62d Aerial Port Squadron, Joint Base Lewis-McChord, Washington, where he has led many sections, RODEO and ORI teams, and led numerous deployment teams worldwide.

Sergeant has two children, a daughter Ashlee, and son Aiden. Master Sergeant Winchell's community involvement includes the Air Force Sergeant's Association, Airlift Tanker Association, and his local Top 3 professional organization. Additionally, he is extensively involved with his children's elementary school.

Master Sergeant's Winchell's prior achievements include being named the 62d AW SNCO of the Quarter (2d Quarter 2011), 62 AW Transportation SNCO of the Year (2011), and AMC's Expeditionary Warrior of the Year, 2006 & 2008. Among his awards are the Bronze Star Medal, the Meritorious Service Medal, and the Air Force Commendation Medal with 3 oak leaf clusters,

the Air Force Achievement Medal with 5 oak leaf clusters, and the Army Achievement Medal. ■

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

—Colonel Gail S. Halvorsen, “The Berlin Candy Bomber”



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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.

**2012 AIRLIFT/TANKER ASSOCIATION
SPECIALIZED MISSION AWARD**

Technical Sergeant Christopher Swan

Technical Sergeant Christopher Swan is an Aeromedical Evacuations Technician assigned to 59th Surgical Inpatient Squadron Fort Sam Houston, Texas. He has an Associate in Arts Degree from Harper College and an Associate in Applied Sciences from the Community College of the Air Force.

In 2008, Swan attended the Aeromedical Evacuation Technician course at Brooks City Base, Texas, and was assigned to the 375th Aeromedical Evacuation Squadron, Scott AFB, Ill. He has been in the AE environment for four years now. As an AE technician, Swan has served on multiple deployments to Germany, Afghanistan, and Southwest Asia acting as lead technician in charge of 15 flyers and 43 combat sorties.

During his last deployment from September 2011 to January 2012, he was forward deployed to Bagram Air Field, Afghanistan. Immediately upon his arrival he increased evacuations 20 percent.

"We were supporting Operation New Dawn," he said, "It was our job to evacuate the last of the patients from Iraq to Bagram."

He evacuated more than 122 service members in need of critical care and on one mission; he recognized an in-flight emergency and

his action saved six lives. While downrange, Swan and his team oriented six new personnel during an 80 percent squadron manning shortage. He also edited the Readiness Skills Verification Program, which enhanced realistic training for 76 clinical personnel. In addition, Swan helped set up a Combat Search and Rescue training program and trained four, three-man Critical Air Support Transport Teams.

While at home station, Swan stepped up to be flight chief where he was in charge of maintaining the AE program equipment and supervising six junior NCOs while mentoring three officers. He revitalized the Emergency Management Training Program and instituted a continuing education tracker for 44 AETs, which directly contributed to the squadron's Health Service Inspection Outstanding rating. He also coordinated EMT re-certifications for 12 932nd AES personnel, fortifying active duty and reserve AE relationship.

His achievements include earning the Air Force Commendation Medal, the Air Force Achievement Medal, the Meritorious Unit Award with one cluster, the Outstanding Unit Award with three clusters, the Iraq Campaign Medal, and the Afghanistan Campaign Medal. ■



"...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

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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, **2012 A/TA GENERAL RONALD R. FOGLEMAN ASAM AWARD** written and oral presentation of research, academic performance, and physical fitness.

Major Dan DeYoung

Major Dan DeYoung is a C-17 instructor pilot assigned to the 4th Airlift Squadron, Joint Base Lewis-McChord, Washington. He is 36 years old. Major DeYoung was born in Wayne, New Jersey. He attended Ramsey High School in Ramsey, New Jersey. After graduating from high school, Major DeYoung majored in Physics at the United States Air Force Academy, earning his commission in 1998 as a Distinguished Graduate.

Upon graduation, Major DeYoung attended the University of Colorado in Colorado Springs, earning a Masters of Engineering in Space Operations in 1999. Immediately thereafter he attended undergraduate pilot training at Columbus Air Force Base, Mississippi, graduating in the summer of 2000. In October 2001, Major DeYoung was assigned to Ramstein Air Base, Germany, where he was a C-21 instructor aircraft commander and wing current operations officer flying missions in support of Operations NORTHERN and SOUTHERN WATCH as well as stability operations in the Balkans. He was reassigned in April 2004 to McChord Air Force Base, Washington, as a C-17A instructor and evaluator pilot.

Major DeYoung flew and commanded combat missions and deployed in support of Operations ENDURING FREEDOM and IRAQI FREEDOM. He also flew Prime Nuclear Airlift Missions as a PNAF evaluator in the 4th Airlift Squadron, the only unit in the DoD performing this critical mission. He served in a variety of positions at McChord including the Wing Nuclear Surety Officer and



Group Standardization and Evaluation Officer. In June 2008, Major DeYoung was assigned to United States Strategic Command at Offutt Air Force Base, Nebraska, where he served as a crisis action planner in the J3 Operations directorate and as a Special Assistant to the Commander, United States Strategic Command. For his exceptional efforts, he was recognized as the J0/J1 directorate 2009 and 2010 Field Grade Officer of the Year.

In 2011, Major DeYoung 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 DeYoung was recognized as a Distinguished Graduate and the Advanced Studies of Air Mobility General Ronald R. Fogleman Award winner. Major DeYoung was then assigned to the 4th Airlift Squadron, Joint Base Lewis-McChord, where he currently resides.

Major DeYoung is married to the former Julie Yewcic of Center, Pennsylvania. They have five children: Nicholas, Evelyn, Caroline, Kate, and Lily. Major DeYoung is the recipient of multiple decorations including the Defense Meritorious Service Medal, Meritorious Service Medal, Air Medal, Aerial Achievement Medal, and Air Force Commendation Medal. ■

“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.”



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The primary purpose of the AMC Key Spouse of the Year Award is to recognize an AMC Key Spouse who has diligently worked with unit leadership to plan, coordinate, and execute the unit's Key Spouse Program.

The program impacts mission readiness and retention by ensuring families have appropriate information and resources to meet their needs.

The AMC Key Spouse of the Year is selected by AMC leadership.

2012 AIR MOBILITY COMMAND KEY SPOUSE OF THE YEAR AWARD

Laura F. Holliday

It's easy to become fixated on images of maintainers and aircrews when talk turns to deployments, but the truth is mission success requires an entire team. Mobility Airmen never know when the next call will come and they will be asked to leave their families to help others in need...when they'll have to say goodbye instead of goodnight. Air Force families are the foundation that supports Airmen. They depend on a robust network to support them, to wrap their arms around them when they face unforeseen challenges. This year's Key Spouse Award winner, Mrs. Laura Holliday, is a poignant reminder that every Airman, no matter their role, is critical to accomplishing the mission. Laura exemplifies what it means to be an Airman.

Laura was hand-picked as a key spouse for the 423 Airmen of the 6th Security Forces Squadron, MacDill AFB, Florida. She is part of the Air Force story, part of the family history as an "Air Force Brat." She's the daughter of retired Chief Master Sergeant Stanley Cheek and now an Air Force Spouse, married for ten years to Technical Sergeant Wayne Holiday, Jr. Even with a full-time job and raising a nephew, Bryan, she charged into her role as a key spouse with unparalleled dedication and vigor. She was the key point of communication between hundreds of dependents and 6th SFS leadership.



Laura rejuvenated the key spouse program by starting with the basics, ensuring new Squadron families were welcomed and their questions and concerns were answered from day 1. She was there every time the Squadron's Airmen headed out, making sure the family they left behind knew their phone calls would always be answered...making sure they knew they were not "on their own." She followed up on her words with actions, providing child care on short notice for a spouse with a medical emergency, and making sure Thanksgiving and Christmas dinners were large family affairs.

Laura leveraged her full-time position as a customer service manager with a major banking institution to open up financial stewardship classes for everyone in the Squadron and reached beyond MacDill to the greater Tampa community with food drives and financial education for middle school students. Like all key spouses, Laura will tell you it's not about big projects, or big numbers; sometimes it's about the ability to touch just one life, on one day for the better. In her role as a key spouse, she has certainly touched lives that will be bettered for years to come. The Airlift/Tanker Association congratulates Laura, and all key spouses for the impact they make every day. ■

"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.



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 civil and military training centers. And as the prime contractor on the USAF's KC-135 Aircrew Training System program, CAE USA trains more than 3,500 tanker pilots, co-pilots and boom operators each year.

From the top of the company to all 7,500 CAE employees worldwide, we are focused on simulation and training. That's our core business and what we are all about, so we don't get distracted. It's also why major OEMs often count CAE as their simulation and training partner. Customers know CAE is focused, flexible and committed to delivering world-class simulation products and training services.

The USAF's new multi-mission KC-46 tanker will provide improved efficiency and enhanced capabilities, and as always, will require a team of well-trained professionals to fuel the fight. For the KC-46 Aircrew Training System, trust a company completely focused on training and preparing these USAF tanker aircrews.

Trust CAE USA to be your focused partner.



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



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

**2012 A/TA LIEUTENANT GENERAL JAMES E. SHERRARD III
AFRC OUTSTANDING UNIT AWARD**

507th Air Refueling Wing

The 507th Air Refueling Wing (ARW) is the largest Air Force Reserve Command flying unit in the state of Oklahoma. The wing, headquartered at Tinker Air Force Base, Oklahoma, is a full Total Force partner, with Air Mobility Command (AMC) and the Air National Guard.

The 1,140 men and women assigned to the 507th ARW support the Mobility Air Force mission by answering the call so that others may prevail. The wing operates and maintains 12 KC-135R "Stratotanker" aircraft providing world-wide aerial refueling to U.S. Military and NATO aircraft.

The 507th Air Refueling Wing distinguished itself by exceptionally meritorious service from 1 July 2011 to 30 June 2012. During this period, the 507th Air Refueling Wing accomplished its mobility air force mission with a maximum degree of professionalism. Aircrew and maintenance achieved an impressive 6,108 flying hours, supporting 1,593 sorties; in worldwide mobility efforts, including Operations ENDURING FREEDOM, UNIFIED PROTECT, NEW DAWN and ODYSSEY DAWN, in concert with the United Nations.

They provided unprecedented volunteers for Expeditionary Air Force deployments, including split operations from Al Udeid to Incirlik to Moron Air Bases. Leading Air Force Reserve Command in maintenance, the maintenance group achieved a mission capable rate of 71 percent or greater, for six consecutive quarters, exceeding Air Force standards. Under fire and enemy barrage, the wing earned Air Force Association's Aircrew of the Year Award

for undaunted courage in theater. Finally, the wing distinguished itself during the Air Mobility Command Inspector General 2012 Nuclear and Operational Readiness Inspections; where the wing received back to back "Excellent" rating earning recognition for "a phenomenally strong performance" by General Johns, Commander, Air Mobility Command.

The men and women of the 507th Refueling Wing personify "Citizen Airmen" as they have tackled the challenges of the wartime Air Force along with supporting global humanitarian relief efforts and refueling demands while maintaining impeccable Readiness and Manning numbers. In addition to numerous deployments, the 507th Refueling Wing continued to fulfill their responsibilities on the home front by participating in the OKC Memorial Marathon, Tinker AFB Open House, and supporting the local VA Veteran's Center.

The wing has a strong history of sustained superior performance. In July of this year, the 507th was also awarded the Air Force Outstanding Unit Award for its accomplishments from August 2010 to September 2011. The announcement made by Air Force officials represented the ninth time the 507th ARW has received this honor.

This dedication to military duty and responsibility to civilian life embodies the spirit of this award and thus makes the 507th Refueling 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.

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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.

**2012 A/TA MAJOR GENERAL STANLEY F. H. NEWMAN
ANG OUTSTANDING UNIT AWARD**

The 155th Air Refueling Wing

The 155th Air Refueling Wing is the recipient of the 2012 A/TA ANG Outstanding Unit Award. A proud member of Nebraska's Air National Guard, the 155th has a long heritage of excellence in the ANG KC-135 community. Led by Wing Commander, Colonel Keith Schell, the Husker State Citizen Airmen continue to be one of the nation's most respected ANG units--serving America, Nebraska, and community in concert with families and employers.

The 155th ARW is assigned KC-135R aircraft and over 850 Airmen. They provide rapid global mobility supporting warfighters around the world. Additionally, the 155th plays a leading role in the KC-135 modernization program. Nebraska Guardsmen have been key team members of working groups developing training programs and validated technical publications.

The 155th ARW was selected for this award based upon setting impressive benchmarks such as flying over 8,400 hours for training, combat, and combat support:

- **CENTCOM support tallied over 600 flying hours, 4.4 million pounds of fuel offloaded to 360 coalition aircraft – 140 hours flown supporting Aero-medical Evac--transported 186 patients;**
- **PACOM support totaled 190 hours of flying time and 1.1 million pounds of fuel offloaded;**
- **NATO E-3 Foreign Military Sales – provided refueling training for NATO E-3A in Germany – flying 82 hrs and 382,000 pounds of fuel offloaded;**

- **Two Joint deployments with the Nebraska Army National Guard supporting Agribusiness Development Teams and the Afghanistan Nursing Initiative Program.**



In support of global requirements, the 155th Airmen deployed an incredible 16,951 days for Contingency Operations; 41,927 days executed for TDY. Greater than 450 members of the 155th ARW volunteered to support Operation Enduring Freedom, Operation Iraqi Freedom, Operation New Dawn, Operation Odyssey Dawn, Operation Unified Protector and Operation Noble Eagle – 18 locations world-wide.

As Citizen Soldiers, the 155th ARW supported relief efforts during the historic Missouri River flood. Their untiring efforts monitored 13 miles of levees, 24/7, protecting the City of Omaha, Nebraska.

The community impact sets the standard for all Air National Guard units. The 155th ARW helped enrich Science/Technology/Engineering/Math skills while hosting greater than

2,000 at STARBASE Nebraska. More than 10,000 runners from 42 States / 200 National Guard Units participated as the 155th hosted the National Guard Marathon. Finally, their "Guardians of Freedom" airshow boasted greater than 225,000 attendees and garnered national recognition for community engagement.

The 2012 A/TA ANG Outstanding Unit Award recognizes the contributions of Nebraska's own 155th ARW as they continue to raise the standard of excellence throughout the Air National Guard. Congratulations to all 155ARW personnel, their families and the communities in which they reside. ■

"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 20 September 2012)

2012 A/TA SALUTE TO OUR
INDUSTRY PARTNERS

"Opportunity is missed by most people because it is dressed in overalls and looks like work."

– Thomas Edison



AAI Corporation, an operating unit of Textron Systems, a Textron Inc. company. AAI provides innovative solutions for complex training needs. AAI offers 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 providing 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, B-1B and F-22. AAI supports the US Air Force Academy's Unmanned Aviation training program with its Aerosonde Small Unmanned Air System and the Army with training devices, courseware, and classroom instruction for the RQ-7B Shadow.



For the past 25 years, Aeros has created cutting-edge technology in the aviation sector. Designing and manufacturing Airships and Aerostat products for Military and Commercial customers worldwide, Aeros has an outstanding track record and operate under an FAA Production Certificate. Aeros brings to life a new type of air transport vehicle called the Aeroscraft, built to transport heavy and oversized cargo to areas without the need to use ground infrastructure (runways or airports). The Aeroscraft is the only Rigid Variable Buoyancy Air Vehicle of its kind, designed to control lift in all stages of air or ground operations, including the ability to offload payload without re-ballasting. The Aeroscraft offers new VTOL capabilities for the warfighter, providing the ability to transport personnel and equipment "from fort to fight" -- revolutionizing military and global logistics. Visit us at www.AerosML.com. Also visit us at this year's 2012 A/TA Exhibition, booth # 212.



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; Defense Logistics Support. **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:** Integrated Communications Systems; Technical services Airlift and Logistics Services.



Alenia Aermacchi North America, a subsidiary of Alenia Aermacchi 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 delivered to the U.S., Bulgaria, Greece, Italy, Lithuania, Romania, Morocco and Mexico and has been selected by Slovakia and Australia. 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.



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.

ARINC Aerospace

ARINC Aerospace, a subsidiary of ARINC, is located in Oklahoma City, Oklahoma and has over 330,000 sq. ft. of facilities that include offices, hangars, and manufacturing/industrial space, as well as a staff of over 500 engineers, technicians, logistics, and support personnel. We are a global provider of aircraft integration, modification, maintenance, logistics, and sustainment solutions. Our mission is to provide high quality, independent, and cost-effective products, services, and solutions to the aerospace industry. www.arinc.com/aerospace. 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 9001:2008 and AS9100 certified. For more information, visit the web site at www.arinc.com.



ARSAG INTERNATIONAL

The Aerial Refueling Systems Advisory Group International, Inc. (ARSAG International, Inc.) was chartered in 2004 as an independent, non-profit technical professional organization dealing with aerial refueling issues on an international scale. ARSAG International provides a single inter-service and international agency that advises on aerial refueling system matters. It currently serves as a coordinating/advisory body for the resolution of existing deficiencies in tanker and receiver aerial refueling systems and for the development and implementation of improvements to these systems. These efforts include providing assistance in engineering, development, testing, support and operating systems that apply to aerial refueling. The by-product of ARSAG International's ongoing efforts is an annual conference/symposium in which the US and international aerial refueling community refreshes and updates its activities during the past year.

ASMBA[®] *Serving a Cause Greater than Ourselves* Armed Services Mutual Benefit Association

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, or call us at: 1-800-251-8434.



ATLAS AIR WORLDWIDE

Atlas Air Worldwide (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 the game-changing Boeing 747-8F. 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), along with a fleet of 747-400 and 767-300ER passenger aircraft. We are the provider of training for Air Force One and for E-4B pilots and flight engineers. For more information, please go to www.atlasair.com.

Ballard TECHNOLOGY AN ASTRONICS COMPANY

Ballard Technology leads the avionics databus test, simulation, analysis, and embedded marketplace with innovative thinking, exceptional products, and unsurpassed value. Their extensive line of Commercial Off-The-Shelf (COTS) products for military and flight systems include computer interface cards, interface peripherals for USB & Ethernet, stand-alone interface devices, rugged embedded computers, embedded Ethernet switches, and software. The company provides solutions to interface with all industry-standard databuses, such as MIL-STD-1553, ARINC 429, ARINC 664, ARINC 708, and ARINC 717. Ballard's commitment to stocking high-quality, easy-to-use products and delivering exceptional customer support continues to earn the loyalty of industry, military, and government customers worldwide. Visit www.ballardtech.com for more information. Ballard Technology is an Astronics company.



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.



Boeing Defense, Space & Security (BDS) provides end-to-end services for large-scale systems that enhance air-, land-, sea- and space-based platforms for global military, government and commercial customers. In addition to designing, producing, modifying and supporting fighters, bombers, transports, rotorcraft, aerial refuelers, missiles, munitions and spacecraft for military, civil and commercial use, BDS is developing enhanced capabilities through network-enabled solutions, communications and intelligence, surveillance and reconnaissance technologies. BDS supports the U.S. government as a system integrator on several programs of national significance, including NASA's International Space Station and the Missile Defense Agency's Ground-based Midcourse Defense program. BDS is also expanding into new markets and adjacencies, including unmanned systems, cyber security, energy management, and support and logistics.

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.



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.



CAE is a global leader in modeling, simulation and training for civil aviation and defense. The company employs approximately 8,000 people at more than 100 sites and training locations in approximately 30 countries. CAE offers civil aviation, military, and helicopter training services in more than 45 locations worldwide and trains approximately 100,000 crewmembers yearly. In addition, the CAE Oxford Aviation Academy offers training to aspiring pilot cadets in 12 CAE-operated flight schools. CAE's business is diversified, ranging from the sale of simulation products to providing comprehensive services such as training and aviation services, professional services, in-service support and crew sourcing. The company applies simulation expertise and operational experience to help customers enhance safety, improve efficiency, maintain readiness and solve challenging problems. CAE is also now leveraging its simulation capabilities in new markets such as healthcare and mining. 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.

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

—Abraham Lincoln



Capewell Components Company is the premier global Life Support and Aerial Delivery manufacturer & supplier to U.S. & worldwide military forces. Capewell recently launched its new Advanced Logistics Cargo System featuring the redesigned 463L pallet and the Advanced Cargo Net Assembly constructed from Dyneema®, a lightweight, super strong polyethylene fiber. Capewell designs and manufactures Aerial Delivery/Air Drop Platforms & Containers, cargo-handling equipment for military & humanitarian operations, Tow-plates, CDS, Buffer Stop Assemblies, CVRS, C-17 Dual Row Air-drop Systems (DRAS), Type-V Platforms & Outrigger Assemblies, Parachute Releases & Hardware, Helicopter Slings, Ripcords, Cable Assemblies & Emergency Descent Devices. Capewell provides the "total package" of design, manufacture, technical support and training, and is an ISO 9001-2000 Registered Company. Visit us on the web at: www.capewell.com. Capewell is a world leader in design and delivery of Life Support and Aerial Delivery solutions for commercial and military aviation.



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.

"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)

CHROMALLOY

Chromalloy has evolved from a gas turbine engine parts repair business into a leading independent supplier of advanced repairs, protective barrier coatings and FAA-approved reengineered parts for turbine engines used in aviation and land-based applications. Chromalloy serves the airline, military, marine and industrial gas turbine segments with a broad range of services in 17 countries around the globe, and has joint ventures and strategic partnerships in the commercial aircraft and industrial turbine engine markets. The only supplier with complete design, casting and machining capability, Chromalloy is authorized by the FAA and EASA and many other NAAs, and is qualified under ISO and NADCAP. Chromalloy is a subsidiary of Sequa Corporation. For more information, visit www.chromalloy.com.

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.



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.



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.

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 professional services and innovative solutions to the U.S. Government. We deliver engineering, science, management, and information technology services that enhance the performance and cost effectiveness of our customers' mission-critical systems. DRC has provided high quality, cost effective services to help meet customer's evolving mission needs for more than half a century. Our efforts significantly enhance the ability to plan, schedule, task, and direct the operations of America's air mobility forces worldwide. For more information, please visit www.drc.com "Resources. Responsiveness. Reliability."



DRS Technologies is a leading supplier of integrated products, services and support to military forces, intelligence agencies and prime contractors worldwide. The company is a wholly owned subsidiary of Finmeccanica S.p.A. (FNC.MI) which employs approximately 70,000 people worldwide. DRS Technologies supports the airlift mission in a number of ways. The versatile and dependable Tunner 60K aircraft cargo loader/transporter is a highly mobile aircraft cargo handling system. Multiple Tunners can be connected to create a cargo bridge, increasing cargo onload/offload velocity. The Tunner interfaces with a variety of military and commercial cargo aircraft. The company also supplies 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. In addition, DRS Technologies provides safe and reliable Formation Positioning Systems (FPS) and Station Keeping Equipment (SKE) for a variety of aircraft. To learn more, please visit www.drs.com.



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 12 states and 24 locations, EADS North America offers a broad array of advanced solutions to its customers in the commercial, homeland security, aerospace defense markets.



Powering Business Worldwide

On land, sea and air, Eaton technology is hard at work for America's armed forces. Eaton is a leading innovator of products and services that give our troops the edge. We engineer solutions that optimize safety, reliability and power management while delivering outstanding value to our military customers. Eaton's logistics support network reaches all corners of the globe to ensure the highest levels of operational readiness. With a history of military support spanning 100 years, Eaton is committed to serving our troops at home and abroad. To learn more about Eaton's military solutions, visit www.eaton.com/government.

*"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



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



EMTEQ – enhanced products, services, support and expertise. Incorporated in 1996, EMTEQ offers an extensive selection of innovative, value add products and services for both retrofit and forward fit applications in the air transport, government systems, and corporate markets. Products range from avionics systems installation kits, to LED interior lighting, to exterior lighting and structural modification kits. To complement this product offering is EMTEQ's unsurpassed product engineering and design, FAA/EASA/Transport Canada certification and consulting services, and comprehensive program management. Employing more than 400 employees worldwide, offices and manufacturing facilities are located in Miramar, Florida; Great Falls, MT; Winnipeg, Canada; Montreal, Canada; Taubaté, Brazil; Bachenbülach, Switzerland. EMTEQ complies with EN/JSIQ/AS9100:2004, ISO9001:2008, or EN9100:2003 standards backed with FAA/EASA Part 145 Repair Stations and global technical support. Learn more about EMTEQ and its partners at www.emteq.com.

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 designs and produces high technology electronic products for the aviation and global positioning markets, delivering innovative cockpit systems integration and avionics solutions to its customers worldwide. 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. 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. 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.



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.



Flightcom Corporation is a premier provider of military aircrew Active Noise Reduction (ANR) headsets with integral SAT/cell phone and auxiliary audio inputs, as well as Passive aircrew headsets and portable hands-free full-duplex wireless headset systems for ground crew use in towing, deicing, loadmaster, and maintenance operations. 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 team communication solutions for public safety, commercial ground support, commercial, and industrial applications including wireless headset systems for vehicle-based and portable applications. With twenty-nine years of experience in cockpit and ground communications, Flightcom's military group offers a broad range of team communication products suitable to military applications in the air, on the sea, and on the ground. Our agile special engineering capability can adapt products to special needs. <http://www.flightcom.net/military>.



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 C5s 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/. 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.



1-800-MILITARY

GEICO is a strong supporter of military troops during peacetime as well as wartime. It's a special focus for GEICO that goes back to 1936 when the company was founded to serve the top three grades of non-commissioned military officers along with other federal employees. GEICO is a member of the Berkshire Hathaway family of companies and is the third largest private auto insurer in the United States. While GEICO now serves a much broader base of customers, the company takes special interest in its military policyholders and provides them with a full program of auto insurance products and services, as well as insurance products for their motorcycles, all-terrain vehicles, and mobile homes. Coverage for life, boats, homes and apartments is also available through the GEICO Insurance Agency. Members of GEICO's SEAL (Sea-Air-Land) Team – all recruited from U.S. military services – are on the job to develop a variety of programs and services that best serve our troops at home and overseas.



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.

Gulfstream

A GENERAL DYNAMICS COMPANY

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 more than 2,000 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 new large-cabin, mid-range Gulfstream G280®; the large-cabin, mid-range Gulfstream G350®; the large-cabin, long-range Gulfstream 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 11,500 people at 11 major locations. We invite you to visit our website for more information and photos of Gulfstream aircraft at www.gulfstream.com. General Dynamics, headquartered in Falls Church, Virginia, employs approximately 95,100 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 the company is available on the Internet at www.generaldynamics.com.

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

–Charles F. Kettering

Honeywell

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.



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.



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



Kalitta Charters 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.

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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.

"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



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.



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An expert in airfield services and logistics; Louis Berger Services, Aircraft Services Division currently serves USTRANSCOM and AMC at DoD locations worldwide. Louis Berger Services is a subsidiary of Berger Group, Holdings, Inc., a \$1.1 Billion global technical services and engineering company with approximately 6,000 skilled professionals. Headquartered in Greenville SC, Louis Berger Services invests heavily in skilled labor and high quality equipment to provide DoD with the best possible value for high performance. Improvements in equipment, vehicles, and facilities have bolstered both operational safety and efficiency. Louis Berger Services 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 2012, Louis Berger Services is estimating to perform over 950,000 man-hours of quality-driven professional services, handle over 27,000 airplanes across 19 time zones, process over \$1,500,000 in-transit military passengers, and manage over 250,000 tons of cargo.



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their ingenuity."*

—General George S. Patton



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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 only 5th generation fighters in the world – the F-22 Raptor and F-35 Lightning II. Four F117 engines power the Boeing C-17 Globemaster III, the U.S. Air Force's premier airlifter. Pratt & Whitney is also proud to power Boeing's KC-46, the U.S. Air Force's new airlift tanker with our PW4062 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

Rockwell Collins provides 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 and ministries of defense throughout the world, as well as domestic and international military platform manufacturers. An example of our integration capabilities is the USAF C/KC-135 Global Air Traffic Management (GATM) program. As the prime contractor and flight deck systems integrator, we upgraded all 419 aircraft ahead of schedule and on budget to meet changing Communications, Navigation, Surveillance/Air Traffic Management (CNS/ATM) requirements. We were recently selected to provide the CNS/ATM upgrade for the U.S. and NATO AWACS fleets, as well as the USAF KC-10 fleet. Embraer has also selected our Pro Line Fusion® integrated avionics system for their new KC-390 tanker, and we are also a major teammate on the Boeing KC-46 tanker program.



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.



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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®.



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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 AC-130, HC-130, C-130, MC-130, KC-10, C-17, C-5, KC-135 airlifters/tankers - we understand aircraft missions, operational environments, and the mission needs of operators and maintainers. SSAI is proud to support airlift/tanker war fighters with professional engineering and logistic services.



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. TruLink is utilized throughout the Air Force for aeromedical evacuation, ground operations, cargo handling and maintenance.

THALES

Thales is a world leader in the military 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 supporting the USAF with the best training devices and equipment available for the KC-46A tanker and by providing our depth of tanker related knowledge and expertise to the KC-46A Aircrew Training System. We are also committed to continuing our long association with the USAF as an ATA industry partner. Thales' product line covers simulators, training devices and complete training systems for military aircraft. Our services encompass numerous training services for military customers, modification and concurrency upgrades to training devices, modeling & simulation and research and development.



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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. <http://www.volga-dnepr.com/eng/group/companies/profile/>.

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!

Curtiss C-46 Commando aircraft flying over 'the hump' from Burma to China over the eastern Himalayas, circa 1942-1943. (Courtesy Photo).



Flying The Hump *70 Years Ago Stalwart Aviators Proved They Meant It* *When They Said "Anything, Anywhere, Anytime"*

The record of Air Transport Command (ATC) achievements in the CBI theater during World War II unquestionably demonstrated the potential of major airlifts in modern warfare. Of all the supplies delivered to China from 1942 through 1945, 81 percent came by air over the Himalayas, nicknamed "The Hump." Chinese forces tying up one million Japanese troops meant that the Japanese Imperial Army had far fewer resources to oppose the amphibious landings and other island campaigns mounted by America and its allies in the fighting throughout the Pacific. Airlift thus emerged as a significant new military consideration in future applications of air power.

China Burma India Theater (CBI) (later IBT, or India-Burma theater) was the name used by the United States Army for its forces operating in conjunction with British and Chinese Allied air and land forces in China, Burma, and India during the war. Well-known US units in this theater included the Flying Tigers, transport and bomber units flying the Hump, the 1st Air Commando Group, the engineers who built Ledo Road, and the 5307th Composite Unit (Provisional), otherwise known as Merrill's Marauders.

The military situation in the CBI theater in 1942 was dire. The Imperial Japanese Army presence in China totaled one million troops. The Chinese forces opposing them numbered in the hundreds of thousands, but were critically disadvantaged by their tenuous supply line stretching hundreds of miles to the west in India. Moreover, this line to Allied support snaked through impenetrable jungles and towering mountain

passes of the Himalayas. The mountains, rising to twenty thousand feet and more, presented a seemingly impossible operational challenge. With the cynical cockiness typical of soldiers and airmen, troops in the region reduced the Himalayas by way of semantics, simply referring to them as "The Hump."



Following the invasion of China in 1937, Japanese forces succeeded in occupying or controlling virtually all of China's Pacific coast and large parts of the interior; the Japanese navy commanded 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. This holding action would permit the Allies to attack Axis powers in the European and Mediterranean theaters, at the

same time building the necessary logistical infrastructure to challenge and defeat Japan in the Far East. But for this grand strategy to work, China had to be supplied. The loss of Burma and of its supply lines to China precipitated an emergency situation.

General Arnold had been worrying about the fragile supply lines to China even before the loss of Burma. In early 1940, lone DC-3 passenger aircraft of the China National Aviation Corporation (CNAC) cautiously probed over and around the highest mountains in the world seeking air routes between China and India...and to the outside world. CNAC's great success in finding these vital air routes led to the first regular flights over the Himalaya Mountains, and later becoming vital partners in the world's first strategic airlift.

CNAC had been formed in 1929. By 1933, it had evolved into a partnership between the Government of China and Pan American World Airways from the United States. Following the outbreak of the Sino-Japanese war in 1937, CNAC became China's only direct means of communication with the outside world. Flight operations were a pilot's nightmare. The 500+ mile flights were extremely hazardous over the world's roughest terrain, in unpredictable weather conditions, and with poor navigation aids. Japanese fighter aircraft were also on the prowl.

The aircrews were typically made up of both American and Chinese pilots along with Chinese flight engineers and radio operators. In 1942 when the American Volunteer Group (Flying Tigers) disbanded, 17 of the pilots chose to remain in China and fly for CNAC. Among notable CNAC passengers

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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.

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

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during the early war years were Lt. Col. James Doolittle and other Tokyo Raiders, who were being evacuated from China back to India after their raid on the Japanese mainland. The CNAC DC-3 on this flight was flown by Capt. Moon Chin, a Chinese-American pilot from Baltimore, Maryland.

CNAC operated with the support of the Chinese government and the expertise of Pan American Airways. With Arnold's support, CNAC became a contractor to operate air cargo services between India and China, although it was clear that far more capacity was needed. Accordingly, the Tenth Air Force, based in India, took responsibility for substantial air cargo flights and began operations over the Hump in April 1942. In two months, the Tenth Air Force carried 196 tons of cargo, and CNAC delivered 112 tons. Summer monsoons nearly terminated flights, but the two units were delivering one thousand tons a month by the end of the year. This, however, was far short of the ten thousand tons required by the Chinese each month. A drastic reorganization ensued.

Staff reports analyzing early failures pointed to a variety of problems, including shortages in aircraft and crews. Poor maintenance kept many airplanes grounded. Operational missions dealt with foul weather, flight at high altitudes, and spoiling forays by Japanese fighter airplanes. Moreover, Tenth Air Force commanders did not seem committed to an all-out effort to sustain Hump operations. In October 1942, Arnold decided to put the ATC in command of all Hump operations, and Tenth Air Force units on Hump assignments were transferred to the ATC in December. The ATC, with authority to handle all airlift requirements in the theater of operations, brought its special experience to sort out the problems in air transportation and cargo flying.

Heavily loaded transports began their runs to China after lifting off from hot, muggy airfields in India's eastern jungles, then struggled upward for altitude to clear the towering Himalayas. A direct route to Kunming, China, took four hours, at an average altitude of about sixteen thousand feet, and placed aircraft over areas within range of Japanese fighters. The ATC crews characteristically flew a dogleg to the north to escape enemy airplanes, even though the path stretched fuel reserves to the limit and required an operational altitude of twenty thousand feet to clear most of the Himalayan peaks. Many fliers wound up threading their way through available mountain passes at sixteen thousand feet, with snow-covered ridges and pinnacles rising on either side of

them. In addition to the changeable weather high over the Himalayas, pilots flew across virtually impenetrable jungles on both sides of the menacing mountain ranges.

Over the Indian jungles, in particular, fliers had to contend with monsoon rainstorms for six months of every year. Landing strips and runways became muddy quagmires; fliers and ground personnel existed in

"Flying the 'Hump' was the foremost and by far the most dangerous, difficult and historic achievement of the entire war."

—Gen. Albert C. Wedemeyer, Commander, U.S. Forces - China

a swampy world of sodden bunks, clothes, and tents. The C-46 Commandos mounted a many-paned windscreen and, when airborne, pilots discovered that the monsoons forced water through myriad gaps around the cockpit windows and left them as miserably soggy in the air as they were on the ground. Sheets of driving rain and turbulence around airfields often kept operations shut down for days at a time.

Early in the war, the Japanese never expected Allied airlifts to work because of the mountains and the tropical storms, but



In 1943 Brig. Gen. William H. Tunner was well on his way toward earning his nicknames, "Tonnage Tunner" and "Willie the Whip." (USAAF Photo circa 1943).

the pressure to deliver needed war matériel often meant flying in conditions that normally kept airplanes on the ground. Veteran pilots explained the "CBI takeoff" to newcomers—if you could see the end of the runway through the rain and mist, then a takeoff was expected. At night, ATC crews sent a Jeep cruising ahead down the runway to clear it of cows, nocturnal animals and curious natives.

Operational efficiency began to improve with the allocation of more airplanes and personnel, better weather forecasting, accumulated flight experience, and additional airfields where more attention was paid to

drainage and weather resistance. The big push came in the wake of high-level Allied conferences during the spring of 1943. These meetings established a timetable for major European offensives and also resulted in agreements to accelerate the offensive against Japanese forces in Asia. A major key to this last objective involved a more prominent role for the ATC. President Roosevelt himself underscored a goal of ten thousand tons a month for the airlift into China, where political considerations implied heavier support of Chiang Kai-Shek's forces.

With this factor in mind, military planners shifted workers and equipment from road construction to building airfields. By the spring of 1945, a determined effort resulted in a total of thirteen primary bases for the ATC in India and six in China. Although ATC transports carried some equipment across the Hump to Chinese construction sites, the major factor on both sides of the Himalayas involved tens of thousands of local workers. The labor force—men, women, and children—carried out grueling tasks almost entirely by hand. Ox carts delivered rocks; a host of workers with crude picks reduced them to usable stone chips; hundreds more scooped them barehanded into baskets of woven vines, then hand-carried their burdens to the landing strip under construction. The stones were compacted by primitive boulder-filled rollers pulled along by gangs of straining laborers. News photographers recorded the throngs of workers—some one hundred thousand people—who swarmed back and forth to complete a six thousand-foot runway near the Yangtze River in China.

Still, nobody could reduce the Himalayas in size; banish the monsoon season; make the rough, rocky airstrips any smoother; bring down temperatures at sweltering Indian air bases; resolve the persistent shortages of personal supplies; or rectify the dozens of other major and minor complaints that affected morale.

Despite such problems, ATC crews and personnel found ways to pursue specific goals and to gauge their achievements. As one observer said, they were "living like dogs and flying like fiends" (Spencer, 1992). Pilots and ground crews competed against others to see who could load the most cargo and complete the most missions. These contests soon embraced entire units and expanded to include categories such as fewest accidents and highest number of flying hours to an aircraft.

With gritty determination, the ATC pushed toward the goal of ten thousand tons of cargo a month. The target was not reached until the end of 1943, and came at

the cost of many airplanes and aircrews.

Many fliers simply lacked the experience for night flying or for operating the heavily loaded transports in hot weather and at high altitudes. Exhaustion of the pilots remained a constant factor. During the last half of 1943, some 150 major aircraft accidents resulted in more than 160 aircrew fatalities.

Improved statistics for 1944 reflected rising operational experience, along with additional airplanes and pilots to enhance the frequency of flights. Monthly cargo deliveries climbed to fifteen thousand tons by the spring of 1944, and rose to more than thirty-four thousand tons by year's end.

Along the way, several administrative changes occurred. Brig. Gen. William H. Tunner took over Hump operations during the summer of 1944. Aircrews had dramatically raised the tonnage and frequency of flights, encouraged by Tunner's predecessor, Brig. Gen. Thomas Hardin. But there were still too many accidents, and morale remained dismally low. Tunner's prior success in running the huge and complex Ferrying Division of the ATC led the AAF to tap him as the man to improve delivery rates even further.

When Tunner took command of the India China Division, his two-fold mission was to increase the tonnage of supplies airlifted to the Chinese and decrease the number of aircraft mishaps. Within a year of taking command, Tunner was well on his way to achieving these goals. The airlift policies and methods he helped pioneer are still in evidence today.

To the men who served in the India-China Wing, the resupply missions over the Hump were just as difficult and dangerous as the strategic bombing missions in Europe. Out of the steaming, tropical valleys of India's Assam Province, the airlift crews flew fully-loaded transports northeastward over the Himalayas into southwestern China. They usually landed at the principal American airdrome at Kunming. If aircrews took a direct flight in about four hours at a maximum altitude of about 16,000 feet during optimum weather conditions. This route, however, necessitated flying over northwestern Burma, territory patrolled by Japanese fighters. To avoid them, many aircraft commanders detoured to the north flying a distance of 720 miles and crossing the Hump at the northwestern end, where its lowest peaks reached 16,000 feet. But over this route, aircrews had to operate at altitudes approaching 20,000 feet, a formidable task given the limitations of the aircraft.

At the end of the war, the Air Transport Command had 13 bases in India and 6 in China, a marked expansion from 1942 operations when Hump pilots shuttled between

only a couple of airfields. Lt. Gen. Tunner described the phenomenal effort required to build runways in these remote regions in his memoir *Over the Hump* as follows:

"We landed on a runway of gravel, which had been broke out of its quarry by sledges, chipped down to size by hand hammers, transported to the site by hand in small baskets, and then laboriously spread by hand. Thousands on thousands of Chinese working with only the rudest of equipment had leveled this runway, then covered it with



ATC operations accounted for 685,304 gross tons of cargo carried eastbound during hostilities, including 392,362 tons of gasoline and oil, with nearly 60% of that total delivered in 1945. This vintage photo's original caption reads: "Move over, boys, you're doing it the hard way," says Elmer the elephant, as he loads a drum of gasoline onto a Curtiss C-46 "Commando" of the ATC's India-China-China Division, somewhere in upper Assam. Feb. 1945. (Courtesy Photo).

hand-crushed stone and rolled it with hand-pulled rollers - two hundred men to a roller. It was rough, bumpy and hard on tires, but it was a runway, and I brought the C-46 down on it..."

If the runways seemed primitive, the living and working conditions were worse. Tunner made a preliminary trip around the wing several months before he assumed command. What he saw motivated him to address the problems of low tonnage levels and high mishap rates in what might seem a unique way. Tunner pinpointed morale among the people serving all along the Hump as a major contributor to the other difficulties. Living conditions were dismal. Tunner, though prepared, was shocked by what he saw, commenting that men off duty lounged aimlessly around reflecting their living conditions. "Their uniforms showed the lack of laundry and were badly worn... Few showed common courtesy, much less military courtesy, as I walked by."

Tunner resolved to change the situation. When he took command, he brought military bearing and pride to the Hump. He ordered daily inspections and Saturday parades. He instituted a consistent rotation policy for all who served in the China

Burma India Division. To his credit, Tunner managed to bring needed daily supplies to the Hump operations. No longer were the Americans without basic necessities such as soap, toothpaste, and toilet paper. Cleanliness, courtesy, and patriotic pride began to return to the men serving throughout the area. Many of his changes and programs caused griping, but Tunner learned, in a unique way, that his people understood he was looking out for their needs and that they were each important to the mission's outcome.

The day after Christmas, 1944, Lt. Gen. Tunner received a report from the Misamari airdrome of a record breaking number of trips over the Hump in 24 hours. Misamari's normal number of Hump trips was 30 per day. In part, the report read:

There was no pressure; no forcing men to do the job. Every effort was voluntary, like spontaneous combustion followed by wildly sweeping prairie fires. Enthusiasm concerning the project burst forth in every section of the field. A goal of 55 trips was set and the numerals painted on a banner. That the numerals would have to be changed to higher ones four times during the 24-hour period none of us ever dreamed...The 81st trip left the runway one minute before the deadline.

With the living and working conditions improving, so too the tonnage and mishap rates improved. Tunner knew the way to control such a widespread operation was to use big business techniques.

His hand-picked senior staff met each morning to discuss and decide how to handle the problems arising in the command. While commanding the Ferrying Division of ATC, Tunner instituted the use of statistical management of aircraft, loads, and personnel. He brought those statistical methods to the Hump. He wanted to know where every pilot, plane, and parcel was - at all times. His stated intention was to have each and every aircraft flying, undergoing maintenance, or being unloaded or loaded every minute of every day.

Sometimes, the lack of equipment gave rise to inventive ways to load and unload the aircraft. For instance, elephants were used in India to load 55-gallon drums of petrol onto the aircraft. Another method of unloading those drums of petrol was to use civilian labor. The civilian workers would roll the drums out of the cargo door and let them drop onto truck tires where other civilian workers loaded them by hand onto waiting trucks. With the aircraft fully utilized, the availability of aircrews became an ever increasing critical issue. Again, general Tunner turned to statistical management and good business practices to manage his personnel. He saw to it that the aircrews received training and proper

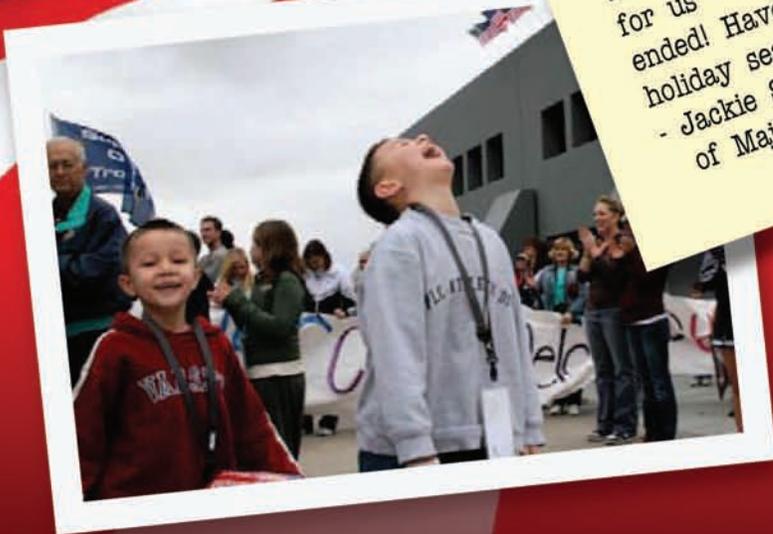
SNOWBALL EXPRESS

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

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



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



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amounts of crew rest. He empowered his operations officers with the scheduling of the aircrews.

With the mass movement of Chinese troops into the area around Kunming, Tunner was able to establish C-46 and C-47 units with flight crews and maintenance personnel within China. These units were instrumental in the movement of supplies in that area. As a result, tonnage throughout the Hump increased. In addition to improving the movement of supplies across the Hump and around China, Lt. Gen. Tunner deserves credit for the development and the use of production-line maintenance (PLM) and a fully organized search and rescue operation.

Production-line maintenance was just being established in the civilian airline industry when general Tunner became a convert to the system. The basic idea of PLM was to move the aircraft through different maintenance stations. Each station would perform a specific maintenance task as the aircraft moved along the line. By breaking the complex maintenance process into more simplified steps, Lt. Gen. Tunner was able to augment his limited maintenance personnel with civilian workers.

Originally pilots flew search and rescue missions without official, command organi-

zation and support. One of the most colorful search and rescue pioneers in the CBI was Captain John E. Porter. Known as "Blackie" by pilots throughout the Hump, Porter was a former stunt pilot. He and his crew, other barnstorming types, would borrow or actually steal planes to go out on search missions. It was during such a rescue mission that Blackie and most of his crew were lost to enemy fire. A flight of Zeros attacked the aircraft. With communications gone, Blackie's bailout command failed to reach his crew. Blackie, piloting the bullet-ridden, burning B-25, ordered his copilot, Lt. Spain to bailout. Lt. Spain got stuck in the escape hatch. Blackie, holding the plane steady, stood and pushed him through the escape hatch. Lt. Spain was the sole survivor.

After taking command of the CBI, Lt. Gen. Tunner formally organized the search and rescue efforts along the Hump. One of the first jobs the newly organized Search and Rescue organization accomplished was to pinpoint every existing sign of wreckage along the Hump. This task was difficult. Over the course of the airlift, 701 major mishaps resulted in the loss of 460 aircraft and 792 men – over 60 percent of the command's total mishaps and fatalities. They then educated the aircrews to report all signs of wreck-

age, which helped reduce the duplication of rescue efforts. The Hump, littered its length and breadth with aircraft wreckage, was nicknamed "the aluminum plated trail."

In the process of conducting the post-war analysis of air operations, authors of the United States Strategic Bombing Survey paid attention to the story of airlift activities. In its study of the China-Burma-India theater, the survey attached particular value to the airlift factor and the role of the ATC. "The major significance, for the future, of all air operation in CBI was the development of air transport operations," the survey concluded.

Perhaps, Lt. Gen. Tunner's observation summed up the importance of airlift, not only during World War II, but throughout all the conflicts which followed:

"...begun when air transportation of heavy cargo was in its very infancy, carried on with steady increase in spite of the enemy and formidable weather conditions, and over the most menacing terrain, all this a half a world away from home, the Hump Airlift proved, forever, the efficacy of air transportation. After the Hump, those of us who had developed an expertise in air transportation knew that we could fly *anything, anywhere, anytime.*" ■

Mystery Of Two Lost 'Hump Airmen' Solved After 70 Years As Adventurer Hunts Down Remains Of World War Two Pilots Who Crashed In The Himalayas

Closure has been given to hundreds of American families by a 'professional adventurer' who has dedicated years to tracking down planes which went missing in the Himalayas during the Second World War.

One missing pilot was James Browne, 21, who disappeared over the mountainous jungle region known as 'The Hump' on November 17, 1942.

His fellow pilot Captain John Dean, a veteran of the legendary Flying Tigers, and a Chinese crewman went down with him in the C-47.

Officer Browne, from Winnetka, Chicago, was never heard from again and for more than 70 years his family only knew he was 'missing in action'.

The American pilots who flew the 'Skyway to Hell' to bring supplies to China as it battled Japan were renowned as a fearless bunch.

The explorer has so far found 22 crash sites and accounted for 193 missing U.S. airmen - including Officer Browne.

Browne's cousin, Bob Willett, now 85, described his aunt and uncle's anguish that their son was never found during the war.

Mr. Willett said: "They expected him to walk in the back door one day and resume his life and be their son again."

Mr. Willett never got over the loss of the elder cousin he idolized and joined the China National Aviation Corp. Association - a group of veteran pilots who had once flown the infamous Hump.

He met Mr. Kuhles in 2005 and told him about his cousin and what the family believed had happened. The adventurer

told him he could help.

Using the last transmission from the plane's radio, Mr. Kuhles managed to pinpoint Cangshan Mountain in Burma as the most likely crash site.

After making three separate trips and with only the help of a 17-year-old local guide, Kuhles finally made it through a near-impenetrable wall of bamboo to find the plane at 14,000 feet.

He said: "It was like stepping into an ancient Egyptian (pyramid).

"I knew it was the plane I was looking for. Finally, Dean and the others would have a chance to come home."

Kuhles explained that he doesn't have the means to bring home the aircrafts that he finds.

He often brings home possessions such as dog tags of pilots for the families but not human remains because of strict laws banning the transportation.

However, for Mr. Willett, the knowledge of his cousin's final resting place, he said, was enough.

Finding service members missing in action, including nearly 75,000 from World War II, officially falls to the Hawaii-based Joint POW/MIA Accounting Command (JPAC). The command requires sound security, medical evacuation, communications and transport to conduct searches, something that has been impossible in recent years due to diplomatic strain. Still, as many as 30 sites already investigated or excavated in 2003 and 2004, when the U.S. was forced to pull out, will likely be revisited under new terms negotiated by the State Department. ■



If you can help find any of these Lost Members, please drop a note to Bud at ata@atalink.org

WHERE IN THE WORLD ARE THEY?

2012 A/TA LOST MEMBER LIST

Lost Current Members:

Castelli, Lt Col Garry L
 Abney, SrA Matthew
 Adams, 1st Lt Michael A II (Mike)
 Alexson, 1st Lt William J (Bill)
 Austin, CMSgt Robert A (Bob)
 Baird, SrA Steve
 Baker, Capt Michael B
 Basla, Lt Gen Michael J (Mike)
 Bauer, Col Michael J (Mike)
 Bergin, William (Bill)
 Bishop, Capt Jessica
 Blackstone, SMSgt Benjamin R (Jamie)
 Castillo, Amn Gerald
 Chapman, 1st Lt Phillip A (Andy)
 Clawson, SSgt Christopher
 Collins, Maj Marian R (Marian)
 Conley, Capt Mark (Mark)
 Danner, MSgt Daniel (Dan)
 Dedmon, 1st Lt Kyle
 DeUnger, SMSgt Mary USAF (Ret) (Liz)
 Dopslaf, Lt Col Eric
 Dorval, SSgt Erica (Erica)
 Droegemueller, SSgt Christopher (Chris)
 Eberhart, Col Paul B
 Elleby, Maj Mathew
 Ensminger, Capt Samuel J (Sam)
 Evans, Maj Shane (Shane)
 Fridel, A1C Mark A
 Fritz, Capt Timothy (Tim)
 Garcia-Cruz, MSgt Jaime
 Garretson, Lt Col Peter A (Pete)
 Geisler, TSgt Christopher R (Chris)
 Gentry, SSgt William (William)
 Gering, Lt Col Carol
 Gotera, SSgt Herbert (Herb)
 Grantham, Capt Travis W (Travis)
 Hafer, Col David E Jr (Dave)
 Harlan, SSgt Bryan M (Bryan)
 Harwood, SSgt Kenneth P (Kenny)
 Hering, Col Mark A
 Hollingsworth, TSgt Justin M (Justin)
 Hopson, SrA Nathaniel (Nate)
 Horng, 1st Lt David D (Dave)
 Irby, SSgt James L (Irb)
 Irby, CMSgt Jeffrey A (Jeff)
 JeanPierre, SSgt Justin
 Johnson, MSgt James W Jr (JJ)
 Johnson, Vicki (Vicki)
 Jones, Capt Aaron (Jonesy)
 Jones, Col Barbara A (Barb)
 Jones, CMSgt Timothy J (T.J.)
 Jones, Maj William J Jr (Beau)
 Jungk, MSgt Elizabeth (Beth)
 Kernan, Capt Katherine M (Kate)
 Kirkland, Lt Col Donald R Jr (Don)
 Klausman, Maj Branin W
 Kresge, Unk Alexander M (Alex)
 Kuhn, MSgt Douglas
 Lara, SrA Patrick R (Patrick)
 Lewis, A1C Joya
 Louviere, SrA Kalen (Louviere)
 Masuda, Capt Michael S (Mike)
 Maxwell, A1C Aaron R
 McCain, SSgt Chaz (Chaz)
 McCullough, Maj Brian A

McDaniel, Col Charles B (Brian)
 McGuire, 1st Lt Ryan M (Ryan)
 McMahel, MSgt Gary
 Mehner, SrA Joanna
 Mella, Maj Julio E (Julio)
 Mintz, Maj Clinton (Perry)
 Mitchell, A1C Isaac R
 Montiel, Maj Cristian
 Moore, TSgt Scott
 Moritz, SrA Joshua T (Josh)
 Muse, 1st Lt Benjamin D (Ben)
 O'Rourke, Capt Meghan E (Meghan)
 Pastore, Lt Col David (Dave)
 Perez, SSGT Michelle V
 Quentin, MSgt Molly (Molly)
 Rahn, Col Carl W
 Rendon, SSgt Noah M
 Roling, SrA Colin
 Rutland, 1st Lt Robert B
 Salakar, SMSgt Jeffrey (Sal)
 Salter, TSgt Paul
 Setter, Capt Sean P
 Sevier, Col Douglas E (Doug)
 Singh, SSgt Deep (Deep)
 Smith, Capt Andrew (Andy)
 Socha, SSgt Timothy (Tim)
 Spradlin, SrA Joshua (Josh)
 Sprunger, A1C Chase (Chase)
 Stirling, CMSgt Jesse
 Stollenwerck, TSgt Andre (Dre)
 Sumrall, SSgt Roger L Jr (Roger)
 Sutherland, SrA William
 Thomas, TSgt Ray (Thomas)
 Toledo, A1C Anthony J
 Valente, SrA Christian
 Villacis, Maj Mark
 Walters, MAJ Benjamin
 Weber, Lt Col Mark D
 Wolfram, MSgt Rob (Rob)
 Wood, Col John M
 Wynans, Capt Jody L
 Yarian, Maj Mark
 Zabala, Maj Vincent (Vince)
 Zaker, A1C Rachel (Rachel)

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
 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)
 Deluca, Unk John A USAF (Ret)
 Drell, Unk Hans-Dieter Non-US (Ret)
 Dyche, Col David D
 Eck, SSgt Shane A
 Farrier, Lt Col Thomas A
 Felter, Lt Col Keith N Jr
 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
 Harris, SMSgt Norzell USAF (Ret)
 Heckmann, Charles
 Hickey, CMSgt Antonio J (Tony)
 Hillard, Col Jerry
 Hopkins, Lt Col Hubert V Jr USAF (Ret)
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 Irisumi, Takashi
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 Leonhard, Capt Christian P (Chris)
 Livingston, Col Jerry D USAF (Ret)
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 Mathis, Unk Gerald
 Matthews, Brig Gen Earl D
 Maxwell, Lt Col Thomas J USAF (Ret) (Tom)
 Mazurowski, Maj Walter J
 McArn, MSgt John H USAF (Ret)
 McCauley, Maj Daniel H
 McGough, Col Bobby F
 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) (Chuck)
 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
 Orrell, Maj Darwin N USAF (Ret)
 Peterson, Patricia
 Peterson, Maj Gen Teresa M (Marneí)
 Pieroth, Karlheinz (Charlie)
 Pugh, Col James R III USAF (Ret) (Jim)
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 Rigg, Maj Gen Donald A USAF (Ret)
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 Skarbek, Capt Kelan J
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 Voigt, SSgt George D
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