



A/TQ

AIRLIFT/TANKER QUARTERLY
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ON THE COVER: Montage of images depicting the mission of the 618th Tanker Airlift Control Center mission to Enable Global Reach, by Collin R. Bakse.

Afternoon at the Museum...

Following the recent Spring Board of Officers meeting at Wright-Patterson AFB, Ohio, Board of Advisor member Rick Riker and I spent the afternoon taking in the exhibits at the National Museum of the United States Air Force located in close proximity to the base.

My main interests, of course, were the



displays relating to airlift and aerial refueling, several of which I found quickly (its a little difficult to miss a C-47), but others required some diligence to locate.

Anything relating to the pioneering days of aerial refueling was of special interest to me in light of fact that the Board had reached

a decision to honor many of the intrepid aviators who were involved in that effort early on by inducting them into the Airlift/Tanker Hall of Fame this year [see President's Message on page 3].



I was pleased to find a display about the flight of the famous Question Mark featuring an explanation of the event, a period newspaper with its front page almost entirely dedicated to the flight, several photographs taken at the time, a flight log open to page which made for some enlightening reading and a pair of pliers used during the flight.

The museum houses more than 400 aerospace vehicles – many

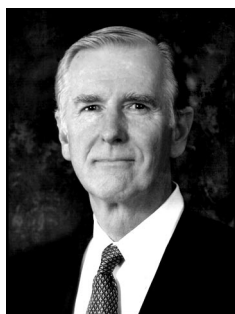
rare and one-of-a-kind – along with thousands of historical items and powerful sensory exhibits that bring history to life and connect the Wright brothers' legacy with today's stealth and precision technology, and is dedicated to the sacrifices of Air Force men and women who served their country, some of whom gave their lives.

Memorial Park, located adjacent to the museum, contains more than 500 memorials commemorating the courageous service of Air Force groups and individuals. Visitors can walk along the paths of the park to see each memorial.

It was a wonderful place to experience just prior to Memorial Day.

Collin R. Bakse, editor

Chairman's COMMENTS



Gen Walter Kross
USAF, Ret

Dear Fellow A/TA Members and Supporters,

It's early Summer 2009. That means Air Mobility Rodeo – the Mobility Air Forces' Readiness Competition. Rodeo is truly a discrete circumstance. Every two years, the world's best air mobility units – U.S. and invited internationals – gather to compete, interact, and enjoy each other as professionals. Rodeo is aimed at improving our core air mobility capabilities – continuously improving what we do. At the end of the competition, the overall winning unit receives the A/TA Trophy – emblematic of the "Best in Air Mobility."

Over the years, Rodeo has continued to expand, both domestically and internationally. In 2007, USMC units and nine international teams competed. Just as significant, another 21 nations represented themselves with on-site observers. A/TA is following a similar pattern – you can expect to see a number of international applications for full chapter status. Canada and NATO's Heavy Airlift Wing (HAW) will most likely lead the way. Our plan is to affiliate these early adapters with nearby established chapters for two years, then entertain full stand-alone status by such applicants.

Early Summer is also the time that many A/TA members and units plan their attendance at the Annual A/TA Convention and Symposium. This year the venue is once again the Gaylord Opryland Hotel in Nashville, TN, 29 October-1 November. This edition of A/TQ contains the 2009 Convention & Symposium Rules of Engagement and this year's Registration form. For the computer savvy, our website (www.atalink.org) will walk you through the process (online registration is the Association's preferred method). Check the website periodically up to the Convention itself for important updates. A/TA will not increase any convention fees this year.

Our Keynote Speaker this year is our Chief of Staff, General Norty Schwartz. He will be joined by highlight speeches and presentations by our US Transcom and Mobility Air Force Commanders.

And, as you know, A/TA co-sponsors the Symposium with Air Mobility Command. This year again, we are planning a wide range of professionally valuable and interesting seminars, about 50 in all. Since 2009 marks the 80th anniversary of the famous Question Mark air refuelings, we plan a number of special seminars on tanker heritage and operations. Also, you can expect that the most popular seminars from last year's Convention will make an encore this year at Nashville.

2009 – a "double" for Air Mobility professionals – Air Mobility Rodeo in July and the A/TA Convention and Symposium in late October.



41ST ANNUAL A/TA CONVENTION & SYMPOSIUM

29 OCTOBER – 1 NOVEMBER 2009 • NASHVILLE, TENNESSEE

President's MESSAGE



CMSgt Mark Smith
USAF, Ret

Greetings air mobility warriors. Thanks for the sacrifices you and your family are making for air mobility and the United States of America.

Registration is now open for our 2009 A/TA Convention & Symposium and our theme - Air Mobility: Delivering the Joint/Coalition Team to the Fight represents what you do so well every day. We'll see you in Nashville to recognize and celebrate your efforts!

As always, volunteers are key to continued success of our Association. I would like to thank four A/TA members who recently served on our 2009 A/TA Hall of Fame Nomination Committee; LTC (Ret) Jerry McCrave, CMSgt (Ret) Ray Snedegar, Mr. Collin Bakse, and Ms. Lillian Nolan. This committee reviewed 7 Hall of Fame packages to choose 3 nominees to the A/TA National Board for consideration into A/TA Hall of Fame. Thanks to these

volunteers who leaned forward with their time, talents, and contributions to our great organization!

I am extremely proud to highlight the selection of the "Air Refueling Pioneers" into the Airlift/Tanker Association Hall of Fame. Captains Robert Erwin, Ross Hoyt, and Lowell Smith, First Lieutenants Virgil Hine, Oliver McNeel, Odas Moon, Paul Richter, Frank Seifert, and Aubrey Strickland, and Second Lieutenants Joseph Hopkins, Andrew Salter, and Irwin Woodring have truly earned the distinction of being added to the honor roll of men and women who helped build the world's best air mobility force. These men represent the "1923 Army Air Service Aviators" who performed the first-ever air-refuelings and the "1929 Question Mark" aircrews who continued to develop and refine an air-refueling capability for our forces. The courage, innovation, and aviation skills of these crewmembers ushered in the era of tanker operations and paved the way for our current aerial refueling capability. The distinctive accomplishments of these Aerial Refueling Pioneers resulted in a legacy of achievement which fundamentally changed the status quo and enhanced our air mobility mission, culture, and history. Our dedicated tanker force is a linchpin to our nation's global reach and power. We look forward to recognizing the Air Refueling Pioneers at our 2009 A/TA Convention in Nashville, Tennessee.

I would also like to welcome Major General Brooks Bash as our new AMC-A/TA Liaison Officer to the National Board and introduce Colonel (Ret) Darcy Lilley and Major Timothy Gonyea as our new AMC-A/TA Action Officers. Welcome aboard M/Gen Bash, Darcy, and Tim and many thanks to Major General Fred Roggero, Major Jack Rembisz and LTC (Ret) Dave Blomberg and for your many contributions to the Airlift/Tanker Association as our previous liaison and action officers at HQ AMC. We truly appreciate your outstanding service noting your coordination of numerous air mobility and convention related items for our Association.

The A/TA National Board recently held our quarterly meeting at Wright-Patterson AFB, OH. Personally, this was a special visit back for me as then B/General Mike Butchko (President), SMSgt Mark Smith (Vice-President), LTC Bill Fitzpatrick (Secretary), and LTC George Simons (Treasurer) initially chartered the Wright Chapter in 1988 as founding Chapter Officers. The A/TA Wright Chapter graciously hosted our weekend meeting with special thanks to Chapter President, Captain Rich VanSlyke and Chapter Officers, Rick Kind, Bill Barker, and George Simons for hosting our group during the visit to Ohio.

Lastly, thanks to the many air mobility forces serving our country. We are proud of your continued service and dedication to our great nation, always appreciating the many sacrifices you and your families are making to protect our freedom. Our prayers and support are with you - God bless you all.

Cabin Report...Secure!

MARK YOUR CALENDARS!
2009 A/TA Convention & Symposium
29 October - 1 November
Gaylord Opryland Hotel, Nashville, Tennessee

**When did you last
update your
membership info?**

It's Easy!

**Simply go to
www.atalink.org -**

**Click "Membership"
and scroll down to near the
bottom of the page -**

**Click the link "check your
membership status" -**

**Log-in using your first name,
last name and SSN final 4 -**

Update your info!

That's It!

Why is this important?

**Because On-Line Registration
(the preferred method)**

**for the 2009 A/TA
Convention & Symposium**

**is now open,
an it is imperative that
your membership info
be up to date**

**to get through the process
without a hassle!**

**And, it's just as important
for those of you who**

**wish to register
the old-fashioned
way using the
form on page 28,
because rates are
impacted by your
membership status.**

**Either way, please be sure
to read all the
Rules of Engagement and
Instructions carefully!**

DO IT TODAY!



Association ROUND-UP

A/TA Sponsors College Scholarships

The Airlift/Tanker Association has sponsored 5 scholarships for AFROTC/Silver Wings college students for the past three years. The target groups for these \$2,000.00 scholarships are AFROTC members of the Arnold Air Society (AAS) and college students who are members of Silver Wings. There are AAS Squadrons on 135 campuses nation wide and 54 Silver Wings chapters which are affiliated with AFROTC Detachments. AAS currently has 3,085 members and Silver Wings 827.

The AAS is officially recognized by Headquarters Air Force as a subordinate organization of AFROTC and its mission is to help produce better prepared 2nd Lieutenants for active duty through leadership and service opportunities. Silver Wings is dedicated to professional and personal development to provide our communities with more mature well rounded young leaders that appreciate the role of aerospace power in our national defense.

The requirement to compete for one of the scholarships is to write a 3 page paper on a subject related to the Air Mobility mission. It can be on an individual, a piece of equipment or a special event. There were 43 entries in this year's competition. The 5 winning papers were submitted by the following individuals:

Brett Garrett

Det 665, University of Cincinnati

Angela Yue

Det 075, San Diego State University

Sarah Bergstein

Det 750, St. Joseph's University

Kohl Hensler

Det 040, Loyola-Marymount University

Elizabeth Drobina

Det 305, Louisiana Tech University

The selection committee is chaired by Dick Bundy, Executive Director of the AAS and Silver Wings. It is composed of two AFROTC Det Commanders, a Board of Trustee for AAS and Silver Wings and a member of the organizations' Joint Alumni Association. The competition has grown and gotten more competitive each year. These scholarships are applauded by the Air Force and the Holms Center leadership as well as greatly appreciated by the recipients as none of them are on full ride scholarships.



Dick Bundy (L), Executive Director of the ASS and Silver Wings and head of scholarship selection committee, presents a \$2,000 A/TA Scholarship check to Cadet Brett Garrett, Det 665, University of Cincinnati, during the Arnold Air Society National Convention (NATCON) in Phoenix, Arizona. Cadet Garrett's paper was rated the best out of 43 submitted for the scholarships. (Courtesy Photo).



Dick Bundy congratulating Cadet Kohl Hensler, ADROTC Det 040, Loyola-Marymount University, following the presentation of Cadet Hensler's \$2,000 A/TA Scholarship at the Arnold Air Society's 2009 National Convention.. (Courtesy Photo).

Wright Chapter

The A/TA Board of Officers' Spring 2009 meeting was hosted by the Wright Chapter at Wright-Patterson AFB, Ohio on 9 May. The meeting, as usual, was quite productive and included discussions of the upcoming Convention & Symposium, Association succession planning, procedures and recommendations for updating the Association's by-laws and the selection of 2009 Inductee(s) into the A/TA Hall of Fame.



The Wright Chapter arranged a mini, on-base golf tournament for chapter members and Board members, complete with a bevy of very nice prizes, at the Prairie Trace Golf Course. Following the golf outing, the Chapter treated the Board to a social event held at the golf course clubhouse.



At the social, Wright Chapter president, Capt Richard VanSlyke, welcomed the Board to Wright-Patterson, made a few short remarks about the chapter's history and status, and introduced several members of the Wright Chapter including Chapter Officers, Rick Kind, Bill Barker, and George Simons.



Association President, Mark Smith, introduced the National Board members in attendance and reminisced about his time at Wright-Patterson while on active duty, and fondly recalled having a role in the creation of the Wright Chapter.

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2008 A/TA Year End Financial Report

Col (ret) John J. Murphy, Jr., A/TA Treasurer

2008 STATEMENT OF FINANCIAL POSITION

ASSETS

Cash	\$1,252,280
Investments - US Treasury	\$50,000
Investment - CSX Stock	\$12,988
Inventory - Logo Items	\$6,670
Property and equipment.....	\$0
Total Assets.....	\$1,321,938

LIABILITIES AND NET ASSETS

Liabilities

Accounts Payable and Accrued Expenses	\$0
Total Liabilities	\$0

Net Assets

Unrestricted.....	\$1,312,809
Temporarily restricted (Memorial).....	\$9,129
Total Net Assets.....	\$1,321,938

TOTAL LIABILITIES AND NET ASSETS.....\$1,321,938

2008 STATEMENT OF ACTIVITIES

UNRESTRICTED NET ASSETS

Unrestricted revenues, gains and other support

Corporate Memberships	\$156,640
Individual Memberships.....	\$231,039
Convention Booths	\$901,651
Convention Registrations	\$1,249,479
Magazine Advertising	\$50,466
Dividends.....	\$9,233
Unrealized Gain/Loss on Securities.....	-\$4,604
Interest.....	\$12,293
Logo Sales, Net.....	\$0
Total Unrestricted Revenues, etc.	\$2,606,197

Net Assets Released from Restrictions

Restrictions Satisfied by Payments.....	\$14,746
Total Unrestricted Revenues, Etc.....	\$2,620,943

EXPENSES

Program Services	\$2,106,027
Management and General	\$135,599
Total Expenses	\$2,241,626

Increase in Unrestricted Net Assets..... \$379,317

TEMPORARILY RESTRICTED NET ASSETS

Award Donations	\$0
Scholarship Fund	\$14,746
Net Assets Released from Restrictions	
Restrictions Satisfied by Payments	(\$14,746)
Decrease in Temporarily Restricted Net Assets.....	(\$0)

Increase in Net Assets..... \$379,317

NET ASSETS AT BEGINNING OF YEAR \$942,621

NET ASSETS AT END OF QUARTER \$1,321,938



The Airlift/Tanker Association's 2008 financial statements 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 2008 income tax filing process.

As you can see from our Financial Position, we weathered the financial storms of 2008 rather well and continued to build our reserves. We also continued to cut expenses by about 10% from what we had budgeted while experiencing some modest growth. 2009 will be a challenging year for all professional military associations and ours is no exception. We will continue to be cautious and conserve our resources.

The conservation of our financial resources will continue to be our #1 goal so that we will continue to provide the highest quality services to our membership.

2008 STATEMENT OF FUNCTIONAL EXPENSES

FUNCTIONAL EXPENSE	PROGRAM SERVICES	MANAGEMENT	FUND RAISING	TOTAL
Awards	\$10,598	\$0	\$0	\$10,598
Scholarship & ETG (EEG)	\$20,400	\$0	\$0	\$20,400
Bank Service Fees	\$40,106	\$0	\$0	\$40,106
Convention	\$1,845,564	\$0	\$0	\$1,845,564
Convention Refunds	\$32,691	\$0	\$0	\$32,691
Depreciation	\$0	\$0	\$0	\$0
Insurance Premiums	\$0	\$2,494	\$0	\$2,494
Magazine	\$130,719	\$0	\$0	\$130,719
Administration	\$0	\$130,369	\$0	\$130,369
Postage & Reproduction	\$804	\$0	\$0	\$804
Secretary	\$0	\$565	\$0	\$565
Memorial Expense	\$0	\$0	\$0	\$0
Travel/Board Expense	\$25,145	\$0	\$0	\$25,145
Logo Merch Expense	\$0	\$0	\$0	\$0
Treasurer	\$0	\$2,144	\$0	\$2,144
	\$2,106,027	\$135,599	\$0	\$2,241,626

Eagle Eye in the Sky

by TSgt. Rey Ramon, 18th Wing PA

Most of us hear stories of Airmen saving lives in combat, but an Airman who saves the lives of more than 300 passengers is definitely a story worth hearing.

A fuel leak on a civilian aircraft caught the attention of Staff Sgt. Bartek Bachleda, 909th Air Refueling Squadron boom operator, during a flight from Chicago to Narita airport, Japan. After alerting the pilots and aircrew, the ranking pilot made the decision to divert the flight to San Francisco.

"I noticed the leak on the left side of the aircraft right behind the wing earlier during take-off," said Sergeant Bachleda.

Sergeant Bachleda continued analyzing the outflow of fuel to be 100 percent sure it was a leak while the plane was reaching cruising altitude. Almost an hour into the flight, he told a stewardess of the possible leak, but was given an unconcerned response.

Sergeant Bachleda then began to capture the possible leak on video. He then got the stewardess' attention by saying, "Ma'am it's an emergency." He identified himself to her and showed her the leak on video.

"She was completely serious and was no longer handing out drinks," he said. "I told her you need to inform your captain before we go oceanic."

The captain came from the cockpit to where Sergeant Bachleda was sitting to see the leak and view the video footage. Sergeant Bachleda said the captain and the crew were trying to figure out how the aircraft was losing 6,000 pounds of fuel an hour and then they knew exactly what was going on.

The captain made a mid-air announcement the flight would be diverted back to Chicago, but then changed it to San Francisco so passengers could catch the only existing flight to Narita airport.

Once the flight arrived in San Francisco, Sergeant Bachleda and a coworker were asked to stay back while the aircraft was deplaned. They waited for the arrival of investigators, the fire chief, and the owner of the airport to explain what went wrong.

"When we got off the airplane everyone was thanking us," said the sergeant.

While conversing with the captain, the sergeant said he was hesitant at first to inform them about the leak, but he knew it was abnormal. The captain said they would have never made it to Japan if it wasn't for him.

The two Airmen were placed in a hotel overnight and flew back to Japan the next morning. The airline company showed their appreciation by seating them first-class.

Cover STORY

ENABLING GLOBAL REACH 618th Tanker Airlift Control Center

Editor's Note: This article is comprised of stories by 1Lt Justin Brockhoff, 618th Tanker Airlift Control Center Public Affairs, and LtCol James Allen, 618th TACC International Clearances and Flight Plans Division.

When U.S. military and coalition forces need airlift, air refueling or aeromedical evacuation assets anywhere on the globe, there's a good chance the 618th Tanker Airlift Control Center is involved...



... because the 618th TACC, a 700-person organization at Scott Air Force Base, Illinois, is the Air Mobility Command's stateside hub for cargo and personnel airlift, air refueling and aeromedical evacuation, and it's their job to prioritize, plan, schedule and track U.S. military and military-contracted aircraft movements anywhere in the world, at any time, every day.

How an Identified Requirement Becomes a Mission

The missions that the 618th TACC plans, schedules and executes are validated tasks handed down from U.S. Transportation Command, one of the major combatant commands that makes up the joint U.S. military force.

Other Combatant Commands, such as U.S. Central Command or U.S. Southern Command, identify the type of support they need,

the planned mission is tasked to an active duty unit, or available Air Reserve Component unit, to fly the mission.

Finally, once the mission is planned by one of the planning directorates, and a crew and aircraft are allocated to fly the mission by the Mobility Management Directorate, it moves to the Command and Control Directorate, who obtain diplomatic clearances, create flight plan packages and execute the missions from the 618th TACC's Operations Floor.

All actions on the Operations Floor are overseen by an experienced aircrew member that holds the rank of colonel. That person, a member of the Director of Operations Directorate referred to as the 'senior', is AMC's single point of contact for AMC mission execution, serving as the AMC's representative to the Joint Staff, Air Force Watch Cell, National Military Command Center, U.S. Transportation Command, the DOD and other agencies.

There are two other directorates that are part of the 618th TACC, who have a significant impact on the 618th TACC's operations throughout the mission planning and execution process. These directorates are the Mission Support Directorate, which provides data, technology and resource support across the 618th TACC, and the Global Mobility Weather Operations Directorate, which provides weather products, services and briefings for mission planning and execution phases managed by the 618th TACC for strategic airlift and air refueling crews operating worldwide.

The 618th TACC's Global Impact

The missions that are planned and executed by the 618th TACC provide a variety of global impacts, simultaneously. One mission could be supporting humanitarian operations, such as when the 618th TACC coordinated missions that moved peacekeeping equipment into the Darfur region of the Sudan in January, while a completely different mission could be delivering supplies to warfighters.

One example of support to the warfighter is the delivery of mine-resistant, ambush-protected vehicles, to troops on the ground in Iraq and Afghanistan. In mid-2007, Secretary of Defense Robert Gates made transporting the life-saving, up-armored vehicles to deployed troops a Department of Defense priority. Answering his call, the 618th TACC planned and coordinated airlift missions that delivered more than 500 MRAPs within three

months. Since then, another 3,500 MRAPs have been delivered by airlift to the Middle East and are being used by the warfighters in support of Operations Iraqi and Enduring Freedom.

While providing direct support to the warfighting operations is a standard for the 618th TACC, at a moment's notice the organization can adjust to meet the needs of the current circumstances affecting the world.

In August 2008, 618th TACC personnel directed more than 587 tons of needed supplies, including food, cots, blankets, generators, medical supplies and more to individuals displaced by fighting in the Republic of Georgia.

The humanitarian impact was similar for Hurricanes Ike and Gustav this summer, when 618th TACC-directed sorties delivered 1,379 tons of supplies and transported 9,045 residents to safety.

The 618th TACC's mission doesn't end with cargo transport or



and then U.S. Transportation Command officials validate that requirement and decide whether that support will move by land, sea, air, or a combination of the three. If they decide to move the requirement by air, the 618th TACC gets the call.

Once a requirement comes into the 618th TACC, it goes into one of three planning directorates, depending on the type of mission. Those directorates are: the Global Channel Operations Directorate, responsible for passenger and cargo movement in the Defense Transportation System; the Current Operations Directorate, responsible for commercial airlift and air refueling missions to meet customer requirements; and the Global Readiness Directorate, which plans missions for contingencies, aeromedical evacuation, exercises and humanitarian efforts.

Once a mission is planned by one of the three planning directorates, it moves on to the Mobility Management Directorate, where

humanitarian relief. It also includes transporting Soldiers, Sailors, Airmen and Marines around the world, extending the global reach of U.S. and coalition aircraft via air-to-air refueling, and moving injured troops to medical centers.

One such case occurred in February 2007, when the 618th TACC coordinated an aeromedical evacuation mission for a 20-year-old Marine with severe brain trauma from a grenade blast. He was moved to Balad Air Base, Iraq, for his initial treatment, and doctors determined that he needed to be moved to the Bethesda Naval Hospital in Bethesda, Md., for further care.

The validated requirement to move the patient came into the 618th TACC and the aeromedical evacuation cell immediately got to work coordinating with other 618th TACC personnel to obtain the flight plans, diplomatic clearances and other items necessary to plan the mission. One key aspect to this movement was that the aircraft had to stay below 4,000 feet because of the trauma to the patient's brain, driving the need for an in-flight refueling which was successfully coordinated, and took place off the coast of England. Thanks to the fast and professional work of all parties involved, the patient was airborne in less than 3 and a half hours, and made it back to the United States in less than 20 hours for the care he required.

These are just a couple recent examples of the impact that 618th TACC personnel have been able to provide through their work from Scott AFB. Thanks to the men and women of the 618th TACC, AMC assets have executed more than 113,000 aircraft missions, transporting more than 8.2 million people, more than 3.4 million tons of cargo and delivering more than 1.4 billion gallons of jet fuel via air-to-air refueling, in support of the war effort.

A 'Total Force' Effort

The 618th TACC, has sustained record high levels of operation since the onset of Operations Iraqi and Enduring Freedom, thanks in large part to the contributions of the Air National Guard and Air Force Reserve personnel who help manage a daily average of 900 point-to-point flights, called sorties, in support of worldwide mobility operations ranging from humanitarian assistance to combat

airdrops. Approximately 20 percent of the center's 700 personnel that work to fulfill the planning, scheduling and management of those missions come from guard or reserve backgrounds.

"Guardsmen and reservists are a vital part of the mobility air force, including here in the TACC," said Col. Steve Goodwin, the senior ANG member in the 618th TACC, and Guard Advisor to Maj. Gen. Mark S. Solo, the 618th TACC commander. "We're all part of the same team, working on the same mission, and we're proud to do it."

Many of those missions include direct support of Operations Iraqi and Enduring Freedom, supplying U.S. and coalition troops with the food, equipment and supplies required to sustain military presence in the U.S. Central Command area of responsibility.

Other operations supported by the 618th TACC include providing command and control oversight for humanitarian missions, such as in mid-January when 618th TACC personnel managed missions that moved equipment

into the Darfur region of Sudan in support of United Nations and African Union peace-keeping missions.

"The person that planned the C-17 missions that supported the Darfur movements is a guardsman on voluntary orders with the 618th TACC," added

Colonel Goodwin. "Our ARC integration here is seamless."

While a limited number of guardsmen and Reservists worked in the 618th TACC prior to 9/11, their presence as volunteers has significantly increased to support the significant requirements for airlift, air refueling and aeromedical evacuation missions needed to execute AMC's current global operations.

The high level of global movement coordinated by the 618th TACC means that a sortie is scheduled to take-off or land somewhere around the world every 90 seconds. This fact drives the need for the 618th TACC to operate 24-hours-a-day which places an even greater

emphasis on the requirement for experienced aircrew members, maintainers, and transporters to manage those missions from the ground.

"The experience that guardsmen and reservists bring to the table is invaluable," added Col. Kurt Peterson, the Reserve Advisor to the 618th TACC commander, who has worked in the 618th TACC since its activation in 1992. "A typical active-duty member will move every three or four years, while reservists and guardsmen can remain associated with a unit for 10 years or longer. This long-term investment creates unparalleled continuity within an organization and pays huge dividends in retaining the expertise needed to execute the mission."

In fact, when you walk throughout the 618th TACC, many times



The dedicated personnel who work in the 618th Tanker Air-lift Control Center, located at Scott Air Force Base, Illinois, are responsible for America's Air Mobility assets around the globe and around the clock. (U.S. Air Force Photo).



618TH TANKER AIRLIFT CONTROL CENTER

The 618th Tanker Airlift Control Center, located at Scott Air Force Base, Ill., is Air Mobility Command's execution arm for providing America's Global Reach. The 618th TACC plans, schedules and directs a fleet of more than 1,300 mobility aircraft in support of combat delivery and strategic airlift, air refueling and aeromedical evacuation operations around the world.

Mission

The 618th TACC is the global air operations center responsible for centralized command and control of Air Force and commercial contract air mobility assets 24-hours-a-day. It plans, schedules and tracks tanker, airlift and aeromedical evacuation aircraft worldwide to efficiently and effectively accomplish AMC's Global Reach mission. The organization is capable of seamlessly transitioning from day-to-day operations to contingency support or disaster relief.

Personnel

Nearly 700 personnel are assigned to the 618th TACC. The unit is a total force team consisting of active duty, Reserve, Air National Guard, contractor and civil service personnel.

Resources

The 618th TACC employs a wide range of military aircraft to achieve AMC's Global Reach mission. The military aircraft typically employed to accomplish 618th TACC missions include the C-5 Galaxy, KC-10 Extender, C-17 Globemaster III, C-130 Hercules and KC-135 Stratotanker. The 618th TACC also works with commercial contractors to fulfill airlift requirements on an as-needed basis.

Organization

The 618th TACC reports to 18th Air Force, also located at Scott Air Force Base. The organization consists of eight directorates with the resources and technical expertise to plan, task, schedule, execute and recover all 618th TACC missions.

The directorates are:

Global Channel Operations Directorate (XOG): The XOG directorate manages worldwide strategic channel airlift operations for passenger and cargo movement in the Defense Transportation System. The directorate also assists transportation officers worldwide with booking passenger movements for Department of Defense international travelers. Sixty-percent of AMC's daily missions are channel missions.

Current Operations Directorate (XOO): The XOO directorate plans and monitors Air Force and commercial airlift and air refueling missions to meet customer requirements for movement of passengers and cargo in support of National Command Authority-directed classified programs, nuclear airlift, fighter and bomber deployment and employment air refueling, and distinguished visitor airlift.

Global Readiness Directorate (XOP): The XOP directorate is the single manager for integrating Global Reach by focusing airlift and mission support resources in response to directives and tasking from the National Command Authority. It projects

mobility forces to achieve national goals and objectives in support of wartime needs, contingencies, aeromedical evacuation, exercises and humanitarian efforts, and is AMC's source for theater augmentation and contingency response assets.

Mobility Management Directorate (XOB): The XOB directorate is responsible for matching validated airlift requirements with active duty and available Air Reserve Component units to support AMC's Global Mobility mission.

Command and Control Directorate (XOC): The XOC directorate is a highly skilled command and control team exercising the AMC Commander's authority and direction over AMC assigned and gained missions. It operates 24-hour-a-day, every day, providing first-class flight planning, diplomatic clearance, and integrated flight management services to aircrews from the moment a mission enters execution through mission completion.

Director of Operations (XOZ): The XOZ directorate acts as AMC's single point of contact for AMC mission execution serving as the command's representative to the Joint Staff, Air Force Watch Cell, National Military Command Center, U.S. Transportation Command, the DOD and other agencies. The "Senior" provides immediate oversight and decision making for all AMC command and control efforts.

Mission Support Directorate (XON): The XON directorate maintains the 618th TACC's viability today and develops solutions for tomorrow's challenges. The directorate is comprised of three divisions providing timely, accurate and relevant data, technology and resource support across the 618th TACC. It serves as a force multiplier ensuring unrivaled execution of AMC's Global Mobility mission.

Global Mobility Weather Operations Directorate (XOW): The XOW directorate provides weather products, services and briefings for mission planning and execution phases managed by the 618th TACC for strategic airlift and air refueling crews operating worldwide.

History

The 618th TACC, initially known as TACC, became operational April 1, 1992. Air mobility leadership sought to simplify the execution of the worldwide mobility mission. They created a highly efficient organization to centralize command and control operations previously located within numbered air forces and airlift divisions. TACC was redesignated as the 618th TACC on April 1, 2007.

Air Mobility leverages a tightly integrated AMC team that includes the 618th TACC, commanders across the spectrum, crews, support personnel and customers. The 618th TACC optimizes the Global Air Mobility System while providing aircrews with mission details, support, training and authority necessary to successfully execute their missions. As an air operation center, commanding combat forces around the globe, the 618th TACC is a committed partner for today and tomorrow's expeditionary Air Force.

it's the Guard and Reserve personnel demonstrating a practice or procedure to the active-duty members new to the TACC, because of that expertise and knowledge they've developed over their career.

"The most remarkable thing about the guard and reserve members in the 618th TACC is that each one is a volunteer, who has sought out the opportunity to serve," added Colonel Peterson. "Looking back on my 27 years with the Air Force, I couldn't be more honored to be part of this team."

618th TACC International Clearances Branch

What can bring an air mobility mission to a screeching halt? Bad weather...maybe. A maintenance problem with the aircraft...maybe. And, there's not much you can do about weather or mechanical problems; you deal with them as they happen.

But, what about permission from other governments to either overfly or land in their country? Do we need permission for those? The answer is "absolutely," and if you don't have it, the air mobility mission comes to a screeching halt.

Every U.S. Air Force air mobility mission obtains permission from other countries through the diplomatic clearance process. Here's how it works. Each country has an embassy with a U.S. Department of State country team responsible for coordinating with respective host nations for permission to have U.S. military aircraft to overfly or land in their particular country. For air mobility missions, the 618th Tanker Airlift Control Center's Diplomatic Clearance Branch is the organization responsible for processing these clearance requests with the embassy of each country a mission will fly over or land in.

Sounds simple enough, right? Well, not really.

Every government has its own rules on how far in advance permission must be requested to overfly or land in their country (called clearance lead time) and how long that permission lasts (called clearance validity).

Now consider the volume of clearances the 618th TACC must process in a given period of time. In calendar year 2008 alone, the 618th TACC produced more than 226,000 diplomatic clearances, an all-time record volume. To say that's a lot of clearances with mountains of associated coordination would be an understatement.

The 618th TACC Diplomatic Clearance Branch is made up of a dedicated group of about 25 civil servants and total force active duty, guard and Reserve members. These professionals ensure the thousands of 618th TACC mobility missions annually have that all important permission from other countries and they do it 24 hours day, seven days a week, 365 days a year.

Typically, the diplomatic clearance process starts weeks in advance of the mission to meet the clearance lead times, and once that initial planning is complete, the branch follows each mission through execution to completion, ensuring all itinerary changes are coordinated with the required countries.

No other organization touches virtually every mobility mission, be it a channel, contingency, special assignment airlift, air refueling, or any other mission type. They are the cradle-to-grave caretakers of the Air Force's Rapid Global Mobility core competency, whose incredible work is proven by their 2008 success rate of an astonishing 99.98 percent.

Commenting on the Clearances Branch, LtCol James Allen, the division chief, who is justifiably proud of the division said, "I couldn't be more proud of the accomplishments of this truly amazing group of people we call "dipsters." They are consummately dedicated to the air mobility mission, they are the epitome of true professionals, and they deserve our thanks for providing an invaluable service in support of our national security objectives. The "dipsters" truly are a center of gravity for air mobility operations."

Without the required permission to fly over or land in a country, "Rapid Global Mobility" would not be rapid or global. The 618th

TACC Diplomatic Clearance Branch makes Global Reach a reality.

18th AF Command Chief Praises 618th TACC's Enlisted Force

Eighteenth Air Force's top enlisted member praised the 618th Tanker Airlift Control Center's enlisted force as the 'backbone of air mobility' during a visit to the center, on 24 March of this year.

Chief Master Sgt. James Cody, 18th AF's Command Chief Master Sergeant, spoke with 618th TACC Airmen about the challenges they face while fulfilling their role in AMC's global mobility mission, and recognized them for their part in enabling mission success in the world's largest air operations center.

"The men and women here at the 618th TACC make the mission happen, in large part because they invest the time necessary to develop our enlisted force," said Chief Cody while discussing the importance of training and mentoring on developing Airmen. "There are always behind-the-scenes team members who are constantly pushing others to excel, and it's clear that's a priority in the TACC."

During different portions of the visit, Chief Cody stopped to recognize enlisted members who have been praised by their peers



as those 'behind-the-scenes' professionals helping others succeed. The personnel recognized were: Master Sgt. Connie Caldwell, 618th TACC Global Mobility Weather Operations Directorate; Tech. Sgt. Tonia Elliott, 618th TACC Current Operations Directorate; Tech. Sgt. Jeremiah Love, 618th TACC Mobility Management Directorate; Tech. Sgt. Mike O'Connor, 618th TACC Mobility Management Directorate; and Tech. Sgt. Preston Taylor, 618th TACC Command and Control Directorate.

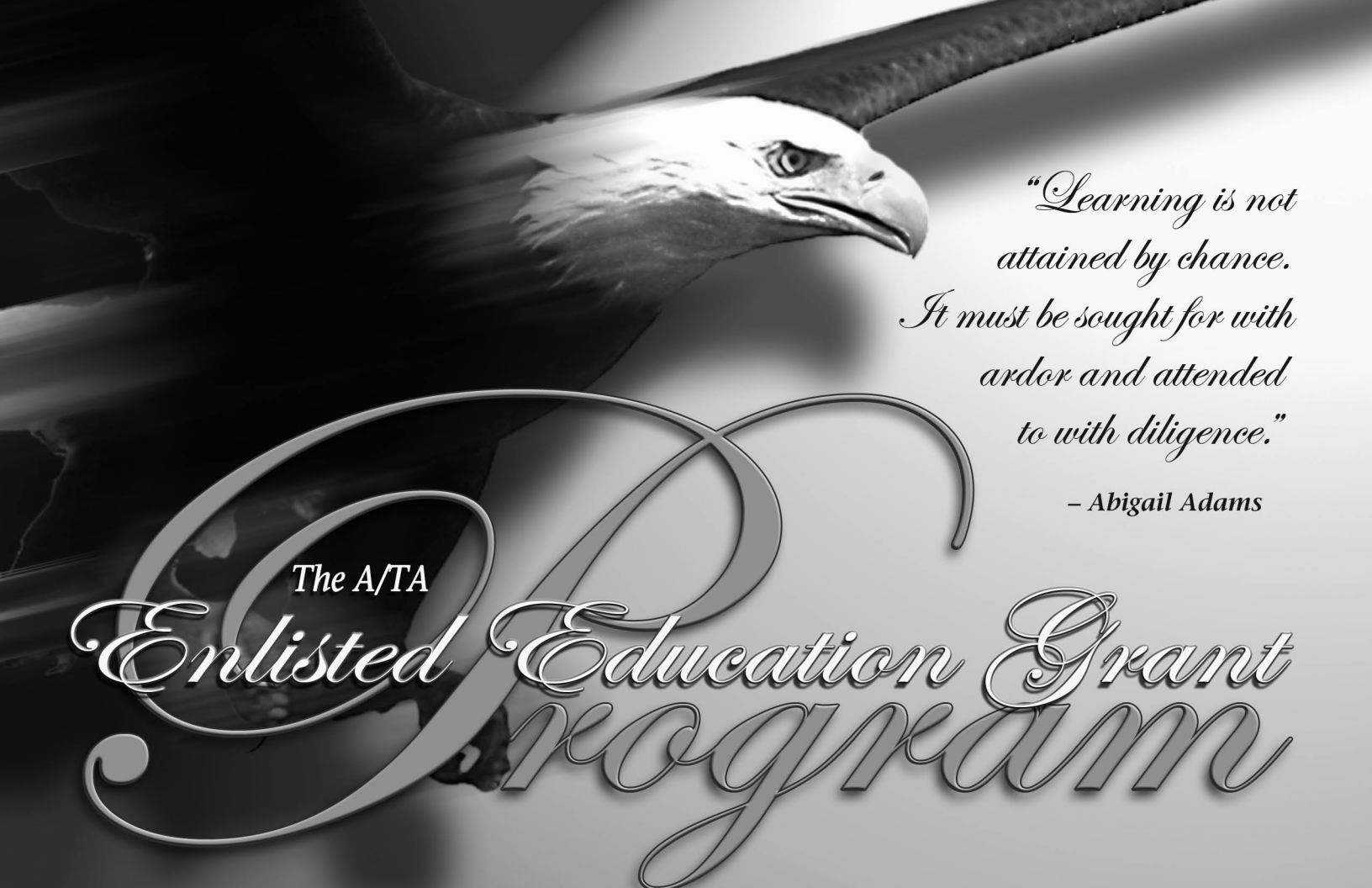
"Peer recognition is the type of recognition that truly matters, because it comes from the people you work with every day," he added.

Chief Cody also made it a point to recognize the efforts of career enlisted aviators who are currently serving as duty officers on the 618th TACC Operations Floor, a position reserved previously for rated officers.

"When an aircraft commander [typically an Air Force captain or above] calls the 618th TACC and reaches a career enlisted aviator, they have a tried-and-true expert who has the right experience and knows the right thing to do," he said. "I think it's a terrific opportunity for our career enlisted aviators in the field to fill these positions."

Master Sgt. Chris Carson, a duty officer in the 618th TACC Command and Control Directorate, echoes Chief Cody's sentiments.

"Serving in this position in the 618th TACC has been an experience that is invaluable to me as an aircrew member," said Sergeant Carson, a C-5 Galaxy loadmaster who was stationed at Travis AFB before coming to the 618th TACC. "I have a much greater understanding of the big picture which will be extremely useful when I go back into the field."



*"Learning is not
attained by chance.
It must be sought for with
ardor and attended
to with diligence."*

– Abigail Adams

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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 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 EEG 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

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evening events.

** Various awards
will be presented
during certain
symposium
seminar blocks yet
to be determined.

All events and times
subject to change.

	MORNING	MID-DAY	AFTERNOON	EVENING
Thursday, October 29th	REGISTRATION* & BANQUET SEATING RESERVATIONS GOLF TOURNAMENT			OPENING RECEPTION IN THE EXHIBIT HALL HOSPITALITY SUITE CRUD TOURNAMENT
Friday, October 30th	EXHIBIT HALL ACTIVITIES REGISTRATION* & BANQUET SEATING RESERVATIONS† Rolls & Coffee SEMINARS Award Presentations**	Lunch SEMINARS Award Presentations**		A/TA RECEPTION IN THE EXHIBIT HALL HOSPITALITY SUITE CRUD TOURNAMENT
Saturday, October 31st	EXHIBIT HALL ACTIVITIES REGISTRATION* Rolls & Coffee SEMINARS Membership Meeting	Lunch SEMINARS Award Presentations**	COCKTAIL RECEPTION	A/TA HALL OF FAME BANQUET HOSPITALITY SUITE
Sunday, November 1st	FAREWELL BRUNCH	AIR MOBILITY LEADERSHIP VIDEO YL/YL Alumni Meeting		
	MORNING	MID-DAY	AFTERNOON	EVENING

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Registration Form on Page 28.

Convention Information Contacts:

Hotel Room Reservations & Info: Miles Wiley: (703) 309-7738 | Rooms@atalink.org
Please use this info only if you DO NOT have an assigned POC. Contact your assigned POC first!

Info needed to secure a room: Your Name; Number of Rooms Requested;
Arrival Date/Time; Departure Date/Time; Phone Number; and E-Mail Address.

Convention Information & Registration: Bud & Pam Traynor: (703) 385-2802 | ata@atalink.org

Seminars: Jeffrey Bigelow: DSN: 826-6361 | Comm: (757) 878-6361 | Seminars@atalink.org

Convention Aerospace Show Exhibits: Bob Dawson: (714) 401-8066 | Exhibits@atalink.org

A/TQ Articles / Stories / Ad Specs: Collin Bakse: (618) 235-5070 | ATQ@atalink.org

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Golf Tournament Information: | Golf@atalink.org

2009 A/TA 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 (after 22 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 them down.

We also know these instructions are very complete (and sometimes a bit negative, sorry); but, please carefully read this stuff anyway – administrative staff especially! We know that you may be filling out the form (page 28 or online) for someone else; but your mistake will still be charged to the attendee. And PLEASE don't call us in lieu of reading the instructions -- we will only refer you back to the instructions – we've tried to cover all contingencies.

Every year, we have soulful requests for exceptions to our rules on refunds, including membership refunds. Sorry, but we don't grant them. Ever.

2009 Overview:

Government folks – Please believe us on this: 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.

Read all the instructions below, especially the cancellation instructions.

- Use the form on page 28 or register on-line at www.atalink.org. (Click "Convention" link and follow directions there).
- You may pay dues at the same time using a separate card.
- Recommend you not use your government card to pay for personal fees, i.e., dues, golf or guest registration.
- When you submit payment, you will get an automatically-emailed receipt. Print it immediately: we can't produce another like it later.
- Log in anytime to view your membership and registration status, or to print a substitute online receipt.

Frequent Answers:

Member-Discount Rates:

- \$290 by 24 Sep, 2400 EST (FY 09)
- \$325 by 22 Oct, 1700 EST (FY 10)
- \$390 Onsite

Non-member Govt/Mil Rates (For those wishing not to become a member)

- \$390 by 24 Sep, 2400 EST (FY 09)
- \$425 by 22 Oct, 1700 EST (FY 10)
- \$490 Onsite

Non-member non-Govt/non-Mil Rates (i.e., all others wishing not to become a member)

- \$595
- \$300 Exhibit-floor-only (Per person, only for Exhibitors)

Day-of, invited-speaker rate

- \$100 Fri or Sat program only, invited-speaker rate (Does not include any evening activities).
- New this year: No partials other than for Guests of full registrants and in some cases, invited speakers. Invited speakers and their immediate traveling staff may receive a discounted rate (\$100) for the day of their presentation and sign up only for that day. This does not include any evening events. (Otherwise, only social guests may sign up for a single event.)
- Full registration includes all events (except golf (\$140) 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.
- Membership fees with registration: \$40 1Yr; \$110 3Yr; \$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 or bank transfers for memberships or registrations.
- Use one form for you the registrant and your non-member, social guest. Guests of members register at member registration rate (without a separate membership fee). If you have more than one guest, please contact us for instructions. Guest-Banquet-only pre-registrations are permitted. You can use a second card for your personal portion.
- Spouses who are A/TA members should complete a separate form.
- Members may receive the \$290 early rate only if a completed form and full payment are postmarked or received by 24 Sept. CAUTION: You may have great difficulty getting through on 24 Sep because of others who also put it off. After 24 Sep, the higher pre-convention rates will prevail -- no exceptions. Incomplete forms OR payment will NOT qualify for early rate. Payment must accompany form, regardless of method of payment. On error, please do not send duplicate or "updated" forms. Call or email us with corrections.
- No faxes/web/mail can be received after 1700 EST 22 Oct (office closed). We prefer no cover sheet for faxes. You may register at the A/TA registration desk upon arrival at the on-site rate.
- Send one form only. Do NOT fax THEN mail. Do not try to send payment one way and the form another.
- And sorry no, you can't pay now and send names later.

Cancellation:

Cancellation Fees. \$20 through 24 Sep; \$30 through 22 Oct, \$40 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; or from them at the A/TA registration booth (not hotel registration desk) in-person or via the switchboard (please no relayed requests or requests through other workers). Card refunds should be automatic back to your card within a day of your request; 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. You do not need to give a reason for your cancellation: however, no duty or family emergency releases you from your responsibility to cancel or from the cancellation fee. And again: 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 dire the 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. No exceptions. 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, please do it as you register on the registration form -- even if you are paying for registration with a government/company card as you can use two different cards on the form. No need to first become a member separately (it doubles our processing workload).

Registration:

NEW THIS YEAR: (hang onto your socks) Only FULL registrations (no line-item registrations except for guests, invited speakers and their indentured traveling staff). You may register as a Non-Member; or, with a member discount. Further, if you choose to register as a Non-Member, and you are a Government employee or in the military, you may receive a discounted non-member rate. If you choose to register as a non-member and are not Government or military, you must pay the full non-government non-military non-member rate. Guests register at the registrants rate.

Please no fax cover page and no "corrected copies." 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. When you register online you will be emailed a receipt to the address you gave. This receipt cannot be re-created so print and save it for your voucher. If you do not immediately receive an email receipt, presume you gave us a bad email address. Login again and check your email address. Everyone with a valid email address will be sent an email confirmation when the registration is processed. A backup online receipt can then be obtained after logging in with your name and last-4.

Early registration (\$390/290) is 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 rates (\$425 non-member/\$325 member) 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 24 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. You must include your SSN-last-4, email address, card number, exp date, and "signature." (NO AMEX or Discover). Full registration includes all events except golf.

Postmark a mailed registration NLT 15 Oct to ensure it arrives before the office moves to the hotel. After that, plan on web or fax NLT 1700, 22 Oct, or registering at the hotel on-site (\$490 non-member/\$390 member).

No Substitutions

There can be no registration substitutions. Individuals may be canceled; and new individuals may register. Specifically, no one may capture someone else's early rate after the early deadline. We cannot "bank" funds. This restriction applies to checks as well. 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 (formerly know as IMPAC)

We have been advised by AMC/CCX that the "CONVENTION REGISTRATION FEE CANNOT BE CHARGED TO THE GOVERNMENT PURCHASE CARD (GPC, formerly IMPAC). This reportedly reflects previous SAF/AQC guidance to AMC. (A/TA can take any Visa or MasterCard.) The AMC GPC prohibition does not apply to the Government Travel Card (GTC), which reportedly is recommended.

Faxes:

Please no cover sheets. Save your time and our paper; all arrive in a 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 be discarded. No faxes/web after 1700 EST 22 Oct. You may register at the A/TA registration desk upon arrival at the on-site rate (\$490/390).

Speakers:

Invited speakers and their immediate traveling staff may receive a discounted rate (\$100) for the day of their presentation and sign up only for that day. This is meant to accommodate zip-in-zip-out speakers and any immediate travelling staff and does not include any evening events. We recommend, however, that all avail themselves of full registration opportunities. Please also see the DV recommendations at <http://atalink.org/dv.html>.

Exhibitors:

There is usually some confusion. The Exhibit-floor-only rate is meant to cover the refreshments and events in the exhibit hall for the exhibit workers who are not generally participating in the social events. It does NOT allow attendance of seminars, hospitality suites, banquet or brunch. 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 on-line Exhibitor page for exhibiting information.

Banquet Seating:

2009: A/TA popularity continues to grow along with those who want to attend the event's premier agenda item, the Saturday night banquet. For A/TA Nashville, we will continue to rely on our proven use of chapter/unit/group/exhibitor points of contact (POC) to manage the banquet reservation process. We also will continue to receive individual banquet reservations to allow those individuals not affiliated with a chapter/unit/group/exhibitor to register. The ATA Banquet Reservations staff will continue to coordinate with these POCs to make sure we have the exact reservations you request. Key to this is that you first register for the convention; then make your seating reservations known to your unit/company POC, or to the banquet reservation team (see below).

For A/TA Nashville we will, however, limit the number and timing of banquet reservations. First, each chapter/unit/group/exhibitor will be limited on how many seats each can reserve based on the previous year's attendance. We will provide each unit POC their reservations limitation before banquet reservations begin, 30 July. Second, we will take limited on-site banquet reservations at Nashville but will close out these reservations by COB Friday, 30 Oct. As in past years, we will take each POC's update (for substitutions only) on-site until COB

Friday. There will be open seating to accommodate those who register late, and that open seating will be designated on seating charts available at the banquet reservations area in Nashville.

Pre-Convention:

We will start taking seating block/individual banquet reservation requests 30 July. The Banquet Seating Request Form should be used by all. Units/chapters should submit through their unit/chapter representative/POC. Individuals/groups not associated with a unit or chapter should submit banquet reservations to the banquet reservation team at banquet@atalink.org. The POCs will be expected to manage actual seating distribution within his/her unit block of tables prior to the convention, and to keep the banquet reservation team updated as changes occur. The cutoff for reserved banquet seating, prior to onsite reservations, will be 1700 Sunday, 25 Oct.

Onsite:

We will require 100% reconfirmation to keep/get a reserved seat. Those who have paid but do not confirm banquet reservations may be relegated to open seating. We do this to ensure that no one gets dropped from the POC's lists and to allow registrants to advise us when they do not plan to attend. And while we will take seating requests from anybody – chapters, units, groups, or individuals – the preferred solution is for block inputs: So please check with your respective chapter/unit/company POC to ensure your name is submitted only once. For chapters/units/groups/ corporate POCs, this means all seats you submit in the reservation for your group must have a paid A/TA registration. Without it, that individual will be “bumped” from the chapter/unit/group/exhibitor seating request.

On-Site Banquet Seating Sign-up:

We will try to accommodate everyone; however, reserved banquet seating cannot be guaranteed onsite. The Banquet Seating Sign-Up which will be located next to the A/TA Registration desk, will be open Wednesday 28 Oct, 1300 – 1800, and Thursday and Friday, 29 and 30 Oct, from 0900 – 1800. The CUTOFF for onsite banquet seating will be 1800, Friday the 30th. Those arriving Saturday without prior seating coordination will not be given a seating reservation and will have to use open seating. Prior to the Banquet, in-progress reservation charts will be posted daily around noon in the Banquet Seating Sign-Up Area. A final Banquet seating chart should be posted 1500, Saturday, 31 Oct. If you have paid for the Banquet and have not shown up on the banquet reservation seating chart, you will be seated at open tables.

Remember the priority: First register, then reserve your banquet seat, and then additionally confirm your reservation onsite at the convention banquet booth.

Award Winners: will be seated as a group with one spouse/guest. Special guests and family may be seated at tables nearby providing Award Winners put the request in the remarks portion of their registration form and inform the Banquet Seating Coordinators using the request form mentioned above.

Exhibitors please review the on-line Exhibitor Package.

WARNING: Should banquet sign-up exceed facility capacity, Banquet Registration may be stopped and the 1800 Friday banquet seating-cutoff date may be moved earlier. Check the A/TA web site or the A/TA Sign-up Booth for the most current information.

2009 Room Reservations Rules of Engagement

If you have any questions, Please direct all questions pertaining to rooms, via email, to Miles Wiley at atarooms@cox.net.

If you are attending this year's convention on official orders (Active duty, guard, reserve and DoD civilians) you are entitled to tax exempt status for the room tax. This form must be presented at the

time of check-in. Additionally, you must be using your government issued credit card to pay for the room. Each person in a military double room (two registrants sharing a room, both on per diem, and splitting the cost, must complete a form.

Each installation and Exhibiting company should have a room POC that units and individuals should contact for rooms assistance. **See Military Room POC list on-line at www.atalink.org.**

If you do not have a room reservation POC, contact Miles Wiley at atarooms@cox.net.

***DO NOT negotiate individual or independent group contracts with hotels. Independent contracts create a personal liability for YOU, the signer; and the A/TA will have no ability to help YOU out of that liability!
You may forfeit A/TA transportation help as well.***

Room Procedure for 2009:

The Anaheim Convention was extremely successful. More than 4200 attendees enjoyed the three days of exhibits, seminars, and seeing old friends. From a rooms-management perspective, the most important part was that the contractual obligations were met with the different hotels. Of course, it only worked because of the number of volunteers for each base and exhibitor that worked the room lists.

The Association plans to continue to manage the rooms process and will rely on your support to ensure that it is successful again. Like 2008, there will be no time that any hotel will open the block for independent reservations.

The main hotel in Nashville, the Gaylord, can NOT (just not big enough) provide us with enough rooms for everyone. We have already signed some contracts with additional hotels and are working to prevent the challenge we have had the last couple of times in Nashville – hotels too far away.

Like last year, we will have a couple of significant dates that either numbers or names must be submitted to either me or the appropriate hotel. Needless to say, these dates are extremely important and we must meet the deadlines.

Base and exhibitor room POCs must update contact information to atarooms@cox.net by 6 July. This will ensure that we are in contact with the correct POC. As in the past, we will work all room requirements with the POCs (this only applies to bases and exhibitors). For attendees whose company has an exhibit, but the attendee is not part of the exhibit support team, your room request must go through the exhibitor room POC.

Base and exhibitor room POCs must confirm hotel room requirements No Later Than 7 August. We recognize that this is extremely early to know exactly how many rooms a base or exhibitor will need. Like last year, once confirmed, the POC will be responsible for filling those rooms. If unable to do so, the base or exhibitor will have to pay the cancellation fee for the room, which is one night room rate per room. This will require POCs to manage the room block very closely.

Pro Bono Booths – the Association has set aside a very limited number of rooms in the main hotel to support pro bono booths (government exhibitors). Priority for rooms will be given to those pro bono booth attendees who are willing to pay the corporate rate for a room in the main hotel. For the (military) government pro bono booth, this can be done by doubling up (both people in the room are on per diem and split the cost of room equally). Once the limited rooms are filled, overflow hotel rooms will be used.

To provide each military POC with some flexibility, the Association will require that each military POC have a minimum of 10 percent of the rooms as doubles, in the main hotel (Gaylord) and 10 percent of the rooms as doubles in the over flow hotels, no exceptions. On a case by base basis, the Association will consider increasing the double

up requirement. Like previous years, for the double rooms, the room rate will be less than the per diem rate times two. The Federal government per diem rate for Nashville is currently \$117 per night, plus tax and fees. This rate is subject to change when per diem rates are adjusted on 1 October 2009.

The final list of names and credit card information is due to the hotels no later than 4 September. Hotel room reservations for the convention will be made by Rooming List. The Rooming List must be provided to the hotels prior to September 4, 2009. All room reservations must be accompanied by a first night room guarantee. The hotel will not hold any reservations unless secured by a credit card. The military room POCs can make a one-for-one swap to avoid cancellation charges. Everyone will need to understand the cancellation rules as they are updated in the future.

The Association also has set aside a number of rooms in all the various hotels for those attendees not associated with a base or exhibitor. The rooms are at the government/military rate (for the active, Guard and Reserve) and the conference rate (for exhibitors, retirees and others). These individuals should email Miles Wiley at

atarooms@cox.net to request a room.

For the retirees who believe they are entitled to a government rate, the Association uses two principles when negotiating with the hotels for rooms: First, hotels want to limit the mixture of the government rate rooms to conference rate rooms to approximately a 50/50 ratio; or to charge much higher rates for convention-rate rooms. This means that the Association must fill both room rates to honor the contracts. Second, the Association can only contract for what we estimate to be the number of active-duty rooms needed. Overestimating incurs penalties.

Like in 2008, every individual is responsible for any changes to his or her hotel reservation and NOT the Association. Remember, room reservation cancellation and convention registration cancellation are TWO SEPARATE and INDEPENDENT ACTIONS (To Cancel – You must make BOTH cancellations).

As we get closer to the convention, there will be more information on room rates, resort fees, cancellation fees, and other important information about hotel rooms.

See you in Nashville.



Property Highlights

- Year-round climate-controlled atriums
- Nine acres of lush indoor gardens featuring a 44-foot cascading waterfall
- A re-creation of a Delta river town with shopping, dining and flatboats
- Convenient parking
- Airport and area shuttle available
- On-site Hertz car rental

About the Gaylord Opryland

Location

- Within one-day's drive of two-thirds of the nation's population
- Just 10 minutes from Nashville International Airport

Guest Rooms

- 2,881 total guest rooms
- Rooms feature two phone lines, one cordless phone, easy-to-use voice mail and Internet connectivity

Exhibition and Meeting Facilities

- 600,000 square feet of meeting and exhibition space
- Exhibit space totaling over 263,000 square feet
- Ballrooms totaling over 127,000 square feet
- 71,375 square feet of ballroom pre-function space
- 111 meeting and breakout rooms
- Three executive boardrooms
- 17 covered loading docks with large overhead bay doors
- On-site conference service vendors including IKON Business Center, Corporate Magic, Presentation Services Audio Visual, and Freeman

Exciting Dining Experiences

- Old Hickory Steakhouse – fine-dining steakhouse
- Ristorante Volare – authentic Italian
- Cascades Seafood Restaurant – specializing in seafood
- Water's Edge Marketplace Buffet – vast array of enticing global flavors
- Findley's – authentic Irish fare with a fine selection of drafts
- Rusty's Sports Bar
- Paisano's
- Stax
- Garden Conservatory Cafe
- Java Coast Coffee

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From the Question Mark to a Question Mark

A BRIEF HISTORY OF AERIAL REFUELING PART 2

Editor's note: This is Part 2 in a series of articles prepared by the Headquarters AMC History Office highlighting the history of aerial refueling and the important role aerial refueling has played in American military history. (Part 1 appeared in the Winter 2009 edition of A/TQ).

Extending 'The Reach'

by Mark Morgan, HQ AMC History Office

On Aug. 6, 1946, the world's largest bomber took to the air from the Consolidated-Vultee plant on the south side of Lake Worth, west of Fort Worth, Texas. The huge, six-engine B-36 was a wartime design, built for non-stop round-trip flights from the United States to Germany in the event of the loss of bases in England.

The first B-36 production models entered service with Strategic Air Command in late 1948. The B-36 was big enough to carry the large nuclear weapons of the time and carried enough fuel—more than 183,000 pounds—to make the 10,000-mile round-trip flight to Europe and back.

However, the B-36 lacked speed and maneuverability and, during the early 1950s, the aircraft became highly vulnerable to enemy jet fighter aircraft. Fortunately, the Boeing Airplane Company had the B-36's replacements in development: the jet-propelled B-47 and B-52. However, these new aircraft—unlike the B-36—needed air refueling to hit targets in the Soviet Union. At the time of their development, no aerial refueling aircraft existed.

In January 1948, former bomber commander and the first U.S. Air Force chief of staff, Gen. Carl A. "Tooe" Spaatz, identified in-flight refueling as the young service's highest initial priority. Two months later, Air Force personnel from Wright-Patterson AFB, Ohio, visited Britain's Flight Refueling Limited, evaluated the company's loop-

hose air refueling system design, and bought two examples. The Air Force also ordered 40 additional sets and acquired manufacturing rights for the system.

Upon arrival in the states, the two refueling systems went to Boeing's Wichita, Kan., plant for installation in B-29s. The subsequent conversion program resulted in the production of 40 KB-29M tankers and 40 B-29MR receivers. On June 30, 1948, SAC activated its first two KB-29M squadrons: the 43rd Air Refueling Squadron at Davis-Monthan AFB, Az., and the 509th Air Refueling Squadron at Walker AFB, New Mexico.

The introduction of dedicated tanker aircraft and crews allowed SAC to extend the range of its B-29 and B-50A bombers. Concurrently, SAC and the Air Force made the decision to equip all future bombers with an in-flight refueling capability. However, the loop-hose system proved unwieldy and difficult, particularly in bad weather. With a two-and-a-half-inch diameter refueling hose, the FRL-developed system transferred fuel at a rate of only 110 gallons per minute. With new high-speed, high-altitude jet bombers coming on line, capable of operating at night and in bad weather, it quickly became apparent something better was needed.

Interestingly enough, Boeing already had a better system in mind. The company developed a "flying boom," which featured a telescoping pipe with fins at the nozzle end. The fins were termed "ruddervators" because they functioned as both rudders and elevators. The boom operator, sitting in the B-29's converted tail turret, literally flew the boom into a receptacle on the upper fuselage of the receiver aircraft. This design allowed more positive control of the air-to-air refueling operation and, with the boom's four-inch diameter, it offered much faster fuel transfer.

The Air Force responded by ordering more than 100 B-29s fitted with the flying boom system, designated the KB-29P. The first KB-29Ps went into service with the 97th Air Refueling Squadron at Biggs AFB, Texas, on Sept. 1, 1950.

In the meantime, training continued with the KB-29Ms, including periodic attempts at record-breaking flights. For example, in 1948, from Dec. 7 through Dec. 9, a 43rd Bombardment Group B-50A, commanded by Lt. Col. Michael N. W. McCoy, flew from Carswell AFB, Texas, to Hawaii,

dropped a practice bomb, and then returned to Carswell. The flight was made possible by KB-29Ms assigned to the 43rd and 509th Air Refueling Squadrons.

The Air Force followed up with a non-stop, around-the-world flight. Again, the 43rd Bombardment Group got the call, although the first attempt on Feb. 25, 1949, came to a quick end when the B-50A "Global Queen" sustained engine problems and landed at Lajes Air Base, Azores.



A KB-29P from the 91st Air Refueling Squadron, Barksdale Air Force Base, La., puts Strategic Air Command's long reach into practice by refueling an RB-45C of the 91st Strategic Reconnaissance Wing. (U.S. Air Force photo)

The next day, the back-up plane, the "Lucky Lady II," commanded by Capt. James Gallagher, launched from Carswell. The aircraft returned to Texas on March 2, having completed a 94-hour-1-minute flight of 23,452 miles with four in-flight refuelings.

Afterwards, Gen. Curtis E. LeMay, SAC commander, told the news media the obvious: SAC could now deliver an atomic bomb anywhere in the world, and tankers made it possible.

Subsequently, SAC converted its KB-29Ms to a probe and drogue system, using another design pioneered by Flight Refueling International. It featured a refueling hose mounted on an electrically-driven reel inside the tanker, with the receiver aircraft taking on fuel through a fixed refueling probe. While initially tested with bombers, the design later proved particularly useful with fighter aircraft.

However, the B-29's aging airframe and limited fuel offload capability definitely made it an interim tanker (although the last B-29s didn't retire from SAC until November 1957). In the meantime, Boeing came up with an improved tanker aircraft, the KC-97.

Based on the Model 377 "Stratocruiser" trans-oceanic airliner, the KC-97 featured a unique double-bubble fuselage with plenty of space available inside for fuel, cargo and passengers, combined with the wings and engines of the Boeing B-50.

The first prototype YC-97A transport served with the Military Air Transport Service during the Berlin Airlift in 1949 and went into full production that same year. In 1950, Boeing introduced the KC-97 variant, equipped with the flying boom system.

Dubbed the "Stratotanker," the KC-97 quickly became the most numerous SAC tanker, with more than 800 built. The first aircraft went into service with the 306th Air Refueling Squadron at MacDill AFB, Fla., in 1951. By 1953, SAC operated almost 30 air refueling squadrons with 502 tankers,

with the majority of the squadrons flying KC-97s. Nearly every B-47 wing had a KC-97 air refueling squadron assigned to it. When B-47s deployed overseas, their tankers went with them, enabling the mass deployment of entire wings of bombers to bases in Europe and the Far East under Operation Reflex.

However, even the new KC-97 operated with several limitations. While a single KC-97 could adequately refuel a B-47, it took two or more to refuel a B-52. Additionally, it took a long time for

a fully laden KC-97 to get to its cruising altitude. This forced SAC to deploy its tankers for extended periods to locations in Alaska and Canada, strategically located along the routes the bombers would use to get to their targets. With adequate warning, the KC-97s would get to altitude in time to service the bombers coming from the United States.

However, speed disparity between the KC-97 and its receivers provided the biggest problem. During aerial refueling, the bomber had to slow down and drop to the KC-97's altitude. Once the aircraft connected, the tanker went into a dive, allowing the bomber to maintain enough speed to stay in the air. As the receiver took on more fuel, it grew heavier, which made the maneuver – known as "tobogganing" – even more difficult. When done in poor or marginal weather, the experience proved even less enjoyable for the aircrews. Once the two aircraft completed the refueling, the jet bomber had to climb back up to its cruise altitude, which burned a lot of the fuel it had just taken on.

Fortunately, a suitable replacement for the KC-97 was already on the way. And this aircraft, still in operation to this day, would feature jet propulsion.



The boomer in the KB-29 operated his equipment from a station in the converted tail turret of the bomber (Courtesy photo)



This pilot's-eye view of an inflight refueling operation provides an excellent view of the flying boom and the boomer pod on the underside of the KC-97 (U.S. Air Force photo)

proper role of SAC's small escort fighter force?

During World War II, fighters, such as the legendary P-47 Thunderbolt and P-51 Mustang, escorted bombers over their targets. However, the postwar jet-propelled fighters, such as the F-80 Shooting Star and F-84 Thunderjet, used fuel at a much higher rate and were, therefore, range-limited. They could no longer escort the bombers.

To be sure, the Air Force regularly transferred fighter units overseas, particularly after the outbreak of the Korean War on June 25, 1950. The standard method involved using U.S. Navy or Navy contact vessels, primarily World War II-era escort aircraft carriers, to physically ship the aircraft. This took weeks, and, more often than not and despite protective efforts, upon arrival the fighters required extensive maintenance because of salt air exposure and corrosion.

The answer was simple: find a way to extend the range of fighter aircraft. Initial efforts included projects with the names of Tip-Tow, Tom-Tom and FICON (for "Fighter Conveyor"). These did not involve actual in-flight refueling, but instead involved literally "towing" fighter aircraft, albeit

Fueling the Fighters

Strategic Air Command entered the 1950s on a roll. It operated a growing fleet of tanker aircraft, and the first jet bombers – commencing with the B-47 Stratojet – were coming on line.

The combination of tankers and bombers made SAC a truly global strike force, with mission duration only limited by crew endurance. However, one question remained: what was the



In August 1964 these former Strategic Air Command KC-97Gs – by then assigned to the Illinois Air National Guard's 126th Air Refueling Wing out of O'Hare International Airport – refueled Air National Guard F-100D "Super Sabres" in the first non-stop trans-Atlantic deployment of guard fighters to Europe (U.S. Air Force photo)

under rather unusual circumstances.

Project Tip-Tow employed a modified B-29 and two F-84Ds, which attached to the bomber at either wingtip through a clamping device. Project Tom-Tom, tested in 1953, was similar and involved the coupling of RF-84F reconnaissance aircraft to the wing tips of a modified B-36. The FICON proposal involved the actual carriage of a modified RF-84F in the bomb bay of a B-36, slung beneath a trapeze.

During testing, flying the fighters in close proximity to large bombers and hooking up proved supremely challenging, even in perfect weather. A fatal crash involving the Tip-Tow B-29 and one of the F-84s in April 1953 reinforced this and led to the cancellation of Tip-Tow. Doing such hook-ups operationally, possibly in

combat and most likely at night and in bad weather, made the efforts even more risky. Fortunately, advances in air refueling of fighters made all three of these difficult and complex "towing" methods superfluous.

As during the early development of SAC tankers, the United Kingdom's Flight Refueling Limited, or FRL, led the way. The company fabricated external drop tanks with integral refueling probes, suitable for using with the probe and drogue system. On Oct. 22, 1950 – barely four months after the start of the Korean War – U.S. Air Force Col. David C. Schilling used this system to make the first non-stop, air-refueled flight by a fighter across the Atlantic Ocean.

Colonel Schilling commanded the 62nd Fighter Squadron and later the 56th Fighter Group in the European Theater during World War II. In July 1948 he led the F-80s of the 56th Fighter Wing from Selfridge Air Force Base, Mich., across the Atlantic to the Royal Air Force installation at Odiham, England. Accomplished under the title of Fox Able One ("Fighters Atlantic, Operation No. 1"), Schilling's pilots went over via landings and fueling stops at Bangor, Maine; Goose Bay, Labrador; Bluie West 1/Narsarsuaq, Greenland; Meeks Field, Iceland; and RAF Stornaway, the Hebrides. Because of stops and the weather, the 16 fighters took 10 days to get to Europe.

In October 1950, using aerial refueling, Colonel Schilling made the trip in the reverse direction in an incredible 10 hours and 8 minutes.

After launching from RAF Manston in two modified F-84Es, Schilling and Colonel William Ritchie refueled from FRL-operated Avro Lincoln bombers/tankers over Scotland and Iceland. Unfortunately, one of Ritchie's probes sustained damage during the contact over Iceland. Unable to take on fuel, he literally ran out of gas and ejected. Fortunately, he was quickly rescued.

With the Korean War well underway and its high demand for fighter aircraft, the Wright Air Development Center at Wright-Patterson Air Force Base, Ohio, designed additional external drop tanks with fixed refueling probes and dispatched them to the theater. Republic Aviation, the manufacturer of the Thunderjet, concurrently started delivery of the F-84G with a refueling receptacle in the leading edge of the left wing compatible with SAC's

boom-equipped KB-29Ps.

On July 6, 1951, the first combat air refueling of fighter-type aircraft took place over Korea. Three RF-80As launched from Taegu with the modified tip-tanks and rendezvoused with a tanker offshore of Wonsan, North Korea. Through in-flight refueling, the RF-80s effectively doubled their range, which enabled them to photograph valuable targets in North Korea.

The big test came with plans for the movement of an entire fighter wing to the Korean theater. On July 4, 1952, 60 F-84Gs launched from Turner AFB, Ga., and flew the 1,800 nautical miles to Travis AFB, Calif., non-stop. Refueled en route by 24 KB-29Ps over Texas, this served as the rehearsal for the main event, designated Fox Peter One.

Organized by Colonel Schilling – who now served as the commander of Turner AFB's 31st Fighter Escort Wing – Fox Peter One kicked off on July 6 when the first of the 31st FEWs three squadrons of F-84Gs headed west from Georgia to Travis. Throughout the following three days, each squadron refueled from KB-29Ps over Texas.

At 1,860 nautical miles and with no alternate landing sites or divert fields, the flight from Travis AFB to Hickam AFB (Territory of Hawaii), was the

longest of the trans-Pacific flight. All of the fighters made it and then island-hopped the rest of the way to Yokota Air Base, Japan, via Midway Island, Wake Island, Eniwetok, Guam, and Iwo Jima. The arrival of the last aircraft in Japan on July 16, less than two weeks after leaving Georgia, marked Fox Peter One as a resounding success.

The following October, the 27th FEW from Bergstrom AFB, Texas, replicated the route and in-flight refuelings and relieved the 31st FEW. The 27th FEW's commander was Col. Donald Blakeslee, another famous World War II pilot and ace.

More record flights followed, including Operation Longstride in October 1953, which saw Colonel Schilling's wing – now designated the 31st Strategic

Fighter Wing – dispatch eight F-84Gs to Nouasseur Air Base, French Morocco. The aircraft covered 3,800 miles in 10 hours and 20 minutes, thanks to in-flight refueling by brand-new SAC KC-97s in the vicinity of Bermuda and the Azores.

Concurrently, Col. Thayer S. Olds, commander of Turner AFB's 40th Air Division, led 20 F-84Gs of the 508th SFW to RAF Lakenheath, England. Three of the fighters landed at Keflavik, Iceland, because of mechanical problems;

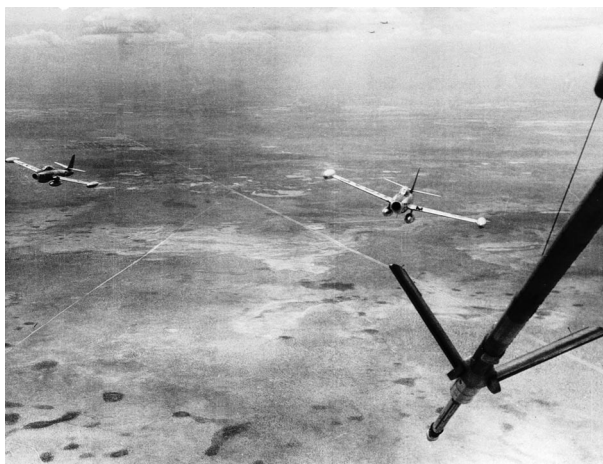
however, the remaining aircraft successfully hooked up with the orbiting KC-97 tankers and made it to England in one flight.

In 1957, SAC's fighter units transferred to Tactical Air Command or were inactivated as part of a reorganization of Air Force strategic and tactical assets. However, they set the standard; by the end of the 1950s, trans-oceanic flights became commonplace. The Air Force never bought another fighter aircraft without in-flight refueling capability; a capability which proved its worth a few years later when Vietnam heated up.

To be continued in the Summer 2009 edition of A/TQ.



Prior to developing inflight refueling for fighter aircraft, the U.S. Air Force experimented with projects such as "Tip-Tow," which investigated the towing of aircraft like these two F-84s by bombers such as the B-29. (U.S. Air Force historical photo)



High over West Texas, two F-84Gs of the 31st Fighter Escort Wing pull in behind a waiting KB-29P during Operation Fox Peter One. (U.S. Air Force historical photo)

Crew Navigates Tanker Out Of Trouble

by Tech. Sgt. Harry Kibbe, 376th Air Expeditionary Wing Public Affairs

"Any aircraft, any station, this is Shell 73. Emergency. We've lost complete navigational capability. Request assistance."

This was the mayday call from Capt. Matthew Jaeger as he and the crew of Shell 73, a KC-135 Stratotanker from Manas Air Base, Kyrgyzstan, flew somewhere over the border of Kyrgyzstan and Tajikistan in March of this year.

Captain Jaeger was on the 13th flight of his first deployment as an aircraft commander when both of his flight navigation systems failed, leaving the pilot of just more than two years unsure of where his current path would take his crew and plane.

"We were trying to diagnose the problem the entire time, going through our checklists, but nothing we did was solving it," Captain Jaeger said.

To make matters worse, all geographic landmarks below were hidden by heavy cloud cover, so the crew couldn't rely on visual references to guide them back to Manas AB or to an alternate landing site. Even if they had been able to steer themselves home, poor weather conditions prevented them from landing at Manas AB, where the airfield was socked in by rain and clouds.

"I remembered the basics: Aviate, navigate, communicate," Captain Jaeger said. "We had plenty of fuel, and we knew that our altitude was high enough to keep us safely above the mountainous terrain."

Realizing that landing at Manas AB was out of the question, Captain Jaeger decided to divert Shell 73 south toward Afghanistan, knowing that he had to be particularly careful to not enter Chinese or Iranian airspace.

"I knew that the weather was good at Bagram (Airfield in Afghanistan) from our mission brief," he said. "We had to land at a field where we could use visual flight rules; one where we could see the runway and manually input our landing data."

Flying on standby instruments, Captain Jaeger had to think on his toes; quickly.

He told the boom operator, Senior Airman McKayla Dick, to grab the handheld Global Positioning System out of the aircraft survival kit.

"My whole mentality was just to stay calm," Airman Dick said. "I had to help out as much as I could so we could get out of this situation."

The move by Captain Jaeger to use the handheld GPS garnered great admiration from those in his chain of command.

"In my experience, something like this has never happened before," said Lt. Col. Patrick Rhatigan, the 22nd Expeditionary Air Refueling Squadron commander who has 18 years of experience as a pilot. "For him to pull out the handheld GPS shows a level of maturity and quick thinking not usually seen in junior aircraft commanders."

The out-of-the-box thinking worked. The crew used the GPS to verify they were on a heading to cross the border into Afghanistan, where they would be able to call for support from coalition aircraft.

"For about five minutes it was pretty tense, but once I knew we were on a vector south toward Afghanistan, that's when it started to calm down," said 1st Lt. Vance Feavel, co-pilot of Shell 73, who like the rest of the crew is deployed from the 92nd Air Refueling Squadron at Fairchild Air Force Base, Wash.

Now in Afghanistan, and within contact range of Kabul air control, Captain Jaeger was able to issue the mayday call.

"We contacted Kabul, explained our situation and gave our position using the GPS," Captain Jaeger said. "We then asked for a relay to see if we could get another plane to rendezvous with us."

Not far away, Moose 75, a C-17 Globemaster III deployed out of the 16th Airlift Squadron from Charleston AFB, S.C., was on an airdrop mission when they heard the call and diverted to intercept Shell 73.

"Judy, I gotcha!" called out Lieutenant Feavel as he established visual confirmation

with the C-17 just 20 minutes after the first mayday call.

Moose 75 was then able to lead Captain Jaeger and his crew to Bagram Airfield where they set up a holding pattern.

"Bagram is basically in a bowl of mountains," Captain Jaeger said. "Moose 75 was able to take us into a holding pattern and then lead us through a hole in the clouds before guiding our descent for a visual approach."

"It was a relief to know that we were able to land safely with the help of Moose 75 and Kabul air control," said Lieutenant Feavel after the crew of Shell 73 was back on the ground.

Once at Bagram Airfield, the crew's fortunes continued. The transient alert contractors that marshaled them to their parking spot were both former KC-135 crew chiefs. They responded immediately, checking out the navigational systems onboard. After successfully rebooting the systems and finding nothing wrong, Shell 73 started up for the flight back to Manas AB.

After just three hours on the ground at Bagram Airfield, Captain Jaeger and his crew were airborne and Shell 73 was navigating its way back home.



Capt. Matthew Jaeger, Senior Airman McKayla Dick and 1st Lt. Vance Feavel stand before the KC-135 Stratotanker they safely landed using Global Positioning Systems and support from a nearby C-17 Globemaster III when the navigation systems failed during a refueling sortie March 16 from Manas Air Base, Kyrgyzstan. The crew is deployed from the 92nd Air Refueling Squadron at Fairchild Air Force Base, Wash. The pilot, Captain Jaeger, is originally from Croton, Ohio. Co-pilot Lieutenant Feavel is a native of North Pole, Alaska. Airman Dick, the boom operator, is originally from El Paso, Texas. (U.S. Air Force photo/Tech. Sgt. Phyllis Hanson)

"I remembered the basics: Aviate, navigate, communicate," Captain Jaeger said. "We had plenty of fuel, and we knew that our altitude was high enough to keep us safely above the mountainous terrain."

Once back at Manas AB, the crew got a good night's rest and were back on the flying schedule the following day, flying yet another refueling mission over Afghanistan.

"We got back without any real issues," Captain Jaeger said. "It was a real learning experience, but we couldn't have done it without the help we were fortunate to receive from the C-17 crew and those on the ground."

"As a pilot who's flown the C-17 and KC-135, I'm really proud of how both crews teamed up, relied on their training, and pulled the rabbit out of the hat to keep us off the front page news," Colonel Rhatigan said. "The outcome is a real testimony to the level-headed professionals carrying out the mission in the air and on the ground." ■

Industry HIGHLIGHTS

With our 41st annual Airlift/Tanker Association Convention less than six months away, exhibit hall planning and preparations are well under way. We have begun the process of assigning booth spaces to our Industry Partners (IP). A/TA's goal is to provide exhibit hall spaces to all interested parties on an equitable but prioritized basis:

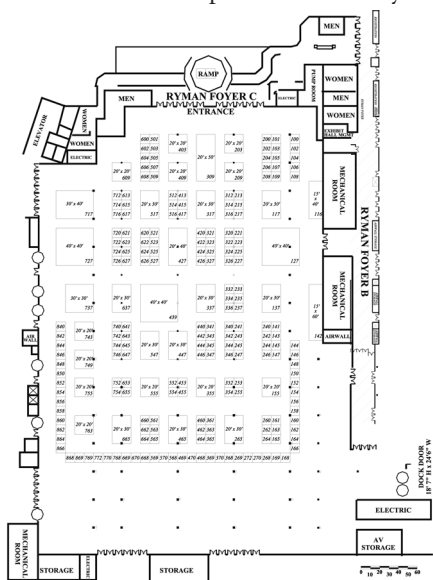
- **Industry Partners (members who pay an annual IP membership fee) are assigned first – sequence based on exhibit size and date of payment - IPs only through 5 July 2009**
- **2009 requests from paying industry and government exhibitors at our 2008 convention – assigned between 6 July and 31 August 2009**
- **Spaces for new 2009 paying exhibitors will begin on 1 September 2009**
- **Government agencies may request one Pro Bono space, but these spaces will not be assigned until late in the process (after all paying exhibitors are assigned) – 1 October 2009 or later**
- **If additional spaces are desired, government agencies may purchased additional spaces and this will move them up to a higher priority in the assignment process**
- **We do not anticipate any limitations on available spaces for Pro Bono exhibitors**

Below is the initial floor plan for the exhibit hall. Obviously, there will be many changes to the overall floor plan as we work our way through the process, but you can also see that all exhibits will be one exhibit hall and we have plenty of space for everyone. Updates and changes to the floor plan will be posted on the A/TA website as soon as updates become available. The management process for this year should be considerably easier than last year when there were three ballrooms.

Some things to consider as you plan your exhibits: there are small squares throughout the exhibit hall that represent 28 inch by 28 inch concrete posts (electrical power for supporting your exhibit will be from the ceiling/concrete posts) and the ceiling height is 19 feet throughout the exhibit hall. One additional caveat, the overall plan is subject to fire marshal approval, but we are planning wider aisles and do not expect this to be a problem in Nashville.

Although I initially had some concerns that the current economic climate could adversely impact our 2009 exhibit plan, so far we have not experienced major problems. Unfortunately, there have been a few cancellations from our 2008 exhibitors but there are also exhibitors who are planning to expand their presence this year – so far it looks like the overall economic impact will be minimal. Once again, let me thank each of our exhibitors for your loyal support of the Airlift/Tanker Association Convention and for making our convention something special. We look forward to seeing all of you in Nashville.

Regards,
Bob Dawson
Vice President Industry Affairs



A/TA INDUSTRY PARTNERS (as of 28 May 2008)

AAI Services Corporation

AAR Corporation

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Flightcom Corporation

FlightSafety International

Gander International Airport

GE Aviation

Global Aviation Holding

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Goodrich Corporation

Gulfstream Aerospace Corporation

Hamilton Sundstrand

Honeywell International

IBM

ITT Electronic Systems

JBT AeroTech (formerly FMC Technologies)

Jeppesen

JLG Industries, Inc.

L-3 Communications, Integrated Systems

Little Giant Ladder Systems

Lockheed Martin Aeronautics Corporation

McLane Advanced Technologies, LLC

Moog Inc.

NAT Seattle Inc.

National Air Cargo

Northrop Grumman Corporation

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Thales

TUG Technologies Corporation

Tybrin

USAA

Volga-Dnepr Unique Air Cargo

Vought Aircraft Industries, Inc.

Painless Seating, No Matter How Long The Flight

With more than 15 million flight hours logged in military aircraft, Oregon Aero Seat Cushion Systems have been the preferred choice of airlift/tanker crews for nearly 20 years. The reason? The highly engineered cushions provide pain-free seating—no matter how long the flight. Aircrew endurance and focus improve without the distraction and fatigue of seat pain.

Oregon Aero's first military Seat Cushion System was for the C-130, introduced in 1990. Today, the company continues to be the leader in testing, designing and manufacturing custom seats and seat cushion systems for fixed wing and rotor aircraft, as well as for land vehicles and marine applications.

Oregon Aero designs and manufactures more than 500 products that represent engineered solutions to eliminate pain, improve impact protection and reduce noise. All Oregon Aero products are made in the U.S.A. The company is based in Scappoose, Oregon.

Why Are Oregon Aero Seat Cushions and Seats Painless?

(1) Because Oregon Aero Seat Cushions shift a person's hips, pelvis and back into the proper, pain-free sitting position. This shift—which can be as small as 3/4"—permits the body to stay erect without effort, eliminating fatigue, distraction and pain.

(2) Because Oregon Aero cushion designs and materials work together. The design ensures to about 85% the ideal sitting position for the body. The cushion materials, including visco-elastic foam, mold the last 15%, reading body temperature and pressure and creating a perfect fit every time someone uses the seat. With the foam's low rebound action, blood flows constantly, preventing "hot spots."

Oregon Aero Seat Cushion Systems are made by hand with as many as 20 different pieces and several materials.

In 1995, Oregon Aero and what is now Coastal Aircraft Parts LLC established an effective business relationship wherein Coastal Aircraft Parts is the exclusive worldwide distributor of Oregon Aero seating products and accessories for military fixed wing and rotor wing aircraft. In addition to Seat

Cushion Systems, airlift/tanker crews can experience the pain-free benefits of Oregon Aero crew bunk cushions, boom operator cushions, boom instructor pallet cushions, headrest covers and pads, armrest pads and scanner armrests.

The Story of Oregon Aero, Inc.

In some ways, the story of Oregon Aero began in 1989 with a headache—a headache that Jude Dennis (now Oregon Aero vice president and general manager) experienced whenever she flew with husband Mike Dennis, Oregon Aero founder, president and CEO.

Dennis set out to tackle his wife's headache problem. Following his lifelong drive to solve problems through research and testing, he created the SoftTop® Headset Cushion. Jude Dennis' headaches disappeared, and as other aviation enthusiasts learned their headache problems could be solved, the couple began selling the cushions at local fly-ins.

But Dennis wasn't satisfied. What began as a headset cushion evolved into the Oregon Aero Complete Headset Upgrade Kit. The five components work as one to end headset pain and improve acoustic performance (headset cushion, ear cushions, passive ear cup noise attenuation, ear seal covers and microphone cover). The components address each physiological issue which results from wearing a headset over time. Kits have been custom-designed for more than 150 military, civilian, law enforcement, first responder and other headsets.

At the same time Dennis was developing the Headset Upgrade Kit, he addressed additional problems of discomfort caused by the interface of the human body and hardware—including seating, footwear, ballistic helmets and other headgear. Other engineers joined the company to assist in the continual development and manufacture of innovative products.

"We love working to solve problems by thinking about them in new ways," says Dennis. "Most of the time when we solve a

problem, it's because we've turned it upside down and not accepted traditional assumptions."

"Developing pain-free seating, for example, was a complicated process," he continues. "It sounds simple—to make a comfortable seat—but if it were, it would have been done long before we achieved it. It took enormous amounts of research and testing before we fully understood and solved the many problems that prevent comfortable seating and to get all the solutions to all the problems working simultaneously. The interesting fact is that comfort and safety are interrelated. By making a painless, comfortable seat, we also make a safer seat."

The history and growth of Oregon Aero are a story of breakthrough thinking, perseverance, listening to customers, solving problems, and deriving satisfaction from helping people.

Four characteristics which set Oregon Aero apart include:

(1) The company's ability to work with manufacturing materials in dramatically effective ways through complex product engineering and innovative manufacturing.

(2) The commitment to the design and manufacture of customized products.

(3) Dedication to 100% customer satisfaction.

(4) Meticulous attention to details of product design and manufacturing. "It's the last 20% of a product design that's the most intricate, the most challenging, and the most important," says Dennis. "The last 20% is what makes all the difference in the world."

Oregon Aero products include:

- Seat Cushion and High-G® Seat Systems
- Aviation Headset and Helmet Upgrade Kits
- Ballistic Helmet Liner Pads & Retention Systems
- Other Headset and Helmet Upgrade Kits
- ShockBlockers® Insole Inserts
- SoftSeat® Portable Cushion Systems
- Aviation Accessories
- Knee, Elbow and Kneeling Pads
- Aviation and Other Equipment Bags

Contact information

Oregon Aero, Inc. can be reached by visiting the company website OregonAero.com, or by calling toll free: 800-888-6910.

For Airlift/Tanker Seating and Accessories, contact Coastal Aircraft Parts LLC, online at CoastalAircraftParts.com or call 954-260-6280.



&
COASTAL AIRCRAFT PARTS LLC



Oregon Aero's first military seat cushion was developed for the C-130 in 1990. Seat cushions are made by hand by skilled technicians.

WASP Reflect on Roles as Aviation Pioneers

by Carl Bergquist, Air University Public Affairs

On 26 March, three members of the Women Airforce Service Pilots reminisced about their World War II experiences as part of this year's Squadron Officer College Warrior Symposium series at Maxwell Air Force Base, Alabama.

The WASP were a select group of women pilots who by becoming the first women in history to fly American military aircraft, became pioneers, heroes and role models.

The ladies who spoke to Squadron Officer School Class 09C were Dawn Seymour, Mary-Helen Chapman-Foster and Doris Tanner – three of about 1,070 pilots who received their wings, ferried aircraft and participated in troop training during World War II.

Dawn Seymour

Mrs. Seymour said Gen. Henry "Hap" Arnold, then the commanding general of the U.S. Army Air Forces, was responsible for forming the WASP in August 1943, and she was part of the first group of 23 women to go to the training facility at Sweetwater, Texas.

"I received orders for Texas, and was off to Sweetwater. West Texas is something else. It is a place where the sky is bigger than the earth," she said. "I remember after my first flight, I got out and kissed the ground. It was a great feeling to be back on earth."

Following her training, Mrs. Seymour was assigned to Wilmington, Del., to fly

the B-17 Flying Fortress. She said, in her estimation, the B-17 was the best aircraft ever made.



"Can you imagine jumping from PT-19s to B-17s, and can you imagine working around pilots who had just returned from combat," she said. "I remember one flight we were doing figure-8s when suddenly the No. 3 engine caught fire. We put the fire out and continued

the training mission. I knew this was the plane for me."

Mrs. Seymour said she later went to the Florida Everglades to help train gunners for the D-Day invasion and duty in the Pacific Theater. A B-26 Marauder would drag

a long cloth sleeve behind the plane, and gunner trainees would shoot at it with color-coded bullets that would leave marks on the sleeve. The number of hits on the sleeve was their score for the session. She said after about four hours of training, the gunners graduated and were sent off to combat.

She was later assigned to the Army base at Roswell, N.M., where she conducted flights that tested changes made to existing aircraft. Mrs. Seymour said she thought it was

"quite a remarkable thing" to have been accepted by her government to do what she did so long ago.

"However, we suddenly received word in December 1944 that the WASP program

was over," she said. "General Arnold said we completed the job and were successful. We went home, and the door closed on the WASPs until nearly 30 years later."

Mary-Helen Chapman-Foster

Mrs. Foster said she is often asked what motivated her to join the WASP and said an experience with flying during a vacation prompted her to go to the local flying school to take lessons.

"I was not the type to want to fly, but after the vacation I wanted to learn," she said. "When I returned home, I went to Brown's Flying School and told Mr. Brown I wanted to go up. He took me up reluctantly, and when we returned, he told me I wasn't the type for flying. My reply was that I was the type, and he was going to teach me."

Mrs. Foster said after she got her wings, she decided to start a flying club with other women pilots. The famed woman aviator, Jackie Cochran, a pilot who held speed, altitude and distance records, was in the process of helping set up the WASP program, and she came to help establish the club.

"We were civilian pilots during the war, and we can't quite believe what's happening here today, considering we were so abruptly asked to leave the service."

It's wonderful to be invited here because we thought the WASPs were long ago forgotten."

– Dawn Seymour, WASP

"I had read a newspaper article about Ms. Cochran and how she was setting up the WASPs, and three of us applied for the program," Mrs. Foster said. "I flunked my first physical because I didn't weigh enough but was able to gain just enough weight to make it through the second time. We were all sent to Sweetwater, and to look out and see all the planes on the field, well, we were so excited."

Mrs. Foster said at Sweetwater trainees



Dawn Seymour looks out the cockpit window of a B-17 Bomber during a World War II training mission. Mrs. Seymour was one of five 2009 inductees into the Women In Aviation History, International Pioneer Hall of Fame. She was one of 13 women qualified to fly the giant bombers during the war. Two officers representing the 931st Air Refueling Group, Maj. Leah Schmidt and Capt. Gia Witmer, witnessed the hall of fame induction ceremony at a Women in Aviation Conference in Atlanta, Ga. (Courtesy photo)

lived in bays with six women in each bay, and two bays shared a bathroom. They got up at 6 a.m., wore khaki pants and white shirts as uniforms, marched everywhere.

"Twelve women trying to share a bathroom was quite remarkable," she said.

After graduation, Mrs. Foster was sent to Malden, Mo., where she encountered a less than enthusiastic commander.

"When I arrived, I was proud of my wings and my snappy salute, but the commander told me he had not asked for a woman pilot. I replied that I had not asked to come to Missouri," she said. "He later asked me what I could do, and I told him I could fly anything the Army had. His reply was, 'I doubt that.'"

Ms. Foster was eventually assigned to do maintenance check flights on aircraft that had undergone maintenance procedures, and there she became acquainted with the C-47 Dakota twin engine troop carrier.

"I'll tell you for a fact the C-47 was the best airplane we had," she told the audience. "They would do what you wanted them to do."

Mrs. Foster said on one occasion she had to make an emergency landing at the field with one engine on fire. She said she had so much confidence in the airplane, she didn't get nervous until she saw the ambulances and fire trucks on final approach.

Doris Tanner

Mrs. Tanner said she arrived at Sweetwater with "a little bit different attitude" than many of the other women. After all, she was from Texas.

"I came in with the attitude that we were going to have a good time," she said. "I'm from Dallas, Texas, and Texas girls are different. We don't wear hooped skirts."

Mrs. Tanner said her time with the WASPs was one of the best times of her life. She said people were always talking about how courageous WASPs were, but she "had a ball." She was surrounded by men.

Mrs. Tanner said a trip to the local airport with a friend resulted in her first flight, and that was it. She was hooked on flying. Her favorite airplane was the B-25 Mitchell.

All the ladies agreed they enjoyed their time as WASP and would do it again. Mrs. Seymour said due to the sudden deactivation of the WASP, with so little fanfare, she was surprised at the invitation to come to SOC to speak.

"We were civilian pilots during the war, and we can't quite believe what's happening here today, considering we were so abruptly asked to leave the service," she said. "It's wonderful to be invited here because we thought the WASPs were long ago forgotten."

Ramstein Welcomes New J-Model C-130

by Capt. John Ross, 435th Air Base Wing Public Affairs

Ramstein's first J-model C-130 Super Hercules aircraft was welcomed by a capacity crowd April 7 during an arrival ceremony at Ramstein Air Base, Germany.

Tail number 8601, the first of 14 J-models in production for the 86th Airlift Wing, also serves as the first Air Force Super Hercules permanently stationed at an overseas air base.

"This aircraft allows us to continue and to enhance the role of airpower, and especially airlift, in this vital part of the world," said Gen. Roger Brady, U.S. Air Forces in Europe commander, who personally piloted the new aircraft

into place during the ceremony. "We bring a lot to the fight in overseas contingency operations, including humanitarian operations around the world. We also focus on building partnerships, and the C-130J greatly increases our ability to do that."

The other 13 aircraft on order from Lockheed Martin are scheduled to arrive over the next 12 months. The E-model C-130s currently at Ramstein, whose average age is 40 years old, either will be retired from service or be moved to other units that are still flying the aircraft.

Though the J-model brings new technology and capabilities to the 86th AW, there is a sense of nostalgia over the long and impressive careers of the old E-models.

Ramstein's 37th Airlift Squadron, known as the "Bluetail Flies," has operated them for the past three decades at two separate bases.

"I am awed by the remarkable things the proud Airmen of this storied (37th Airlift) squadron have done to optimize an amazingly versatile aircraft," said Brig. Gen. Bill Bender, 86th AW commander. "The Bluetail Flies have become the standard-bearers for tactical airlift."

The ceremony also served as a ribbon-cutting for a new \$22 million dual-bay hangar, which can serve as a maintenance facility for two C-

130s simultaneously, or hold one C-17 Globemaster III. Lt. Gen. Philip Breedlove, 3rd Air Force commander, and Col. Don Bacon, 435th Air Base Wing commander, presided over the opening of the new facility.

Long known as the "Air Force's workhorse," the C-130 has a worldwide reputation as a tough, rugged airlifter or attack aircraft that operates in a wide range of remote or

austere locations. The J-model C-130 infuses modern technology into the recognizable shape of older models of the C-130, creating an aircraft that flies farther, faster, at higher altitudes, carrying a greater payload of people or equipment with better fuel efficiency, while still maintaining the aircraft's hard-nosed reputation.



A C-130J Super Hercules arrived at Ramstein Air Base, Germany, April 7 during a ceremony that not only honored the arrival of the new aircraft at Ramstein, but also heralded a new era in operations for the 86th Airlift Wing. (U.S. Air Force photo/Staff Sgt. Stephen J. Otero)

"This aircraft allows us to continue and to enhance the role of airpower, and especially airlift, in this vital part of the world."

— Gen. Roger Brady,
commander, U.S. Air Forces in Europe

REGISTRATION FORM 2009 A/TA Convention & Symposium

Online Credit Card Registration (Secure) Preferred – www.atalink.org

Invited Speakers are encouraged to register online.

Please Read & Follow Instructions

Detailed instructions: Pages 14-18; On-line at www.atalink.org

Registration & Cancellation Policy:

a.) NO REFUNDS without a cancellation confirmation number, obtained after personal cancellation only with Bud or Pam Traynor, prior to events, at (703) 385-2802; or personally at the A/TA registration booth (not the hotel desk).

Please no intermediaries. Email OK but risky. Requests without a cancellation number will not be honored. See cancellation fees below (bottom right).

b.) Call or Email changes; DO NOT RESUBMIT FORM or send multiple copies. When in doubt, contact Bud or Pam Traynor: (703) 385-2802 or ata@atalink.org

c.) To have name only (no other contact info) appear in the post-convention roster, contact Bud or Pam Traynor.



41ST ANNUAL A/TA CONVENTION & SYMPOSIUM

29 OCTOBER – 1 NOVEMBER 2009 • NASHVILLE, TENNESSEE

FIRST NAME: _____ MI: _____ LAST NAME: _____ NICKNAME: _____

NATIONALITY (If not US Citizen): _____

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

HOME ADDRESS: _____

CITY: _____ ST _____ ZIP _____

HOME E-MAIL: _____

HOME PHONE: _____ DUTY PHONE: _____

JOB/DUTY TITLE: _____ RANK ABBREVIATION: _____

ORG NAME/SYMBOL: _____ BASE/LOCATION: _____

WORK MAILING ADDRESS: _____

CITY: _____ ST _____ ZIP _____

WORK E-MAIL: _____

SOCIAL GUEST: ☐ Guest is my spouse.

FIRST NAME: _____ LAST NAME: _____

CHECK ALL THAT APPLY:

- ☐ Active Duty ☐ Reserve ☐ Guard ☐ Retired Mil. Service: _____
☐ Civil Service/Gov ☐ Civilian ☐ Life Member

Badge: (Print or type names *exactly* as you want them to appear on badge)

REGISTRANT:

NAME _____
Also Show: ☐ Organization ☐ A/TA Chapter

GUEST:

NAME _____
Also Show: ☐ Organization: _____

MULTIPLE GUESTS: Call/Email Bud Traynor for information concerning registration and fees for multiple guests.

FULL REGISTRATION: (Includes everything except Hotel and Golf)

- ➔ A/TA Membership (Required for Member Rate for member and guest)
- ➔ Early Registration (Must postmark/fax by 24 Sept)
- ➔ Pre-Registration (25 Sept-22 Oct – Onsite will be \$390/490)
- ➔ Non-Member (non-gov; non mil) Registration

Exhibiting Company: _____ Exhibit Floor Access Required

Check Box for: SELF GUEST	Per Person Fee Member/GovNonMem	TOTAL
<input type="checkbox"/> <input type="checkbox"/>	\$40	\$ _____
<input type="checkbox"/> <input type="checkbox"/>	\$290/\$390	\$ _____
<input type="checkbox"/> <input type="checkbox"/>	\$325/425	\$ _____
<input type="checkbox"/> <input type="checkbox"/>	\$595	\$ _____
<input type="checkbox"/> <input type="checkbox"/>		

GOLF (Includes Lunch):

Handicap(s) _____

Requested 2. _____ 3. _____
Foursome: 4. _____

<input type="checkbox"/> <input type="checkbox"/>	\$140	\$ _____
<input type="checkbox"/> <input type="checkbox"/>		

LINE ITEM REGISTRATION:

All below included in full registration above – Registrants please don't use. Guests & Invited Speakers Only

- ➔ EXHIBIT FLOOR ONLY (Does NOT include Golf, Seminars, Social Events, Banquet or Brunch)
- ➔ Thursday Evening Reception (Refreshments & Exhibits)
- ➔ Friday Program (Seminars, Exhibits, Refreshments)
- ➔ Friday Evening Reception (Refreshments & Exhibits)
- ➔ Saturday Program (Seminars, Exhibits, Refreshments)
- ➔ Saturday Evening Banquet
- ➔ Sunday Farewell Brunch

Speaker's Topic: _____
If you are supporting a speaker please indicate his/her rank/title & name: _____

Check Box for: SPEAKER GUEST	Per Person Fee SPEAKER/GUEST	
<input type="checkbox"/> <input type="checkbox"/>	\$300	\$ _____
<input type="checkbox"/> <input type="checkbox"/>	\$125	\$ _____
<input type="checkbox"/> <input type="checkbox"/>	\$100/\$175	\$ _____
<input type="checkbox"/> <input type="checkbox"/>	\$125	\$ _____
<input type="checkbox"/> <input type="checkbox"/>	\$100/\$175	\$ _____
<input type="checkbox"/> <input type="checkbox"/>	\$125	\$ _____
<input type="checkbox"/> <input type="checkbox"/>	\$50	\$ _____

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

\$ _____

Register on-line at www.atalink.org; or 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 15 Oct mail or 22 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 \$20 if by 24 Sept; \$30 if by 22 Oct; \$40 thereafter.

AF/Org. Card #: _____ Exp: _____ CVV: _____ Amt: \$ _____

VISA & MC ONLY

Personal Card #: _____ Exp: _____ CVV: _____ Amt: \$ _____

CVV = Card Verification Value Code. Last 3 digits of number imprinted on back of card.

Signature (required): _____

REMOVE ALONG PERFORATION