



A/TQ

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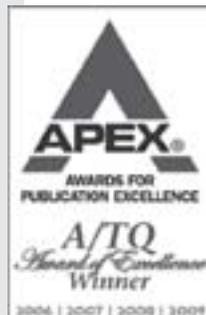
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ON THE COVER: A C-130 Hercules from the Air Force Reserve Command's 910th Airlift Wing at Youngstown-Warren Air Reserve Station, Ohio, drops an oil-dispersing chemical into the Gulf of Mexico May 5, 2010. (U.S. Air Force photo/Tech. Sgt. Adrian Cadiz)

I Know it's Summer...

...and you are just now receiving your Spring A/TQ, but there is a simple explanation...*Details.*

Several items always appear in Spring editions of A/TQ – the previous year's financial statement, the convention rules of engagement and registration form, etc. – which require close scrutinization and attention to detail. Some years getting every detail ironed out (and then explained in just the right words) takes a little longer than other years. This is one of the “little longer” years.

One of those details concerns the designation used for the “Exhibit Area/Aerospace Industry Show/Exhibit Hall.” As Bob Dawson, VP Industry, explains in his column on page 26, the exhibit hall has evolved over the last few years into a first-class event that deserves to be recognized as more than just an exhibit hall, and has, therefore, been formally named the “Air Mobility Technology Exposition.” As Bob explains, “Our Exposition is a major element of our annual convention and we cannot thank our exhibitors enough for making this a very special event.”

Other areas heavy with “details” are the Convention & Symposium Rules of Engagement and Registration Form. It is important to make everything as concise as possible, without compromising clarity.

Now, to switch subjects abruptly – Here is a Haiti Relief Effort Update: Almost five months after the deadly quake that devastated Haiti, the American military's earthquake relief mission to Haiti, known as Operation Unified Response, officially ended 1 June as Joint Task Force-Haiti ceased its operations.

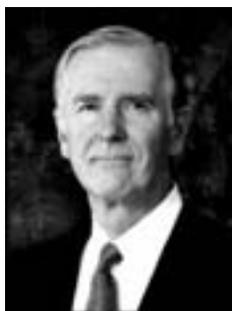
Two weeks after the January 12 earthquake, the number of American military forces dedicated to the massive relief effort peaked at 22,000 – 7,000 of them based on land and the remainder aboard ships. The numbers came down gradually in the ensuing months as the need for immediate relief shifted to a long term reconstruction mission. In the last few weeks the number of forces assigned to the effort had gone down to about 500.

While the active duty mission has wrapped up operations, the US military will continue providing a humanitarian presence in Haiti. For the next three months, 500 National Guardsmen will begin construction projects on the island as part of *New Horizons*, an ongoing U.S. humanitarian exercise to South America and the Caribbean, that will help to build schools, clinics and community centers.

New Horizons sounds like a great idea. Good for us!

Collin R. Bakse, editor

Chairman's COMMENTS



Gen Walter Kross
USAF, Ret

I would like to talk to you about three topics in this issue: (1) our A/TA volunteers; (2) preparations for our next Convention & Symposium; and (3) the theme for this year's Convention & Symposium.

First, a few words about our volunteers. Frankly, everyone is a volunteer. Even our two contract employees do so much “over and above” in terms of time and effort, they are among our most significant volunteers. I am always amazed at how much time our volunteers put in for our members—often long hours, alone and unseen, to meet coordinated milestones and timelines so it all comes together at Convention time. Our volunteers – active and retired – often spend their vacation time giving back their service to our A/TA members year after year. Many have quietly been at it for 10, even 20 years. We owe them our thanks and gratitude. Most

often, they shun any attention and fanfare, and they are actually surprised that we wish to recognize them and thank them.

Second, our preparations for this year's A/TA Convention and Air Mobility Symposium – call it A/TA Orlando 2010 – are well underway by your cadre of A/TA Volunteers and Air Mobility Command. This prep has a definite cycle to it – and like much of what you do in your careers; it's loaded with processes – and therefore continuous process improvement. Whether it's lodging, transportation, security, protocol, registration, crud tournament, Awards recognition, seminars, exhibits, banquet, speakers, panels, or the golf tournament – the “process owners” are tweaking away for “Number 42” (our 42nd annual gathering) – this year in Orlando, Florida, at the recently-expanded Marriott World Center. You'll be amazed at this facility.

Third, our theme this year is a clear collaboration between A/TA and Air Mobility Command. General Johns and I kicked off that process very soon after last year's Nashville gathering. Once we settle on a theme, we strive to synchronize key elements of the overall Convention, and especially our co-sponsored Air Mobility Symposium. The key elements are the main thread of our keynote speakers, our super seminars, the overall seminar docket, our awards, and particularly our Hall of Fame Inductee(s). All of these important “threads” are developing now under the umbrella of our chosen theme for this year. And it would be hard to select a more appropriate and worthy theme for this year's Convention & Symposium...

MOBILITY AIRMEN: The Heart Of America's Global Reach

...Enough said, for now.



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 2010 A/TA Convention & Symposium. Our theme – Mobility Airmen: The Heart of America's Global Reach – represents what you do so well every day. We look forward to seeing you in Orlando, Florida, to recognize and celebrate your efforts!

As always, volunteers are key to the continued success of our Association. I would like to thank three A/TA members who recently served on our 2010 A/TA Hall of Fame Nomination Committee; LTC (Ret) Darcy Lilley, CMSgt (Ret) Mike Kerver, and our A/TQ Editor, Mr. Collin Bakse. This committee reviewed 5 Hall of Fame packages and forwarded 2 nominees to the A/TA National Board to consider for induction into the A/TA Hall of Fame. Thanks to these volunteers who leaned forward with their time, talents, and contributions to our great organization!

After close consideration, the National Board decided not to induct an individual or group into the A/TA Hall of Fame this year. The two finalists were worthy beyond dispute, but we decided to revise our A/TA Hall of Fame criteria and submission instructions, and provide a template for our members to submit nomination packages which will effectively align with our scoring categories. These improvements will enhance our ability to review, grade and score our packages – based upon our Hall of Fame selection criteria and the merits of the individual or group. The revised criteria and template will be posted on our website later this year. Both 2010 finalists will automatically be entered again next year – as the board determined that waiting one more year to induct an individual or group won't really matter a decade or more from now. After we sharpen our award and submission criteria, we look forward to recognizing our next inductee at our 2011 A/TA Convention in Nashville, Tennessee.

The A/TA National Board recently held our quarterly meeting at Robins AFB, Georgia. The Team Robins Chapter graciously hosted our weekend meeting which included delicious "southern treats" at a beautiful golf course setting. Special thanks to Team Robins Chapter Secretary, Capt Michael Irwin, our National Secretary, Colonel (Ret) Dan Penny, and the Golf Course staff – Mr. Jeffrey Marks (Pro), Mr. Jerry Vail, and Ms. Amanda Carter – who was responsible for those southern treats during our visit to Georgia.

I would like to also welcome Major Pete Birchenough as our new AMC-A/TA Action Officer. Welcome aboard Pete and many thanks to Major Colin Weimer for your many contributions to the Airlift/Tanker Association as our previous 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.

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!

**2010 A/TA
Convention & Symposium**

28-31 October

**Marriott World Center Resort & Convention Center
Orlando, Florida**

Secretary's Notes

The days, weeks, and months are zipping by us. Before you know it we'll be packing for the 2010 A/TA Convention at the Orlando World Center Marriott in Orlando, Florida, 28-31 Oct 2010. To prepare for the convention, I urge all the local A/TA chapters to

update their rosters and encourage members to renew their memberships. And since we are a "mobile" membership, please go online to www.atalink.org and update your mailing address. All of your information is important to us; so, if you have changes, we would appreciate your information update.

The Association does send out three renewal reminders – one renewal reminder the quarter before a membership lapses and for the next two quarters after the membership lapsed; but, if you move we receive the renewal notices and many of the magazines are returned as undeliverable with no forwarding address because people have not sent us their updates. With the online updates, it is simple to stay in touch and keeping us up to date on your contact information will ensure you continue to receive the award-winning *Airlift/Tanker Quarterly*.

The A/TA Convention web site is up and operational, and as usual you'll receive a discount if you register early. The web site is very detailed and your A/TA administrator and his trusty helper have made every effort to answer your questions in advance. Pay particular attention to the section on "rooms" and follow directions precisely. If you're an award winner and have questions, go to the web site to obtain answers to your questions. If you still have questions contact our administrator, Bud Traynor at ata@atalink.org.

Our "Air Mobility Technologies Exposition" will be in one location this year as our industry partners and members are introduced to a 105,000 square foot facility without columns that was completed last year. Last, but certainly most important, our Chairman and Vice-President for Programs are working diligently with HQ AMC on the content of regular and super seminars which are a critical part of our professional education program, and as always our guest speakers will be top notch.

So come to Orlando with your Airlift/Tanker Association. *I look forward to seeing you there.*

Dan



**Col. Dan Penny
USAF, Ret**



Association ROUND-UP

Team Robins Chapter

The A/TA Board of Officers held its spring board meeting at Robins AFB, hosted by the Team Robins Chapter, on 13 and 14 May.

During the Board Meeting at the base's Pine Oaks Golf Club on Saturday morning, the Team Robins Chapter, with the help of A/TA Chairman, Walt Kross, presented two Chapter Scholarship winners with \$500 each. As part of the presentation, the winners, local high school students, each read their winning essay discussing the importance of support from home for military members serving overseas.

Ms. Hali Brown, Perry High School, stressed the importance of communication during deployments; and Mr. Kourtney Harris, Houston County High School, stressed the power of hope. Both essays were well written and inspiring.



Scholarship winner Hali Brown (2nd from R) with her family, A/TA Chairman Walt Kross (R), and Team Robins Chapter President, Col. Bruce Bowers, USAF. (Courtesy Photo).



Scholarship winner Kourtney Harris (center) with his family, A/TA Chairman Walt Kross (R), and Team Robins Chapter President, Col. Bruce Bowers, USAF. (Courtesy Photo).

Fightin' 4th Airlift Squadron Wants You to Help Celebrate 75 Years of Active Service

The 4th Airlift Squadron, America's oldest active flying squadron, will be holding a ceremony celebrating their 75th Anniversary. All 4th Airlift Squadron alumni and family members are cordially invited to join the celebration on Heritage Hill, Joint Base Lewis-McChord (McChord Field), 9 July 2010 at 1300.



During World War II the unit was designated as the 4th Troop Carrier Squadron and flew C-47s, earning nine campaign ribbons during operations in both the European and China-Burma-India theaters. The 4th AS began flying the C-141, the first jet transport designed specifically for military use, in 1966.

Members of the 4th AS have served in such notable events as the evacuation of Saigon, the return of prisoners of war from Vietnam, the military resupply of Israel, operations in Grenada, Operation Just Cause in Panama, Operations Desert Shield and Storm.

The 4th remains directly involved in practically every contingency and humanitarian relief operation around the world today. From continuing support of UN security resolutions in the Balkans and Southwest Asia to the airdrop of life-saving medical relief supplies at the South Pole, the 4th is there. For more information contact: SMSgt Keith Schnug at Keith.schnug@mcchord.af.mil. Or log on to www.fightinfourth2010.com.

A/TA Scholarships Presented at 62nd Arnold Air Society Convention

Earlier this year, five Airlift/Tanker Association sponsored \$2,000.00 scholarships were presented to members of the Arnold Air Society (AAS). This is the third consecutive year during which the scholarships have been awarded. The scholarships were presented by BGen (Ret) Dick Bundy at the AAS 62nd annual convention which was held in Seattle, Washington, 2 to 5 April 2010.



Retired BGen Dick Bundy (l), presents a \$2000 A/TA Scholarship to Owen F. Margeson, AFROTC DET 115, University of Connecticut, on behalf of the Association at the 62nd Arnold Air Society Convention. Four additional A/TA Scholarships were also presented. (Courtesy Photo).

AAS members are cadets in AFROTC. AAS is a leadership development organization whose goal is to aid in the development of Air Force officers.

The competing cadets each submit an essay to the selection committee which must have an airlift theme as its subject. The subject can be on an individual, piece of equipment or technology or a major historical event. The themes for the winning entries this year were: Red Horse Impact on Air Mobility; Operation Desert Storm; Theodore Von Karman-Developer of the C-47; Operation Provide Promise; and, Development of the C-17. Each cadet's financial need is determined by their Detachment Commander.

Cadets who received scholarships this year are: Daniel J. Brom, AFROTC DET 780, South Dakota State University; Owen F. Margeson, AFROTC DET 115, University of Connecticut; Michael DiMuzio, AFROTC DET 665, University of Cincinnati; Arielle C. Timmons, AFROTC DET 840, Texas State University-San Marcos; and, Thomas D. Reho, AFROTC DET 150, University of Florida.



The A/TA
*Enlisted Education Grant
Program*

Designed to help you reach your educational goals.

*New \$400 Grants
Now Available!*

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

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

EEG CRITERIA:

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

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

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



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

2009 A/TA Year End Financial Report

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

2009 STATEMENT OF FINANCIAL POSITION

ASSETS

Cash	\$1,667,761
Investments - US Treasury	\$50,000
Investment - CSX Stock	\$19,396
Inventory - Logo Items	\$4,423
Property and equipment.....	\$0
Total Assets.....	\$1,741,580

LIABILITIES AND NET ASSETS

Liabilities

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

Net Assets

Unrestricted.....	\$1,732,451
Temporarily restricted (Memorial).....	\$9,129
Total Net Assets.....	\$1,741,580

TOTAL LIABILITIES AND NET ASSETS.....\$1,741,580

2009 STATEMENT OF ACTIVITIES

UNRESTRICTED NET ASSETS

Unrestricted revenues, gains and other support

Corporate Memberships	\$126,953
Individual Memberships.....	\$228,531
Convention Booths	\$771,056
Convention Registrations	\$1,333,536
A/TA Events.....	\$23,877
Magazine Advertising	\$67,302
Dividends.....	\$1,545
Unrealized Gain/Loss on Securities.....	\$6,408
Interest.....	\$1,330
Logo Sales, Net.....	-\$4,014
Total Unrestricted Revenues, etc.	\$2,556,524

Net Assets Released from Restrictions

Restrictions Satisfied by Payments.....	\$14,414
Total Unrestricted Revenues, Etc.....	\$2,151,296

EXPENSES

Program Services	\$1,988,181
Management and General	\$163,115
Total Expenses	\$2,151,296

Increase in Unrestricted Net Assets..... \$419,642

TEMPORARILY RESTRICTED NET ASSETS

Award Donations	\$0
Scholarship Fund.....	\$14,414
Net Assets Released from Restrictions	
Restrictions Satisfied by Payments	(\$14,414)
Decrease in Temporarily Restricted Net Assets	(\$0)
Increase in Net Assets.....	\$419,642

NET ASSETS AT BEGINNING OF YEAR\$1,321,938

NET ASSETS AT END OF QUARTER\$1,741,580



The Airlift/Tanker Association's 2009 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 audit and 2009 income tax filing process.

After weathering the financial storms of 2008, the Association continues to build our reserves. We also continued to cut expenses by about 14% from what we had budgeted while experiencing some modest growth.

2010 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.

2009 STATEMENT OF FUNCTIONAL EXPENSES

FUNCTIONAL EXPENSE	PROGRAM SERVICES	MANAGEMENT	FUND RAISING	TOTAL
Awards	\$9,312	\$0	\$0	\$9,312
Scholarship & ETG (EEG)	\$18,400	\$0	\$0	\$18,400
Bank Service Fees	\$43,106	\$0	\$0	\$43,106
Convention	\$1,713,814	\$0	\$0	\$1,713,814
Convention Refunds	\$24,370	\$0	\$0	\$24,370
Depreciation	\$0	\$0	\$0	\$0
Insurance Premiums	\$0	\$2,459	\$0	\$2,459
Magazine	\$131,031	\$0	\$0	\$131,031
Administration	\$0	\$157,537	\$0	\$157,537
Postage & Reproduction	\$871	\$0	\$0	\$871
Secretary	\$0	\$655	\$0	\$655
Memorial Expenses	\$0	\$0	\$0	\$0
Board Operating Expenses	\$23,392	\$0	\$0	\$23,392
Logo Merch Expenses	\$0	\$0	\$0	\$0
Treasurer	\$0	\$2,465	\$0	\$2,465
	\$1,988,181	\$163,115	\$0	\$2,151,296

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 when

On-Line Registration (the preferred method)

for the 2010 A/TA

Convention & Symposium

opens, having

your membership info

up to date will

get you 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 which will appear in

the magazine, because

rates are impacted by your

membership status.

UPDATE YOUR

MEMBERSHIP INFO

TODAY!

Air Mobility Forces Support Gulf Oil Spill Response Efforts

On 20 April 2010, an explosion and horrific fire on Transocean Ltd's drilling rig "Deepwater Horizon" licensed to BP (British Petroleum), took the lives of 11 workers. The rig was drilling in the BP Macondo Project area, approximately 42 miles southeast of Venice, Louisiana, beneath about 5,000 feet of water and 13,000 feet under the seabed. The rig, valued at more the \$560 million, sank 2 days later. And, so began the timeline of one of the worst man-made environmental disasters in history.

The U.S. Air Force, including Guard, Reserve and Active personnel, units and assets responded quickly when called upon...



Master Sgt. Archie Archambault looks for oil while flying in a C-130 Hercules over the Gulf of Mexico May 7, 2010. Sergeant Archambault is a flight engineer from the Air Force Reserve Command's 910th Airlift Wing at Youngstown-Warren Air Reserve Station, Ohio. (U.S. Air Force photo/Tech. Sgt. Adrian Cadiz)



A C-130 Hercules from the Air Force Reserve Command's 910th Airlift Wing at Youngstown-Warren Air Reserve Station, Ohio, drops an oil-dispersing chemical into the Gulf of Mexico May 5, 2010, as part of the Deepwater Horizon Response effort. Members of the 910th Airlift Wing are in Mississippi to assist with response to the Deepwater Horizon oil spill. Airmen in the 910th AW specialize in aerial spray and it is the Department of Defense's only large-area, fixed-wing aerial spray unit. (U.S. Air Force photo/Tech. Sgt. Adrian Cadiz)

...On 25 April the Coast Guard, using images from remote underwater cameras, estimates that the well is leaking perhaps 1,000 barrels of crude oil a day into the Gulf of Mexico. On 28 April they adjust the estimate upward to 5,000 barrels per day, and a controlled burn is held on the giant oil slick.

On 29 April, President Barack Obama pledges "every single available resource," including the U.S. military, to contain the spreading spill, and the state of Louisiana declares a state of emergency due to the threat to the state's natural resources.

On 30 April, the Obama administration announces that no drilling will be allowed in new areas, as the president had recently proposed, until the cause of the Deepwater Horizon accident is known, and officials in at least three states along the Gulf of Mexico begin preparing for a potential call for thousands of National Guard members as government leaders ramp up a response to the Deepwater Horizon oil spill. In a White House address concerning the crises, President Obama says he has given the DoD the green light for participating in the oil spill cleanup.

Louisiana Governor Bobby Jindal sent letters to federal officials asking them to approve funding to activate up to 6,000 Guardmembers to assist in the response to the oil spill.

In letters to Secretary of Defense Robert M. Gates and to Janet Napolitano, the secretary of the Department of Homeland Security, Governor Jindal said the Guard "will provide security, medical capabilities, engineers and communication support in response to this threat."

"Currently, our Soldiers and Airmen are staging for and are engaged in the planning of the effort to evacuate and provide security and clean up for the coastal communities expected to be impacted by the oil spill," he wrote. "They are engaged in the protection of vital infrastructure to include medical facilities, fuel distribution, interstate highways, water-ice distribution and power facilities, which are all vital to the recovery of coastal Louisiana."

Governor Jindal went on to say that he "believe(s) these National Guard operations are necessary and appropriate to protect this region of our nation from a significant national event with potential catastrophic loss of natural resources."

Officials in other Gulf Coast states, including Florida, Alabama, Mississippi and Texas, reported they were in close contact with state and federal officials and were ready to respond with Guard personnel and equipment if called out to assist in their communities.

"Right now, we are taking a look at the assets that are available and the possible missions that our Guard forces could receive, as far as dealing with an oil spill," said Army Maj. Christian Patterson, Mississippi Guard spokesman. "We are looking at everything and waiting to see what happens, to be ready to do whatever we are called on to do."

Major Patterson said the Mississippi Guard has a number of assets that can be used in such an emergency, including security forces to support police at checkpoints, aviation assets for aerial reconnaissance missions and civil engineers.

Army Maj. Cynthia Bachus, the state public affairs officer for the Alabama Guard, said her state is also monitoring the situation.

"We have drill this weekend...so if something does occur we will be here," she said.

Air Force Lt. Col. Ron Tittle, the Florida state public affairs officer, said the Florida Guard is prepared to support the state's Division of Emergency Management.

Although it is hard to speculate on missions they might perform, if called out, Colonel Tittle said they typically look at how they respond to natural disasters, like hurricanes, with engineering assets and serving at points of distribution for those affected in their communities.

"It just depends," he said. "We just look at all the different possibilities and pull out our plans that we use to respond to other types of disasters and adapt a plan accordingly."

At the request of U.S. Northern Command officials, and to assist the U.S. Coast Guard's efforts to contain the oil spill in the western Gulf of Mexico, Air Forces Northern officials are providing units to help disperse the spill and mitigate its impact as it makes its way toward the shoreline.

Under the command of the Joint Forces Air Component at Tyndall AFB, Florida, the commander of the 910th Airlift Wing, an Air Force Reserve unit based in Youngstown, Ohio, has deployed two C-130 Hercules transport aircraft and aircrews to Stennis International Airport, Miss. The aircraft are equipped with the

Modular Aerial Spray System to assist with containment efforts in the Gulf of Mexico.

The C-130's unique aerial capabilities allow the aircrew to fly at an air speed of 230 mph about 100 feet above the water, while dispersing a detergent-like agent to help break down the petroleum-based slick. The crew is able to cover an area of between 225 and 250 acres per flight.

More than 40 reservists from the Air Force Reserve Command's 910th Airlift Wing are operating out of Stennis International Airport, Miss. They began operations at Stennis on 1 May.

In their first 18 sorties over the water, they delivered more than 29,000 gallons of dispersant covering an area of 6,000 acres.

This is the first time in the history of the Department of Defense's large-area, fixed-wing aerial spray program that the oil dispersing capability has been used in an actual emergency.

The objective of their efforts is to neutralize the spill, which is threatening animal life and the ecosystem along the Gulf coast.

The Youngstown reservists are operating in a joint-service effort under the direction of President Barack Obama and a tasking by Secretary of Defense Robert Gates.

High winds and turbulent waters initially hampered the operations, according to members of the aerial spray operations team. They expect to remain involved in the effort for as long as they are needed, based on mission requirements.

The 910th AW aerial spray oil dispersing mission is part of a larger government response to this incident that also involves representatives from the Department of Homeland Security, the Department of the Interior, the Environmental Protection Agency and the U.S. Coast Guard.

For more than a decade, 910th AW Airmen have participated in



STENNIS INTERNATIONAL AIRPORT, KILN, Miss. – A team of Air Force Reserve aerial spray aircraft maintainers, assigned to the 910th Aircraft Maintenance Squadron based at Youngstown Air Reserve Station, Ohio, move a chemical pump into position to refill a chemical dispersing C-130 Hercules cargo aircraft at Stennis International Airport here, on May 4. Members of the 910th Airlift Wing are in Mississippi to assist with response to the Deepwater Horizon oil spill. The 910th AW specializes in aerial spray and is the Department of Defense's only large-area, fixed-wing aerial spray unit. U.S. Air Force photo by Tech. Sgt. Adrian Cadiz/Released.

oil spill cleanup exercises in the Gulf of Mexico and the Pacific Ocean. That training sharpened the skills of the Air Force reservists to respond to these kinds of situations.

In addition to dispersing oil slicks, the aerial spray capability is designed for larvicide and insect eradication as well as providing vegetation control at bombing ranges.

In addition to the MASS flights, the Air Force auxiliary Civil Air Patrol is supporting the Mississippi Department of Marine Resources. Operating Cessna C-182s, CAP crews are providing digital images of the affected Gulf of Mexico coastline and waterways.

An Air Component Coordination Element has been deployed to Houma, La., where specialists will serve as Air Force subject matter experts to help coordinate the movement of Air Force assets into the region and to reach back to the 601st Air and Space Operations Center at Tyndall AFB, Florida, if additional Air Force support is necessary.

Air Forces Northern officials are also providing emergency preparedness liaison officers to support the federal on-scene coordinator to assist civil authorities with available military assets, including logistics, medical, security forces and public affairs.

AFNORTH's Defense Support of Civil Authorities mission is to provide support to local, state, regional and federal emergency services agencies. The organization is capable of providing a variety of logistical, medical, aerial and search and rescue assets if the need arises.

On 2 May, President Obama visits the Gulf Coast to see cleanup efforts first hand. U.S. officials close areas affected by the spill to finishing for an initial period of 10 days, and BP begins drilling a relief well alongside the damaged well, a process that could take two to three months to complete. And, airmen from Travis AFB, California, help deliver Coast Guard equipment to assist cleanup efforts.

Though they normally truck equipment into disaster-stricken locations, the Coast Guard's Pacific Strike Team in California contacted officials from the 349th Air Mobility Wing at Travis AFB to help get equipment there faster.

The C-17 Globemaster III crew included Capt. Adam Walsh, aircraft commander; Maj. Matt Vukich and Capt. David Berry, pilots; and Senior Master Sgt. Charles Speir and Staff Sgt. Tina Kroll, loadmasters, all assigned to the Reserve's 301st Airlift Squadron; and Staff Sgt. Andrew Baumgart, an active-duty flying crew chief with the 860th Aircraft Maintenance Squadron, 60th Air Mobility Wing.

"This was a historic event for me," said Coast Guard Lt. J.G. Michael Oubre, of the Gulf Strike Team. "I was there to meet the load, and it was my first experience using a Department of Defense asset for something like this. We usually load our equipment on trucks for transport."

Reserve aerial porters from Travis AFB got to work weighing and palletizing the equipment; 17 pallets in all. According to Lieutenant Oubre, the cargo included 10 reels of inflatable boom, 656 feet each, to be positioned off shore to keep the oil slick from coming ashore. Once they are unrolled and blown up, temporary storage

devices suck up the oil. Four of these were in the shipment with a capacity to hold 70,000 gallons of oil.

"For such a short notice tasking, everything went quite smoothly," Captain Walsh said. "Lt. Col. William Wickersham, our 301st Airlift Squadron director of operations, started calling crew members Friday night, as soon as he got the word. He worked tirelessly to assemble a crew. The whole group sprang together to help."

The crew departed Travis AFB on 2 May, landing at Mobile, Alabama.

"It was late at night, on a Saturday, so the radar and tower operators were not there, so it was an uncontrolled airport. There were also some crosswinds, and although it wasn't raining, it was overcast. It was more difficult than we expected. It's nice to know we're having a direct impact on saving whole ecosystems. We don't get to see that all the time."

"We do so many contingency missions, and so little humanitarian, that it is a welcome opportunity," Captain Walsh said. "It is great to be part of the solution."

On 4 May, the Army National Guard Bureau reports that National Guard Citizen Airmen and

Soldiers are on the ground in Louisiana, Alabama and Florida supporting civilian authorities tackling the oil slick in the Gulf of Mexico.

"We're dealing with a massive and potentially unprecedented environmental disaster," President Barack Obama said during a Gulf Coast visit May 2.

"The oil that is still leaking from the well could seriously damage the economy and the environment of our Gulf states and it could extend for a long time," he said. "It could jeopardize the livelihoods of thousands of Americans who call this place home."

The Louisiana National Guard will assist local communities in the cleanup and removal of oil and protect critical habitats from contamination, according to a news release.

In Alabama, troops from the 711th Bridge Support Battalion were out May 2 placing barriers around Dauphin Island, according to Governor Bob Riley's office.

The barriers are filled with a chemical compound that solidifies if oil seeps into the barrier; the solidified material can be removed, disposed of safely and replaced as necessary.

Florida officials sent Guardmembers to a unified command center in Alabama and to their own emergency operations center in Tallahassee.

Mississippi Governor Haley Barbour ordered his Guard members to aid local officials with emergency response.

Over 1,800 National Guard troops had been placed on Title 32 status to assist in Louisiana.

Among other duties, the Guardmembers are providing command and control and sandbagging support to St. Bernard and Plaquemines parishes, Guard officials reported.

Guard members are expected to provide security, medical capabilities, engineers, communications support and clean-up, a spokesman for Louisiana Governor Bobby Jindal told reporters.

Boats, all-terrain vehicles, dump trucks, security vehicles and



A Navy boat skimmer sits on a flatbed, at Elmendorf Air Force Base, Alaska, May 10, 2010, ready to be flown out the morning of May 11, 2010. Airmen from Elmendorf worked hard to gather and load oil containment equipment that was flown to New Orleans Naval Air Station. Several squadrons participated in providing relief support for the Gulf oil spill. "I'm extremely excited to support this mission. The nature of this equipment, and the responsibility to ensure it is air-worthy, has presented our squadron with several new and unique challenges," said Mike Boy, 3rd Logistics Readiness Squadron installation deployment officer. "Up to this point, we have inspected, palletized and loaded over 100 tons of equipment belonging to BP Exploration (Alaska) and the U.S. Navy SUBSAL located on Fort Richardson." (U.S. Air Force photo/Airman 1st Class Christopher Gross)

communications equipment are among Guard resources deploying to the affected area.

National Guard members are supporting what the president characterized as “an all-hands-on-deck, relentless response to this crisis.”

Coast Guard Adm. Thad Allen is serving as the national incident commander for the response.

Governor Jindal requested federal funding on 29 April to pay for up to 6,000 National Guard troops to assist. Pentagon approval came April 30, though Defense Department officials noted that the governor could deploy his Guard at any time.

“Governor Jindal has the authority vested in him to deploy his National Guard forces in the event of an emergency and can do so at a time of his choosing,” Geoff Morrell, the Pentagon press secretary said.

On 3 May, a Defense Department spokesman confirmed that officials from Alabama, Florida and Mississippi have filed similar requests for a federal mobilization of the Guard.

A barge begins towing a 98-ton containment chamber to the site of the leak on 5 May, and a BP spokesman explains that although one of the three leaks has been shut off by capping a valve, it would not reduce the amount of oil gushing into the Gulf. On 6 May, oil begins washing ashore on the Chandeleur Islands of the Louisiana coast, the uninhabited barrier islands that are part of the Breton National Wildlife Refuge.

On 7 May BP’s 100-ton containment dome is lowered over the leak but is rendered useless when it becomes clogged by a slush of frozen hydrocarbons, and the fishing ban is expanded and extended for another 10 days.

By 8 May, aircraft and boats have already released nearly 160,000 US gallons (605,660 liters) of dispersant at the surface of the ocean so far, with an additional 230,000 gallons available for use.

When deciding to approve the use of dispersants on the ocean surface, the Environmental Protection Agency, National Oceanographic and Atmospheric Administration (NOAA) and other government agencies had to calculate the environmental trade-off, Charlie Henry, NOAA scientific support coordinator said during a press conference on 3 May.

The chemicals are low in toxicity, but spread the oil further potentially exposing more sea life, said Henry. The agencies decided that using chemicals at sea was preferable to allowing the oil to come ashore where it would have a more devastating effect on wildlife and fisheries, he explained.

The possibility of injecting dispersants deep underwater near the source of the leak is also being evaluated. A number of government agencies would have to give their approval before the deepwater tests could be scaled up.

Today’s dispersants are much more environmentally-friendly than earlier solvent-based degreasing agents, and are calculated to be approximately 10 times less toxic than untreated dispersed oil. According to a 2005 National Research Council report, the acute lethal toxicity of chemically dispersed oil now comes mainly from the dispersed oil, not the dispersants.

However, little is known about the long-term effects of such an extensive dispersal of oil or surfactants and nothing is known about applying these surfactants close to the sea floor.

On 11 May, as executives from BP, Transocean and Halliburton blame each other’s companies for the mishap, which Senate Energy committee chairman Jeff Bingaman says was caused by a “cascade of errors, technical, human and regulatory,” C-17 Globemaster III cargo planes assigned to Elmendorf’s 517th Airlift Squadron are transporting oil containment equipment to New Orleans to assist with the clean-up.

So far, three C-17s and 15 aircrew from the 517th and 249th Airlift Squadrons have transported 211,000 pounds of equipment to Louisiana.

An additional three flights are scheduled. Elmendorf transportation experts expect nearly 500,000 pounds of oil containment equipment to be delivered before the operation is over.

Prepping and delivering the cargo has been a consolidated Team Elmendorf effort.

“I’m extremely excited to support this mission. The nature of this equipment, and the responsibility to ensure it is air-worthy, has presented our squadron with several new and unique challenges, however our squadron has risen to the occasion and have been very successful through three aircraft departures already,” said Mike Boy, 3rd Logistics Readiness Squadron installation deployment officer.

“We continue to closely coordinate with agencies from USTRANSCOM, US-NORTHCOM, ALCOM, and FEMA Region Six. Up to this point, we have inspected, palletized, and loaded over 100 tons of equipment belonging to BP Exploration (Alaska) and the U.S. Navy SUBSAL located on Fort Richardson.”

On 16 May, BP succeeds in inserting a tube into the leaking well and captures some oil and gas. On 18 May the no-fish-

ing zone in waters affected by the oil is nearly doubled in size to approximately 20 percent of U.S. waters in the Gulf.

26 May sees the start of the “top kill” maneuver, an attempt to staunch the flow of oil with mud so that the well can be plugged with cement. BP announces on 28 May that the “top kill” maneuver has failed.

On 31 May, the U.S. government and BP warn that the blown-out well may not be stopped until August as BP prepares a new attempt to capture leaking crude. So far, anywhere between 21 million and 46 million gallons of oil has spewed into the Gulf, according to government estimates.

Computer models show oil could wind up on the East Coast by early July, and even get carried on currents across the Atlantic Ocean, by Bermuda and toward Europe. The models showed oil entering the Gulf’s loop current, the going around the tip of Florida and as far north as Cape Hatteras, N.C. Researchers with the National Center for Atmospheric Research cautioned that the models were not a forecast, and it’s unlikely any oil reaching Europe would be harmful.

On 1 June, as this publication was being readied to go to press, BP shares plunged 17 percent in London trading, wiping \$23 billion off its market value, and the 2010 Atlantic Hurricane Season officially begins with predictions of a busier-than-usual season raising concerns that a hurricane may hit the already-devastated island of Haiti and of how a hurricane in the Gulf of Mexico will affect the giant oil slick. And, as the oil continues to spill into the Gulf unabated, it seems that, unfortunately, air mobility forces may be busy with this tragedy for some time to come. ■



Airman 1st Class Nicholas Kenny, 517th Airlift Squadron, ensures the cargo is fastened on a C-17 Globemaster III at Elmendorf Air Force Base, Alaska, May 10, 2010. (U.S. Air Force photo/Airman 1st Class Christopher Gross)

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"During a night-patrol training mission in Joy Koja village, Morghab district, Badghis province, the Commandos and Special Forces came under small arms and automatic weapons fire by at least 10 insurgents. Within an hour of the initial contact, an estimated 75 to 100 additional enemy amassed..."

Emergency Air Drop, Casualty Evac Vital to Afghan Commandos, U.S. Special Forces

By Capt. Kristen D. Duncan, 451st Air Expeditionary Wing, Public Affairs

United States Air Force personnel provided critical medical care and supplies during an enemy engagement against Afghan National Army Commandos and U.S. Army Special Forces in western Afghanistan, in early April.

During a night-patrol training mission in Joy Koja village, Morghab district, Badghis province, the Commandos and Special Forces came under small arms and automatic weapons fire by at least 10 insurgents. Within an hour of the initial contact, an estimated 75 to 100 additional enemy amassed in several compounds from within the village. Two quick reaction forces responded, but one unit, with the U.S. Marine Corps Special Operations Command, was delayed when it hit an improvised explosive device en route. Once all three groups linked up, forces began ground-evacuating the wounded to the nearby Forward Operating Base. While ground forces continued fighting, U.S. Air Force assets in the sky immediately began to respond.

Airmen from the 772nd Expeditionary Airlift Squadron at Kandahar Airfield, 774th EAS at Bagram Airfield and the 816th EAS at Al Udeid Air Base, provided necessary resupply during the 12-hour engagement. "A total of 80 Container Delivery System bundles, or 140,000 lbs, were airdropped providing what it takes to sustain long-range engagements," said U.S. Army Capt. Rebecca Lykins, CJSOTF-A public affairs officer.

Supplies included food (frozen and halal or traditional Muslim fare available as Meals-Ready-to-Eat), water, ammunition, fuel (JP-8, diesel and unleaded gasoline) and medical supplies.

The 772 EAS, of the 451st Air Expeditionary Wing here, was diverted to support the emergency sustainment airdrop with 18 bundles of food, water and medical supplies, which were loaded at Bagram and delivered on time, on target to the drop zone.

Within 48-hours, 200 bundles were airdropped ensuring the Afghan 4th Commando Kandak and Coalition forces could survive and operate in the remote, mountainous area.

Additionally, the quick response of the brand new 79th Expeditionary Rescue Squadron assigned to the 451 AEW at Camp Bastion, Helmand Province in southern Afghanistan, was critical to recovering and saving the lives of 10 Commandos and Special Forces soldiers.

The HC-130 unit, with an airframe capable of delivering combat search and rescue and casualty evacuation, first arrived in theater 29 March.

During an initial orientation flight, the crew was diverted to rescue the wounded soldiers from the battlefield when rotary wing assets were unable to respond.

Due to the extended range required to get the wounded to medical treatment, a fixed-wing platform was ideal to move the patients. The fixed-wing HC-130 was already airborne, capable and ready to support.

"Our crews trained hard in preparation for this theater, and I believe this event was a great example of one of the capabilities we bring to the AOR," said Air Force Capt. Amy McQuitty, 79 ERQS director of operations.

The request was initially relayed by the 41st Expeditionary Rescue Squadron, an HH-60G Pave Hawk helicopter unit here, when it was determined helicopter evacuation was not a viable option. They coordinated with the Combined Air Operations Center in Southwest Asia and Regional Commands South and West in Afghanistan to assign the mission to the

79 ERQS. The seamless coordination occurred within a couple of hours of initial enemy contact, as the ground force began taking their first casualties.

The capability was "tremendous, especially when any loss of life or limb is at risk," said Army Chief Warrant Officer-3

Charles Burkett, CJSOTF-A personnel recovery director and future operations, air officer. "We couldn't get any rotary-wing medical assets in there because there was low-lying fog, and we had two helicopters nearby that couldn't get airborne because they needed fuel."

The medical crew, specially

trained pararescuemen and combat rescue officers and a 41 ERQS flight surgeon, provided immediate medical care while the HC-130 aircrew flew 10 patients from Qale-Naw to Role 2 and Role 3 medical facilities on Herat and Bastion Airfields.

In total, three Special Forces soldiers and seven Commandos were wounded, including one Afghan commando who succumbed to his wounds. No civilian casualties were reported, and the ground force maintained contact with district leaders throughout the engagement, ensuring the safety and security of local Afghans.

The U.S. Air Force was also called on to provide close air support. With the backing of local government leaders, precision-guided munitions were released against enemy fighting positions and eliminated the threat to friendly forces. ■



Airman 1st Class Anthony Davis, 451st Expeditionary Logistic Readiness Squadron air transportation, and Army Spc. Derrick Hand, 88th Motor Transportation operator, upload a C-130J with 16 bundles for an air drop mission to Zabul Province, Afghanistan, April 9. A similar airdrop was diverted to support Afghan Commandos and U.S. Special Forces April 6 in Badghis Province. (U.S. Air Force photo by Senior Airman Nancy Hooks/Released)

C-130 Crew Proves New Airdrop Method

by TSgt. Joseph Kapinos, AFPNs

"...first-ever low-cost, low-altitude combat airdrop..."

A C-130 Hercules aircrew conducted a new method of airdrop that makes deliveries more accurate and flexible for resupply of small, mobile forces, in Afghanistan.

The C-130 aircrew from Bagram Airfield, Afghanistan, performed the first-ever

which we normally drop. Depending on the group we're dropping for, they may not need the mass amount of supplies and equipment, but still need re-supply. Utilizing these smaller bundles accomplishes that mission, giving (ground forces) the ability to quickly pick up the supplies and

Boone said. "This is a significant step forward in our ability to sustain those engaged in counterinsurgency operations throughout Afghanistan."

The low-altitude delivery is also more accurate than traditional, higher-altitude airdrop methods and cuts down on "stray bundles" that can land away from the drop zone.

The importance of avoiding those stray bundles was emphasized by Gen. Raymond Johns, Jr., the commander of Air Mobility Command, as part of the briefing prior to the first combat LCLA mission.

"This type of mission has given military members, the ones working in these villages, one day, one yard at a time, another opportunity to be successful," General Johns said. "A random bundle destroying someone's property or even worse, hurting someone, can undo all the progress our folks are making within a village."

In addition to increased accuracy, LCLA drops require no specialized training for parachute riggers and can be dropped from a variety of aircraft.

Because Air Force officials have quickly developed this capability, only three aircrews were qualified and flew during the proof-of-principle phase. Additional crews will be trained as the requirement develops.

"It's pretty amazing to be a part of this particular mission," he said. "We are here on the frontlines, doing the mission. A lot of people think we only re-supply people here with mail and food. They tend to forget that our primary customers are the guys on the ground. This type of airdrop will directly impact and support them in their fight against terrorism."

The aircrew planned extensively and trained locally before they could fly the mission. Along with ground training, the crews held mission-planning exercises, trained onboard the aircraft and flew practice runs at high and low altitudes.

For one young loadmaster, the training, as well as the mission, offered the chance of a lifetime.

"This mission is pretty cool," said Airman 1st Class Kameron Trout, a 774th EAS loadmaster. "I have only been in the Air Force for two years and I was selected to do something most people only dream about. From now on, I will be known as one of the first people to do this in combat. When I look back on my Air Force career, this is something for which I can be truly proud." ■



U.S. Air Force Master Sgt. Clay Holt, loadmaster, 774th Expeditionary Airlift Squadron, deployed to Bagram Airfield, Afghanistan, helps U.S. Army Sgt. Matthew Davenport, out-load NCO, Combined Joint Special Operations Task Force Afghanistan, load a C-130H Hercules with low-cost low-altitude re-supply bundles, Feb. 6, 2010. This mission marked the first time an Air Force C-130 crew airdropped LCLA bundles in a combat zone. (U.S. Air Force photo/Staff Sgt. Angelita Lawrence/released)

low-cost, low-altitude combat airdrop to re-supply Soldiers at a forward operating base in Afghanistan. The airdrop concept became operational March 1.

A C-130 low-cost, low-altitude combat air drop is accomplished by dropping bundles weighing 80 to 500 pounds, with pre-packed expendable parachutes, in groups of up to four bundles per pass.

The drops are termed "low-cost" to reflect the relative expense of the expendable parachutes compared to their more durable, but pricier, nylon counterparts. "Low-altitude" alludes to the relative height from which bundles are released from the aircraft.

"Our goal for this mission is to fly to a small forward-operating base and drop some of the smaller bundles to them," said Lt. Col. Darryl Sassaman, the 774th Expeditionary Airlift Squadron assistant director of operations who flew on the first LCLA combat mission. They're different from the usual, larger bundles,

keep moving forward."

The new airdrop method is another tool airlifters in Afghanistan use to keep ground troops supplied with what they need. In many parts of Afghanistan, rugged terrain and the lack of roads for vehicle convoys make airdrop the only way ground forces get what they need to continue combat operations.

Low-cost, low-altitude combat airdrops will be a niche augmentation to its cousin, container delivery system airdrops, said Col. Keith Boone, the director of the Air Mobility Division at the Combined Air and Space Operations Center here.

"Our main method of supply will continue to be through air-land missions, landing at airfields and offloading supplies," he said. "Where that isn't possible, we will deliver sustainment requirements through larger scale CDS, everything from ammunition to meals.

"The LCLA drops will meet the needs of a smaller subset of the units," Colonel

Air Mobility Command Commander Visits Korea

by 1st Lt. Chris Hoyler, 51st Fighter Wing PA

"...you have to be prepared to deliver our capabilities at a moment's notice."

The commander of Air Mobility Command visited South Korea and the peninsula en-route to an AMC unit at Osan Air Base, Republic of Korea on 16-18 May.

Gen. Raymond E. Johns Jr.'s visit to the 731st Air Mobility Squadron was his first since he assumed command of AMC in November 2009.

The mission of the 731st AMS Airmen increased earlier this year with the addition of three weekly Patriot Express flights that serve as the primary source of official travel for more than 28,000 servicemembers and their families in Korea.

"You are the center of Air Force mobility on the peninsula," the general said. "We have to make it so that we can support your family as they come to Korea, and this is another step on the path to doing that."

In addition to speaking with and taking questions from 731st AMS Airmen, General

Johns toured the new joint reception center, which is nearing its late 2010 completion date. The JRC will serve as the entry and departure points for all servicemembers using space-available travel at Osan Air Base; the two-story facility will replace the current, smaller passenger terminal, and will include amenities like voice-over Internet phone service, a family room and items from the Osan AB USO.

General Johns thanked the Airmen here for their execution of the mobility mission and stressed the importance of the en-route mission for the Pacific region.

"With the fighter aircraft, the reconnaissance aircraft and our en-route mission, you see the total package of the Air Force here more than anywhere else," he said. "We have an enemy very nearby, and you have to be prepared to deliver our capabilities at a moment's notice."



Gen. Raymond E. Johns Jr. receives an update on the construction status of the Osan Air Base joint reception center from Bruce Kim May 16, 2010, at Osan Air Base, South Korea. General Johns is the Air Mobility Command commander. Mr. Kim is from the U.S. Army Corps of Engineers. (U.S. Air Force photo/1st Lt. Chris Hoyler) ■

Partnership with Air Guard, Reserve Offers New Options with C-130 Training

"...Air Force planners will 'continue to analyze the allocation of tactical airlift force structure...'"

On 4 May the secretary of the Air Force announced that officials will proceed with a plan to augment the C-130 Hercules training fleet with C-130s from Air National Guard and Air Force Reserve squadrons.



Air Force officials have announced a plan to augment the C-130 Hercules training fleet with C-130s, like those shown here, from the Air National Guard and the Air Force Reserve. (U.S. Air Force photo/Osakabe Yasuo)

Secretary Michael Donley said Air Force planners will "continue to analyze the allocation of tactical airlift force structure between the active and reserve components to ensure we have the best allocation of assets to meet the nation's warfighting requirements and to meet the needs of the states."

As a part of that allocation of assets, Secretary Donley said Air Force officials plan to establish an Air Reserve Component training unit at Little Rock Air Force Base, Ark.

"This will include the temporary move-

ment of some Air National Guard and Air Force Reserve aircraft to establish an ARC C-130 formal training unit to meet the Air Force's total force training needs," Secretary Donley said. "We consulted extensively with the (adjutants general) of the states providing the loaned aircraft in the development of this plan."

The chief of Air Force Reserve said this plan goes along with his philosophy of active-duty and Reserve Airmen working together to achieve the mission.

"This C-130 arrangement is a great example of how the Air Force Reserve leverages its strengths and capabilities to support Air Force and combatant command requirements," said Lt. Gen. Charles E. Stenner Jr., chief of Air Force Reserve. "Within the Air Force Reserve, I've emphasized associations and integration to meet (Air Force) operational and training mission requirements by aligning equipment, missions, infrastructure and manpower resources to enable more effective use of assets with our component partners.

"Guard and Reserve crews are well versed in a variety of C-130 mission sets and are certainly well-qualified for this training mission," General Stenner said. "We're poised and proud to join our resources with those of our active-duty and Guard partners to meet the needs of Air Education and

Training Command and the Air Force."

The director of the Air National Guard also echoed his support for the plan.

"We appreciate the opportunity to collaborate with our active-duty and Reserve partners on this plan," said Lt. Gen. Harry Wyatt, director of the Air National Guard. "I'm glad this partnership will better assist the Air Force in training qualified total force C-130 crews."

"Our Air National Guard C-130 fleet adds value to America in many ways," General Wyatt said. "Not only do these versatile airlifters allow us to significantly contribute to overseas contingency operations, they provide timely support to our governors and adjutants general in fulfilling our domestic Army and Air National Guard missions."

The secretary explained that as new C-130J Super Hercules continue to enter the Air Force inventory, legacy C-130 training requirements will decrease. This will allow the temporarily relocated C-130s from Air Guard and Reserve components to return to their home units.

The retirement of C-130Es, which average 46 years of age, will save \$256 million in modification and operations costs while "maintaining a large enough fleet to meet current and forecasted requirements," according to the secretary. ■



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*See on-site signage
for Registration Area
hours of operation.
Badge pick-up
will close 15
minutes prior to
evening events.

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

All events and times
subject to change.



ORLANDO WORLD CENTER MARRIOTT RESORT & CONVENTION CENTER

8701 WORLD CENTER DRIVE, ORLANDO, FLORIDA 32821

	MORNING	MID-DAY	AFTERNOON	EVENING
Thursday, October 28th PROFESSIONAL DEVELOPMENT SEMINARS				OPENING RECEPTION IN THE AMT EXPOSITION AREA HOSPITALITY SUITE CIBOLA COURSEMENT
Friday, October 29th AWARDS PRESENTATIONS AIR MOBILITY TECHNOLOGY EXPOSITION		REGISTRATION* & BANQUET SEATING RESERVATIONS GOLF TOURNAMENT	AIR MOBILITY TECHNOLOGY EXPOSITION ACTIVITIES REGISTRATION* & BANQUET SEATING RESERVATIONS* Rolls & Coffee Lunch SEMINARS (Small Presentations)	ATA RECEPTION IN THE AMT EXPOSITION AREA HOSPITALITY SUITE CIBOLA COURSEMENT
Saturday, October 30th ANNUAL MEMBERSHIP MEETING HALL OF FAME BANQUET		REGISTRATION* & BANQUET SEATING RESERVATIONS Rolls & Coffee Lunch SEMINARS (Membership Meeting)	AIR MOBILITY TECHNOLOGY EXPOSITION ACTIVITIES REGISTRATION* Rolls & Coffee Lunch SEMINARS (Small Presentations)	COCKTAIL RECEPTION A/TA HALL OF FAME BANQUET HOSPITALITY SUITE
Sunday, November 31st SPECIAL RECEPTIONS AND MUCH MORE!	FAREWELL BRUNCH	AIR MOBILITY LEADERSHIP VIDEO Y1/YL Alumni Meeting		
	MORNING	MID-DAY	AFTERNOON	EVENING

Register Early and Save!

Submit Your Registration
by 21 September and

Save \$100.00!

(Compared to On-Site Registration)

Registration Form on Page 28.

Convention Information Contacts:

Hotel Room Reservations & Info: Miles Wiley: (703) 409-7102 | 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.

Air Mobility Technologies Exposition (exhibits): Bob Dawson: (828) 455-7426 | Exhibits@atalink.org

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

Seminars: Jeffrey Bigelow: DSN: 574-3586 | Comm: (757) 764-3586 | Seminars@atalink.org

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

A/TQ Advertising: Doug Lynch: (321) 415-2191 | Advertising@atalink.org

Golf Tournament: Bill Kelly (662) 342-9590 | Golf@atalink.org

2010 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 21 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 24 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.

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

- Then read all the instructions below, especially the cancellation instructions.
- Use the Registration Form on page 24 or register on-line (preferred) at www.atalink.org following the on-line instructions.
- 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 21 Sep , 2400 EST (in \$FY 10)
- \$325 by 21 Oct , 1700 EST (in \$FY 11)
- \$390 Onsite

Non-member Govt/Mil Rates:

(For those wishing not to become a member):

- \$390 by 21 Sep , 2400 EST (FY 10)
- \$425 by 21 Oct , 1700 EST (FY 11)
- \$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 like last 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, MC, Discover or Amex only with SSN and email address, card number, exp date, and "signature." 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 call us (703-385-2802) with the additional names. 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 registration form.
- Members may receive the \$290 early rate only if a completed form and full payment are postmarked or received by 21 Sep. CAUTION: You may have great difficulty getting through on 21 Sep because of others who also put it off. After 21 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 call us. Do not send duplicate or "updated" forms. Call (703-385-2802 or email us at ata@atalink.org).
- No faxes/web/mail can be received after 1700 EST 21 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 21 Sep; \$30 through 21 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:

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 registrant's 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 21 Sept. 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/MC/Amex/Discover. You must include your SSN-last-4, email address, card number, exp date, and "signature." Full registration includes all events except golf.

Postmark a mailed registration NLT 14 Oct to ensure it arrives before the office moves to the hotel. After that, plan on web or fax NLT 1700, 21 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, MasterCard, Amex or Discover.) 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 21 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.

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 Exhibitor page for exhibiting information

Banquet Seating:

2010: 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 Orlando, 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 Orlando we will, however, limit the number and timing of banquet reservations. 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. For any questions or concerns contact Keith Traster at: 817-614-2588 or banquetseating@atalink.org As our association continues to push the capacity of our banquet seating, we are establishing ROEs to better serve everyone. We are making significant changes to our procedures to maximize service to all. The most significant change is the timeline and seating cut-off date.

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. Unit 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, 24 Oct.

Onsite:

WARNING: Due to a limit on this year's banquet seating Banquet Registration will be stopped at 3pm Friday!

First, 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.

Second, we will take limited on-site banquet reservations at Orlando but will close out these reservations by 3 pm Friday, 29 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 Orlando. All banquet POCs must submit an electronic copy of the final seat assignments to the banquet committee. We want the data in excel format. Either email your final seating assignment to the banquet committee or bring a CD to the banquet seating booth at the event NLT 3 pm on Fri and we will download your information. If you know of any substitutions, please highlight those people on the spreadsheet and put next to them who they are replacing. Failure to submit names to the banquet committee will result in loss of seating assignments. We will use this submitted list to print seating assignments on Saturday, 30 Oct. All banquet attendees must sign up for the banquet by 3 pm on Fri or you will not be guaranteed a reserved seat as seating this year is limited due to banquet room size.

On-site Timeline:

1 Oct 10: Seat requests due. Each Organization will send in the amount of seats they will require. We must know the number of seats you are requesting. This is a contractual deadline between the association and our banquet caterer.

28 Oct 10, Thursday: Unit POC's will submit their seating chart (with names) to the Banquet Committee. All submitted names must have a registration confirmation number (supplied at registration). If a unit's requested number of seats (from 1 Oct) is not full then the banquet committee will allocate the remaining seats. This determines each unit's final seat count for the banquet. Any people/names submitted after this date will be seated in the "free-flow" seating area. *NOTE: After this date we cannot guarantee you will be seated with your Chapter or Organization.

29 Oct 10, Friday: All banquet POCs must submit an electronic copy of the final seat assignments to the banquet committee. We want the data in excel format. Either email your final seating assignment to the banquet committee or bring a CD to the banquet seating booth at the event NLT 3 pm on Fri and we will download your information. If you know of any substitutions please highlight

those people on the spreadsheet and put next to them who they are replacing. Failure to submit names to the banquet committee will result in loss of seating assignments. We will use this submitted list to print seating assignments on Saturday, 30 Oct. All banquet attendees must sign up for the banquet by 3 pm on Fri or you will not be guaranteed a reserved seat as seating this year is limited due to banquet room size.

30 Oct 10, Saturday: Seating assignments will be posted near the registration desk by 1000 Sat. The seating assignments will be the responsibility of each POC. Units/exhibitors will be assigned blocks of tables where possible. People who register onsite will be seated in the "free flow" seating area as long as seats remain available. REMEMBER: Seating is limited this year so sign up for the banquet early!

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 Exhibitor Package and the VIP seating request form.

Remember the priority: First register prior to 1 Oct 2010 to reserve your banquet seat, and then additionally confirm your reservation onsite at the convention banquet booth NLT 3 PM, Friday.

2010 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.

The Nashville 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 room process and will rely on your support to ensure that it is successful again. Like 2009, there will be no time that any hotel will open the block for independent reservations.

The main hotel in Orlando, Marriott World Center, can NOT (just not big enough) provide us with enough rooms for everyone. We have already signed some contracts with additional hotels.

For our Venerable Members who have reached age 70 and have been members of the Association for 20 years, the Association sets

aside a limited number of hotel rooms at a reduced rate. Please e-mail atarooms@cox.net to reserve your room. Since it is a limited number of rooms, it will be on a first come, first served basis.

If you are arriving in Orlando via commercial airlines, the World Center Marriott does NOT have ground transportation between the Orlando International Airport and the Hotel. You will have to make your own transportation arrangements. Mears Transportation fee is approximately \$19 each way and taxi fare is approximately \$45 each way. If you rent a car, the World Center's onsite parking is \$13.85 per day (valet parking is \$23.43).

For Exhibitors Room POCs:

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.

Exhibitor room POCs must update contact information to ATARooms@cox.net by July 9. 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. 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. Exhibitor room POCs must confirm hotel room requirements No Later Than August 9. 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.

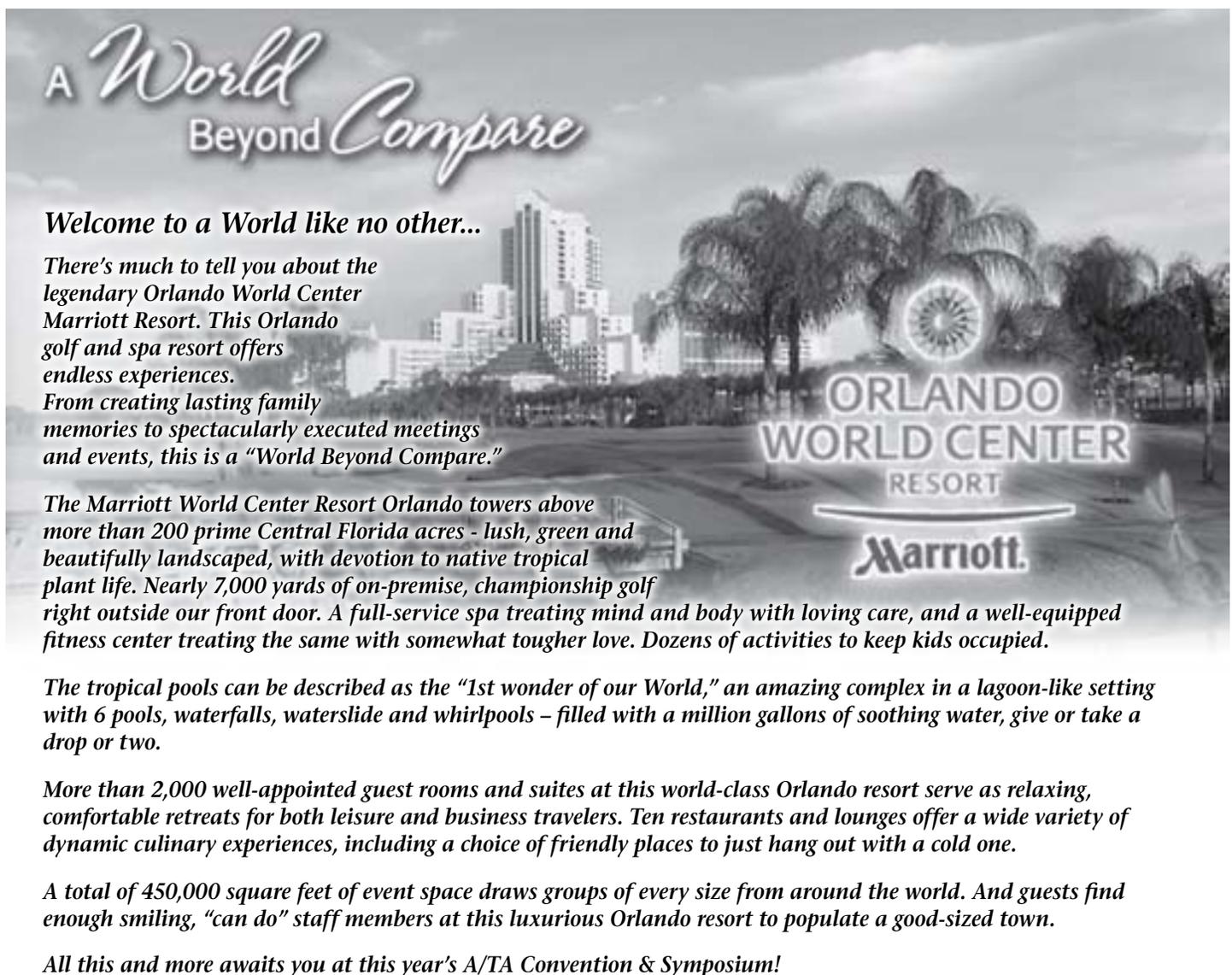
Pro Bono Booths – unlike last year, Pro Bono Booth attendees will not be worked separately. You will have to work with your base POC to secure rooms.

The final list of names and credit card information is due to the hotels no later than September 9.

Hotel room reservations for the convention will be made by Rooming List. The Rooming List must be provided to the hotels prior to September 9, 2010. All room reservations must be accompanied by a firstnight 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 ATARooms@cox.net to request a room.

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). ■



A World Beyond Compare

Welcome to a World like no other...

There's much to tell you about the legendary Orlando World Center Marriott Resort. This Orlando golf and spa resort offers endless experiences. From creating lasting family memories to spectacularly executed meetings and events, this is a "World Beyond Compare."

The Marriott World Center Resort Orlando towers above more than 200 prime Central Florida acres - lush, green and beautifully landscaped, with devotion to native tropical plant life. Nearly 7,000 yards of on-premise, championship golf right outside our front door. A full-service spa treating mind and body with loving care, and a well-equipped fitness center treating the same with somewhat tougher love. Dozens of activities to keep kids occupied.

The tropical pools can be described as the "1st wonder of our World," an amazing complex in a lagoon-like setting with 6 pools, waterfalls, waterslide and whirlpools – filled with a million gallons of soothing water, give or take a drop or two.

More than 2,000 well-appointed guest rooms and suites at this world-class Orlando resort serve as relaxing, comfortable retreats for both leisure and business travelers. Ten restaurants and lounges offer a wide variety of dynamic culinary experiences, including a choice of friendly places to just hang out with a cold one.

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Christmas, Candy, Comic Strips, Cartoons and Ice Cream

— A MORALE-ITY TALE —

by Collin R. Bakse, editor

Quick, other than the letter “C,” what do Christmas, Candy, Comic Strips, Cartoons and Ice Cream all have in common?

Why, the Berlin Airlift, of course. You know, the “air-bridge” campaign that sustained Berlin during the Soviet blockade of the city in 1948 and ’49. For day after tiring day, week after grueling week, month after grueling month, crews on both the ground and in the air kept up the frantic pace necessary to supply a major city solely by air. Thankfully, civilian entertainers, the airmen themselves and senior Air Force leadership all did what they could to break up the tedium, and, as Americans are inclined to do, they relied on the cathartic value of a good sense of humor and bonding power of a hearty laugh. That’s where “Christmas, Candy, Comic Strips, Cartoons and Ice Cream” all come into play.

Let’s start at the beginning with –

Christmas

Bob Hope started delivering “Home” for the Holidays, when, in December of 1948, he and other performers traveled to Berlin, Germany, to entertain members of the armed forces participating in the Berlin Airlift. This was his first Christmas tour to entertain troops and the beginning of a Hope tradition that lasted until 1990. Thanks for the memories, Bob. That brings us to –

Candy

The most celebrated pilot of the airlift became Lieutenant Gail S. Halvorsen, “the Candy Bomber.” Halvorsen had been assigned to 17th Air Transport Squadron, Mobile, Alabama, when he got his airlift orders so suddenly he only had time to park his car under a tree in Mobile and hide the keys. After flying the “Vittles” run for two weeks in July 1948, Halvorsen got permission to make a personal trip to Berlin.

Halvorsen, a veteran of the North African and Italian campaigns of World War II, had experienced the children of these war-torn countries begging for candy, gum, and cigarettes. When he met a group of Berlin children, he was taken aback by their reserve and recalled at the time that, “I got in the middle of these kids, and what do you think happened? None of them jerked at my pants. ...They wanted to hold a polite conversation and try out their English on me. Their English is about as bad as my German. After about one hour, in which I gained considerable stature as an airlift pilot, I noticed something

was missing. I couldn’t put my finger on it, but it nagged me. And finally I realized what it was. Those kids hadn’t begged for a single thing...it wasn’t lack of candy-hunger that held them back...they just lacked the brass other kids have. So I told them to be down at the end of the runway next day and I’d drop them some gum

and candy. That night I tied up some candy bars and gum in handkerchiefs and had my chief sling them out on a signal from me next day. Day by day the crowd of kids waiting for the drop got bigger, and day by day my supply of handkerchiefs, old shirts, GI sheets, and old shorts, all of which I use for parachutes, gets smaller.”

Halvorsen’s philanthropy was picked up by the Berlin press and then the American newspapers. He became so famous he was sent back to the United States where he was interviewed by radio, newspaper, and magazines. Halvorsen was followed by a series of “chocolate fliers,” who served as some of the best good-will ambassadors the US Air Force ever had...which brings us to –

Comic Strips

In 1948, Al Capp, the creator of the Li’l Abner comic strip, reached a creative peak with the introduction of the “Shmoos,” lovable and innocent fantasy creatures who reproduced at amazing speed and brought so many benefits that, ironically, the world economy was endangered. The much-copied storyline was a parable that was metaphorically interpreted in many different ways at the outset of the Cold War. Berlin Airlift commanders cabled Capp, requesting inflatable “Shmoos” for use as part of “Operation: Little Vittles.” Candy-filled “Shmoos” were air-dropped to hungry West Berliners, and according to *Newsweek* magazine “When the candy-choked shmoos were dropped, a near-riot resulted.”

However, for most Berlin Airlift veterans Al Capp is not the name that springs to mind when cartoons are mentioned, which brings us to –

Cartoons

A couple of years ago, in interviews conducted during the Airlift’s 60th Anniversary celebrations, veterans of the campaign remembered long duty hours, being surrounded and outnumbered by a well-equipped opponent, bad meals and living quarters, deplorable weather and a lack of information as to how much longer the airlift would last...and for many, the irony of helping a former enemy nation. But when the name



***“It’s important to be
able to laugh when
times are hard...”***

–Bill Morrissey,
Air Traffic Controller, Berlin Airlift

of cartoonist Jake Schuffert was mentioned, their disgruntlement instantly turned to delight.

The daily newspaper for the Berlin Airlift was called *The Task Force Times*. The newspaper's cartoonist was Technical Sergeant John Schuffert, who Task Force Commander, General William H. Tunner, would later recount in his book *Over the Hump*, "...had an extraordinary knack in giving...readers just what they wanted to see. His cartoons were raw and bitter and played up to everything disagreeable on the Airlift, but they brought a smile to their readers' faces, and they added greatly to the popularity of the TASK FORCE TIMES.

"Schuffert had carte blanche; I was the only person who could censor him, and I did on only a couple of occasions when the latrine-type humor he liked was a little too raw. He particularly loved to pick on one of my base commanders. After one especially deflating cartoon the Base Commander went to the foolish extreme of banning the paper from the base. I countermanded the order. Schuffert drove USAF Headquarters crazy. I was constantly fighting for him."

Bill Morrissey, an air traffic controller at Celle Air Base during the airlift, fondly recalling Schuffert's cartoons said, "Schuffert's cartoons were the first thing I looked for after work. Each day there was a different cartoon about the airlift and they were just hilarious. His ideas were terrific and crucial to our morale. It's important to be able to laugh when times are hard and thanks to him we did."

Schuffert, who had served during World War II (WWII) and was shot down while taking part in a raid to Romania, was fully aware how life-threatening a conflict could be. Rescued by "freedom fighters," he was smuggled into Switzerland where he stayed until the end of the war. But it was as a cartoonist that Schuffert made his greatest contribution to his fellow servicemen in the first battle of the Cold War.

Through correspondence courses in art and cartooning, Schuffert learned to draw. He was also blessed with a brilliant writing skill. Those serving in the airlift came to appreciate his comic strips that were generously laced with humor about the operation. He poked fun at enlisted men and officers alike.

"Those cartoons made my day," recalled W. C. Southers, a flight engineer during the airlift. "I thought they were hysterical. And many times, they were very appropriate and true to what the situation was. Thanks to Schuffert we could laugh about it and then whatever the problem was didn't seem so bad after all. It would have never been the same airlift without those comics."

Still a huge fan of Schuffert's work, Southers has devoted himself to sharing the book "Air Lift Laffs" whenever he has the chance.

Featuring all of Schuffert's comic strips, Southers explains to today's generation how important humor was in dealing with the horrendous duty hours and harassment from Russian fighters while flying through the air corridors to Berlin and back.

Because of Schuffert's humor, Southers found himself amused rather than being alarmed about the annoying enemy fighter planes.

"That's what made those sketches so wonderful. We were laughing and that relieved the tension which probably kept us alive," added Southers.

Southers was also proud to point out that some of Schuffert's cartoons are used in history classes.

"They just always hit the spot and still do," said the famous Berlin "Candy Bomber," Col. (Ret.) Gail Halvorsen, also a loyal fan of Schuffert's cartoons.

He still remembers his favorite comic strip of a weary, beat-up pilot with an aircraft control yoke in his hand and his patched up co-pilot beside him. Nearby is their C-54 aircraft on its nose with smoke coming out after crash landing on a radar approach. As the aviators march toward the Ground Controlled Approach (GCA) shack, a very worried controller stands in the doorway. The punch line is the enraged pilot asking the controller to please repeat his last transmission. "Obviously, the final controller had instructed the pilot to continue his rate of descent right into the ground," laughed Halvorsen. "Of course, this type of situation never happened. It was just a joke between controllers and pilots because GCA controllers were the best. They brought us down between the buildings in all kinds of weather which always lowered my blood pressure."

Dr. Earl Moore, a Navy pilot during the airlift, described Schuffert as the best resource airlift veterans had for lifting spirits and inspiring servicemen to keep a positive attitude about their mission.

"All of us enjoyed those cartoons," said Moore. "We would read them over and over again and hang them up around our quarters...(and) gather together at chow and discuss the latest Schuffert sketch.

Such memories prompted Moore to define Schuffert as the "exemplary star for morale and camaraderie, and one of the reasons the Allies won the first battle of the Cold War without firing a single shot." And that brings us, finally to -

Ice Cream

A few years back, one of the A/TA's "venerable" members approached me with a package in his hand. He proudly told me about how he had been an aircraft mechanic during the Berlin Airlift.

He explained how mechanics worked at the squadron level to handle the 50-hour and 150-hour checks, putting in three shifts of 12 hours on and 24 hours off. The rotation sped maintenance, cutting



in half the time it took to get the aircraft back into the operation.

The gentleman was, L. W. "Corky" Colgrove, who had been a sergeant in the 1629th Military Air Transport Squadron and was fresh out of mechanic's school when he arrived at Rhein-Main two weeks into the airlift. The young mechanic plunged into duty, maintaining hard-pressed aircraft, before shifting to maintenance chores on the airlift's lone long-haul C-74, with its 25-ton payload. Colgrove quickly moved up to become the crew chief for the C-74 that completed 24 deliveries into Berlin with a total cargo of almost 429 tons.

During our conversation, Corky, who insisted that I call him that, handed me a package containing what felt like a manuscript of some sort. All he said about it was that it might be useful for the *Airlift/Tanker Quarterly*. I recently found the manuscript package again while preparing this article, eerily within days of Corky's passing. Sadly, Mr. Colgrove died Thursday, May 13, 2010 at Longmont United Hospital in Longmont, Colorado, after a lengthy illness.

The manuscript package contained an assortment of photographs, a stack of photocopied cartoons and what appears to be a carbon copy of a 6-page article, double spaced in old-fashioned press release formatting on ancient looking light weight typing paper. All-in-all it appears to be an actual, circa 1949, carbon copy of the original article, which has no by-line and is simply titled THE GOOD HUMOR SQUADRON. The article, obviously meant to amuse its readers, provides an insightful look back to earliest days of the Air Force.

You probably understand by now why this article is in the Mobility Heroes & Heritage section of the magazine; you may however, need to read the facsimile of the transcript on page 25 to fully appreciate how all this has anything at all to do with ice cream.

Comfort and Joy

For me, there is one more thing that Christmas, Candy, Comic Strips, Cartoons and Ice Cream all have in common – the pleasant feeling that they convey; each is a comfort and joy in its own way. In military parlance, they are good for "morale." The Berlin Airlift gave the people of Berlin hope, hope that, through Allied perseverance, they once again would feel their own comfort and joy. And through hard work backed with good morale the "Air Lift" succeeded.

At the height of "Operation Vittles," MATS alone had 4,000

officers and men and 300 C-54's (including some TCC aircraft) on the Berlin run. Nineteen more were used for training crews in a simulated Frankfurt-to-Berlin route - in the United States.

Each of the planes flying the Berlin course was staffed with three crews. And this total did not include the U.S. Air Force C-47's and the Royal Air Force Yorks and Dakotas (also C-47's), and other miscellaneous aircraft.

Also not included in this total were the squadrons of Constellations (C-121's) and Globemasters (C-74's) that flew the supplies from the continental United States to Frankfurt, at which point the Berlin Airlift took over. Many thousands of miles of routes were covered by MATS and its Civilian Contract Carriers, Navy and Merchant ships, and Army Transportation Corps vehicles - to "feed" that short payoff stretch of a little more than 200 miles to Berlin.

It may not be coincidental that the word "ton" is similar to "Tunner," because in air transport circles they meant pretty much the same thing. General Tunner was confident that the Berlin Airlift could have continued to deliver many tons of goods to West Berlin, forever. "We'll fly Vittles as long as the United States government wants it flown," he said.

But, thankfully, on May 12, 1949, eleven months after they imposed their restrictions, the Russians lifted the blockade. "Operation Vittles," however, continued, gradually tapering off in the early fall.

From the start of the blockade until August 1, 1949, the Berlin Airlift accomplished a Herculean task. They flew a massive 2,231,600 tons into the city, averaging a fantastic rate of 5,579 tons a day. They made a total of 275,544 flights for an average of better than 700 flights a day, so that's, uhmmm, let's see...60 minutes,

times 24 hours is 1440 minutes, divided by 700, that's just over a flight every two minutes – a monumental achievement, and a lot of comfort and joy indeed!

In closing I would like to express my personal thanks to all the brave folks who participated in and supported the Berlin Airlift effort. Your sacrifice, persistence and good humor proves the old adage: "A diamond is a lump of coal that stuck with it."

"We'll fly Vittles as long as the United States government wants it flown."

**–Gen William H. Tunner,
Task Force Commander, Berlin Airlift**



Upper right shows Jimmy Wilson losing his balance on the top step while (top to bottom) Lt. Phillips, Lt. Piles, Lt Nickells, and Capt. Thomas, pose for the PIO photographer. (PIO Photo)

"We were laughing and that relieved the tension which probably kept us alive."

**–W. C. Southers,
Flight Engineer, Berlin Airlift**

Editor's Note: To see more of "Jake" Schuffert's cartoons, and to learn more about the Berlin Airlift, please visit the Berlin Airlift Veterans Association website at www.konnections.com/airlift.



THE GOOD HUMOR SQUADRON

CELLE RAF STATION, Germany...Are you blue? Do you get up in the morning feeling let down? Does your sense of humor need agitating? Then the Airlift has just the thing for you. Simultaneous with other genuine efforts for world peace, such as the Atlantic Pact, by other good peoples of the world, the best diplomats and salesmen for peace and democracy are at work on their own effective plan.

Way up here in the British zone, where things are tough enough without the Russians, five Berlin Airlift Pilots based here at Celle, have just organized the GOOD HUMOR SQUADRON, after deciding that Operations Vittles could use some morale building humor.

These fliers, assigned to the record breaking 41st Troop Carrier Squadron, are all former World War II pilots and their combined flying activities have taken them almost everywhere the Air Force has ever been.

First of all we have 1st Lt. William H. Piles, of San Diego, California, a former B-29 pilot who flew against the Japs (sic). Based at Tinian, Mariana Islands, Bill helped knock out the Nippons. After the war he returned to San Diego and flew with "Swift Air Service."

Then comes 1st Lt. James Goodrich Wilson, of Hollywood, California, a former Special Mission and Air Transport Command pilot who has flown over six continents and to just about every corner of the world. Jimmy flew State Department officials to Buenos Aires, Argentina, and to Europe and flew ambassador William C. Bullitt to the Orient in July 1947. After the war he returned to California and worked in several movies as a stunt pilot. Then he flew through the Orient, Europe and the Middle East as an Airline pilot when he gathered material for his first writing effort, a book called, *I Live Upstairs*, soon to be released. Now as a Vittles pilot he is garnering information for a second...titled "Hot War, Cold War."

Captain Woodrow W. Thomas is next, from Baltimore, Maryland, a former B-17 pilot with the famed 8th Air Force. "Woodie" was hero of the initial staggering attacks against Nazi Germany. He later was assigned as a B-29 flight instructor and instructed many of the men who later flew against Japan. He has many exciting stories to tell of the first days he saw Germany...from the air.

Fourth man on the list is 1st Lt. Donald V. Phillips, of Reno, Nevada, a veteran pilot of the famed C.B.I. Hump, helping to lick the Japs by flying supplies over the rugged mountains of Burma. He was assigned as a check pilot on the Hump project, because of his skill and experience flying that dangerous route. After the war he returned to Reno where, with his wife and children, he enjoyed the gay, carefree, but peaceful life of Nevada's most popular town.

Last but not least is 1st Lt. James O. Nickell, of Middletown, Ohio, who during the war also flew with the 20th Air force helping to knock the Japs out of the skies and off the seas. Stationed on Tinian, Mariana Islands, he was in the last of the telling blows leveled against the Japanese mainland.

These are the five men, who like their brothers in arms, fought to make the world free, and while fighting dreamed of the future and comforts of home. Returning to civilian life, they pursued normal careers until the Russians blockaded Berlin.

Realizing that this move jeopardized the very peace they had fought so hard to achieve, and with the Air Force appealing for experienced men to fly the blockade, they returned to active duty with hundreds of their comrades and met at the transition school at Great Falls, Montana, prior to coming to Germany.

With the thought in mind that high morale contributed to a better showing, these zany beings, with all due respect, originated the GOOD HUMOR SQUADRON to promote Good Will, Good Cheer, and above all Good Humor. Through all kinds of weather, through hell and high water, through war and peace, their motto is...Keep Happy, Keep Smiling, Laugh and world laughs with you.

The prime purpose of the squadron is to attain a continued top efficiency (like the 41st Troop Carrier Squadron record set in the Easter MAXIMUM EFFORT) and to always be of Good Humor in spite of all dangers and adversities. Thus do the pilots of the Good Humor Squadron contribute to the peace and good will of the other peoples of the world and act as Uncle Sam's envoys of Democracy.

These fliers travel through the corridor three times each flying period, and will admit that when the third flight rolls around over Russian territory they all feel a bit touchy and irritable. It is indeed a peculiar COLD WAR. A few years ago these very same pilots were flying against these people, bombing their cities, blowing up their supplies and risking their lives against the Luftwaffe. Now, flying twenty-four hours a day, through the most adverse weather, under almost identically trying conditions, they are taking food and supplies into the Island of Berlin. But this is Democracy at work and the men are doing a job that has astounded the Russians and won the admiration of the freedom loving countries of the world.

With the first glimmer of the idea, Mr. Jack Wilson, of the Good Humor Company of California was contacted. Through his co-operation the squadron members are now sporting bright new, gold and white enamel wings on their flying suits. Knowing the rules and regulations concerning un-authorized insignia, the fliers wear their wings only when on duty flying through the Russian corridor.

You cannot join this squadron. You must be selected by a unanimous decision of the five members who organized the movement. Lt. Jim Wilson is the Senior Good Humor Pilot holding card number one.

The first selection board meeting of the Squadron has chosen the following Officers and Airmen as members of the clan: Colonel Thomas K. Hampton, Commanding Officer of the 317th Troop Carrier Wing, is the Honorary Squadron Commander; Major Donald A. Ryden, of Belton, Mo.; Major Max. W. Williams Riverside, California; Captain Charles Hall, Ashland, Kentucky; Captain Howard McLain, Detroit, Michigan; are all honorary Senior Good Humor pilots.

1st Lt. Vernon L. Wright, Nashville Tennessee, (Former pilot for Ambassador Harriman in Moscow); Captain Jonathan M. Herbold, Anoka, Michigan; Captain Adrian H. Malsberger, Fort Worth, Texas; Captain Thomas Keeter, Norman, Oklahoma; 1st Lt. John Bunn, Elsa, Texas; Captain George Peabody, Mt. Clemens, Michigan; and T/Sgt. Emsley Ferus, Long Beach, California; have also been selected.

The Royal Air Force is represented by the Control Tower Operators at Gatow in Berlin. These men, all pilots themselves, never fail to cheer the men who must bring their ships in through fog under GCA conditions. Because of their continual humor they have been selected.

The only non-flier thus far is Pfc. Joseph Banacki, of New York City. His continued good humor as a mail clerk has stood him in good stead. With a joke on his lips and standing offer to write himself if an Officer doesn't receive mail for a week, he has kept up the morale of the pilots in the 41st Squadron.

Good Humor is in the air and the men on the Air Lift know there can never be enough Good Will, Good Cheer, or Good Humor spread amongst the peoples of the world.

As thanks to the Good Humor Company of California, Jack Wilson is also being made an honorary member of the Squadron. In his own words he sums up the thoughts of the thousands of men in Germany, "We are pleased Good Humor is being spread around the world. Perhaps if a little more of it would be distributed, your job there would be soon completed."

As an added reward, the member who completes one hundred missions, receives not only the Air Medal from the Air Force, he also receives a certificate of lifetime membership in the Squadron. Watch for GOOD HUMOR. It is being spread all over Europe by the men of the Air Lift.

#

After a 30-day interruption of my usual activities to deal with a medical matter, I am on the mend and back in action preparing for the upcoming annual convention in Orlando, Florida. I am now busy getting the larger exhibitors assigned to their respective spaces in the exhibit area so that the remaining Industry Partners can be assigned to their desired spaces. Next, I will begin assigning the remaining paying exhibitors who were with us at last year's convention. In spite of my surgery distraction, we have plenty of time to get back on schedule building the exhibit plan.

Our exhibit hall has evolved over the last few years into a first-class event that deserves to be recognized as more than just an exhibit hall. A/TA has decided to name our exhibit activity the Air Mobility Technology Exposition. The loyal support of our industry and government exhibitors has made our exhibit hall a world-class event of the leading providers of air mobility equipment and capabilities that is second to none. Our Exposition is a major element of our annual convention and we cannot thank our exhibitors enough for making this a very special event. Welcome, in 2010, to our first Air Mobility Technology Exposition.

We are indeed fortunate to be in the Marriott World Center Resort in Orlando, Florida this year and it most fitting that our first

*“Welcome,
in 2010,
to our first
Air Mobility
Technology
Exposition.”*

Air Mobility Technology Exposition will be held in the spectacular new Cypress Ballroom. This ballroom is fully carpeted with 30-foot high ceilings and is the largest (105,000 square-foot), pillar-free hotel ballroom in the country – it is magnificent. There will be plenty of room available within the Cypress Ballroom for all exhibitors and participants, with wide aisles to accommodate the anticipated crowd comfortably. I really think you are going to like this venue.

As we move forward with our plans for Orlando, it is sad to think about the difficult situation that our friends at the Gaylord Opryland Hotel are dealing with in Nashville. Most of you are probably well aware of the severe damage caused by the recent floods to the Gaylord Resort and much of downtown Nashville. Some of our exhibitors were actually there supporting another event and they have some very grim stories to share. We have been in touch with the hotel staff at the Gaylord Resort and they tell us it will take about six months to repair all the damage and get the hotel back into operation. We wish the Opryland Hotel staff all the best as they try to deal with the devastation. We look forward to returning to Nashville for our 2011 convention and doing our part to help get the hotel back into full operations.

As the exhibit management activities refine the exposition plan for Orlando, we will post the most current plans and updated information on the A/TA website at www.atalink.org. Please keep me informed of any changes to your exhibit Point Of Contact so I can provide the latest information for your planning.

We look forward to seeing you at the 42nd Annual Airlift/Tanker Association Convention in Orlando, 28-31 October 2010 – our goal: each convention better than the last one.

Bob Dawson, Industry Vice President

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U.S. Air Force Training



The U.S. Air Force relies on FlightSafety training and simulation expertise for the largest aircraft in the fleet. Many FlightSafety contracts for tanker/transport training have been active for years. FlightSafety's contract for the C-5, for example, is the longest-running Aircrew Training System contract operated by a single contractor.

C-5 Galaxy

FlightSafety provides a full range of training and support for the C-5, including program management, instruction, logistics, aircrew training devices (ATDs), operations and maintenance.

FlightSafety has trained crews of the C-5 Galaxy since the mid-1980s. The company

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*"The best safety device in any aircraft is a well-trained crew."*TM

trains an average of 2,500 students each year. Courses range from Initial Qualification through Flight Examiner. Most recently, the Air Force selected FlightSafety to supply and support WST upgrades associated with the C-5 Avionics Modernization Program (AMP). The company continues as the source for C-5 crews' tactics and night vision goggle training. In addition to pilot training, FlightSafety delivers instruction for flight engineers, loadmasters and engine-run maintenance personnel.

C-17 Globemaster

FlightSafety, a Boeing partner since 1988, has designed, manufactured and certified 21 C-17 Weapons Systems Trainers, 13 of which include Loadmaster training devices. Two additional WSTs are in production. The WST configuration features a stand-alone, aft-view loadmaster station simulator, which allows for coordinated aircrew training. Simulators are night vision goggle compatible and are capable of supporting air-to-air refueling exercises.

FlightSafety chose the C-17 to introduce electric motion and control loading, which delivers quiet, precise control and significant

operational advantages for heavy platform simulators. FlightSafety currently is identifying a retrofit program that will convert all C-17 simulators to latest technology to include electric controls and motion. FlightSafety and Boeing have jointly developed a low-cost, high-fidelity C-17 training device called Crewstation Simulator Systems Refresh (CSSR).

KC-10A Extender

FlightSafety supports the U.S. Air Force Air Mobility Command with 4,000 to 6,000 initial, upgrade and recurrent training events each year for KC-10 pilots, boom operators and flight engineers. The company performs contractor logistics support on four Weapons Systems Trainers (full flight simulators), two

Flight Training Devices, 11 Aircrew Systems Trainers, two Boom Operator Trainers and two Cargo Load Trainers. With its training for the KC-10 and the KC-135, FlightSafety is now the largest provider of air refueling aircraft training for the USAF.

The KC-10A Extender entered service in 1981. The current fleet of KC-10As is well suited for both of its missions – air refueling and airlift. The Extender can both take on fuel as a receiver aircraft and off-load fuel as a traditional aerial tanker. The crew consists of two pilots, a flight engineer and a boom operator.

KC-135 Stratotanker

Some 3,900 aircrew members receive FlightSafety training on the Stratotanker every year at bases in the United States, United Kingdom and Japan. FlightSafety developed the KC-135 computer-based training systems (CBTS), and also provides aircrew instruction. Training equipment includes OFTs, boom operator part-task trainers, and a cargo-load trainer. Among the recent OFT modifications are new control loading and motion systems, digital sound and a flight model upgrade.

FlightSafety provides a full range of training and support for the KC-135: program management, instruction, logistics, aircrew training device (ATD) operations and maintenance, and training system support center (TSSC) operations including configuration/concurrency management of hardware, software, and courseware, SIMCERT support, and training management system (TMS) operations. Extensive concurrency modifications and simulator standalone technology insertions include installing the global air traffic management (GATM), upgrading computer systems, visual systems, motion and control loading systems, and instructor operations systems (IOS). KC-135 training mission support also includes demonstrated DMO/High Level Architecture (HLA) networking.

FlightSafety has been delivering training and training equipment to U.S. and allied governments for more than 50 years. Proud to be a trusted partner and provider of state-of-the-art simulators and training devices to every branch of the U.S. Armed Forces and foreign militaries, FlightSafety continues to demonstrate a resolute dedication to their customers' missions. ■

REGISTRATION FORM

2010 A/TA Convention & Symposium • Orlando, Florida • 28-31 October

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

Invited Speakers are encouraged to register online.

Please Read & Follow 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.



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

NATIONALITY (If not US Citizen): _____

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

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ORG NAME/SYMBOL: _____ BASE/LOCATION: _____

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CHECK ALL THAT APPLY:

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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)	Check Box for: SELF GUEST	Per Person Fee Member/GovNonMem	TOTAL
➔ A/TA Membership (Required for Member Rate for member and guest)	<input type="checkbox"/> <input type="checkbox"/>	\$40	\$ _____
➔ Early Registration (Must postmark/fax by 21 Sept)	<input type="checkbox"/> <input type="checkbox"/>	\$290/\$390	\$ _____
➔ Pre-Registration (22 Sept-21 Oct – Onsite will be \$390/490)	<input type="checkbox"/> <input type="checkbox"/>	\$325/425	\$ _____
➔ Non-Member (non-gov; non mil) Registration	<input type="checkbox"/> <input type="checkbox"/>	\$595	\$ _____
Exhibiting Company: _____ Exhibit Floor Access Required	<input type="checkbox"/> <input type="checkbox"/>		

GOLF (Includes Lunch):	Handicap(s)	Per Person Fee	TOTAL
Requested 2. _____ 3. _____	<input type="checkbox"/> <input type="checkbox"/>	\$140	\$ _____
Foursome: 4. _____	<input type="checkbox"/> <input type="checkbox"/>		

LINE ITEM REGISTRATION:	Check Box for: SPEAKER GUEST	Per Person Fee SPEAKER/GUEST	TOTAL
➔ EXHIBIT FLOOR ONLY (Does NOT include Golf, Seminars, Social Events, Banquet or Brunch)	<input type="checkbox"/> <input type="checkbox"/>	\$300	\$ _____
➔ Thursday Evening Reception (Refreshments & Exhibits)	<input type="checkbox"/> <input type="checkbox"/>	\$125	\$ _____
➔ Friday Program (Seminars, Exhibits, Refreshments)	<input type="checkbox"/> <input type="checkbox"/>	\$100/\$175	\$ _____
➔ Friday Evening Reception (Refreshments & Exhibits)	<input type="checkbox"/> <input type="checkbox"/>	\$125	\$ _____
➔ Saturday Program (Seminars, Exhibits, Refreshments)	<input type="checkbox"/> <input type="checkbox"/>	\$100/\$175	\$ _____
➔ Saturday Evening Banquet	<input type="checkbox"/> <input type="checkbox"/>	\$125	\$ _____
➔ Sunday Farewell Brunch	<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 14 Oct mail or 21 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 21 Sept; \$30 if by 21 Oct; \$40 thereafter.

AF/Org. Card #: _____ Exp: _____ CVV: _____ Amt:\$ _____
VISA • MC • DISCOVER • AmEx

Personal Card #: _____ Exp: _____ CVV: _____ Amt:\$ _____
CVV = Card Verification Value Code. Last 3 digits of number imprinted on back of card.

Signature (required): _____

ATA REG. A/TQ 2010 (Rev. 5/28/2010)

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