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ON THE COVER: Tech. Sgt. John Ryan conducts a post-flight inspection of the turbine of a
C-130 Hercules 25 January 2007 in Southwest Asia. Sergeant Ryan is a 746th Aircraft Main-
tenance Unit crew chief. (U.S. Air Force photo/Staff Sgt. David Miller)
From “Tuition Grant” to “Education Grant;” From “Corporate Member” to “Industry Partner”

Shakespeare’s Juliette thought names unimportant, saying “What’s in a name? That which we call a rose, by any name would smell as sweet.” Confucius, on the other hand, thought names were of utmost importance, saying that the first order of business for a leader was to “make right the names.” The A/TA Board of Officers recently took steps to bridge this philosophical gap when they agreed to change the names of two of its long-standing entities to better reflect their individual purposes. In both cases the original names served the programs they represented well, but the new names should do a better job of reflecting the nature of these two important Association activities.

The Association’s “Enlisted Tuition Grant” Program, often referred to as simply the ETG Program, provides $200 grants for enlisted A/TA members pursuing higher education. The ETG Program has been quite successful; however the word “tuition” in the name led to some understandable confusion. For one thing, the grant money is awarded at the end of a course of study, not the beginning, as the word “tuition” might imply. And, since the grant money can be used for purposes other than tuition, such as books, travel expenses, baby-sitting, lab fees, etc., the word “tuition” sets up an unwarranted boundary. To address the confusion and “make right the name,” the Board has renamed the grant program the “Enlisted Education Grant” (EEG) Program. [See ad on page 6 and the Association website for more information].

The other name change involves one of the most important aspects of the A/TA’s continuing success – the on-going support the Association receives from the aerospace industry, heretofore known as “Corporate Members.” The term “Corporate Member” does a stalwart job in stating what aerospace companies believe when they opt for membership in the Association, but it falls short in conveying the important role they play in the organization. The new name, “Industry Partner,” addresses the shortfall – a “member” is simply someone who belongs to a group; a “partner” takes part by sharing in risk and profit.

The tricky part about the two name changes will be getting used to the new names and finding all the places where the names will need to be changed on the website, etc. The great thing about them is that both now better reflect their purpose, and to keep Juliette happy, both still smell as sweet.

Collin R. Bakse, editor

Report on Activities of the Board of Officers

This is the time of the year your Board of Officers meets to critique our performance in presenting last year’s convention and begin planning for our next big gathering. In early March the board was hosted by the Razorback Chapter at Little Rock AFB. It was a very productive meeting with the social highlight being a dinner with chapter members, the wing leadership and community leaders and supporters. The Razorback Chapter is one of the strongest and most active chapters in the Association. We were given the opportunity for an inside look at what it takes to have a successful and productive chapter. The formula is very simple, chapter involvement in both on and off base activities, strong support from senior leadership in the wing and a focus on providing service to chapter members. The key is to combine the above with dedicated volunteers who step forward to lead the chapter. The Razorback Chapter does this consistently!

During our business meeting we took a hard look at the 2006 Convention to see what went right and what needed more attention. The critique included inputs from the membership as well as observations from the board and our advisors. In the main we think the 2006 Convention in Orlando was a success, however, we will need to continue to refine our billeting and banquet seating procedures. As our Association continues to grow and attendance at the convention passes the four thousand mark these items are our greatest challenges.

The next item on the agenda was to select a theme for the 2007 meeting in Nashville. We decided to focus on the contributions of our mobility warriors over the years. The theme is: “The Many Faces of Air Mobility, Yesterday, Today and Tomorrow.” Our intent is to have the program feature the men and women of the mobility world, their families and their accomplishments in support of the national security policy. In addition to selecting a theme, we voted on the nominations for induction into the Airlift/Tanker Hall of Fame. Staying with the focus on the team, the Board selected a nomination package titled: “The Aeromedical Evacuation Legacy Team.” This marks a departure from our usual practice of honoring an individual, but we think you will be pleased to see how this group of air mobility warriors is worthy of this honor.

Our Spring board meeting was hosted by the Golden Bear Chapter at Travis AFB in mid May. We had the opportunity to interface with the troops, continue to refine the theme and begin to focus on the nuts and bolts of the program. Seminar topics were discussed and our slate of guest speakers was reviewed. We enjoyed spending time with the troops at Travis and spending time getting a better feel for the operations tempo and the needs of our members and their families as they carry the burden of fighting the War on Terror.

2007 A/TA Convention & Symposium
Thursday-Sunday • October 25-28, 2007
Gaylord Opryland Resort & Convention Center
Nashville, Tennessee
Convention Rules of Engagement – Pages 18-20
Convention Registration Form – Page 24
Hoorah air mobility warriors. Thanks for the sacrifices you and your family are making for air mobility and the United States of America. The spring edition of A/TQ is traditionally highlighted to include enlisted contributions to the air mobility mission. We are proud to share many enlisted achievements in this issue.

One of the primary duties of the A/TA President is administering and coordinating our awards program. As always, volunteers are key to our continued success. I would like to thank four A/TA members who recently served on our 2007 A/TA Hall of Fame Nomination Committee: Paul McVickar, Bill Cannon, Rick Riker, and Collin Balse. The committee reviewed one previously submitted package, two updated packages, and four new packages to submit 3 nominees to the A/TA Board for consideration for induction into A/TA Hall of Fame. Thanks to these volunteers who leaned forward with their time, talents, and contributions for our great organization!

I am extremely proud to announce and highlight the selection of our first group into the Airlift/Tanker Association Hall of Fame. The Aeromedical Evacuation (AE) Legacy Team is a dynamic, diverse group of airlift and medical professionals who have clearly demonstrated superior and sustained performance resulting in a legacy of achievement. This group fundamentally changed the status quo in a significant way thus enhancing the air mobility mission, culture, and history.

We have chosen to feature only a few AE Legacy Team members to represent Air Force active duty, Air Force Reserve, and the Air National Guard mission. The eight representatives selected to represent the AE mission as Legacy Team Members are Lt. Gen (Ret) Paul Carlton, Colonel (Ret) Regina Aune, Colonel (Ret) Bud Traynor, Colonel (Ret) Bob Brannon, Colonel/Dr. Jay Johannigman, 2nd Lt. Reba White (posthumous), CMSgt Rodney Christa, and MSgt (Ret) Mark McElroy. These pioneers have advanced AE performance and transformed this airlift core competency to make air mobility the world leader in patient movement.

The evolution of Aeromedical Evacuation in the United States has been nothing short of transformational and unrivaled by any other country across the globe. Today, AE crews have universal qualifications on a variety of air mobility aircraft. Patients move quickly using “in system” select aircraft versus a dedicated but much smaller pool of AE specific aircraft used only a decade ago. Today, wounded patients are stabilized and are moving within the AE system in a few hours or even 30 minutes from surgery, with a critical care team attending. AE is now a full-fledged air mobility core competency – totally integrated into our airlift operations as a full mission partner. This total force team epitomizes the AE system in a few hours or even 30 minutes from surgery, with a critical care team attending. AE is now a full-fledged air mobility core competency – totally integrated into our airlift operations as a full mission partner. This total force team epitomizes the AE system in a few hours or even 30 minutes from surgery, with a critical care team attending. AE is now a full-fledged air mobility core competency – totally integrated into our airlift operations as a full mission partner. This total force team epitomizes the AE system in a few hours or even 30 minutes from surgery, with a critical care team attending. AE is now a full-fledged air mobility core competency – totally integrated into our airlift operations as a full mission partner. This total force team epitomizes the AE system in a few hours or even 30 minutes from surgery, with a critical care team attending. AE is now a full-fledged air mobility core competency – totally integrated into our airlift operations as a full mission partner. This total force team epitomizes the AE system in a few hours or even 30 minutes from surgery, with a critical care team attending. AE is now a full-fledged air mobility core competency – totally integrated into our airlift operations as a full mission partner. This total force team epitomizes the AE system in a few hours or even 30 minutes from surgery, with a critical care team attending. AE is now a full-fledged air mobility core competency – totally integrated into our airlift operations as a full mission partner. This total force team epitomizes the AE system in a few hours or even 30 minutes from surgery, with a critical care team attending. AE is now a full-fledged air mobility core competency – totally integrated into our airlift operations as a full mission partner. This total force team epitomizes the AE system in a few hours or even 30 minutes from surgery, with a critical care team attending. AE is now a full-fledged air mobility core competency – totally integrated into our airlift operations as a full mission partner. This total force team epitomizes the AE system in a few hours or even 30 minutes from surgery, with a critical care team attending. AE is now a full-fledged air mobility core competency – totally integrated into our airlift operations as a full mission partner. This total force team epitomizes the AE system in a few hours or even 30 minutes from surgery, with a critical care team attending. AE is now a full-fledged air mobility core competency – totally integrated into our airlift operations as a full mission partner. This total force team epitomizes the AE system in a few hours or even 30 minutes from surgery, with a critical care team attending. AE is now a full-fledged air mobility core competency – totally integrated into our airlift operations as a full mission partner. This total force team epitomizes the AE system in a few hours or even 30 minutes from surgery, with a critical care team attending. AE is now a full-fledged air mobility core competency – totally integrated into our airlift operations as a full mission partner. This total force team epitomizes the AE system in a few hours or even 30 minutes from surgery, with a critical care team attending. AE is now a full-fledged air mobility core competency – totally integrated into our airlift operations as a full mission partner. This total force team epitomizes the AE system in a few hours or even 30 minutes from surgery, with a critical care team attending. AE is now a full-fledged air mobility core competency – totally integrated into our airlift operations as a full mission partner. This total force team epitomizes the AE system in a few hours or even 30 minutes from surgery, with a critical care team attending.
## 2006 STATEMENT OF FINANCIAL POSITION

### ASSETS

<table>
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<tr>
<th>Description</th>
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<tbody>
<tr>
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<td>Property and equipment</td>
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<td><strong>Total Assets</strong></td>
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### LIABILITIES AND NET ASSETS

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<tr>
<td><strong>Total Net Assets</strong></td>
<td><strong>$572,772</strong></td>
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</table>

**TOTAL LIABILITIES AND NET ASSETS** $572,772

## 2006 STATEMENT OF ACTIVITIES

### UNRESTRICTED NET ASSETS

Unrestricted revenues, gains and other support:

- Corporate Memberships: $110,660
- Individual Memberships: $227,620
- Convention Booths: $767,500
- Convention Registrations: $1,063,977
- Magazine Advertising: $35,182
- Dividends: $14,451
- Unrealized Gain/Loss on Securities: $3,618
- Interest: $2,866
- Logo Sales, Net: $3,040

**Total Unrestricted Revenues, etc.** $2,229,014

Net Assets Released from Restrictions:

- Restrictions Satisfied by Payments: $8,800

**Total Unrestricted Revenues, Etc.** $2,237,814

### EXPENSES

- Program Services: $1,944,405
- Management and General: $135,943

**Total Expenses** $2,080,348

Increase in Unrestricted Net Assets: $57,666

### TEMPORARILY RESTRICTED NET ASSETS

- Award Donations: $100
- Scholarship Fund: $5,000

Net Assets Released from Restrictions:

- Restrictions Satisfied by Payments: ($8,800)

Decrease in Temporarily Restricted Net Assets: ($3,700)

Increase in Net Assets: $153,766

### NET ASSETS

**NET ASSETS AT BEGINNING OF YEAR** $419,006

**NET ASSETS AT END OF QUARTER** $572,772
The Airlift/Tanker Association’s financial statements for the year 2006 are published here in the Spring Edition of the Airlift/Tanker Quarterly as required by our By-Laws. The Statement of Financial Position and Statement of Activities are prepared by a Certified Public Accountant (CPA) as a part of our annual financial review and 2006 income tax filing process.

As you can see from our Statement of Activities, we turned things around following our unexpected loss in 2005 thanks to the hard work of a lot of people. Our analysis of what happened and the corrections we put in place resulted in a substantial increase in Association assets at the end of 2006. We have a better understanding what is required to deliver an event of this magnitude and how to manage the event within budget. The good news is that we are back on track building a sound financial foundation for the Association. I am glad to report that A/TA remains financially solid and we will continue to provide the highest quality services to our membership.

### 2006 STATEMENT OF FUNCTIONAL EXPENSES

<table>
<thead>
<tr>
<th>FUNCTIONAL EXPENSE</th>
<th>PROGRAM SERVICES</th>
<th>MANAGEMENT</th>
<th>FUND RAISING</th>
<th>TOTAL</th>
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<td><strong>Total</strong></td>
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<td><strong>$135,943</strong></td>
<td><strong>$0</strong></td>
<td><strong>$2,080,348</strong></td>
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</table>

As an Association, we have grown in the last decade beyond what we thought possible. Along with our Association’s popularity comes the complexity of issues the Association has to deal with at each year’s convention. For example, each year the number of individuals wanting to attend the banquet increases. Last year, almost 3,600 people attended the banquet in Orlando. As recent as 1999, the assignment of banquet seating was literally done on the back of a napkin and completed hours before the banquet. We are way too big to continue to do business that way.

A couple years ago, Bob Ford stepped up and offered to do banquet seating and took us to a new level. He established banquet POCs at each installation and put in place a team to manage the seating. Under his tutelage the Association made great strides in banquet seating.

The Association continues to push the capacity of our banquet seating. As the attendance continues to grow, the Association will eventually face the dilemma that the facility for the banquet will not be large enough to accommodate all convention attendees.

For this year’s convention in Nashville, the Association is establishing an ROE on how to reserve a seat for the banquet. The ROE is divided into the four categories of individuals who attend the banquet. We are making significant changes to the procedures to maximize the service to all who wish to attend the banquet. The most significant change is the date that assigned seating is cut off. For the four categories, there are specific cut off dates. After that date, all seating will be on a space available, unassigned basis. The key to this year’s banquet seating will be the individual registration process.

Additional information about the process will be posted on the A/TA website shortly. Check the website often.
New Name... 
Same Great Benefit!

The A/TA Enlisted Education Grant Program

Designed to help you reach your educational goals.

The A/TA Enlisted “Tuition” Grant Program has been renamed to better reflect the primary purpose of the program – to financially help A/TA enlisted members achieve their educational goals. Recipients are free to use their $200 Enlisted “Education” Grant money for tuition, books, transportation, etc...

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

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

Additional details and forms are available online at www.atalink.org

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

On April 20th, 2007 the East Anglia Chapter had the pleasure of hosting the immediate past-president of the A/TA, Chief Master Sergeant (Retired) Bill Cannon, for an informal lunch and presentation. In an effort to “kick-start” participation in the chapter, we were able to take advantage of Chief Cannon’s travels to his home country of Ireland and have him come to RAF Mildenhall for a two day visit.

Members of Team Mildenhall gathered for lunch and were able to hear the Chief’s stories of Vietnam, his experience as the loadmaster on the first operational flight of the C-17, and his tenure as President of the Airlift/Tanker Association. He also gave us excellent insight into the Enlisted Education (formerly Tuition) Grant program and encouraged all the members to attend the upcoming National Convention.

Following his presentation, the chapter presented Chief Cannon with a traditional cricket bat to commemorate his visit. To conclude his trip, Chief Cannon took a tour around many of the units here on RAF Mildenhall including the 100th Operational Support Squadron control tower, the 352nd Special Operations Group, and the 727th Air Mobility Squadron.

Golden Bear Chapter

The Golden Bear Chapter of the Airlift/Tanker Association hosted a mobility forum at the Base Theater May 11 to give members of Team Travis a chance to spend time with the heroes of air mobility and hear them speak about their career experiences.

The theme of the event was “A Day with Our Mobility Warriors of Yesteryear.”

“This is an excellent opportunity for you to listen and gain knowledge from the expertise of those that have served before us,” Lt. Col. Ray Ott, president of the Golden Bear Chapter of the A/TA, told audience members.

The forum’s keynote speaker was Gen. (retired) Ronald Fogleman, former Air Mobility Command commander and Chief of Staff of the Air Force.

During the forum, the general introduced members of the A/TA board, on hand to participate in an Association Board Meeting the following day, and discussed the origins of the A/TA.

“Basically, the Airlift Association, as it was called then, was just a handful of people who wanted to stay in touch and ‘remember the old days.’ Over the years, it has evolved,” he said.

General Fogleman added that when he became AMC commander in 1992, he set out to do some things and one of the first groups of people he talked to was the Airlift Association.

“I wanted it understood that this is Air Mobility, not just Airlift,” he said. “That’s why we reformed and reshaped the A/TA. We reshaped it to support the men and women of Air Mobility.”

In addition, during the event, A/TA President, Mark Smith presented two $300 scholarships given by the Golden Bear Chapter.

“When I called the individuals to tell them that they were going to be the recipient of the scholarship, they were happy but they were more excited to hear General Fogleman speak,” Colonel Ott said.

The event concluded with a social at the Travis Air Museum.

“This was an excellent opportunity for Team Travis to rub elbows with folks that have done so much for air mobility,” Colonel Ott said.
From the below freezing temperatures of Alaska and North Dakota to the blazing heat of the Middle East and the Horn of Africa – from state-of-the-art facilities to hastily assembled tent cities – Air Mobility maintenance personnel work diligently to assure that America’s airlift and air refueling assets are safe and reliable when they are called upon for peacetime and combat tasking around the globe. The following stories, only a few among hundreds of similar stories, are presented as only a glimpse at the remarkable men and women whose dedication and service help to insure that the America’s air mobility force remains the “backbone of deterrence” —
60th, 349th AMXS Win 2006 AMC Maintenance Effectiveness Award
by Tailwind Staff, 60th Air Mobility Wing Public Affairs

The 60th and 349th Aircraft Maintenance Squadrons at Travis AFB, California, recently won Air Mobility Command’s Maintenance Effectiveness Award for 2006, the highest command level award for aircraft maintenance squadrons.

“With what we’ve been through the past year, this is a huge accomplishment,” said Senior Master Sgt. Jamie Lanier, 60th AMXS lead production superintendent.

During the past year, the squadron, which is responsible for training and equipping aircraft maintenance personnel to mobilize and generate mission-ready C-5 aircraft capable of worldwide strategic airlift support, overcame what many considered the “perfect storm,”--deployments, loss of experience and an increased ops tempo.

First, the squadron created and welcomed a C-17 squadron, ushering in AMC’s only three weapon-systems wing by transferring 134 experienced C-5 maintenance personnel, a 26 percent drop in available workforce, to stand-up the new C-17 squadron.

“Anytime you lose hardworking, experienced people, it’s tough,” said Senior Airman Edward Rich, 60th AMXS flying crew chief. “But we kept up with our mission by getting people trained to fill the shoes of those who were gone.”

In addition, the 60th AMXS supported the Global War on Terrorism operations by deploying more than 380 maintainers to seven wartime operating locations, overcoming hostile fire and producing unsurpassed results.

“I’ve been deployed numerous times to different places, including Iraq, and I’ve seen how my job and my fellow maintainers’ jobs impact the mission by helping get vital cargo, whether it’s tanks, bulletproof Humvees or humanitarian aid, where it needs to be,” Sergeant Lanier said.

The squadron couldn’t have overcome the “perfect storm” without assistance from the 349th AMXS.

“The active duty draws heavily on the Reserve knowledge and support,” said Chief Master Sgt. Tim Fuller, 349th AMXS superintendent. “We support the squadron by stabilizing the work force.”

“I am very proud of earning this award, it recognizes the hard work, professionalism and dedication of the work force out here, who come to work every day, work really hard and put pride into their work,” said Col. William Anholt, 349th Maintenance Group commander.

While overcoming the “perfect storm,” the 60th and 349th AMXS produced phenomenal results.

They were number one in the C-5 fleet for highest aircraft availability rate, had the highest 12-hour fix rate, lowest cannibalization rate, lowest break rate, lowest repeat/recur rate and lowest awaiting maintenance rate.

Additionally, Travis’ C-5 mission capable rate of 72 percent was the best of any C-5 unit in the Air Force while flying more than 17,000 hours which accounted for 57 percent of the entire C-5 fleet. The squadrons maintained these deeds all while recording zero Class A or B mishaps.

The 60th AMXS also pioneered numerous Lean initiatives to improve processes including building the first integrated C-5 and C-17 aircraft support section in AMC.

By reducing floor space by 40 percent and cutting wasted motion by 68 percent, the Lean team was able to decrease manning by 30 percent. This amounted to 10 additional maintainers supporting flight line operations.

“Winning ‘Best Aircraft Maintenance Squadron in Air Mobility Command’ affirms what I already knew, and what our troops have proven time and time again, both individually and as a team,” said Senior Airman Steve Floyd, 60th Aircraft Maintenance Squadron C-5 Galaxy crew chief, secures the auxiliary power unit access panel in the open position to check the oil quantity in the air turbine motor, part of a routine check before the aircraft takes off. The C-5 was preparing for a mission after being loaded. The 60th AMXS and the 349th AMXS recently won the 2006 Air Mobility Command’s Maintenance Effectiveness Award, the highest command level award for aircraft maintenance squadrons. (U.S. Air Force photo by Master Sgt. Wendy Weidenhamer)
Captain Smith won the award for the aircraft maintenance category.

“It truly amazes me the things that my Airmen accomplish, it feels like I am surrounded by greatness through the Reserve brethren to our youngest Airmen,” Captain Smith said. “The award is only possible through their actions and this award is a direct reflection of what they do.”

During 2006, Captain Smith was selected for the prestigious Advanced Maintenance and Munitions Officer School and deployed in support of the area of responsibility’s air refueling operation where he supplied 20 percent of the AOR’s fuel. (U.S. Air Force photo)

C-130 Maintenance Unit Gets Much Needed Upgrade

by Senior Airman Erik Hofmeyer
379th Air Expeditionary Wing Public Affairs

Airmen of the 746th Aircraft Maintenance Unit who generate C-130 Hercules aircraft throughout Southwest Asia now have an upgraded maintenance facility to call home.

The new complex replaces the hodgepodge of old tents, conexes and homemade wooden structures, which combined to form a complex affectionately known as “Shanty Town,” a facility that served as a fixture along the coalition ramp since January 2004.

The creaky and uneven wood floors, sub-par lighting and cramped working conditions of the expeditionary facility are now a memory. The semi-permanent complex will have higher ceilings, brighter lights, aluminum flooring and best of all -- the same convenient access to the aircraft.

The new upgraded complex will consist of five “California” tents, currently being built by the 379th Expeditionary Civil Engineer Squadron, that will approximately double the current square footage of the former facility.

“We’ll have more space to get the parts that we need. It was hard to keep things organized in the cramped working conditions,” said Senior Airman Weston Christman, a 746th AMU crew chief. “It will also be nice to have more room for computers and for when aircrews come to visit.”

“It provides the best of both worlds,” said Senior Master Sgt. David Damits, a 746th AMU flight chief. “A maintenance facility within walking-distance to the coalition ramp creates a connection with the aircraft, and it helps while coordinating maintenance.”

Having all of the people, supplies, equipment, and aircraft in one location improves the quick turnaround of aircraft, and maintainers do not have to rely on vehicles for transportation.
The handy site of the facility also alleviates some of the burden for maintainers. It takes approximately 22 hours of maintenance for every one hour of flying time in the 34-year-old aircraft.

The 746th AMU from Dyess Air Force Base, Texas, is currently the lone C-130 maintenance presence here, and has been deployed continuously since October 2001.

“The unit is not considered part of an Air Expeditionary Force, but considered an ‘enabler,’” said Maj. Donald Vandenbussche, the 746th AMU commander.

“The two maintenance units back at Dyess have been swapping back and forth -- 120 days on, 120 days off,” he said. “We have 10 or 12 folks in our squadron who have more than 600 deployed days since they’ve been with our unit.”

The 746th Expeditionary Airlift Squadron has supported relief missions to Kenya, inter-theater airlift of passengers and cargo, medical evacuations, and other tactical missions.

“Our unit is in constant deployment to this base, so there is pride of ownership for these facilities. It’s our home away from home, and that’s why we try to improve things,” the major said.

“I’m sure that once the new facility is completed, the next rotation will come in and see how they can make it better,” said Major Vandenbussche. “Shanty Town’ originally started with only three smaller Alaska tents.”

Each rotation added something new. Over time it morphed into something different. Conexes were attached for flight offices, wooden structures were built for more room and a deck was built behind the makeshift complex.

“Each rotation made it a little better, and that’s the kind of the goal we come in with,” said Major Vandenbussche. “We’ve kind of claimed this part of the coalition ramp as our own.”

The 746th Aircraft Maintenance Unit temporarily works out of a tent while four more tents are set to be constructed along the Coalition Ramp. The new facility will be approximately double the square footage of the old complex. The 746th AMU will now have extra room to store and organize equipment and supplies.

The maintainers have met a demanding flying schedule while working from their transition facility. (U.S. Air Force photo/Staff Sgt. David Miller)

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The first 240-hour, 30-day course began 16 January 2007 with six Airmen from Hickam Air Force Base, Hawaii, and Kadena Air Base, Japan.

Students received training and become certified on 79 KC-10 maintenance tasks previously reserved for flying crew chiefs deployed with the aircraft.

Before this course, maintainers in theater were not allowed to perform any tasks on the KC-10, said Tech Sgt. Robert Chandler, Maintenance Qualification Program section chief. “This course allows more flexibility for maintaining the aircraft so we don’t have to rely completely on the flying crew chiefs.”

The second phase will cover more specialized areas, such as pre- and post-flight inspections, strut servicing and tire changes, with the goal of turning aircraft faster by allowing flying crew chiefs to enter crew rest more quickly. This phase of training will be offered to specific bases designated as ‘major maintenance locations.’

“This is another example of Air Force Smart Operations for the 21st Century in action,” said Col. Craig O’Neal, 60th Maintenance Group commander. “Air Mobility Command took a look at their current processes and asked ‘how can we do things smarter?’”

With an outline of objectives from AMC, Team Travis got to work developing the course from scratch and was ready to conduct their first class in about a month.

“Travis was picked for several reasons, including access to hands-on training and our close proximity to the Pacific theater,” said Chief Master Sgt. George Holmes, 60th MOS superintendent.

“This way the mission will not be impacted by the training and it’s the most cost-effective method.”

The training will benefit both AMC and the Pacific Air Forces alike.

“This training will tremendously reduce the amount of man-hours spent deploying our maintenance recovery teams from Travis to recover a broken aircraft,” said Chief Master Sgt. David Knight.

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**Travis Trains Pacific AMC Crews to Maintain KC-10s**

by 1st Lt Lindsey Hahn
60th Air Mobility Wing Public Affairs

In an effort to streamline KC-10 maintenance responsibilities in the Pacific theater, the 60th Maintenance Operations Squadron at Travis AFB, California, developed a two-phase course designed to train en-route maintainers how to recover aircraft and perform basic maintenance tasks to help move aircraft through the theater more efficiently.

The first 240-hour, 30-day course began 16 January 2007 with six Airmen from Hickam Air Force Base, Hawaii, and Kadena Air Base, Japan.

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Maintainers Keep C-130s Flying in Djibouti
by Tech. Sgt. Greg Bluethmann
Det. 4, Air Force News Agency

Maintainers deployed to the 71st Expeditionary Rescue Squadron at Camp Lemonier in Djibouti work long hours in the hot sun to make sure that HC-130Ps are ready to go in a moment’s notice.

An HC-130P takes off from Camp Lemonier on its way down range in support of the Combined Joint Task Force - Horn of Africa mission April 4. CJTF-HOA is a unit of United States Central Command. The organization’s mission is to prevent conflict, promote regional stability and protect coalition interests in order to prevail against extremism. More than 1,500 people from each branch of the military, civilian employees, coalition forces and partner nations make up the organization. (U.S. Air Force photo/Daren Reehl)

for the search and rescue mission in the Horn of Africa.

“We provide the maintenance to keep the C-130’s in the air, and we’re on 24-hour alert, to answer the call,” said Master Sgt. Patrick Melady, the HC-130P production supervisor.

“Coming out here without knowing what you’re doing would make it a little harder,” said Senior Airman Michael Ruehrwein, an instrument and flight controls technician for the C-130.

The search and rescue operation is vital to the Combined Joint Task Force-Horn of Africa mission.

Even though working in an austere environment, Sergeant Melady said he finds satisfaction in supporting the search and rescue mission.

“The rewarding part is when they get a save and bring somebody back that’s hurt and are able to get them medical help,” Sergeant Melady said. “If you get one instance of that happening in a rotation, it makes it all worth it.”

Combined Joint Task Force-Horn of Africa is a unit of United States Central Command. The organization’s mission is to prevent conflict, promote regional stability and protect coalition interests in order to prevail against extremism. More than 1,500 people from each branch of the U.S. military, civilian employees, coalition forces and partner nations make up the organization.

The area of responsibility for CJTF-HOA includes the countries of Djibouti, Ethiopia, Eritrea, Kenya, Seychelles, Somalia, Sudan and Yemen.

Pieces of metal, rocks and other objects can be sucked into an aircraft engine and cause significant damage. Referred to as FOD for foreign object damage, the pieces of debris are usually found and collected by hand. But that is very labor and time intensive, said Major Campbell.

Major Campbell and Capt. Rich Mutter, 92nd Maintenance Squadron, will be the facilitators, and Tech. Sgt. Cade Peterson, 92nd AMXS, will be the team leader for the FOD rapid improvement event. “They will map the current process, brainstorm new ideas and build action items that will get the most bang for the buck,” said Major Campbell.

“Sergeant Peterson’s team will be looking to reduce waste in the current methods of FOD elimination, and to come up with some new and improved processes,” he said.

More Than Routine Maintenance
by Senior Airman J. Paul Croxon
319th Air Refueling Wing Public Affairs

The periodic inspection dock is where the most intensive KC-135 inspection takes place at Grand Forks AFB, North Dakota. Nearly every system is checked, tested and sometimes replaced by more than 50 Airmen over an eight-day period -- and it’s also a classroom.

During periodic inspections, Airmen from at least eight career fields are learning the intricate workings of the systems only generally touched upon at technical school.

“In tech. school, Airmen learn the basics: general tool knowledge, how to read technical orders and an overview of various systems,” said Tech. Sgt. Shane Busha, 319th Maintenance Squadron. “During PE inspections, they work with related career fields and learn where they fit into the bigger maintenance picture.”

It’s not uncommon for a hydraulics Airmen to ask a crew chief for help. For tasks that need to follow a particular order, it’s crucial to foster teamwork in order to turn out 50-year-old aircraft in eight days.

If the Periodic Inspection dock can be considered a classroom, then it has one of the best teacher-to-student ratios possible. The
half-dozen Airmen in upgrade training work in a closed environment with nearly five times as many seven and nine-level NCOs.

Staff Sgt. Brian O’Day, 319th Maintenance Squadron, cross references a part with reference material during a periodic inspection at Grand Forks AFB, ND., Feb. 27. Every KC-135 goes through periodic inspections every 15 months or 1,500 flight hours. Sergeant O’Day and more than 50 other maintenance Airmen inspect and repair nearly every system within five to eight days. (U.S. Air Force photo/Airman 1st Class Chad Kellum)

“Working here so far has taught me so much and made me realize how much there is to know,” said Airman Basic Rebecca Perkins, 319 MXS.

According to Sergeant Bushta, none of the Airmen he mentors will likely deploy and perform only KC-135 hydraulics maintenance. “They’ll often help other maintenance Airmen outside their career fields or even on other airframes,” he said.

The knowledge learned is mechanical in nature, but with it, comes responsibility for the lives of the aircrew.

“Attention to detail is a critical part of the work here,” said Capt. Aarti Puri, 319 MXS maintenance flight commander. “The professionalism, pride and dedication of the Airmen and NCOs I work with here is inspiring. They know the importance of what they do, and it shows.”

The classroom of the Periodic Inspection dock is a place where student and teacher, mentor and apprentice learn together.

“Teaching new Airmen how to keep these aircraft flying lets me relearn daily what I already know,” reflected Sergeant Bushta.
Aerial Porters Save Lives By Moving Air Cargo In Iraq

by Master Sgt. Bryan Ripple, 332nd Air Expeditionary Wing Public Affairs

Moving supplies, equipment and people from place to place in a convoy anywhere in Iraq is very risky business. Many hidden dangers such as improvised explosive devices, anti-Iraqi forces, and other such dangers can be on any road.

Many lives that might have been lost in convoy attacks have been saved, due in part to the work of Airmen of the 438th Aerial Port Flight at Al Asad AB, Iraq.

Since the beginning of Air Expeditionary Force 5 and 6 in January, Airmen from the 438th APF have processed more than 32,000 passengers, 15,528 tons of cargo, and more than 2,600 aircraft keeping nearly 12,000 American servicemembers off the roads in convoys.

Using large vehicles like 60K and 25K Tunner loaders and forklifts, these Airmen have loading and unloading large aircraft down to a science – and they do it very quickly to keep battlefield missions on time.

“Convoy mitigation is a very large part of our mission,” said Capt. Robert Golenberke, the 438th APF commander. “Our unit and one other at Al Taqadum supply all branches of our military in western Iraq through our aerial port operations.”

“Previously, large convoys would have moved much of the equipment throughout the country, and roads around here can be very dangerous resulting in the deaths of Soldiers and Marines,” the captain said. “Our guys are proud to work hard at what we do to help keep this from happening.”

The captain deployed here from the 76th Aerial Port Squadron at Youngstown Air Reserve Station, Ohio. He is one of eight reservists from Youngstown ARS deployed to Al Asad for aerial port operations.

When Soldiers and Marines identify equipment and vehicles that need to be moved, aerial port Airmen, called joint inspectors, are sent to various locations to inspect the cargo or vehicles and determine if it can be moved by aircraft.

“It’s good to work directly with the other services,” said Tech. Sgt. Dana Rea, deployed here from the 30th APS at Niagara Falls ARS, N.Y. “They understand the importance of moving equipment safely, because they need their people and their stuff to be moved on time and in a safe manner to get their mission accomplished.”

The aerial porters inspect containers for hazardous items, weigh vehicles, measure them, find their center of balance and determine proper load configurations to move them, said Sergeant Rea, a native of North Tonawanda, N.Y.

Deployed here from the 76th APS, Tech. Sgt. Brian Wilms said he equates what he’s doing in Iraq with his civilian job as a city firefighter in Salem, Ohio.

“With all the heavy lift aircraft we process, we’re keeping a lot of people off the roads and saving lives,” said Sergeant Wilms, a ramp shift supervisor with the 438th APF. “With that in mind, you don’t think about the long hours when you know you’re keeping blood from being spilled on the ground. It’s exactly why a firefighter doesn’t mind long hours on duty – we’re there to save lives and protect property.”

Working hard day and night to support OIF missions in the desert with nighttime blackout conditions hasn’t dulled the professionalism or spirit of these Airmen, said Chief Master Sgt. Rex Neff, the 438th APF superintendent deployed from Youngstown ARS. “We’ve got people from 11 different units here working together, and their drive to succeed is unstoppable. We couldn’t have planned a better operation.”

With the goal of saving lives in mind, the 438th APF’s Airmen press on day and night doing their part to support OIF.
Air Force Loadmaster Maxes 10,000-hour Mark

by Senior Airman Erik Hofmeyer
379th Air Expeditionary Wing

An 816th Expeditionary Airlift Squadron loadmaster now wears a badge of distinction that very few loadmasters receive – an Air Mobility Command custom patch displaying the number 10,000.

After 25 years of service, Master Sgt. Joseph Maxey surpassed 10,000 flying hours April 3 during an airlift mission to Afghanistan.

He thought he’d hit the mark on an April 1 mission, but he came up 18 minutes short of the milestone.

“I was like ‘ah, shoot, thought I had it.’ Then I had to wait a couple of days for another mission to Afghanistan delivering Humvee armor kits and other cargo,” Sergeant Maxey said.

“A whole bunch of guys were waiting to douse me with water when I got back,” he said. “I took off running and made them chase after me, but they soaked me from head to toe.”


The veteran loadmaster is a bundle of energy as he darts around the aircraft working and evaluating the most efficient way to load and arrange cargo in the back of the C-17 Globemaster III. His not stopping until the job is done attitude, inspired a friend to nickname him “Jammin’ Joe.” The friend claims to have never seen anybody perform preflight inspections and loading at the same speed as Sergeant Maxey.

“I’ve always loved airplanes, and wanted to work on one, so I came in to be a loadmaster,” he said.

Sergeant Maxey transferred to Air Mobility Command’s first C-17 squadron at Charleston Air Force Base, S.C. in 1991, and he’s worked with C-17s ever since. All of his knowledge and experience is a valuable asset to the squadron, and he’s passing it on through his mentorship of newly certified loadmasters.

“We’ve got quite a few young Airmen here and I’ve been working with a few of them,” he said. “We teach how to anticipate, react and plan how they’re going to work the airplane.”

Sergeant Maxey remains productive in the midst of long flights by going over quality assurance, the day’s mission or thoroughly covering the many intricacies of being a loadmaster.

“If you just show up and wait for something to happen you’re going to be behind the timeline the whole way. We try to get them to think ahead, and how they can make it easier. If you’re on a timeline, you’ve got to hustle to get it done,” he said.

Sergeant Maxey’s 10,000-hour milestone is becoming increasingly difficult for loadmasters to accomplish.

“It seemed quite common place to see aircrew with 10,000, even 15,000 hour patches when I first began flying back in 1989,” said Lt. Col. Joseph Heirigs, the 816th EAS director of operations. “As years have gone by, it’s become very rare to find someone who’s reached these goals.”

“Achieving 10,000 hours in a career is a huge accomplishment and the hallmark of a career in aviation,” Colonel Heirigs said. “It’s a significant accomplishment for him, the 15th Airlift Squadron, Charleston AFB, S.C., and the 816th Expeditionary Airlift Squadron are proud to call him one of our own.”

CMSAF Introduces, Defines Warrior Ethos

by Senior Airman Troy Davis
Det. 6, Air Force News Agency

The top enlisted Airman visited Lajes Field in early April on his tour of U.S. Air Forces in Europe bases and spoke to Airmen about several upcoming service-wide changes, specifically a creed that defines a new way of life for Airmen today.

“The Air Force has never had an official creed that tells us who we are as Airmen,” said Chief Master Sgt. of the Air Force Rodney J. McKinley.

“We’re trying to develop a warrior ethos across the Air Force, from basic training and the Air Force Academy, and extending it throughout our Air Force,” the chief said.

The warrior ethos defines a shift in focus that emphasizes every Airman is part of the fight today, and that is what the new creed exemplifies.

“The mentality is that we are warriors,” Chief McKinley said. “We are fighting this war on terror. And so, having that warrior ethos puts everybody’s mindset into the fact we are engaged in this war, and we are warriors ourselves.”

Chief McKinley, and other Air Force leaders, hope the creed will instill a new sense of pride in Airmen -- that we are not on the sideline of the war. Today’s Airmen are “Battlefield Airmen,” and the warrior ethos reflects that.

THE AIRMAN’S CREED

I AM AN AMERICAN AIRMAN.
I AM A WARRIOR.
I HAVE ANSWERED MY NATION’S CALL.
I AM AN AMERICAN AIRMAN.
MY MISSION IS TO FLY, FIGHT, AND WIN.
I AM FAITHFUL TO A PROUD HERITAGE, A TRADITION OF HONOR, AND A LEGACY OF VALOR.
I AM AN AMERICAN AIRMAN, GUARDIAN OF FREEDOM AND JUSTICE, MY NATION’S SWORD AND SHIELD, ITS SENTRY AND AVENGER.
I DEFEND MY COUNTRY WITH MY LIFE.
I AM AN AMERICAN AIRMAN: WINGMAN, LEADER, WARRIOR.
I WILL NEVER LEAVE AN AIRMAN BEHIND,
I WILL NEVER FAIL, AND I WILL NOT FALTER.
Air National Guard Crew Flies Its 1st C-5 To Djibouti
by Tech. Sgt. Carrie Bernard, CJTF-HOA Public Affairs

The C-5 Galaxy’s red-striped tail cut across the African sky April 10, flying a first for one Air National Guard unit.

The West Virginia Air National Guard’s 167th Airlift Wing, recently gaining the Galaxy, flew the massive airframe to Djibouti to deliver two CH-53E Super Stallion helicopters and more than 60 Marines supporting Combined Joint Task Force–Horn of Africa.

“This was quite the load for a first mission,” said Col. Roger Nye, the 167th Operations Group commander. “It was a huge learning experience for everyone involved.”

Until last year, the Guard unit flew the C-130 Hercules, supporting a variety of operations to include Desert Shield, Provide Promise, Joint Guard and Iraqi Freedom.

With the recent switch in airframe, the flying unit’s pilots, loadmasters and maintainers have been busy learning the ins-and-outs of the C-5, one of the largest aircraft in the world.

“This mission allowed us to get the crews out and exercise what they had learned,” said Colonel Nye, a pilot with nearly 30 years of experience.

“We’re taking copious notes.”

The West Virginia crew’s African experience lasted just long enough to unload the helicopters and passengers. Then, the crewmembers prepared for the long journey home; one that would take them through Kuwait, Spain and Delaware. For the colonel, that trek promised to be a bit more enjoyable in the new airframe.

“The C-5 is a lot more comfortable than the C-130,” Colonel Nye said “There’s a lot less vibration.”

As the red tail flash made its way down the runway again, it signified a job well done. The helicopters it left behind will be used by CJTF-HOA for humanitarian assistance, movement of personnel and equipment and noncombatant casualty evacuations.

“The C-5 is paramount for the expeditious movement of our aircraft globally in support of the war on terrorism,” said Maj. Thomas Pecina, Marine Heavy Helicopter Squadron-464.

Once it reaches the Eastern panhandle of West Virginia, Colonel Nye said the crew of 14 will use what it learned to continue building the 167th AW’s Galaxy program. This is a key part of the mission because the future holds more of the same for the wing, he said.

“This is our gravy – supporting the TACC [Tanker Airlift Control Center] with Air National Guard airlift missions,” Colonel Nye said.

He went on to say that they are ready for the challenge and, with the outstanding community support they receive, will be ranked with the best of the best C-5 airlift wings in no time.

“Anything we need, our community is very happy to give,” he said. “They are great people and we work hard on maintaining that relationship.”

That community pride was evident even on Camp Lemonier, as one of Martinsburg’s own met the jet, congratulated the crewmembers on their first mission and wished them well as they departed.

“They are an incredible group of professionals and I wish them a safe journey back home,” said former 167th AW member and now State Air Guard director of operations Col. Michael McMillie. He volunteered for duty as the Air Component Coordination Element–Horn of Africa director and 449th Air Expeditionary Group commander.

“I am very proud of this accomplishment and know the West Virginia Air National Guard will continue to make a difference in the war against terrorism,” Colonel McMillie said.

Air Mobility Keeps Fast Pace With War Ops Surges
by Senior Airman Erik Hofmeyer
379th Air Expeditionary Wing

Squadrons across the 379th Air Expeditionary Wing have increased operations to enhance theater-wide support for the current surge of troops throughout Iraq and Afghanistan.

One such example is the 8th Expeditionary Air Mobility Squadron, a 379th AEW tenant unit that links air mobility operations together to facilitate direct support to warfighters uprange. The squadron is currently processing two major separate Army movements in support of Operation Enduring Freedom including two Force Provider Module transportable base camp systems and 32 M916 semi trucks for an engineering battalion.

On average, the squadron has been loading an extra 27 to 36 pallets per day for transport on C-17 Globemaster IIIIs, flown by 816th Expeditionary Airlift Squadron aircrews, and commercially-contracted aircraft in support of the surge, said Maj. Todd Dyer, 8th EAMS operations officer.

Three hundred and sixty pallets of force provider cargo began showing up March 22 at the 379th AEW. Force Provider modules provide housing and operation space for a variety of military missions ranging from support of a small military outpost to fully operational, forward deployed base camps and air bases.

The combinations of military and commercial products provide climate-controlled billeting, dining facilities, hygiene services, and morale, welfare and recreation facilities for deployed servicemembers. Modules vary in size and can accommodate a maximum of 3,300 people each, Major Dyer said.

A single force provider site requires five to 10 acres of land. Site preparation takes three to four days, and an entire camp can be operational in about 14 days using about 50 personnel, Major Dyer said.

Personnel receive and process the force provider cargo, inspect it, calculate weight and balance measurements, and palletize the equipment and work with loadmasters to get it onto aircraft.

The precise loading of equipment is necessary because warfighters uprange depend on supplies processed by Airmen, and commanders must have full accountability of their equipment. There’s no room for error because the force provider equipment is trucked to forward operating bases soon after arrival in Afghanistan, Sergeant Brockman said.
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Events Overview

MORNING  MID-DAY  AFTERNOON  EVENING

Thursday, October 25th  
REGISTRATION* & BANQUET SEATING RESERVATIONS  
GOLF TOURNAMENT

Friday, October 26th  
EXHIBIT HALL ACTIVITIES  
REGISTRATION* & BANQUET SEATING RESERVATIONS  
A/TQ RECEPTION IN THE EXHIBIT HALL  
HOSTILITY SUITE

Saturday, October 27th  
EXHIBIT HALL ACTIVITIES  
REGISTRATION*  
A/TQ HALL OF FAME BANQUET  
HOSTILITY SUITE

Sunday, October 28th  
FAREWELL BRUNCH  
GOLF TOURNAMENT

PROFESSIONAL DEVELOPMENT SEMINARS  
AWARDS PRESENTATIONS  
AEROSPACE INDUSTRY EXHIBITS  
ANNUAL MEMBERSHIP MEETING  
HALL OF FAME BANQUET  
SPECIAL RECEPTIONS  
AND MUCH MORE!

*See on-site signage for Registration Area hours of operation.  
Badge pick-up will close 15 minutes prior to evening events.  
†New Banquet Seating Reservations ROE are being developed (see page5).  
See www.atalink.org for details.

** Various awards will be presented during certain symposium seminar blocks yet to be determined.  
All events and times subject to change.
2007 Convention & Symposium Rules of Engagement

We know that the instructions for the registration form have become quite lengthy, but this is to allow the maximum flexibility for the registrant. Without the complexity, cancellation and refund opportunities would be impossible. There are limits to the flexibility however. When Bud and Pam move to the convention site (approx 18 Oct), so moves the A/TA “headquarters office.” The A/TA office phone, (703) 385-2802, will be forwarded to Bud’s cell phone. If you can’t reach them that way, call the hotel and track them down. Every year, we have soulful requests for exceptions to our rules on refunds, including membership refunds. We don’t grant them.

2007 Overview
(also available on-line at www.atalink.org)

• While you may mail a paper copy of the Registration Form with a check, we prefer you log in at http://www.atalink.org with your name and last-4, and register online.
• Government folks – Recommend you RE-ACTIVATE YOUR GTC CARD by calling the 800 number on the back! (Otherwise, you may be doing everything twice!) After only a few days of non-use, hundreds of Government cards get turned off for no apparent reason.
• If your membership is not current through November, you should pay dues at the same time using a separate card if desired. Recommend you not use your government card to pay for personal fees, i.e., dues, golf or guest registration.
• Then read all the instructions below, especially the cancellation instructions.
• Log in anytime to view your membership and registration status.

Quick Answers:
• Member Rates:
  $260 by 18 Sep, 2400 EST
  $290 by 18 Oct, 1700 EST
  $350 Onsite
• Full registration includes all events (except golf ($125) and your hotel, of course).
• The Member Rate is a member benefit. To register at the member rate, your membership must be current through at least November. The membership fee is non-refundable – even if you subsequently don’t attend FOR ANY REASON. If you prefer not to become a member, the registration rate is $450 with no early incentives.
• Membership fees with registration: $40 1Year; $110 3Year; $500 Life
• VISA or MC only with SSN and email address, card number, exp date, and “signature.” We do not take AMEX., Discover, etc. at this time. We currently cannot handle purchase orders, electronic checks or bank transfers.
• While our convention fees are extremely low, please bear in mind that partial registration is an attempt to accommodate those individuals who cannot attend the entire convention, e.g., the visiting associate who is in for the day, or an award-winner guest. Partial is not meant to reflect the cost for an individual event. Rather it is a reduced convention fee for that period of the convention that may include food. More than two partials can exceed the cost of full registration. You are usually much better off to pay full registration - particularly for accompanying spouses! Full registration is cheap: Please keep our fees in perspective.
• Use one form for you the registrant and your non-member, social guest. Guests register at member registration rate (without a separate membership fee). If you have more than one guest, please contact us for instructions. Banquet-only pre-registration are permitted. You can use a second card for your personal portion.
• Spouses who are A/TA members should complete separate forms.
• Members may receive the $260 early rate only if a completed form and full payment are postmarked or received by 18 Sep.
CAUTION: You may have great difficulty getting through on 18 Sep because of others who also put it off. After 18 Sep, the higher $290 pre-convention rate will prevail – no exceptions. Incomplete forms OR payment will NOT qualify for early rate. Payment must accompany form, regardless of method of payment. If you have changes, please do not send duplicate or “updated” forms. Call or email us.
• No faxes/web/mail can be received after 1700 EST 18 Oct (office closed). We prefer no cover sheet for faxes. You may deliver the A/TA registration desk upon arrival at the $390 on-site rate; however, banquet seating is not guaranteed.
• Send one form only. E.g., do NOT fax THEN mail. Do not try to send payment one way and the form another.
• And to be clear, sorry, no, you can’t pay now and send names later.

EXPANDED REGISTRATION INSTRUCTIONS

Every year, we have a few soulful requests for exceptions to our rules on refunds, including membership refunds. We don’t grant them. Ever.

We know that the instructions for the registration form have become quite lengthy. But this is to allow the maximum flexibility for the registrant. Without the complexity, cancellation and refund opportunities would be impossible. There are limits to the flexibility however. When Bud and Pam move to the convention site (approx 18 Oct), so moves the A/TA “headquarters office.” That means a fax to the Virginia office after they have departed for the convention won’t be received until their return from the convention. Don’t do it. The A/TA office phone, (703) 385-2802 will be forwarded to Bud’s cell phone. If that doesn’t work, call the hotel and track him down.

Cancellation:
Cancellation Fees. $15 through 18 Sep; $25 through 18 Oct, $30 thereafter. (This includes changing charges from one card to another.) Refunds may be made based on your cancellation confirmation number, obtained after personal cancellation with Bud or Pam Traynor, prior to events, at (703) 385-2802 before 18 Oct, 1700 EST; (please no relayed requests or requests through other workers). It is better not leave a message as you won’t get a cancellation number. Card refunds will be made back to your card; check payment will be refunded individually by check to each individual. Refund requests without a cancellation number will not be honored; so when you talk to Bud or Pam, be SURE to get one! We intend to process all refunds before year end. While refunds should be automatic, subsequent requests without a cancellation number will not be honored. You do not need to give a reason for...
your cancellation: no duty or family emergency releases you from your responsibility to cancel or from the cancellation fee. And did we mention? Membership dues are not refundable.

Relaying your cancellation through an intermediary is too risky. If they forget to contact Bud or Pam, or they try to pass through yet another person – say a registration worker, or a board member who doesn’t follow through – the registrant is still responsible for full payment. The fees charged don’t cover minimum expenses for A/TA and there just isn’t extra money to cover someone’s error or lack of responsibility – no matter how important the TDY or family emergency. A/TA has less capability to be generous than the hotel and you know THEY charge for a no-show, regardless of the excuse. Make the effort personally; it’s the only way to be sure you won’t be stuck with the bill.

Membership:
Membership must be current through November to register at the member rate. The membership fee is non-refundable. When you log in, you will be shown what your membership dues status is. PLEASE, if you wish to register at the member rate and need to pay dues, please, do it with the registration form – even if you are paying for registration with a government/company card as you can use two different cards together on the form. No need to first become a member separately.

Registration:
Do not send a cover page and do NOT send a “corrected copy.” If you have a correction, just call or email us. Payment must always accompany the form, regardless of method of payment or form. Registration forms with checks MUST be mailed together. Marrying them up later is too time consuming and error generating. If you send a form via fax or mail or email, please do not send it a second way, or send twice. Everyone with a valid email address will be sent an email confirmation when the registration is processed. If, after you register online, you do not immediately receive an email acknowledgement, presume you gave us a bad email address. Login again and check it.

Early registration ($260) is only an incentive to register early for administrative processing reasons – not just for early payment of the money. This means, for example, if you do not have the name of a registrant, you cannot just pay by the deadline and get an early rate. Similarly, if you want to register someone after the early registration deadline, you must pay the higher rate for the new person as appropriate. The canceled person will be reimbursed at the rate paid (less cancellation fee and dues, if applicable). If you choose to fax your registration form, recommend you not wait until the last day. If the fax machine is too busy for you to get through, we will not receive your form “early,” and the higher pre-registration rate ($290) will apply.

To register at the member rate, membership must be current through November. The membership fee is non-refundable. Members may receive the early rate only if this completed form and full payment are postmarked or received by 18 Sep. Incomplete forms or incomplete payment do not qualify for early rate. Use one form for a registrant and non-member, social guest; your guest registers at the member rate. Spouses, who are A/TA members, should complete a separate form. We can take VISA or MC only with SSN last-4 and email address, card number, exp date, and signature. (NO AMEX or Discover). Full registration includes all events except golf.

Postmark all mailed registrations NLT 11 Oct to ensure it arrives before the office moves to the hotel. After that, plan on web or fax NLT 1700 18 Oct, or registering at the hotel on-site ($350). (Onsite registration does not guarantee banquet seating will be available.)

No Substitutions:
There can be no substitutions. Individuals may be canceled and individuals may register. Specifically, no one may capture someone else’s early rate after the early deadline. We cannot “bank” funds. Remember a new registration must have all information supplied on a new form. Dues are neither transferable nor refundable to a person cancelling. (See cancellation instructions).

GPC Cards (formally know as IMPAC):
A/TA can take any Visa or MasterCard. However, we have been advised by AMC that they want their members to use the travel card (GTC) and not the purchase card (GPC).

Faxes:
No fax cover sheet is necessary for membership or convention registration forms. Save your time and our paper; all arrive in a secure, closed office. Cover sheets are immediately discarded. But if you do fax the form, do so only with credit card full payment for membership and registration. Please do not send a fax with the intention of mailing a check. Faxes arriving without payment will not be processed. No faxes/web after 1700 EST 18 Oct. You may register at the A/TA registration desk upon arrival at the on-site rate.

Exhibitors:
There is usually some confusion. The Exhibit-floor-only rate is meant to cover the food events in the exhibit hall for the exhibit workers who are not generally participating in the social events. This allows some exhibitors to operate on a slightly tighter budget. In practice, most exhibitors just pay normal registration so they can attend all events. See the Exhibitor page of the Association website for exhibiting information.

Banquet Seating:
Along with your Association’s popularity comes complexity. In recent years, we have tripled the number of folks attending the Saturday night banquet. What that means is that we continue to push the capacity of our banquet seating and our ability to assign specific seats. To manage the process, we are making significant changes to the procedures to maximize the service to all who wish to attend this superb event. Key to this will be that you register for the convention then make your seating preferences known – early.

THE BANQUET SEATING PROCEDURES ARE UNDERGOING A COMPLETE REVISION [see article page on page 5]. PLEASE CHECK WEBSITE OFTEN.

• WARNING: Should banquet sign-up exceed facility capacity, Banquet Registration may be curtailed. Check the A/TA web site or the A/TA Sign-up Booth for the most current information.

Go to the Convention Page at www.atalink.org for more convention info and on-line registration.
History can be a very moving Experience...

...visit the
Air Mobility Command Museum
at Dover AFB!

AIRCRAFT
DISPLAYS
ARCHIVES
GIFT SHOP
MUCH MORE

AIR MOBILITY COMMAND MUSEUM
Dover AFB, Delaware
(302) 677-5938
www.amcmuseum.org
Preparations are well under way for the 39th annual Airlift/Tanker Convention at the Gaylord Opryland Resort in Nashville, Tennessee. Exhibitor Packages have been sent to last year’s exhibitors and the required forms and additional information are also posted on the A/TA website (www.atalink.org). We have plenty of exhibit space available this year and the aisles will be wide to accommodate the crowds. With the exhibit hall covering two rooms (one large and one small), it took a considerable amount of effort to develop a floor plan that would ensure the proper flow of people and ensure that all the exhibit spaces would have sufficient traffic. We would all prefer one large hall for everyone, but that is not always possible and it will not be the case in Nashville for 2007.

This year, the only entrance will be through the smaller exhibit hall (see Exhibit Hall Floor Plan below and on the website) which will then flow into the larger exhibit hall. The largest exhibitors will be located in the large exhibit area which also has a taller ceiling (19 feet, the ceiling height in the smaller section is 16 feet). We also are trying something different this time around by placing most of the large exhibitors on the outside of the hall with the smaller exhibitors located in the center.

Space is currently being allocated to Industry Partner exhibitors, but we will begin assigning space to all of our 2006 exhibitors (prior year exhibitors are given preference over new exhibitors) on June 16. Beginning July 14, the remaining spaces will be available for all requestors – based on the order in which payments are received. Sequencing of space assignments are based on size of the exhibit space (larger exhibitors first) and date that payments are received. This is a business-based system that gives preference to our Industry Partners (who pay an annual membership fee) and also gives priority to the larger exhibitors who pay more. A/TA has a large number of small paying exhibitors (many are small businesses and government agencies) that have loyally supported our convention for many years – we greatly appreciate all that you have done and continue to do for A/TA and we will not forget how much you contribute to our industry as well as the A/TA convention.

The cost of exhibit space at the A/TA Convention is deliberately kept below the industry average and we are committed to providing value to our exhibitors. Your exhibit fees are used to offset the cost of individual registration and therefore allow as many military people as possible to attend our event. Our purpose is to support the mobility mission and honor those who are serving our nation so well at a very difficult time. We appreciate the loyal support of all of our industry and government exhibitors.

Our 39th annual convention is rapidly approaching and it is hard to believe that our organization is approaching its milestone 40th anniversary. The continued growth and success of the Airlift/Tanker Association would not be possible without the enthusiastic and continual support of our industry teammates – you are sincerely appreciated and we will continue to improve our processes so that we can better serve you. See you in Nashville.

Regards,
Bob Dawson, VP Industry Affairs

A/TA INDUSTRY PARTNERS (as of 21 May 2007)
AAI Services Corporation
AAR Mobility Systems
ARINC
Armed Services Mutual Benefit Association
Atlas Air Worldwide Holdings
BAE Systems of North America
Bell Helicopter Textron Inc.
The Boeing Company
Booz Allen Hamilton
Bose Corporation
Butler Parachute Systems Group, Inc.
C-27J Spartan JCA Team
CAE
Capewell Components Company
Cessna Aircraft Company
Computer Sciences Corporation
Consolidated Air Support Systems (CASS), Inc.
Derco Aerospace, Inc.
DRS EW & Network Systems
DRS Sustainment Systems & Services
DRS Training & Control Systems
Dyn Corp International
Dynamics Research Corporation
EADS North America
Federal Express Corporation (FedEx)
Federated Software Group
Flightcom Corporation
Flightsafety International
FMC Technologies, Inc.
GE - Aviation
Global Ground Support
Goodrich Sensors & Integrated Systems
Gulfstream Aerospace Corporation
Hamilton Sundstrand
Honeywell International
IBM
Jeppesen
L-3 Communications, Integrated Systems
Little Giant Ladders / Wing Enterprises
Lockheed Martin Corporation
McLane Advanced Technologies, LLC
Moog Inc.
MTC Technologies
National Air Cargo
NAT Seattle Inc.
Northrop Grumman Corporation
Parker Aerospace
Phantom Products, Inc.
Pratt & Whitney / Military Engines
Quantum3D, Inc.
Raytheon Company
Rockwell Collins, Inc.
Rolls-Royce Defense North America
SAIC
Sanmina-SCI
Sargent Fletcher, Inc
Smiths Aerospace
Snow Aviation International, Inc.
Spokane Industries, Inc.
Standard Aero
Symetrics Industries, LLC
Systems & Processes Engineering Corp
Telephonics Corporation
Thales
Thriane & Thrane
Tybrin
USAA
Volga Dnepr Airlines
Vought Aircraft Industries, Inc.
Wel-Fab, Inc., Collapsible Container Division
World Air Holdings
Initially Jepp spent his time barnstorming, flight instructing, wing walking, and conducting aerial surveys. In 1930, he signed on with Varney Airlines and later with Boeing Air Transport as an air mail pilot to fly the Salt Lake City-Cheyenne/Salt Lake City-Oakland routes. At $50 a week and 14 cents a mile, this route was the highest paying, and the most dangerous.

With no aeronautical charts available, many pilots used road maps for navigation. When visibility was limited, they often followed the railroad tracks, which they called “hugging the UP” (Union Pacific). If weather conditions deteriorated too much, they made emergency landings in fields to wait out the weather alone, except for a sack of mail. Jepp used to talk about someday being able to fly over or through that weather, but many of the older pilots thought he was a dreamer.

During the winters of 1930 and 1931, Jepp experienced the unfortunate loss of many of his fellow pilots partly due to the lack of published aeronautical information. Jepp wanted to change that, so he began making notes in a black, loose-leaf, 10-cent notebook. In it he recorded field lengths, slopes, drainage patterns, and information on lights and obstacles. He also included drawings that profiled terrain and airport layouts, and noted phone numbers of local farmers who could provide weather reports. On his days off, Jepp climbed hills, smokestacks, and water towers, using an altimeter to record accurate elevations.

Other pilots learned of Jepp’s “little black book” and were constantly asking him for his navigational information. The requests became so frequent that Jepp began offering copies of his book for $10. Needless to say, pilots were eager to accept his offer and thus began the Jeppesen legacy of providing accurate flight information. Many pilots even collected additional data on their own routes and reported it back to Jepp so he could add to his growing collection of airport and route information.

But reliable charts weren’t the only things missing. There were no navigational aids available and no procedures for flying by instrument reference. Again, Jepp entered the scene. He became involved in the newest technology for navigation—the radio. He tested the new radio navigational aids and developed ways to use the technology for improving point-to-point navigation. He also began designing instrument approach procedures using the information he had gathered on airports throughout the Northwest. These procedures were documented on his instrument approach charts, the only source in the country for this type of information.

In the late 1930s, Varney Airlines, Boeing Air Transport and several other companies merged to become United Airlines. United was printing its own charts at that time, but their pilots were using Jepp’s instead. United decided to use Jepp’s charts throughout their organization, becoming one of the first airlines to subscribe to his early Airway Manual Service.

While at United, Jepp met his wife, Nadine, one of aviation’s first stewardesses. Together they worked on the chart business. Before long, the dual job of flying as a Captain for United and working on his burgeoning chart business became too much. Captain Jepp quit his work at United so he could concentrate on building charts.

**Jeppesen Today**

With over 70 years of industry leading experience, Jeppesen makes it possible every day for people around the globe to safely and efficiently reach their destinations. While the company’s roots are firmly planted in aviation, Jeppesen continues its transformation into a technology-driven information solutions provider, and is now serving new markets outside of aviation, like marine and rail.

Jeppesen delivers solutions that integrate people, processes and technology to deliver safety, efficiency and economy to air, sea and rail operators around the world.

Jeppesen, headquartered in Englewood, Colorado, with offices located around the world, is a subsidiary of Boeing Commercial Aviation Services, a unit of Boeing Commercial Airplanes.

Jeppesen employs approximately 3,000 people around the world, monitors and manages source information from more than 220 countries, and makes on average around 150,000 transactions each month in its master worldwide database. We maintain a worldwide library of aviation and marine data, and we will print and distribute annually about 1 billion paper aviation charts. The company’s logistics, optimization and management services help airlines and railways run smoothly and efficiently.

Jeppesen is organized to serve three primary transportation markets: Aviation; Marine; and, Rail and Logistics.

In aviation, Jeppesen serves the diverse needs of customers from student pilots to the world’s largest airlines and everywhere in between. Today, pilots and airlines are now accessing, with increasing frequency, Jeppesen charts by means of electronic cockpit display rather than relying on traditional paper media. This shift from paper to digital is gaining momentum and Jeppesen is leading the revolution. Jeppesen also provides a breadth of flight planning, scheduling and operations management solutions which enable customers to optimize their operations for maximum efficiency.

Jeppesen Marine is an exciting business opportunity that leverages the company’s core competencies as a data aggregator and information solutions provider, and provides technology based tools for maritime use.

Jeppesen’s rail and logistics business makes it possible for railways to significantly improve both efficiency and top-line capacity growth. They provide software and services to passenger and freight railways worldwide.
FIRST NAME: ___________________________ MI: _____ LAST NAME: ___________________________

NATIONALITY (If not US): __________________________

SSN-Last 4: ____________________________ (Never listed nor given out - For data control only)

CHECK ALL THAT APPLY:

☐ Active Duty ☐ Reserve ☐ Guard ☐ Civil Ser.

☐ Retired Mil. ☐ Civilian ☐ Life Member

HOME ADDRESS:

CITY: ___________________________ ST ______ ZIP ___________

HOME E-MAIL: ___________________________

HOME PHONE: ___________________________

JOB/DUTY TITLE: ___________________________ RANK ABBREVIATION: ___________________________

ORG NAME/SYMBOL: ___________________________ BASE/LOCATION: ___________________________

WORK MAILING ADDRESS:

CITY: ___________________________ ST ______ ZIP ___________

WORK E-MAIL: ___________________________

Spouse:

FIRST NAME: ___________________________ LAST NAME: ___________________________

FULL REGISTRATION: (Includes everything except Hotel and Golf)

A/TA Membership (Required for Member Rate for member and guest)

Member Early Registration (Must postmark/fax by 18 Sep)

Member Pre-Registration (Early above is $30 cheaper) (Onsite will be $350)

Non-Member Registration (Probably NOT You – Join and Register Above)

Exhibiting Company: ___________________________ Exhibit Floor Access Required ☐ ☐

GOLF (Includes Lunch):

Handicap(s) ____________________________________________

Requested 2. ____________ 3. ____________

Foursome: 4. ____________

PARTIAL REGISTRATION: All below included in full registration above – Full registrants please don’t use.

EXHIBIT FLOOR ONLY (Does NOT include Golf, Seminars, Social Events, Banquet or Brunch)

Thursday Evening Reception (Food, Refreshments & Exhibits)

Friday Program (Seminars, Exhibits, Breakfast, Lunch)

Friday Evening Reception (Food, Refreshments & Exhibits)

Saturday Program (Seminars, Exhibits, Breakfast, Lunch)

Saturday Evening Cocktails and Banquet

Sunday Farewell Brunch

TOTAL AMOUNT DUE NOW: Make Checks Payable to: The Airlift/Tanker Association $________

Check www.atalink.org for web registration – Otherwise copy this form and mail, along with Check or credit card info to:

Col Dennis (Bud) Traynor, USAF (Ret)

9312 Convento Terrace, Fairfax, VA 22031

Credit card users may fax registration to:

(703) 385-2803 (no cover page please)

After 11 Oct mail or 18 Oct fax/web cutoff, registrations accepted only at the convention registration desk.

VISA or MasterCard Only (no AMEX, Discover, etc.)

By transmitting this form, I certify I have read and understand the cancellation instructions and that if my National membership is not current through Nov., an additional $40 will be assessed on this card to update my membership. Cancellation fee is $15 if by 18 Sep; $25 if by 18 Oct; $30 thereafter.

AF or Org. Card #: ___________________________ Exp: ___/___ Amt: $________

VISA & MC Only

Personal Card #: ___________________________ Exp: ___/___ Amt: $________

Signature (required): ___________________________