

A/TQ

AIRLIFT/TANKER QUARTERLY
Volume 19 • Number 2 • Spring 2011



A New Generation of Boeing Tankers

KC-46A Selected as Next Air Force Aerial Refueler

Pages 8-11

43rd Annual A/TA Convention & Symposium Rules of Engagement

Pages 14-18

43rd Annual A/TA Convention & Symposium Registration Form

Page 28

Making missiles toast for over 50 years.

www.northropgrumman.com/laserdircm

▼ **IR COUNTERMEASURES**

Northrop Grumman is proud to be at the forefront of warfighter protection, and to be trusted to produce the Laser DIRCM system since 2003. Our systems shield over 500 aircraft, both large and small, from infrared missile threats. We are also proud of the new infrared MWS, which will improve Laser DIRCM's already superior missile detection capability by providing cutting-edge two-color IR technology. When it comes to incoming threats, they're toast.



A/TQ

AIRLIFT/TANKER QUARTERLY
Volume 19 • Number 2 • Spring 2011

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

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

The Airlift/Tanker Association is a non-profit professional organization dedicated to providing a forum for people interested in improving the capability of U.S. air mobility forces. Membership in the Airlift/Tanker Association is \$40 annually or \$110 for three years. Full-time student membership is \$15 per year. Life membership is \$500. Industry Partner membership includes five individual memberships and is \$1500 per year. Membership dues include a subscription to *Airlift/Tanker Quarterly*, and are subject to change.

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

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

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

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

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

EDITORIAL STAFF:

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

Mr. Collin R. Bakse
Editor and Art Director

Mr. Doug Lynch
Business Manager

Col. Ronald E. Owens, USAF Retired
Editorial Advisor

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

PRINTED IN U.S.A.

CONTENTS...

Association News

Chairman's Comments	2
President's Message.....	3
Secretary's Notes.....	3
2010 A/TA Year End Financial Report	4
Association Round-Up.....	6

Cover Story

A New Generation of Boeing Tankers <i>The KC-46A Selected As Next Air Force Aerial Refueler</i>	8-11
---	------

Features

Operation Tomadachi <i>AMC Forces Support Humanitarian Efforts in Japan</i>	21-25
---	-------

Departments

News & Views.....	12-13
2011 A/TA Convention & Symposium Rules of Engagement	14-18
Association Contacts	20
Industry Partner Spotlight: <i>Gander International Airport</i>	26
Industry Partner Highlights	27
2011 A/TA Convention & Symposium Registration Form	28



ON THE COVER: On 24 February 2011 Air Force and Defense Department officials announced the award of an engineering and manufacturing development contract valued at more than \$3.5 billion for the KC-46A aerial refueler to The Boeing Company. The cover art is a Boeing Company artist's rendering of the new generation refueler with simulated Air Force markings added for effect.

Up Close and Personal

While doing research for the *News & Views* section of this edition of *A/TQ*, I happened upon a story that tugged at my heart strings while highlighting the ethos – the characteristic spirit – of the men and women of the air mobility community.

The story, by A1C Leah Young, 62nd Airlift Wing Public Affairs, Joint Base Lewis-McChord, Washington, details the participation of the 4th Airlift Squadron in the Air Force “Pilot for a Day” program that enables challenged youth a chance to visit an Air Force squadron, becoming part of the team in the process.

“This is awesome,” said Owain Weinert while sitting in the pilot seat of a C-17 Globemaster III. “I mean, I got the chance to sit in the cockpit of a commercial flight plane once, but that was nothing compared to this.”

The 4th Airlift Squadron showed its newest ‘member’ around the squadron 15 February as 9-year-old Owain became “Pilot for a Day.”

“It is an honor for us to host events like this,” said Capt. Stephen Vetek, 4th AS pilot and “Pilot for a Day” coordinator. “We hope to make this a special day for Owain and his family, and look forward to showing him ‘Airlift Excellence’ up close and personal.”

Diagnosed with leukemia in March 2010, Owain has been in treatment ever since.

“To see him...have a concentrated dose of pure fun was really awesome,” said Owain’s father, Alex. “Seeing him actually act like a kid for a day has been great.”



Owain, along with his mother, father and brother, saw military working dog and explosive ordnance disposal demonstrations, toured the fire station, visited the cockpit of a C-17, and “flew” in an aircraft simulator.

“My favorite part was controlling the robot at the fire station,” said Owain. “I named him Montse. I really have a knack for electronics.”

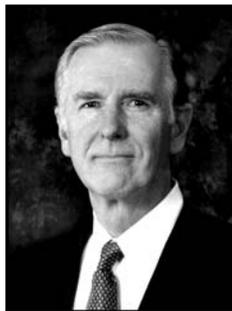
After a long day of tours and demonstrations, Owain tried to express how he felt about the Air Force and the people who made the day possible.

“Today seems like it isn’t real, it kind of feels like a dream,” said Owain. “I really don’t have the words to explain how I feel. I never thought anything like this could happen to me.”

Due to the nature of their mission, mobility airmen hear sentiments like that a lot – unfortunately, they all too often hear them in the aftermath of a disaster.

Collin R. Bakse, editor

Chairman's COMMENTS



Gen Walter Kross
USAF, Ret

Thank you for all the positive feedback about last Quarter’s article. I plan to continue adding transparency to this column so, you, the members have a better feel for the workings of our Association beyond our truly superb Convention and Symposium.

Board Meetings: This sounds very “corporate,” but our A/TA Quarterly Board Meetings are key events to the workings of the Association—and most specifically for the work-up to our Annual Convention and Air Mobility Symposium. Typically, an archetype corporate board meeting is usually an exclusive, somber, yet small conclave that is a highly stylized reporting in a series of briefings, while the Board of Directors provides “oversight” and “governance.”

By contrast, our A/TA Board meetings are a cross between an AMC A-Staff Meeting and a Boy Scout Jamboree. They are more a gathering of committed volunteers whose job it is to run the Association and put together the planning and execution of the Convention and Symposium. The feeling at these events is one of “inclusiveness,” as we start with nailing down an annual Convention Theme, gathering Keynote speakers, lining up our Seminars, selecting our award winners, sending out invitations of all kinds, and standing up the key particulars for Convention sign up and logistics details on our website—just to name a few things. And, except for the Traynors (Bud, Pam, and their family worldwide), it’s all done with our incredible volunteers.

A/TA Board Meetings are normally held on-base at one of our Chapter locations. This year, they will be at MacDill, Randolph, and Joint Base Lewis-McChord (did someone say RODEO?)—with the fourth quarterly Board Meeting taking place at our Convention in Nashville in November (that’s called the Annual Business Meeting—you’ll see it in the Convention Schedule Handout).

Our Board Meetings follow a specific agenda—usually lasting most of a Saturday, including a working lunch. The seven elected Board Members are joined by AMC, AFRC, and ANG Liaisons—as well as our Board of Advisors and our Young Leader Representatives. Head count normally exceeds 40 people in attendance—and everyone speaks up—all heard and all heeded. Our Young Leaders, Command Liaisons, and Advisors sit right at the main table with the Elected Board. Local chapter members usually join us too. After all, we worked together all of our lives. We know, trust, and respect each other, and we’re all focused on doing the best job possible for our members. So it works. We invite you to join us when you can.

Hall of Fame: In my last article, I mentioned how we changed and expanded the selection criteria we use to pick our inductees this year. You responded quickly to those changes with seven (7) well-written nomination submissions – all before our 1 April deadline. Nominees include an Enlisted Medal of Honor Winner; the Father of our modern Air Refueling Force; pioneers in establishing either Global Reach aircraft capabilities, total force organization, or multi-cockpit safety practices; and a heroic tanker crew that won the MacKay Trophy. So our situation is truly extraordinary this year. Thank you for giving us this rare and unique opportunity (The Selection Process is not complete as of this writing; and you can view it on our website).

Our Annual Theme: This year’s theme is short, but truly focused. It is all-inclusive of what our serving men and women provide to those who need our help:

AIR MOBILITY: HOPE'S GLOBAL REACH

Please have a safe and enjoyable Summer. We look forward to seeing you in Nashville this Fall.



43rd Annual
Airlift/Tanker Association
Convention & Symposium

•
3-6 November 2011
Nashville, Tennessee

President's MESSAGE



CMSgt Mike Reynolds
USAF, Ret

Spring has arrived, and the Cherry Blossoms are absolutely beautiful! I wish everyone could visit Central Georgia for the Cherry Blossom Festival, but understand you can't, so take my word – it is beautiful here this time of the year.

The Board Officers and members of the Advisory Board convened at MacDill AFB on 18-19 February. The 6th AMW and members of the Janus chapter were wonderful hosts. We had a very active agenda with most of the discussions focused on the Hall of Fame Nomination Process, wrap-up issues from the past convention/symposium and planning for the upcoming convention/symposium at the Gaylord Opryland Hotel, Nashville, TN, 3 thru 6 November. Registration should be open by the time you read my message (if not, it will be soon), so get registered for a great time at a beautiful location.

I must give a shout out to the A/TA Industry Partners, who do so much for the A/TA, AMC, AF and all of DoD. We certainly appreciate your continued support. We are expecting a very large turnout for the A/TA Convention & Symposium, 3-6 November, so, I encourage you to sign up for booth space early. And don't forget to sign up as an Industry Partner. The annual \$1500 Industry Partnership payment includes five individual memberships. Companies, of course, may pay for additional Industry-Partner-sponsored individual memberships at the current annual membership rate, \$40. My "Boss" at SSAI said, in discussion, "that this is too good of a deal to pass up." Again, thanks for your continued support. We'll see you in Nashville.

We have a great group of Nominees for The Hall of Fame. Our nomination committee met the second week in April to 'down-select' packages to be forwarded to the A/TA Board of Officers for the final selection for the Hall of Fame. Competition was keen – we had some very strong packages to review, but I would expect nothing less based on the great talent involved with A/TA and AMC. Thanks to everyone submitting a package and for using the new formatting procedures. I realize it is a huge undertaking to submit a nomination package, but those great military men and women who are and will be submitted are very deserving of our time. Again, thanks.

Benefit: the A/TA Enlisted Grant Program is a great benefit for our members in the rank of E-1 thru E-9. Make sure you review the requirements on the A/TA web site, and submit for the grant. You may apply every 12 months. As we all know, education is very important, but let me assure you, it is a "must" when you leave the military and began your civilian job search. Help A/TA spread the word about the Enlisted Grant Program.

I am having a blast as the President. Since November 2010, I have been drinking from a fire hose. The learning curve is very steep, but thanks to a great group of friends and fellow Board Members I have not drowned. I call on our most recent Past President, Mark Smith, often, and use him as a sounding board. Gen Kross, Col Dan Penny, Col Bud and Pam Traynor have been so helpful and obliging – everyone has gone out of their way to be helpful. Thanks so much!!

Lastly, thanks to General Johns and the men and women of AMC and all of our military men and women for what they do every day to protect our freedoms.

BTW: did I mention the upcoming Convention & Symposium at the Gaylord Opryland Hotel, Nashville, TN, 3-6 November 2011? I sure don't want you to miss a great and very informative time at the air mobility community's premier annual event!

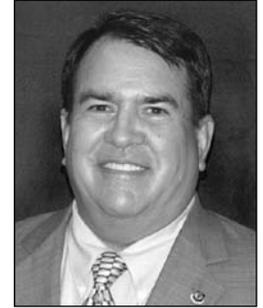
Load Clear!

Mike

Secretary's Notes

It's been an interesting year, and it is only May of 2011! Your board returned to MacDill AFB, Florida, for its first board meeting of the year. As usual, we held the meeting in February adjacent to the Winter AFA convention, but the board meeting was held at MacDill because the board wanted to "deep dive" into the chapter. My special thanks goes to the Tony Jannus Chapter for taking such good care of us.

While we were there, we noted that the Tony Jannus Chapter was be-



Col. Dan Penny
USAF, Ret

coming the "go to" organization when the commander needed additional support for base functions. The result was a very successful 2010 Air Force Ball that served our active duty personnel, our retirees in the area, and a very active and supportive civilian community. And the "positive fallout" from this effort also benefited the Project Warrior Campaign and the feedback received about the Tony Jannus Chapter was nothing short of "awesome!"

Our future 2011 board meetings (at press time) will be at the Alamo Chapter, Randolph AFB, Texas, 13-14 May, and the Pacific Northwest Chapter, at Joint Base Lewis-McChord in 27- 28 July; and then, of course, the General Membership meeting at the convention in Nashville, 3-6 November 2011. If you are in these areas, you are very welcome to "drop in" on our board meeting – the dress is casual and the camaraderie is tremendous.

If you were able to attend the 2010 Convention then you know it was simply fantastic – due to our incredible volunteers who spent countless hours hammering out some crucial part of the process. We all know A/TA could not produce the convention without Bud and Pam Traynor and their merry band of dedicated registration volunteers. Regardless of the time, 8 o'clock in the morning or 8 o'clock at night, these volunteers who put in long hours on their feet behind the counter have a smile on their face and helpful information.

Behind the scenes there are countless others who serve in the various committees who ensure the hotel negotiations are in our best interest, the seminar program comes off flawlessly, that transportation, the banquet, and hotel reservations work, the exhibitors are happy, etc., etc., etc. And what is really amazing is that your extended board of officers, and all that they do, is 100 percent volunteer.

See "Secretary's Notes" page 5 >>>

2011 A/TA Convention & Symposium
Rules of Engagement
Pages 14-18

•
2011 Convention & Symposium
Registration Form Page 28

2010 A/TA Year End Financial Report

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

STATEMENT OF FINANCIAL POSITION 12-31-10

ASSETS

Cash	\$1,903,685
Investments - US Treasury	\$50,000
Investment - CSX Stock	\$25,844
Inventory - Logo Items	\$4,886
Property and equipment	\$0
Total Assets.....	<u>\$1,984,415</u>

LIABILITIES AND NET ASSETS

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

Net Assets

Unrestricted	\$975,286
Temporarily restricted (Reserves).....	\$1,000,000
Temporarily restricted (Memorial).....	\$9,129
Total net assets	<u>\$1,984,415</u>

Total Liabilities and Net Assets \$1,984,415

Financial Position 12-31-10

STATEMENT OF ACTIVITIES 12-31-10

UNRESTRICTED NET ASSETS

Unrestricted revenues, gains and other support	
Corporate Memberships	\$160,970
Individual Memberships.....	\$234,014
Convention Exhibits.....	\$778,565
Convention Registrations.....	\$1,372,765
A/TA Events	\$12,620
Magazine Advertising	\$52,902
Dividends	\$339
Unrealized Gain on Securities	\$6,448
Interest	\$142
Logo Sales, Net.....	-\$886
Total Unrestricted Revenues, etc.....	<u>\$2,617,879</u>

Net Assets Released from Restrictions

Restrictions Satisfied by Payments	\$4,860
Total Unrestricted Revenues, Etc.	<u>\$2,622,739</u>

EXPENSES:

Program Services	\$2,182,677
Management and General	\$197,227
Total Expenses.....	<u>\$2,379,904</u>

Increase in Unrestricted Net Assets \$242,835

TEMPORARILY RESTRICTED NET ASSETS

Award Donations	\$0
Scholarship Fund	\$4,860
Net Assets Released from Restrictions	
Restrictions Satisfied by Payments	(\$4,860)
Change in Temporarily Restricted Net Assets.....	\$0

Increase in Net Assets \$242,835

NET ASSETS AT BEGINNING OF YEAR \$1,741,580

NET ASSETS AT END OF QUARTER \$1,984,415



The Airlift/Tanker Association's 2010 financial statements are published 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 2010 income tax filing process.

The Association enjoyed another year of modest growth as we continued to build our reserves. 2011 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 remain our #1 goal so that we will continue to provide the highest quality services to our membership.

STATEMENT OF FUNCTIONAL EXPENSES 12-31-10

FUNCTIONAL EXPENSE	PROGRAM SERVICES	MANAGEMENT	FUND RAISING	TOTAL
Awards	\$12,145	\$0	-	\$12,145
Scholarships & EEG	\$21,200	\$0	-	\$21,200
Bank Service Fees	\$43,972	\$0	-	\$43,972
Convention	\$1,912,406	\$0	-	\$1,912,406
Convention Refunds	\$20,400	\$0	-	\$20,400
ATA Events	\$12,620	\$0	-	\$12,620
Depreciation	\$0	\$0	-	\$0
Insurance Premiums	\$0	\$2,464	-	\$2,464
Magazine	\$137,364	\$0	-	\$137,364
Administration	\$0	\$190,577	-	\$190,577
Postage & Reproduction	\$1,136	\$0	-	\$1,136
Secretary	\$0	\$0	-	\$0
Memorial Expense	\$0	\$0	-	\$0
Board Operating Expenses	\$21,434	\$0	-	\$21,434
Logo Merchandise Expense	\$0	\$0	-	\$0
Treasurer	\$0	\$4,187	-	\$4,187
	\$2,182,677	\$197,227	-	\$2,379,904

Secretary's Notes continued from page 3.

The wheels are turning for the 2011 Convention and Symposium. The invitations have gone out; a theme was selected at the February board meeting; the updated and simplified Hall of Fame process yielded great nominations; and the Opryland Gaylord Hotel is operational. The juggernaut that is the planning process is moving forward, and so are many of you.

With the approach of spring and summer comes the annual PCS cycle. The A/TA membership numbers are currently in their yearly lull. And some of those people who attended the 2009, but not the 2010 convention, have let their membership lapse. If you are not sure of your expiration date, check the address label of your *Airlift/Tanker Quarterly*. You can also go to the website (www.atalink.org), click on the login tab and view your status, as well as the contact information we have for you.

All of your information is important to us; so, if you have changes, we would appreciate your updating all your information. We do send out renewal reminders, but a lot of them come back as undeliverable with no forwarding address because people have not sent us their updates. Keeping us up to date on your contact information will ensure you continue to receive the award-winning *Airlift/Tanker Quarterly*.

Planning is well underway for this year's convention, and on-line registration will open sometime in late spring; so check the website now and then for updated info.

Remember, serving you is our top priority!
Dan

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

“update your contact information” –
Log-in using your first name,
last name and SSN final 4 –
Update your info!
That's It!

Why is this important?

Because when you use
On-Line Registration
(the preferred method) for the
2011 A/TAConvention & Symposium,
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 on
page 28, because rates are impacted by
your membership status.

**UPDATE YOUR
MEMBERSHIP INFO TODAY!**



Association ROUND-UP

A/TA Hall of Famer Visits Dover AFB, Flies Aboard C-5M

A/TA Hall of Famer, Col Dennis "Bud" Traynor (USAF ret), and his wife Pam, recently participated in a joint Squadron Ops/Maintenance Spouse Incentive Flight courtesy of the 9th Airlift Squadron at Dover AFB, Delaware.

Assessing the mission following the flight



A/TA Hall of Famer, Col Dennis "Bud" Traynor (USAF ret), and his wife Pam (3rd & 4th from R), recently participated in a joint Squadron Ops/Maintenance Spouse Incentive Flight courtesy of the 9th Airlift Squadron at Dover AFB, Delaware. (Courtesy Photo).

Col Traynor said, "The new C-5M is AWE-SOME! AMC's newest iteration of the venerable C-5 is truly impressive: The engines are more powerful and MUCH quieter – and the all-glass cockpit is a wonder to behold.

"But when it comes to refueling, it is just as challenging as ever for the crew. And apparently it still helps to have a healthy wad of chewing gum to help with the concentration.

"Pam and I were the lucky guests of Dover's finest and joined a Joint Ops/Maintenance Spouse Incentive Flight during which some pretty intense refueling training took place. Led by Lt Col Todd Garrett, Commander of the 9AS, four pilots enjoyed multiple contacts in nearly perfect weather conditions.

"The mission was supported with two KC-135s from the Ohio National Guard, and all was executed smoothly and flawlessly – at least from

my perspective. I wanted to jump in every time there was a seat change, but "legalities aside," I'd have certainly embarrassed myself before these true professionals. Instead, I relegated myself to taking a few snapshots of the magic around me.

"It all reminded me once again why we have the Airlift/Tanker Association – to support the proud men and women who make it all possible."

The 9th AS provides global reach with unique oversized and oversized airlift capability. The "Proud Pelicans" provide worldwide airlift to meet Department of Defense, Department of State and Presidential mobility requirements. The unit supports global engagement through direct delivery of time-critical theater deployment assets and ensures combat readiness of AMC active-duty C-5 airlift crews. The 9th AS's mission capability includes clandestine delivery, extraction and airdrop of special operations forces and equipment.



Col Dennis "Bud" Traynor (USAF ret) during a visit to the cockpit of the "Spirit of Old Glory," a C-5M flown by the 9th Airlift Squadron, Dover, Delaware. (Courtesy Photo).

Col Traynor was inducted into the A/TA Hall of Fame as a member of the Aeromedical Evacuation Legacy Team in 2007.

MARK YOUR CALENDARS!

2011 A/TA Convention & Symposium

3-6 November

Gaylord Opryland Hotel

Nashville, Tennessee

•
Registration

Opens Soon!



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.*

Cover STORY

A New Generation of Boeing Tankers

*KC-46A Selected
As Next Air Force
Aerial Refueler*



On 24 February 2011 Air Force and Defense Department officials announced the award of an engineering and manufacturing development contract valued at more than \$3.5 billion for the KC-46A aerial refueler to The Boeing Company.

Secretary of the Air Force Michael Donley said in the briefing that many factors were evaluated during the tanker selection process.

"This selection process determined whether or not the proposals demonstrated the ability of an offerer to deliver all 372 mandatory requirements and whether non-mandatory capabilities would be addressed," said Secretary Donley, emphasizing that both offerers met the mandatory requirements. "It also took into account fleet mission effectiveness in wartime, and life cycle costs as embodied in fuel efficiency and military construction costs."

Deputy Secretary of Defense William Lynn noted the "competition favored no one except the taxpayer and the warfighter."

The Air Force-led selection effort included experts from the larger DoD community, including staff from the Office of the Secretary of Defense and independent review teams during each step of the process...

...The thorough and transparent selection process was marked by continual dialogue with offerers to ensure Air Force officials had a clear understanding of their proposals and the companies clearly understood the service's analysis of their offers, Secretary Donley said.

Secretary Donley also highlighted that the warfighter was in charge of stating the requirements for the tanker, and that meeting those requirements enables the aircraft to go to war on day one.

"General Schwartz and I are confident in the fact that when our young pilots, boom operators and maintainers receive this aircraft, they will have the tools they need to be successful at what we ask them to do," the secretary added.

Air Force Chief of Staff Gen. Norton Schwartz shared the secretary's sentiment.

"I'm pleased with how this has produced an outcome after an exhaustive effort by hundreds of the department's very best people, that we will get about delivering the capability that's long overdue," General Schwartz said.

While the focus of the briefing was on the award of the contract, Secretary Donley addressed basing considerations for the aircraft, stating that those decisions involve other organizations and will take place over the next couple of years.

Secretary Donley also reiterated the service's commitment to provide quality equipment to the warfighter.

"To the men and women of our Air Force, today's announcement represents a long-overdue start to a much-needed program," Secretary Donley said. "Your Air Force leadership, supported by Dr. (Ashton) Carter and others throughout the Department of Defense, is determined to see this through, and we will stand behind this work."

Air Force and DoD officials complemented both offerers and thanked congressional oversight committees and their staffs for working with the department during the contract process that served the warfighter and taxpayers well.

The program expects to deliver the first 18 aircraft by 2017.

Boeing called 'Clear Winner'

Pentagon officials said that additional capabilities beyond the mandatory requirements were not a factor in the U.S. Air Force's selection of Boeing's 767-based tanker, now designated the KC-46A.

Officials announced the Boeing award shortly after 5 p.m. EST in Washington. EADS North America's larger Airbus A330-based KC-45A, winner of the previous KC-X competition, was the unsuccessful offerer.

Additional "non-mandatory" requirements were only to be considered if the evaluated prices of the two proposals were within 1% of each other. "Both offerors met the mandatory requirements, and there was a greater than 1% difference in total price, so non-mandatory capabilities were evaluated, but not used in the source-selection," Air Force Secretary Michael Donley says.

"Boeing was the clear winner," says Deputy Defense Secretary William Lynn. Under the revised source-selection criteria for the restaged KC-X competition, the price proposed by each bidder was adjusted by the Pentagon based on assessments of fleet mission effectiveness and lifecycle cost. Boeing argued its smaller 767-based tanker would consume substantially less fuel.

Boeing has been awarded a \$3.5 billion fixed-price incentive contract for engineering and manufacturing development and delivery of the first 18 aircraft by 2017. When Northrop Grumman/EADS North America won an earlier KC-X competition in February 2008 it was awarded a \$1.5 billion development contract, including four aircraft. "This was a completely different competition," Donley says.

The Air Force restarted the KC-X competition in July 2010, issuing a new request for proposals (RFP) that simplified the requirements, clarified the selection criteria and reduced the financial risks to the

winner. The changes were made in a bid to prevent the protests that derailed the first competition.

Boeing revised its approach after losing the first competition, dropping plans to develop an aircraft combining elements of several different 767 models and basing its "New-Gen" tanker bid on a 767-200 equipped with an upgraded KC-10 refueling boom and 787 cockpit displays. The company said its price would be lower the second time around.

EADS North America stayed with its winning KC-45 design, but entered the new competition as prime contractor after Northrop withdrew from the role in March 2010, arguing the revised RFP "clearly favored a smaller tanker." EADS'

decision to lead the bid itself likely allowed the company to reduce its proposal price.

Following the protests that dogged previous attempts to buy new tankers, as well as major criticism of the Air Force's acquisition process, Donley says the seven-month source-selection has generated an "extensive official record" of the procedures followed. The bidders had a good understanding how the evaluation was conducted, he says, clearly anxious to avoid a protest or congressional challenge this time around.

Still, the latest competition was already marred by an embarrassing data-swap mishap last fall. In a 1 November 2010 data release, Air Force officials sent files containing interim Integrated Fleet Aerial Refueling Assessment (Ifara) information to the wrong industry teams. However, in an effort to level the playing field, USAF then released to both contractors the cover sheets outlining each bidder's performance in the Ifara model so both sides now officially have the same information (Aerospace DAILY, Feb. 11).

Senate Armed Services ranking Republican John McCain (Ariz.) let it be known right after the new award was announced that he awaits the Air Force's award explanation. "I look forward to the Air Force demonstrating over the next few weeks how today's decision was made fairly, openly and transparently," says the senator, who helped derail Boeing's last tanker award by exposing Air Force and Boeing

>>>



Left to right, Air Force Chief of Staff Gen. Norton A. Schwartz, Air Force Secretary Michael B. Donley, Deputy Defense Secretary William J. Lynn III, and Ashton B. Carter, undersecretary of defense for acquisition, technology and logistics, speak with reporters about the KC-46A contract announcement at the Pentagon, 24 February 2011. (DoD photo by Cherie Cullen)

"I'm pleased...that we will get about delivering the capability that's long overdue."

General Norton Schwartz, Air Force Chief of Staff

malfeasance. "Only such a process will ensure that we obtain the most capable aerial refueling tanker at the most reasonable cost."

DoD: Tanker Decision Deemed Protest-Proof

The Pentagon expects no successful protests to its decision to pick Boeing to build the U.S. Air Force's next tanker.

"The unsuccessful offerer has a right to a protest as part of the process. But as we've said from a year ago when we first came before you, we think we've established a clear, a transparent and an open process. We think we've executed on that, and that will not yield grounds for protest," said Deputy Defense Secretary William Lynn. "I think what we can tell you is Boeing was a clear winner."

Pentagon procurement chief Ashton Carter said that the requirements were absolutely clear this time around.

"The contracts are fixed-price contracts, which is reflective of our belief that this is a tanker that can be well-specified and well-defined, so that it's an appropriate contract structure," Carter said.

However, unsuccessful bidder EADS, which had widely been considered the favorite to win the contract, expressed a wait-and-see approach.

"This is certainly a disappointing turn of events, and we look forward to discussing with the Air Force how it arrived at this conclusion," said EADS North America Chief Ralph Crosby in a statement.

Carter said that DoD officials would talk to the companies about the competition upon request.

He added that work on the program would begin soon.

"Yes, the contract is signed, or will be very shortly, and I gave authorization for that this afternoon," he said.

As stated earlier, the initial contract was a fixed-price incentive firm contract valued at over \$3.5 billion for KC-X engineering and manufacturing development and the delivery of 18 aircraft. The Air Force will eventually spend an estimated \$30 billion to buy 179 planes. Based on the modern Boeing 767 twin-engine widebody airliner, the new tankers will replace many Eisenhower-era KC-135 aircraft, based on the Boeing 707.

However, the current contract does not cover the replacement of the entire fleet of KC-135s, which numbers in the hundreds. There are two other competitions which will determine the aircraft that will replace the remainder of the Air Force tanker inventory. Winning the KC-X tender does not mean Boeing has won the follow-on KC-Y and KC-Z contracts, Carter cautioned.

Boeing officials expressed their delight at having won the prized contract.

"Boeing is absolutely honored to have been selected by the Air Force to provide this vital capability," said Dennis Muilenburg, the company's defense chief.

In a 24 February statement, the chairman and ranking member of the House Armed Services Committee vowed "to continue the necessary oversight to ensure the evaluation was transparent and fair to each competitor."

"We look forward to receiving more information from the Air Force as we review their decision-making processes. The Seapower and Projection Forces Subcommittee will hold a hearing on this issue as soon as enough information is publicly available," said the statement by Reps. Howard P. "Buck" McKeon, R-Calif., and Adam Smith, D-Wash.

"A Boeing victory means that the company retains a 50-year franchise in being the sole supplier of aerial refueling tankers to the U.S. Air Force. It's worth tens of billions of dollars to the company and it also assures the commercial arm of EADS will not start building airliners in North America," said Loren Thompson of the

Lexington Institute.

He said that Boeing's victory caught most observers off guard; an EADS victory seemed all but certain.

"The Boeing victory suggests that the Air Force was concerned about the higher cost of building and then operating an A330, which burns a ton more fuel per flight hour than the Boeing aircraft," he said.

Thompson said service officials did not consider the industrial base when making their selection.

"This is purely about the price and performance of the competing aircraft," he said.

The program is likely to be the largest award during the Obama administration, and a source of steady work for decades.

EADS Steps Aside

European Aeronautic, Defence & Space Company (EADS) ended a years-long saga over supplying U.S. military refueling tankers when it decided not to protest the Air Force's decision to select rival The Boeing Company to build the planes.

"We're stepping aside" because there "are no grounds for protest," said EADS North America Chairman Ralph D. Crosby, announcing the decision in Washington, D.C.

"What determined the outcome here was price," he said of the Air Force's decision, calling Boeing's offer "an extremely low-ball offer."

Boeing's bid price for the 179 airplane tanker fleet was \$20.6 billion in today's dollars compared with EADS's offer of \$22.6 billion, Crosby said. Taking into account inflation

over the life of the project, EADS's offer was \$35.1 billion, compared with Boeing's \$31.5 billion, he said. Boeing's bid details were based on the briefings provided by the Air Force, Crosby said.

The decision to concede to Boeing by the Airbus SAS parent, based in Paris and Munich, marks an end to a campaign that began in February 2008. It saw the rivals accusing each other of receiving illegal government subsidies and challenging one another's claims of how many U.S. jobs would flow from the tanker contract.

Still, Crosby and EADS North America Chief Executive Officer Sean O'Keefe said they would urge the company's supporters in Congress to closely scrutinize Chicago-based Boeing's performance on the contract.

EADS's role in the Air Force tanker replacement program began in February 2002 when the Pentagon sought information from both Boeing and Airbus before deciding to lease 100 Boeing 767 airplanes.

The loss of the tanker contract may make it difficult for EADS to reach its target of \$10 billion in annual U.S. defense sales by 2020, which O'Keefe has called a "big, hairy, audacious goal."

That goal remains, and EADS's future in the U.S. "does not hinge" on the tanker program, O'Keefe said.

EADS's decision not to protest may avoid angering the Pentagon and help the company compete on other military contracts. EADS already is the prime contractor supplying the U.S. Army with light utility helicopters valued at as much as \$2 billion. The company also is under contract with Bethesda, Maryland-based Lockheed Martin Corp. to provide as many as 10 TRS-3D surface and air surveillance radars for the Littoral Combat Ship program.

The company is interested in bidding for fixed-wing airplanes for the Department of Homeland Security and the U.S. Coast Guard and an Air Force helicopter program to protect long-range missile silos that may include as many as 200 choppers, O'Keefe said.

The KC-767 "NewGen" Tanker Now the KC-46A

For the second round of competition Boeing decided not to discuss their plane's features – a stance it has maintained even after the

"Boeing is absolutely honored to have been selected by the Air Force to provide this vital capability."

**—Dennis Muilenburg,
President and Chief Executive Officer
Boeing Defense, Space & Security**

award. This makes assessments of Boeing's Round 2 offering inexact and approximate.

Earlier Round 2 comments indicated a more standard 767, but pictures and videos appear to show lengthened wings and wing-tip winglets, in order to deal with previous "flutter" issues and add cruise efficiency.

What is known, is that Boeing is keeping the PW4062 engines. The firm still says it's using a new fly-by-wire boom design, but the structure is now based on the larger KC-10 boom, in order to meet the fuel offload target of 1,200 gallons/minute. The other clear change involves replacement of the 400ER's 777-derived flight deck with one that includes flight displays from the new 787 Dreamliner.

As the competing airframe's relative capacities demonstrate, the KC-46A is a smaller aircraft than the KC-30. One positive consequence is that it can take off from slightly shorter runways. The USAF requires the ability to take off from an 8,000 foot runway, but would prefer 7,000 feet as this makes more runways available. The KC-46A's size can also mean the difference between, say, 5 or 7 aircraft fitting on the tarmac at a forward base. Boeing touts the KC-46A as 22-24% cheaper to operate and maintain than the KC-30 on a per-plane basis, and its base aircraft is cheaper to buy on the civilian market.

767-200ER based planes can carry up to 190 passengers, or 54 medical litters/97 patients, or up to 19 standard 463L cargo pallets, or some combination thereof, in addition to its full fuel load.

Other aerospace industry companies which may stand to benefit from the selection of the KC-46A include Pratt & Whitney – PW4062 engines (confirmed for Round 2); Finmeccanica subsidiary DRS (joined for Round 2, to design, build, and integrate Aerial Refueling Operator Station (AROC). Appears to replace Innovative Solutions & Support Inc's AROCD; Boeing would not confirm); Rockwell Collins – Flight deck electronics, including a CNS/ATM suite, TACAN, Link 16, radios. For Round 2, they confirmed offering the same flight deck technology supplied for the 787 Dreamliner, along with the KC-767's Communication, Navigation, Surveillance/Air Traffic Management (CNS/ATM) systems, aircraft networks, and other electronics; Spirit Aerosystems – Sectional pieces of the 767 airframe: Section #41, nose section. For Round 2, they describe only a "forward section." Spirit designs and builds parts of every Boeing commercial aircraft currently in production except the 717, including the new 787 Dreamliner. They also manufacture licensed spare parts for Boeing aircraft.

Firms that were featured as part of the Round 1 team include: Cobham plc subsidiary Sargent Fletcher – body fuel tank system to extend fuel capacity; Delta Techops, a division of Delta Air Lines – Parts support and fleet management support; GE subsidiary Smiths Aerospace – The common KC-X flight management system, the mission control system which interfaces with the refueling system, hydraulically-powered hose and drogue refueling pods, boom actuation system for air refueling boom system (refueling boom itself is by Boeing); Honeywell – Lights, auxiliary power, ground proximity warning, ECS; Vought Aircraft Industries – Sectional pieces of the 767 airframe: Section #48, lower lobe, doors.

Partners from the KC-767 version previously offered to the USAF under the canceled lease deal, who may also remain as minor players for KC-X, also included: BAE Systems – CsLEOS real-time operating system for boom control; Innovative Solutions & Support Inc. – flat panel Pilot's Mission Display (PMD) and Aerial Refueling Operator Control Display (AROCD); and, Rockwell Collins subsidiary Kaiser Electro-optics – head-mounted display systems for the remote aerial refueling operator.



Secretary of the Air Force Michael Donley shakes hands with Lt. Col. Ceir Coral, deputy chief for the KC-46 Production Integrated Product Team, during a visit to Wright-Patterson Air Force Base, Ohio, on March 21, 2011. Secretary Donley; Under Secretary of Defense for Acquisition, Technology and Logistics Dr. Ashton Carter; Air Force Chief of Staff Gen. Norton Schwartz; and KC-46 Program Executive Officer Brig. Gen. Christopher Bogdan expressed their appreciation to more than 230 team members at the National Museum of the United States Air Force. (U.S. Air Force photo/Niki Jahns)

Senior Leaders Thank KC-46A Source Selection Team

Department of Defense and Air Force senior leaders flew to Wright-Patterson Air Force Base, Ohio, from Washington D.C. on 21 March to congratulate the team responsible for the source selection of the KC-46A tanker.

Secretary of the Air Force Michael Donley; Under Secretary of Defense for Acquisition, Technology and Logistics Dr. Ashton Carter; Air Force Chief of Staff Gen. Norton Schwartz; and KC-46A Program Executive Officer Brig. Gen. Christopher Bogdan took the dais in the National Museum of the United States Air Force to express their appreciation to members of the KC-X source selection team.

Secretary Donley cited a number of important lessons learned from the successful source selection. He said building a strong team, exercising discipline and remaining true to the terms of the request for proposal all contributed to an "outcome that was well, well worth it." He also offered thanks to Defense Secretary Robert Gates and Office of the Secretary of Defense leaders for their support throughout the process.

"Early on in this process, (OSD leaders) made the decision that the Air Force was ready to take on this source selection," Secretary Donley said. "We clearly had the right people working it."

Dr. Carter echoed these sentiments with his appreciation for the perseverance of all involved.

"It is hard to overstate the significance of what you have brought home," Dr. Carter said to the team. "You have shown the nation that the acquisition system could operate in a manner the taxpayer would expect."

Most of all, Dr. Carter added, this selection shows the merit of competition.

"This effort produced big savings, and we need big savings right now," he said.

General Schwartz said the work of the team was all the more important considering that the tanker fleet is the backbone of Air Force expeditionary operations.

The general cited recent coalition operations in Libya as an example of missions made possible because of "gas passed through a boom."

"I have the ultimate respect for you and your families in sacrificing for this mission," General Schwartz said. "I thank you for renewing the reputation of defense acquisition."

General Bogdan similarly expressed his gratitude to the team.

"I couldn't be any prouder of you all," he said.

After each senior leader offered comments, they all left the stage to greet and personally congratulate each of the more than 230 members of the source selection team. ■

Mobility Airmen Help to 'Shatter' Deployed Fuels Record in Kyrgyzstan

by Master Sgt. Scott T. Sturkol, Air Mobility Command Public Affairs

They are deployed from numerous Air Mobility Command bases from Kansas, New Jersey and Delaware to name a few. Combined, with Airmen deployed from other Air Force commands, they formed a team in the 376th Expeditionary Logistics Readiness Squadron fuels management flight that "shattered" a record for amount of fuel pumped in a 24-hour period.

According to a 376th Air Expeditionary Wing news report on 9 April, fuels Airmen with the 376th ELRS at the Transit Center at Manas, Kyrgyzstan, achieved a squadron record of pumping 587,546 gallons of jet fuel in a 24-hour period on 11 March. Previously, the 51-person and four Kyrgyz personnel-held record was set 18 February at 544,758 gallons in 24 hours, the report stated.

Mobility Airmen featured in the news report included Tech.

Sgt. Kenneth May, deployed from the 87th Logistics Readiness Squadron at Joint Base McGuire-Dix-Lakehurst, N.J.; Tech. Sgt. Jeremy Grist, Airmen 1st Class Chantz Wyant and Jacob Baxendale, deployed from the 22nd LRS at McConnell Air Force Base, Kan.; Senior Airman Joseph Pelkey, deployed from the 436th LRS at Dover AFB, Del.; and Senior Airman Paul Loranger, deployed from the 43rd LRS at Pope Field, N.C.

The 376th ELRS' fuels superintendent, Senior Master Sgt. Christopher Burroughs, said in the report that it took a while before they realized they had achieved a record.

"We really didn't realize it at first because we were focused on the mission," said Sergeant Burroughs, who is deployed from the 75th LRS at Hill AFB, Utah. "However, the passenger terminal breaking their transient record (here) spurred us looking into it, and we found that we broke it."

The 376th AEW is home to the 22nd Expeditionary Air Refueling Squadron which features KC-135 Stratotankers that provide air refueling capability for Operation Enduring Freedom. In supporting that mission, the fuels Airmen not only have their biggest

customer, but also provide their biggest impact. So pumping 587,546 gallons of jet fuel in one day wasn't a day "out of the ordinary" in getting the job done.

"It's just another day of staying busy but the satisfaction comes from getting the mission done," Sergeant Burroughs said in the release.



A1C Chantz Wyant, 376th Expeditionary Logistics Readiness Squadron petroleum, oil and lubricants specialist, refuels a KC-135 "Stratotanker" at the Manas, Kyrgyzstan, Transit Center 1 April 2011. Airman Wyant, deployed from the 22nd LRS at McConnell AFB, Kansas, helped achieve the squadron record of pumping 587,546 gallons of jet fuel in a 24-hour period on 11 March. Previously, the 51-person and four Kyrgyz personnel-held record was set 18 February at 544,758 gallons in 24 hours. (U.S. Air Force photo/Tech. Sgt. Jerome C. Baysmore) (U.S. Air Force photo/Tech. Sgt. Jerome C. Baysmore)

maintenance on fuels handling equipment and facilities and prepare receipt, inventory and issue documents for fuels products accounting.

Furthermore, fuels distribution Airmen have to maintain mandatory job knowledge in numerous areas such as composition, properties and characteristics of petroleum products and cryogenics fluids. They must also know about environmental protection procedures; conservation; methods of receiving, storing, testing and evaluating fuel and cryogenic fluids under normal, field or remote conditions; and fuels deployment and contingency operations.

The Transit Center at Manas was activated in December 2001 when coalition forces deployed to Manas International Airport and began supporting Operation Enduring Freedom and the International Security Assistance Force after the terror attacks of Sept. 11, 2001, the 376th AEW fact sheet states. The base continues to promote regional stability in Central Asia. ■

(Tech. Sgt. Jerome C. Baysmore, 376th AEW Public Affairs, contributed to this report.)

Joint Fight: Little Rock C-130s Assist with Spartan Exercise

by SrA Christopher Gross, JBER PAO

In late March, Members from the 19th Airlift Wing and 41st Airlift Squadron from Little Rock Air Force Base, Arkansas teamed up with members of the 732nd Air Mobility Squadron and 4th Brigade Combat Team (Airborne), 25th Infantry Division at Joint Base Elmendorf-Richardson, Alaska, to hone their war fighting skills.



The 41st AS crew flew one of their C-130 J model Hercules from the south to participate in some heavy-equipment drops, personnel drops and improved container delivery system drops. Alaska offers such a unique training experience because of the contour of the land, a reason why units like to go north to Joint Base Elmendorf-Richardson to train.

"It's an opportunity for us to train in some much more significant terrain (other) than Arkansas, and also to train in some different climate conditions than we normally see," said Maj. Joseph Framptom, chief pilot with the 19th AW. "We're very heavily deployed in the desert right now, so this gives us the chance to get out and experience some of the same type of conditions we see over there sometimes."

The units worked together and were initially scheduled to let 600 Soldiers jump and were to drop roughly 52,000 pounds of cargo to include a Humvee, 105mm howitzers and ICDS bundles, but due to inclement weather and equipment limitations, some of the operations were cancelled.

It was the first time since the Spartan brigade was activated that they conducted airborne missions from a C-130 J model, the newest version of the C-130 family. It gave jumpmasters and riggers a good hands-on opportunity to refine their skills in a training mission which mirrors what they could be called upon to do to conduct a rapid airborne assault, said Army Capt. Charles Spears, the brigade public affairs officer.

"That was something we had never been able to do as a brigade and is a really good skill for us to practice, considering that one of our war time requirements is to be able to insert field artillery through an air delivery system," he added. ■

KC-10: 30 Years of Operations, 20 Years of Deployment

The KC-10, which passed the 30 years of operational service milestone in March, first entered the Air Force fleet in 1981 and was assigned to Strategic Air Command, or SAC. It remained a SAC asset until 1992 when it was reassigned to the then newly-created Air Mobility Command. Today, KC-10s are based solely at Travis AFB and Joint Base McGuire-Dix-Lakehurst, N.J.

Earlier this year, on 17 January, the KC-10 community marked a special day when the KC-10 Extender had been on continuous deployment for 20 years – 24 hours a day, seven days a week, 365 days a year – to the Middle East in support of combat operations. Along with the aircraft, both aircrews and maintainers have been deployed with it.

Despite its small numbers – there are only 59 in the inventory – and now lengthy time in service, the Air Force routinely relies on this tanker for both air refueling and airlift, operating them at a steady pace all around the world supporting U.S. operations. One such location is with the 380th Air Expeditionary Wing's 908th Expeditionary Air Refueling Squadron at a non-disclosed location in Southwest Asia. KC-10s have been deployed to this specific location for nearly all of the 20 years of continuous deployment.

"We've multiplied our KC-10 presence there several-fold since the time I first deployed in 1996 and we're now staying three times as long," said Lt. Col. Johnny Barnes, 9th Air Refueling Squadron commander at Travis AFB. "We have numerous crewmembers with more than 10 deployments under their belts and more than 300 combat sorties."

Following the invasion of Kuwait by Iraqi forces in August 1990, the United States and its allies initiated Operation Desert Shield, history shows. This marked the beginning of the KC-10's unbroken deployment string. SAC deployed seven KC-10s to assist in the massive buildup of U.S. troops and equipment to the Persian Gulf region and the airframe has been there ever since.

Strategic Air Command later increased the number of tankers along the route that included New England, the Azores, Egypt and Guam. And although the KC-10 was con-

stantly hauling cargo and troops, statistics also show it consistently achieved the highest mission capable rates – above 95 percent – of any coalition aircraft.

"Without the phenomenal tanker support we had for the war, we could not have accomplished what we did," said retired Lt. Gen. Pat Caruana during an August 2009 Tanker Living Legends Speaker Series at Scott AFB, Ill. The general served as a U.S. Central Air Forces' air campaign planner and commander directing strategic forces in Saudi Arabia for both Desert Shield and Desert Storm. The aircraft did more than provide just air refueling, said General Caruana. "The KC-10s were providing a majority of the airlift, especially early on," he said.

Gen. Kenneth Keller, who also participated in the 2009 speaker series, said the KC-10 played an integral role in getting forces and aircraft to the theater. General Keller was SAC's Director of Command and Control and, for two months of Desert Shield, served as the Headquarters' Director of Operations. "When we were first pushing fighters in to the theater of operations, there was no refueling capability in the Eastern Mediterranean Sea," said General Keller. "So we pushed tankers into that area to build that (air) bridge."

Operations Desert Shield and Desert Storm resulted in the largest air refueling operation ever conducted. The KC-10s and KC-135 Stratotankers were credited with a total of 51,700 refueling operations and delivering more than 125 million gallons of fuel. When the actual fighting began 17 January 1991, tankers were flying missions not previously seen. "I can remember we had tankers refueling F-15s (Eagles) at 3,000 feet right before the operation began," said General Caruana. "They were flying low to avoid radar." When the United States launched Operation Southern Watch in 1991 to enforce the Iraqi no-fly zone, KC-10s were also flying combat support sorties. Since then, they have participated in Operations Restore Hope (Somalia), Deny Flight (Bosnia), Desert Fox (Iraq), Allied Force (Kosovo), and tens of thousands of individual airlift and air refueling missions.

When terrorists attacked the United States on its own soil on September 11, 2001, almost immediately KC-10s from McGuire were airborne supporting the combat air patrols pro-

tecting U.S. skies as part of Operation Noble Eagle. Tankers flew more than 350 sorties in that operation with nearly one-third of those flights occurring within the first three months of the attacks.

Now, nearly 10 years after the first of the Twin Towers fell in New York City, KC-10s continue to play a vital role in protecting the United States against attack. Travis and McGuire KC-10s have logged more than 106,000 flying hours. In 2009 alone, the tankers flew more than 4,700 sorties offloading more than 422 million gallons of fuel and supporting nearly 3,000 troops in contact events.

KC-10s have also been instrumental in operations Enduring Freedom, Iraqi Freedom, and New Dawn. "We couldn't do what we do without the KC-10. The KC-10's ability to offload the amount of fuel that it does is one of the key reasons the Navy is able to fly from an aircraft carrier to Afghanistan," said Lt Col LeRoy, 9th ARS director of operations.

However, this forward projection of airpower comes with a cost to both man and machine. Planners with the 9th ARS say the KC-10s, maintainers and crew members have sustained their heaviest deployed operations tempo since 2006. Currently they fly about 35 sorties during a 70- to 77-day deployment.

The pace of work while deployed and at home station, and the age of the planes, also mean the tankers have to be repaired more often, according to Colonel LeRoy. "Sustaining the KC-10 grows more difficult each day. Generating the aircraft requires more time with each hour flown and with each passing day. Maintenance is a challenge but our maintainers do an awesome job with the airplane" he said.

With no immediate plans to replace the KC-10, the Air Force will likely rely on the tanker through its golden anniversary in 20 years. The KC-10 is projected to have a structural service life beyond 2043.

Since 17 January 1991 the KC-10 has "extended" America's reach. Through air refueling and airlift, the KC-10, along with maintainers and aircrews, has been continuously forward deployed to Southwest Asia. They have deployed or operated in support of every major U.S. contingency effort since 1991. With no end in sight for their forward deployment, the aircraft, the maintainers, and the operators, work together to provide the right effects, at the right time, at the right place—Airpower for America. ■



A KC-10 Extender returns from a mission during flightline operations for the 380th Air Expeditionary Wing at a non-disclosed location in Southwest Asia on 12 February 2010. The KC-10 is forward deployed to the U.S. Central Command area of responsibility from Joint Base McGuire-Dix-Lakehurst, N.J. (U.S. Air Force Photo/Master Sgt. Scott T. Sturkol/Released)



Register Now
for the
Air Mobility
Community's
Premiere
Annual Event!



*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.

43rd Annual
Airlift/Tanker Association Convention & Symposium
Nashville, Tennessee • 3-6 November 2011

All events and times
subject to change.

GAYLORD OPRYLAND HOTEL & CONVENTION CENTER

2800 OPRYLAND DRIVE, NASHVILLE, TENNESSEE 37214



PROFESSIONAL
DEVELOPMENT
SEMINARS

AWARDS
PRESENTATIONS

AIR MOBILITY
TECHNOLOGY
EXPOSITION

ANNUAL
MEMBERSHIP
MEETING

HALL OF FAME
BANQUET

SPECIAL
RECEPTIONS

AND MUCH MORE!

	MORNING	MID-DAY	AFTERNOON	EVENING
Thursday, November 3rd	REGISTRATION* & BANQUET SEATING RESERVATIONS GOLF TOURNAMENT			OPENING RECEPTION IN THE AMT EXPOSITION AREA HOSPITALITY SUITE CRUISE TOURNAMENT
Friday, November 4th	AIR MOBILITY TECHNOLOGY EXPOSITION ACTIVITIES REGISTRATION* & BANQUET SEATING RESERVATIONS* Rolls & Coffee Lunch SEMINARS SEMINARS Award Presentations** Award Presentations**			A/TA RECEPTION IN THE AMT EXPOSITION AREA HOSPITALITY SUITE CRUISE TOURNAMENT
Saturday, November 5th	AIR MOBILITY TECHNOLOGY EXPOSITION ACTIVITIES REGISTRATION* Rolls & Coffee Lunch SEMINARS SEMINARS Membership Meeting Award Presentations**			COCKTAIL RECEPTION A/TA HALL OF FAME BANQUET HOSPITALITY SUITE
Sunday, November 6th	FAREWELL BRUNCH	AIR MOBILITY LEADERSHIP VIDEO YL & YL Alumni Meeting		
	MORNING	MID-DAY	AFTERNOON	EVENING

**Register Early
and Save!**

Submit Your Registration
by 27 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

2011 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 27 Oct), so moves the A/TA "headquarters office." That means a fax to the Virginia office after they have departed for the convention won't be received until their return from the convention. Don't do it. The A/TA office phone, (703) 385-2802 will be forwarded to Bud's cell phone. If that doesn't work, call the hotel and track them down.

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

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

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 27 Sep , 2400 EST (in \$FY 10)
- \$325 by 27 Oct , 1700 EST (in \$FY 11)
- \$390 Onsite

Non-member Govt/Mil Rates:

(For those wishing not to become a member):

- \$390 by 27 Sep , 2400 EST (FY 10)
- \$425 by 27 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 27 Sep. CAUTION: You may have great difficulty getting through on 27 Sep because of others who also put it off. After 27 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 27 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.

Registration Cancellation:

Note: *Room Cancellations* must be done separately (see Rooms ROE). *Registration 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, before 1800 CST Nov 3, 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 27 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, CVV and "signature." Full registration includes all events except golf.

Postmark a mailed registration NLT 20 Oct to ensure it arrives before the office moves to the hotel. After that, plan on web or fax NLT 1700, 27 Oct, or registering at the hotel on-site \$595 (\$490 mil/gov 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 27 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

2011 Banquet Seating Rules of Engagement

2011: For A/TA Nashville, we will continue to rely on our proven use of chapter/unit/group/exhibitor points of contact (POC) to manage the banquet reservation process.

A/TA Banquet Reservations staff will coordinate with the POCs to make sure we have the exact reservations you request. We also will continue to receive individual banquet reservations to allow those individuals not affiliated with a chapter/unit/group/exhibitor to sign up.

Please make sure you first register for the convention; then, make your seating reservations known individually to the banquet reservation team (see below) or through your respective POC.

A/TA annual events continue to push the capacity of our banquet seating. To service all A/TA attendees who want to attend the banquet we are establishing ROE to maximize service to all.

We will continue to use seating cut-off dates as key to this process. Each chapter/unit/group/exhibitor will initially be limited on how many seats can be reserved based on the previous year's attendance. We will provide each unit POC their reservations limitation before banquet reservations begin, 30 July (see A/TA website).

Pre-Convention:

We will start taking seating block/individual banquet reservation requests 30 July. The Banquet Seating Request Form, available at <http://atalink.org/Forms/2011SeatingRequest.xls> 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 keep the banquet reservation team updated as changes occur.

NLT 1 Sept: Provide the Unit/Chapter/Exhibitor/Individual POCs to the Banquet Reservations staff at banquet@atalink.org.

The cutoff for reserved-banquet seating, prior to onsite reservations, will be 1700 Sunday, 30 Oct. Exhibitors please review Exhibitor Package: http://atalink.org/ExhibitPkg/A3-VIPSeating_2011.doc

1 Oct 10: Number of Seat requests due. Organizations will submit the number of seats they require. This is a contractual deadline between the association and our banquet caterer.

Onsite:

Confirm your banquet to keep/get a reserved seat. WARNING: Those who have paid but do not confirm banquet reservations may be relegated to open seating.

Individuals: Check the master reservation list (posted near banquet reservations) to make sure your name is on the list. Banquet POCs: Check the master reservation listing to ensure there are no duplications or omissions in your group. Make sure all seats you submit in the reservation for your group has a paid A/TA registration. Without it, that individual will be "bumped" from the chapter/unit/group/exhibitor seating request. All banquet POCs must submit an electronic copy of the final seat assignments to the banquet reservations booth. Please provide your seating 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 Friday. 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 these submitted lists to print seating assignments on Saturday, 5 Nov.

** For any questions or concerns contact Keith Traster at: (817) 614-2588 or banquet@atalink.org

We expect to be able to take limited on-site banquet reservations at Nashville and will close out banquet reservations by 3 PM Friday, 4 Nov. As in past years, we will take each POC's update (for substitutions only) on-site until COB Friday.

NOTES for ALL

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

All banquet attendees must sign up for the banquet by 3 pm on Fri or they will not be guaranteed a reserved seat, as seating this year is limited due to banquet room size.

On-site Timeline:

3 Nov 2011, Thursday: Unit POC's submit their seating chart (with names) to the Banquet Reservations booth.

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 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.

4 Nov 2011, Friday: All banquet POCs must submit an electronic copy of the final seat assignments to the banquet committee.

Provide the data in excel format. Either: 1) email your final seating assignment to banquet@atalink.org; or 2) bring a CD to the banquet seating reservations 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. We will use this submitted list to print seating assignments on Saturday, 5 Nov. Banquet seating reservation cut-off is 3 pm Friday.

5 Nov 2011, Saturday: Seating assignments will be posted near the registration desk by 1000 Sat and at the banquet hall before the banquet.

- 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.
- For individual attendees remember the priority.

WARNING: Due to a limit on this year's banquet seating, reservations will be complete at 3pm Friday

2011 Award Winners: will be seated as a group with only one spouse/guest. Additional special guests and family may be seated at tables nearby. Each Award Winner should first put their request in the remarks portion of their registration form, and then check with the Banquet Seating team to ensure their request is understood.

Exhibitors: please review [Exhibitor Package](#) and the [VIP seating request form](#). Remember the priority: [First register](#) and then additionally confirm your reservation onsite at the convention banquet booth NLT 3 PM, Friday.

** For any questions or concerns contact Keith Traster at: (817) 614-2588 or banquet@atalink.org.

2011 Room Reservations Rules of Engagement

The Association plans to continue to manage the room process and will rely on your support to ensure that it is successful again. Like 2010, there will be no time that any hotel will open the block for independent reservations.

You will find different subsections of this ROE for each potential group or person needing a room this year.

Overall, the main hotel in Nashville, Gaylord Opryland, can NOT (just not big enough) provide us with enough rooms for everyone. We have already signed some contracts with additional hotels.

The contractual room rates for 2011 are:

Corporate Rate for single and double occupancy: \$178

(Not subject to change)

Government Per Diem for a single occupancy: \$110

(Rate subject to change on Oct 1; military attendees will pay the new rate)

Government Double Rate: \$178

(Not subject to change)

Room rates are subject to applicable state and local taxes (currently 15.25%) and daily resort fee in effect at the time of check-in, currently \$10 (plus 9.25% tax).

For Retirees:

For the retirees who believe they are entitled to a government rate, the Association uses two principles when negotiating with the hotels for rooms: First, hotels want to limit the mixture of the government rate rooms to conference rate rooms to approximately a 50/50 ratio. This means that the Association must fill both room rates to honor the contracts. Second, the Association can only contract for what we estimate to be the number of active-duty rooms needed. Over-estimating incurs penalties. Retirees will pay the corporate rate for a hotel room. If you are not an employee of one of the exhibitors, a government contractor, or a venerable member, please e-mail: ata-rooms@cox.net to reserve your room.

For Venerable Members:

The Association continues to put aside a limited number of rooms, at a reduced rate, in the main hotel. To be eligible for these rooms,

you must have reached age 70 and have been members of the Association for more than 20 years. 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.

For Government Contractors:

For Government Contractors who believe they are entitled to a government rate, the Association believes that government contractors are not eligible for the government rate. The GSA who sets travel rules says that it is up to the hotel to decide if a contractor can have the government rate. All the rooms in the Gaylord are under contract to the Association. For the Association to meet its contractual obligations, government contractors will pay the corporate rate. If you must have a government rate room, it will have to be at an overflow hotel.

Not Associated with a Base or an Exhibitor:

If you are not associated with a base or an exhibitor, the Association has set aside a limited number of government and exhibitor rate rooms in the main hotel and overflow hotels for you. The rooms in the main hotel will be a first come, first serve basis. For the military, due to contractual requirements, those individuals requesting corporate rate rooms will have a higher priority over government rate rooms. Please e-mail atarooms@cox.net to reserve your room.

Pro Bono Booths:

Pro Bono Booth attendees will not be worked separately. You will have to work with your base POC to secure rooms.

For Exhibitors Room POCs

For Exhibitor POCs, you will be responsible for managing the rooms for all those from your company who attend the convention, no matter if the individual is supporting the booth or not. There is no restriction on the number of rooms you can have in the main hotel. The only restrictions are the deadlines.

Base Room POCs

For Base Room POCs, the Association allows one POC per base, except at Scott AFB there are three POCs – base, AMC and TRANSCOM. To meet contractual obligations this year, the Association will require base POCs to have double-up rooms (two military members, both on per diem, sharing a room and splitting the cost equally) in the Gaylord Opryland. For those POCs who can't meet the double up requirement, there will be NO rooms in the Gaylord Opryland available for any of that base's attendees.

For planning purposes, base POCs should plan on a minimum of 20 percent of the rooms as doubles in the Gaylord Opryland. For example, if you have 20 people attending the Convention, your rooms in the Gaylord Opryland could include at least four military doubles (8 people). Please keep in mind that this is only an example and the specific percentage won't be known until total military attendees are determined. On a case-by-case basis, the Association will consider

increasing the double up requirement. Like previous years, for the double rooms, the room rate is less than the per diem rate times two and the rate is equally divided between the two occupants.

For Base and Exhibitors Room POCs Deadlines:

August 1: Base and exhibitor room POCs must update contact information to ATARooms@cox.net. This will ensure that we are in contact with the correct POC. As in the past, we will work all room requirements with the POCs (this only applies to bases and exhibitors). For attendees whose company has an exhibit, but the attendee is not part of the exhibit support team, your room request must go through the exhibitor room POC.

August 19: Base and exhibitor room POCs must confirm hotel room requirements. We recognize that this is extremely early to know exactly how many rooms a base or exhibitor will need. 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.

September 19: The final list of names and credit card information is due to the hotels. Hotel room reservations for the convention will be made by Rooming List. The Rooming List must be provided to the hotels prior to September 19, 2011. All room reservations must be accompanied by a first-night room guarantee. The hotel will not hold any reservations unless secured by a credit card. The military room POCs can make a one-for-one swap to avoid cancellation charges. Everyone will need to understand the cancellation rules as the rules are updated in the future.

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).

Ground Transportation

If you are arriving in Nashville, the Gaylord Opryland does not provide FREE transportation between the airport and hotel. Gaylord Opryland offers daily roundtrip shuttle service from the Nashville International Airport to the Hotel. Upon your arrival to the airport, you can find the Gaylord Opryland Welcome Desk on the lower level of the airport between the two escalators. An agent can assist with your travel needs and ticket purchase, or you can use the Gaylord kiosk, which is conveniently located at the welcome desk. If an agent is not available to provide assistance, you can find the Hotel's shuttle located immediately to the left as you exit the front door of the lower level of the airport. Cost is \$40 roundtrip or \$30 one-way. You can also make a reservation on line.

If you rent a car, the Opryland's onsite parking is \$18 per day for overnight self-parking and \$26 per day for overnight valet parking. Guests with a handicapped placard or license plate may use valet parking for the self-parking price.



**GAYLORD
OPRYLAND®**
RESORT & CONVENTION CENTER
Nashville



Just one mile from the Grand Ole Opry in Nashville, this luxurious resort features 6 restaurants, 4 bars and multiple retail stores. Under glass atriums and surrounded by 9 acres of indoor gardens, winding rivers and beautiful waterfalls, Gaylord Opryland is a relaxing getaway with 2 outdoor pools and an indoor pool.

International cuisine is represented through the various restaurants at Opryland Gaylord hotel, including Revello's southern Italian and Solario's Mexican dishes.

Nashville International Airport is just 8 miles from the hotel. Shuttle services are available to the airport and local attractions including Gaylord Springs Golf Course, just 9 minutes away.

2800 Opryland Drive, Nashville, Tennessee 37214
Main Hotel Line: 615-889-1000

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



AIRCRAFT
◆
EXHIBITS
◆
MUSEUM STORE
◆
AND MUCH MORE

AMC MUSEUM
DOVER AFB, DELAWARE



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

tele: (302) 677 5942 web: amcmuseum.org

Association & Chapter CONTACTS

Board of Officers

Chairman, ATA

Gen Walter Kross USAF Ret
wkross2@mac.com

President

CMSgt Michael C Reynolds USAF Ret
m.reynolds@ssai.org

Sr Vice President

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

VP, Programs

Col Dennis L Murphy USAF Ret
meginc9628@aol.com

VP, Industry Affairs

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

Treasurer

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

Secretary

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

Board of Advisors

Board Chairman

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

Board

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

CMSgt William M Cannon USAF Ret
bloader@comcast.net

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

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

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

Col Robert F Ellington USAF Ret
RElling900@aol.com

CMSgt Regina L Hocctor
regina.hocctor@us.af.mil

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

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

CMSgt Michael R Kerver USAF Ret
kerver_michael@bah.com

CW4 Richard J Langstraat USA Ret
Maj Gen Richard C Marr USAF Ret
buck.marr@gmail.com

Col Chester H Mauchline USAF Ret
corky1212@gmail.com

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

Gen William G Moore USAF Ret

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

CMSgt David M Pelletier USAF Ret
eagle141@comcast.net

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

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

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

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

Convention Chairman

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

Legal Advisor

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

Master of Ceremonies

Col Barry F Creighton USAF Ret
barry937@cox.net

Parliamentarian

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

Young Leader Reps

MSgt Mary Ault
alutm35@yahoo.com
MSgt Daniel D Halverstadt
daniel.halverstadt@us.af.mil

Maj Nathan R Howard
nathan.howard@us.af.mil

Maj Aaron J Larose
ajlarose@hotmail.com

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

Chairman, Nominating Committee

Gen Ronald R Fogleman USAF Ret
rfbuzzard1@aol.com

Chairman, Communications

Committee; and Editor, A/TQ
Collin R Bakse
collin@bakse.com

Chairman, Heritage Committee,

Program Committee; Transportation
Col Ronald E Owens USAF Ret
ron.owens1976@sbcglobal.net

Public Affairs, A/TQ

Col Gregory P Cook USAF Ret
Greg@GregoryPCook.com

AMC/CCX

Darcy Lilley
darcy.lilley@scott.af.mil

Maj Jeffrey M Marshall
jeef.marshall-02@scott.af.mil

A/TQ Business Mgr

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

Chairman, Symposiums

Lt Col Jeffrey B Bigelow
jeffrey.bigelow@cox.net

Historian

Ellery Wallwork
ellery.wallwork@scott.af.mil

Program Committee - Golf

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

Liaison AETC

Maj Manuel R Gomez Jr CG Ret
sonnygomez@hotmail.com

Liaison AFRC

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

Liaison AFRC Alternate

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

Liaison AMC

Brig Gen Frederick H Martin
amc.a3@scott.af.mil

Liaison ANG

Maj Gen Thomas Haynes
Thomas.Haynes-02@scott.af.mil

Liaison USAFE

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

Association Administrator Membership

& Convention Registrar
Col Dennis W Traynor III USAF Ret
bud@atalink.org

Chapter Contacts

Alamo

MSgt Timothy B McKinzey
timothy.r.mckinzey@us.af.mil

Big Country

SMSgt Robert Swinson
rob.swinson@dyess.af.mil

Capital

Col Gary P Goldstone
gary.goldstone@pentagon.af.mil

Cheyenne

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

Denali

MSgt Donald E Kusky Sr
donald.kusky@elmdorf.af.mil

Diamond Head

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

Eagle

Lt Col Todd A Garrett
todd.garrett@dover.af.mil

East Anglia

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

Flight Test

SSgt Cruz A Garduno
cruz.garduno@edwards.af.mil

Golden Bear

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

Goldwater

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

Great Lakes

CMSgt Juan Ubinas Jr
juan.ubinas@ang.af.mil

Hafa Adai

MSgt Scott MacKeller
scott.mackeller@andersen.af.mil

Halvorsen

MSgt Anthony Bickerton
anthony.bickerton@spangdahlem.af.mil

Huysen

Lt Col Vincent G McCrave III USAF Ret
Vincent.McCrave@scott.af.mil

Inland Northwest

Maj Jeffrey J Schrum
jeffrey.schrom@fairchild.af.mil

Keeper of the Plains

Capt Peter Vanagas
peter.vanagas@mccconnell.af.mil

Kitty Hawk

Capt Suzanne M Crespo Valentin
Suzanne.Crespo@seymourjohnson.af.mil

Low Country

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

Lt Gen Turner/Berlin Airlift

CMSgt Severino Di Cocco USAF Ret
dicsevann@aol.com

Luftbrücke

Maxwell

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

Pacific Northwest

Capt Steven S Byrum
steven.byrum@mcchord.af.mil

Peachtree

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

Pikes Peak

CMSgt Joseph R Westerlund
joseph.westerlund@peterson.af.mil

Razorback

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

Red River

Lt Col James A Durbin
james.durbin@altus.af.mil

Rheinland-Pfalz

Lt Col Kristopher Norwood
kristopher.norwood@ramstein.af.mil

Rheinland-Pfalz-Papa

Col John D Zazworsky Jr
john.zazworsky@ramstein.af.mil

Rio

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

Ryukyū

Capt Joseph W Carr Jr
joseph.carr@kadena.af.mil

Sam Fox

Maj Matthew W Stewart
matt.stewart@afncr.af.mil

See Seventeen

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

Special Operations

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

Tarheel

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

Team Robins

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

The Shogun

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

Tidewater

Lt Col Brian D Joos
brian.joos@jfc.com.mil

Tip of the Sword

MSgt Craig S Moir
no1bucfn@gmail.com

Tommy B. McGuire

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

Tony Jannus

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

Warriors of the North

Lt Col Darin C Driggers
darin.driggers@us.af.mil

Wright

Capt Aaron D Dailey
aaron.dailey@wpafb.af.mil

Contacts listed current as of 28 April.
Please contact Bud Traynor and Collin Bakse to
make corrections and/or changes, or to suggest
additional contact information for this page.

Operation Tomodachi

AMC Forces Support Humanitarian Efforts in Japan

by Collin Bakse, editor

Disaster Strikes Japan

At 14:46 JST (05:46 UTC or Coordinated Universal Time) on Friday, 11 March 2011, a 9.0-magnitude undersea megathrust earthquake struck off the coast of northeastern Japan. The earthquake triggered extremely destructive tsunami (harbor waves), ranging in estimated heights of from 34 feet (10.4 meters) up to 124 feet (37.9 meters) that struck Japan minutes after the quake, in some cases traveling up to 6 miles (10 km) inland, with smaller waves reaching many other countries after several hours. Tsunami warnings were issued and evacuations ordered along Japan's Pacific coast and for at least 20 other countries, including Hawaii as well as the entire Pacific coast of the Americas. The Japanese government officially named the 2011 Tōhoku Earthquake and Tsunami "Higashi Nihon Daishinsai," literally "Eastern Japan Great Earthquake Disaster," translated more simply as the 2011 "Great East Japan Earthquake."

Estimates of the Tōhoku Earthquake's magnitude make it the most powerful known earthquake to have hit Japan, and one of the five most powerful earthquakes in the world overall since modern record-keeping began in 1900. Japanese Prime Minister Naoto Kan said, "In the 65 years after the end of World War II, this is the toughest and the most difficult crisis for Japan." The earthquake moved Honshu 7.9 feet (2.4 m) east and shifted the Earth on its axis by almost 3.9 inches (10 cm). Early estimates placed insured losses from the earthquake alone at \$14.5 to \$34.6 billion. The Bank of Japan offered ¥15 trillion (\$183 billion) to the banking system on 14 March in an effort to normalize market conditions. On 21 March, the World Bank estimated damage between \$122 billion and \$235 billion. Japan's government said the cost of the earthquake and tsunami could reach \$309 billion, making it the most expensive natural disaster on record.

As of 9 April, the Japanese National Police Agency had confirmed 13,498 deaths, 4,916 injured, and 14,734 people missing across eighteen prefectures, as well as over 125,000 buildings damaged or destroyed. The earthquake and



Airmen and Marines fly over the Sendai Airport, Japan, 13 March 2011, to survey the aftermath of the 9.0-magnitude earthquake and subsequent tsunami that struck the region. The small dots covering the runway are vehicles left there after the tsunami water receded. The service members are airlift and rescue leaders assisting with Japan's earthquake and tsunami recovery effort. (U.S. Air Force photo/Staff Sgt. Samuel Morse)

tsunami caused extensive and severe structural damage in Japan, including heavy damage to roads and railways as well as fires in many areas, and a dam collapse. Around 4.4 million households in northeastern Japan were left without electricity and 1.5 million without water. Many electrical generators were taken down, and at least three nuclear reactors suffered explosions due to hydrogen gas that had built up within their outer containment buildings after cooling system failure.

Within hours of the earthquake and tsunami, a massive effort by U.S. military forces, dubbed "Operation Tomodachi (Friendship)" by the Japanese, was underway. The following stories highlight the Air Mobility community's involvement in the on-going humanitarian efforts in Japan —

AMC Responds Immediately

President Barack Obama pledged U.S. support, emphasizing that "the friendship and alliance between our two nations is unshakable, and only strengthens our resolve to stand with the people of Japan as they overcome this tragedy."



Strewn about like toys, personal aircraft and automobiles became part of a toxic stew created by a 9.0 magnitude earthquake and tsunami that hit off the northeast coast of Japan on 11 March 2011. Within hours of the disaster, Air Mobility Command personnel and assets were poised to join the humanitarian effort. (Courtesy Photo).

By early in the morning of 12 March 2011, the day after the Tōhoku Earthquake struck, Air Mobility Command forces were already poised to support the relief operations in Japan, according to AMC officials. Numerous AMC aircraft and crews had been placed on alert, positioning forces to take-off within hours of receiving the call to support the humanitarian relief effort.

Both tanker and airlift aircraft were included in the alert posture. Forces from the 615th Contingency Response Wing at Travis Air Force Base, Calif., also were poised to deploy quickly to open and operate airfields to receive and off-load humanitarian relief supplies.

AMC officials announced that mission planning and command-and-control for the AMC portion of the humanitarian effort would *continues >>>*

be led by AMC's Tanker Airlift Control Center at Scott AFB, Illinois.

Two Air Mobility Command C-17 Globemaster IIIs departed the U.S. on 12 March to deliver search and rescue equipment and personnel.

The first C-17 mission, operated by a 62nd Airlift Wing crew from Joint Base Lewis-McChord, Washington, was transporting California-based SAR equipment and personnel from Los Angeles to Misawa Air Base, in northern Japan, Tanker Airlift Control Center officials said.

The second mission, operated by a 436th Airlift Wing crew from Dover Air Force Base, Delaware, transported Virginia-based SAR equipment and personnel from Fairfax County to the same destination. On completion of the equipment on-load, Tech. Sgt. Jared Cunningham of the 89th Aerial Port Squadron at Joint Base Andrews, Maryland, said, "This is a good thing – getting this equipment loaded on the plane. This is good work, because you know it's going to help the people in Japan."

In addition to the C-17s, two KC-10 Extenders from the 60th Air Mobility Wing at Travis AFB, California, supported the operation by providing in-air refueling to the C-17s over the Pacific Ocean.

Without the KC-10s, the C-17s would have needed to land and refuel on the ground adding two to three hours on to each mission, officials said.

In addition to the C-17 and KC-10 forces, AMC also had additional aircraft and crews prepared to respond if further assistance is requested.

Pacific Air Forces Airmen Deploy to Japan

On 12 March, a C-17 carrying a team of Pacific Air Force airmen departed JB Pearl Harbor-Hickam, Hawaii, on joint ongoing disaster relief efforts in Japan.

The team of approximately 25 Airmen from a variety of Air Force specialties, traveled to Yokota Air Base, Japan, where their skills would be put to work providing support to efforts underway to support the government of Japan.

The aircraft also was loaded with several generators, for use in the support efforts.

"First and foremost our prayers are with Japan," said Brig. Gen. Scott West, the 13th Air Force vice commander, who departed with the team. "They are resilient and capable. (But) we'll be there so long as our allies ask us to."

Lt. Col. Rocky Favorito, the commander of the 374th Communications Squadron at Yokota AB, was on temporary duty at Joint Base

Hickam when the 9.0 magnitude earthquake and resulting tsunami struck. He returned to Yokota AB with the C-17 team, excited to get home and help.

"Today I'm proud to be in the U.S. Air Force," Colonel Favorito said. The colonel said that his squadron had just completed an exercise, so they were ready for the real-world response.

Such enthusiasm to help the Japanese people was shared by all the Airmen onboard the aircraft.

"We'll do whatever we're needed to do, whatever we can," said Capt Jacob Debevec, the 613th Air and Space Operations Center chief of personnel recovery operations.

Special Operators Join Relief Operations

Also on 12 March, approximately 100 Airmen and three MC-130P Combat Shadows from the 353rd Special Operations Group at Kadena AB, Japan, deployed to Yokota AB, Japan, to support the humanitarian relief efforts.

The Airmen were prepared to provide their unique expertise in their respective areas to the Japanese government and multiple organizations supporting relief efforts across the affected area, officials said.

"The devastation caused by the earthquake is truly heartbreaking," said Col. Stephen Bissonnette, deputy commander of the 353rd SOG. "As part of coordinated relief efforts, the group will work tirelessly with our Japanese counterparts and other relief organizations to help the people affected by the earthquake recover from this disaster."

The 353rd SOG is able to conduct search and rescue operations, transport emergency response teams, equipment and relief supplies, survey and open airfields and helicopter landing zones with certified air traffic controllers, provide emergent medical care to injured people and assist the Japanese government and other relief agencies with a variety of highly trained support personnel for humanitarian assistance operations.

Another group of 353rd airmen departed Kadena in the early morning hours of 16 March on a 17th Special Operations Squadron MC-130P Combat Shadow to survey and reopen the airfields at Matsushima Air

Base and Sendai Airport. About 40 minutes later, the highly-trained aircrew was able to land the special operations aircraft at Matsushima Air Base even though the air traffic control was not up and running.

Immediately after landing, Airmen were offloading equipment and vehicles to reestablish the Matsushima Air Base and Sendai Airport runways.



American Red Cross volunteers provide blankets and pillows to passengers of a commercial airline flight taking shelter 11 March 2011, at Yokota Air Base, Japan. The passengers arrived at the base after their flights were diverted from Narita International Airport in Tokyo, due to a 9.0-magnitude earthquake. (U.S. Air Force photo/Airman John D. Partlow)



A fuels truck pulls up to an C-130H Hercules to be loaded at Yokota AB on 15 March. The fuels truck was taken to Yamagota Airport to support Japan's earthquake and tsunami relief efforts. (U.S. Air Force photo/Staff Sgt. Jonathan Steffen)

Within an hour of landing at the air base, a group of combat controllers from the 320th Special Tactics Squadron were in the air control tower ready to provide air traffic control support for the airfield. Combat controllers are trained, special-operations forces and certified air traffic controllers who can establish airfields, while simultaneously conducting air traffic control, command and control, and humanitarian assistance in austere locations.

At the same time, another team of combat controllers and Japan Self Defense Force personnel drove to Sendai Airport, which is about 25 miles away from the air base, to conduct surveys and set up their air traffic control equipment.

Sendai was heavily damaged by the tsunami and littered with debris. The tsunami that hit the airport made this one of the roughest airfields from which to operate, according to the 320th STS commander.

"The surveys we conducted from the air a few days ago didn't give us the complete picture of how bad this airport was hit," said Maj. John Traxler. "We knew there was a substantial amount of debris scattered over the airfield, but when you see it at ground level you fully understand the destruction caused here. I've worked out of several austere and damaged airfields, but this is the most devastated place I've seen."

Within hours of arriving at the airport, the combat controllers had completed their surveys, marked the useable portion of the runway, set up their equipment and provided air traffic control support to clear their first aircraft to land – a MC-130H from Hurlburt Field, Fla., which carried equipment needed to establish aerial port operations and relief supplies for the surrounding areas.

The first aircraft to land at Sendai Airport also carried the 353rd SOG commander. The colonel noted the condition of the area, as well as the hard work still being put in by the combat controllers and JSDF personnel.

"Despite the total devastation, the resiliency and strength of the Japanese people was clearly evident," said Col. Robert Toth. "They have been working around the clock since the tsunami to remove debris. Because of their hard work, we were able to land here today, open the airfield, and provide assistance."

The combat controllers and Japanese officials immediately began

manning the airfields to support fixed- and rotary-wing aircraft assisting relief operations.

A Multiple Front Effort

In a 17 March Department of Defense news report, President



An MC-130H Combat Talon II lands 16 March 2011 at Japan's Sendai Airport. It was the first fixed-wing aircraft to land at the airport since the earthquake and tsunami crippled much of the Japanese eastern seaboard. A team of combat controllers from the 320th Special Tactics Squadron, out of Kadena Air Base, Japan, along with Japanese emergency management organizations, cleared a section of the runway and re-established the control tower to direct flights in and out of the airfield. (U.S. Air Force photo/Staff Sgt. Samuel Morse)

Obama discussed the level of the aid effort by the U.S. military – including those by mobility Airmen.

"We are working aggressively to support our Japanese ally at this time of extraordinary challenge," President Obama said in the DoD report. "Search and rescue teams are on the ground in Japan to help the recovery effort...The U.S. military, which has helped to ensure the security of Japan for decades, is working around the clock.

"We've flown hundreds of missions to support the recovery efforts, and distributed thousands of pounds of food and water to the Japanese people," President Obama said.

An example of those "hundreds of missions" occurred 17 March when a C-17 from Elmendorf Air Force Base, Alaska, transported Japan Ground

Self-Defense Force troops and vehicles from Okinawa to Yokota Air Base, Japan. Additionally, on March 15 at Misawa AB, Japan, one of many C-17s arriving there delivered passengers as well as pallets of humanitarian cargo that included bottled water and even diapers.

A news report by 35th Fighter Wing Public Affairs at Misawa AB

provided a hint to how busy the airfield there has been in support of Operation Tomodachi since 11 March.

"As of March 16, the wing has played host to 36 different aircraft, including Air Force C-17 Globemaster IIIs, Boeing 767s and Navy C-2 Greyhounds," the 35th FW report by Tech. Sgt. Philip Butterfield shows. "These aircraft have ferried in 329 passengers and 254 tons of cargo. Before they headed out, they drank up to 111,000 gallons of fuel."

U.S. Pacific Command and Pacific Air Forces have the lead role in the Japan relief effort, but Air Mobility Command's mobility Airmen are staying busy as well. According to Tanker Airlift Control Center Public Affairs, statistics through March 16 shows AMC has supported 29 C-17 and KC-



Rescue equipment bound for Japan is moved to a C-17 on 12 March 2011, at Joint Base Andrews, Md. Air transportation Airmen from the 89th Aerial Port Squadron prepared 14 pallets of technical search-and-rescue gear, including inflatable swift-water rescue boats, generators, trench rescue and cutting equipment. The gear is being transported by C-17 to provide assistance after an earthquake and tsunami hit Japan 11 March 2011. (U.S. Air Force photo/Senior Airman Perry Aston)

10 Extender sorties and the delivery of approximately 177 tons of cargo and 57 passengers to Japan.

continues >>>

Those same statistics for “AMC-controlled” missions show the command’s air refueling forces, primarily KC-10s and their aircrews from the 60th Air Mobility Wing at Travis Air Force Base, Calif., off-loaded approximately 31,400 gallons of fuel to aircraft heading to Japan between 11 and 16 March.

Wherever mobility Airmen are working from, and whatever base they are from, they are all part of a combined effort by the U.S. military and the world to help Japan, according to another DoD news report March 17. Navy Adm. Robert F. Willard, commander of U.S. Pacific Command, said in that report that U.S. forces are working alongside people in organizations “representing nearly 100 other countries” that also are providing aid and support to the stricken Japanese populace.

“There’s a great synergy by the international community in this effort and we’re proud to be a part of it,” Admiral Willard said in the report.

USTRANSCOM Moves DoD Personnel from Japan

More than 7,500 Department of Defense personnel and family members, along with 400 of their pets, were evacuated from disaster ravaged Japan in March. The evacuation was made possible through the combined efforts of the U.S. Transportation Command and its components, Air Mobility Command, Military Surface Deployment and Distribution Command and Military Sealift Command.

U.S. Marine Corps Col. Tom Bruno is the Pacific Command branch chief in the USTRANSCOM Fusion Center, where the evacuation efforts were coordinated.

“Right after the earthquake and tsunami in Japan we received word from theater (Pacific Command) that there had been a massive earthquake and follow on tsunami in theater,” Colonel Bruno said. “I think we got the call at three-something in the morning recalling us to duty.

We went into full gear, 24 hour operation immediately in line with Pacific Command to support them,” Colonel Bruno continued. “The State Department authorized a voluntary departure of Defense Department and department of State personnel. After that came the request for military assistance and we got real busy.”

Army Maj. Sid Welch, an action officer in the PACOM branch explained how the whole plan came together.

“Part of the process is defining what the problem is,” Major Welch said. “So we had a series of joint planning team sessions where we brought the entire Fusion Center team together.”

The joint planning team consists of members from all areas of USTRANSCOM and the component commands. Once everyone had an idea of the situation they began developing a plan of action.

“Once everyone is on the same sheet of music they understand what the problem is,” Colonel Bruno said. “Then everyone leaves and has a piece of that pie. We did that every day for a good period of time when that first started.”

Colonel Bruno explained that in addition to the humanitarian disaster relief, supplies and equipment that USTRANSCOM was moving into Japan, it now had to come up with a way to get people out of the country with assets already in use.

“So that began a massive airlift phase where commercial and military assets were used to move American citizens, our normal commercial partners that USTRANSCOM does business with every day,” Colonel Bruno said. “We sent our requirements to AMC. They looked at our requirements to

see how they could best fill that movement.

CRAF Joins Effort

“When it comes to passengers the most efficient way to move them is not on military assets,” Colonel Bruno continued. “It’s on the commercial airline business. So in reality they lay contracts. That is when with an authorization from AMC, saying the best way to move these, they make a decision we’ll call the movement source.”

According to Major Welch, AMC then contacts the USTRANSCOM Acquisition directorate and says they’d like to go out for contracts to move a certain number of passengers over a specific time frame. Then Acquisition begins contracting discussions with carriers.

Sandy Halama is chief of the USTRANSCOM Acquisition directorate Contract Airlift Division. Doug Cook is a contracting officer in the Expansion Branch of the Contract Airlift Division.

“We contract for the commercial airlines to support the Civil Reserve Air Fleet, CRAF,” Ms. Halama said. “So that contract is let by our office for the entire 12 months of the year. During times of surge or extra airlift, we buy missions

throughout the year to move the passengers and troops on full plane load charters.

“In the expansion branch, where Doug works, the additional missions that are required throughout the year are purchased against those contracts by Doug and the other buyers,” Ms. Halama continued. “So when this situation occurred and the J3 and command



Airmen from the 89th Aerial Port Squadron load pallets onto a C-17 12 March 2011, at Joint Base Andrews, Md. Air transportation Airmen from the 89th Aerial Port Squadron prepared 14 pallets of technical search-and-rescue gear, including inflatable swift-water rescue boats, generators, trench rescue and cutting equipment. (U.S. Air Force photo/Senior Airman Perry Aston)



Maintainers and fuel technicians fuel a C-17 in preparation for its departure on a humanitarian mission to Japan on 12 March at Joint Base Pearl Harbor-Hickam, Hawaii. (U.S. Air Force photo by Staff Sgt. Nathan Allen)

needed additional airlift to support the evacuation, they turned to the CRAF contract for that surge capability.”

Mr. Cook said, “The contract is established. It’s the same contract that moves our troops all over the world. It’s there all the time. That’s how we are able to contract so quickly, because we have that contract pre-established and then we can contract individual flights that are not scheduled throughout the year.”

Even though the contract is already in place, problems do arise when disasters strike.

“The challenge in this situation (arises because we) have two different kinds of carriers that play in our program,” Ms. Halama said, “We have the charter carriers that do the majority of our missions during the year, like World Airways, North American, Omni, those types of passenger charter carriers, and you also have the Deltas, United, Continental, American that don’t normally fly for us in peacetime because their entire fleet is busy flying their scheduled service business.

“So the challenge in this last minute huge surge is the fact that we already have our charter carriers flying other missions for us,” Ms. Halama continued. “They only have a finite amount of planes, and so the challenge comes in getting those scheduled service carriers to augment the charter carriers and be able to do all of our business.

“And we’re still flying all our CENTCOM missions, we’re still flying all our Patriot Express,” Ms. Halama added. “But we’re also buying a large amount of missions to support the evacuation. So the challenge that Doug has is with getting United and American and Delta to step up a little bit more than normal. Twenty-six missions actually flew.”

The hours put in by USTRANSCOM and component command workers are appreciated by many, but they seldom hear from those their efforts affected.

“We did hear from somebody who played bingo with the grandmother of a child who came home,” Ms. Halama said. “She’d been so worried about that child and she was so thankful to TRANSCOM for getting her grandchild back to the United States. So it is just really rewarding, what we do.”

Mr. Cook added, “And we look forward to taking them all back.”

Japanese Defense Minister Thanks U.S. Service Members

On 4 April, Japanese Defense Minister Toshimi Kitazawa boarded the USS Ronald Reagan to thank U.S. service members for their help in the wake of the Tōhoku Earthquake.

The work of U.S. service members and other Americans is a testament to the half century of tomodachi – friendship – between the United States and Japan, Kitazawa said as he shared a statement from Japanese Prime Minister Naoto Kan.

“To all U.S. military members, on behalf of the people of Japan, I

sincerely express my deep appreciation for the tremendous support provided by the U.S. military, the U.S. government and the American people at a time of unprecedented crisis in Japan,” Kitazawa said.

The USS Ronald Reagan responded immediately after the disaster, and its Sailors, as well as other service members, continue their humanitarian mission in Japan “with pride and passion” and “are supporting Japan on an extraordinary scale,” he said.

Kitazawa said he received a call from President Obama right after the earthquake, pledging American support.

“The entire Japanese people are deeply moved and encouraged by scenes of U.S. military members working hard in support of relief efforts,” he said. “Those in Japan and the United States are true tomodachi... They share basic values such as democracy and respect for human rights.”

Faced with such a disaster, Kitazawa said, “in no time like the present do I feel so strongly about our friendship with the United States. Your support is a testament of our enduring bond for more than half a century. Japan, with your continuous cooperation,

is determined to launch a full-scale effort to overcome these challenges ahead of us.”

U.S. Ambassador to Japan John V. Roos was part of the delegation that included senior Japanese military officials aboard USS Ronald Reagan April 4.

“Looking out over this spectacular view, in front of all you great Americans, I am awed to be here, and I can’t tell you how deeply moved I am by all you’ve accomplished in the last several weeks,” he said.

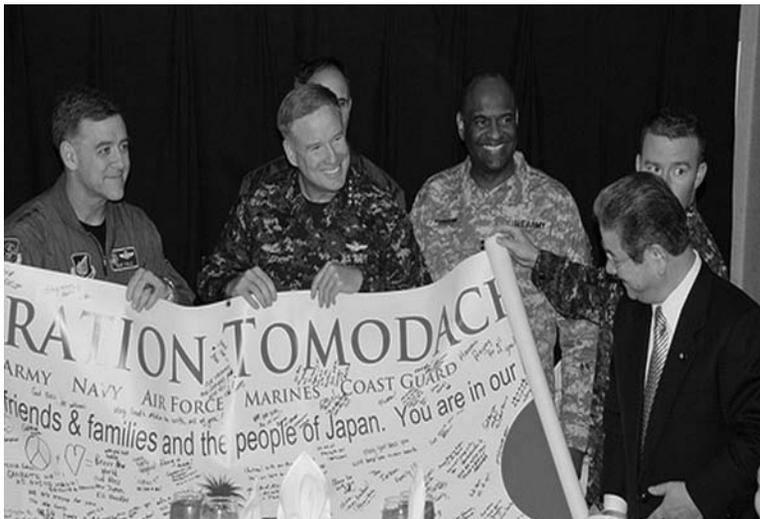
Roos offered U.S. condolences to the Japanese, noting that he saw the disaster’s effects firsthand in northeastern Japan. “One cannot even begin to imagine the devastation until you witness it yourself,” he said, “...and even then it’s hard to imagine.

“I met with people who lost almost everything in their lives, including their loved ones,” he continued. “I could not help but be moved by their calm dignity and resilient spirit.”

On-Going Effort Foreseen

In late March, Japanese sources well versed in Japan-U.S. relations said the United States plans to pull out its military personnel from its ongoing disaster relief mission in Japan in mid-April on signs that work by the Japanese will be at full throttle soon. But the U.S. forces will continue providing support for Japan to overcome the ongoing nuclear crisis at the crippled Fukushima Daiichi nuclear power station, the sources said.

In the name of friendship, America’s air mobility forces will remain ready to help the Japanese people when called upon. ■



Japanese Defense Minister Toshimi Kitazawa views a banner created by U.S. service members in honor of Operation Tomodachi during his visit to the USS Ronald Reagan, 4 April 2011. Holding the banner are Army Lt. Gen. Burton Field, the commander of U.S. Forces Japan, and U.S. Pacific Fleet Commander Navy Adm. Patrick Walsh. (U.S. Navy photo/Petty Officer 3rd Class Kyle Carlstrom)

“To all U.S. military members, on behalf of the people of Japan, I sincerely express my deep appreciation for the tremendous support provided by the U.S. military, the U.S. government and the American people at a time of unprecedented crisis in Japan.”

—Japanese Prime Minister Naoto Kan

INDUSTRY PARTNER SPOTLIGHT

On a brisk fall morning, a United States Air Force C-17 eases over the treetops to land at Gander International Airport. It's a common sight in Gander, where the airport accommodates about a thousand military aircraft annually.

While it might seem strange to the casual onlooker that a small community on an island province in eastern Canada would accommodate such traffic, it is by no means an accident. Gander was purpose-built for transatlantic aviation; a role it has played for over 70 years.

The site for Gander Airport was selected as the best possible North American location to facilitate transatlantic flight. Beginning in June of 1936, workers - many of whom had never seen an airplane - constructed what was, at the time, the largest airport in the world. By 1938, the

then "Newfoundland Airport" was still too new to appear on maps and when war erupted in Europe, Gander was quickly shrouded in secrecy as a strategic Allied air base.

Gander became the main staging point for the movement of more than 20,000 North American built bombers to Europe during

the Battle of Britain. At the height of wartime operations, as many as 15,000 British, Canadian and American servicemen lived and worked in crowded barracks and more than 20 hangars surrounding the four huge runways. It was also a base for anti-submarine patrols covering the Northwest Atlantic and at least one U-Boat was destroyed by an aircraft from Gander.

Business boomed following the onset of mass commercial flight after World War II. Throughout the Jet Age of the '50s and '60s, virtually every transatlantic flight required a refueling stop at Gander. While most commercial traffic trended toward long range aircraft, military aircraft technical stops remain a core part of Gander's operations today, explains airport President and CEO Gary Vey.

"Gander is inextricably connected to the military, historically, culturally and economically," he said. "It's an extremely important part of what we do. Military personnel have the toughest jobs in the world. Our job here at Gander is to fulfill our part, however small, to contribute to the success of their mission."

While the lion's share of military traffic at Gander is from the United States, the airport also accommodates military aircraft from Germany, Netherlands, Norway, the United Kingdom, Saudi Arabia, India, Mexico, Poland and others.

"If a nation has an air force, we have seen them at one point or another, be it on a training mission, en route to an area of conflict or providing humanitarian support," Mr. Vey said.

While the airport does not see many Canadian military aircraft in transit, the presence and importance of CFB 9 Wing Gander is indisputable.

"We are a joint civilian-military airport. I don't need to tell anyone how important it is that CFB 9 Wing Gander is located here. We are very encouraged that the (Canadian) federal government has seen fit to make a major investment in the future of the base."

When you tally fuel sales, catering, accommodations and ground handling services, military activity at Gander generates almost \$50 million a year in revenue for the community and region, Mr. Vey said.

For Dion Faulkner, General Manager of Allied Aviation, the airport's ground handling firm, military and commercial operations have slight



differences, but they certainly receive equal treatment. This means that military operations take priority and the service companies at Gander need to be flexible in accommodating military transit stops, given that flying conditions, aircraft payload or mission requirements mean aircraft may overfly.

"We provide a service where needed. We have worked very hard to instill a culture of readiness in our ground team that reflects the military's core values of efficiency, time sensitivity and professionalism," Mr. Faulkner said.

"That means being flexible with contingency planning and maintaining a close working relationship with military pilots and planners."

Mike Kennedy, Allied Aviation's Management Supervisor, has worked tens of thousands of military aircraft and understands the nuances of serving military crews and aircraft.

"The most important thing is the provision of VIP standard operational service. I get the sense in talking to crews that there are many places in the world where military operations take second fiddle to other aircraft. This is not the case at Gander. When the aircraft arrives, fuel trucks are waiting and ready to hook up. When the aircraft door opens, we are waiting to provide their flight package and ground services. For those crews staying overnight, they can clear customs and be checked into the hotel 15 minutes after the aircraft is chocked. We make it our mission that military aircraft should never, ever wait for service. When you are flying long missions, every minute waiting on the ramp for service seems like an hour. Their job is difficult enough without indifferent or lackadaisical service."

Gander is also home to Gander Oceanic air traffic control. NavCanada's Gander oceanic airspace is the busiest in the world with a thousand flights transiting the airspace daily. Gander ACC airspace handles approximately 400,000 aircraft movements annually, with 250,000 of those aircraft flight planning Gander as an emergency alternate.

That role as "the Lifeboat of the North American" was brought to bear in the immediate hours following the September 11, 2001 attacks when NORAD closed North American airspace and 39 transatlantic flights (including several military aircraft) bound for the US were order to land at Gander. A community that does a strained chin-up to 10,000 people suddenly had to rally to accommodate over 6,600 passengers and crew until airspace was reopened. Residents of Gander and the surrounding community volunteered to house, feed and entertain travelers in what became known as Operational Yellow Ribbon.

"It was certainly a great effort by local volunteers and a testament to good emergency planning by the community," Vey says. "Newfoundlanders are by nature helpful - it's part of a survivalist culture that draws from our fishing heritage, I guess. But at day's end, I'm sure that if those flights were diverted to a small town in New York or Wisconsin the response from citizens would have been the same.

"The war effort is truly borderless, we all align beneath the same flag in matters of freedom and democracy. A key role for our airport is to provide an efficient, secure transit and staging point for military operations. When we're needed, we'll be there to the best of our capacity."

The Gander International Airport Authority is a proud industry partner of the Airlift/Tanker Association and exhibits annually at its Convention & Symposium.

"It's a great place to meet our users and extend our gratitude for their effort," Vey says. ■



A/TA INDUSTRY PARTNERS
(as of 28 April 2011)

Industry Partner HIGHLIGHTS

AAI Services Corporation	FlightSafety International
AAR Corp	Gander International Airport
Adacel	GE Aviation
Alenia North America	Global Aviation Holding
ARINC	Goodrich Corporation
Armed Services Mutual Benefit Association	Gulfstream Aerospace Corporation
ARSAG	Hamilton Sundstrand
Atlas Air Worldwide Holdings	Honeywell International
Adventure Aviation	IBM
BAE Systems	JBT AeroTech
Bell Helicopter Textron Inc.	Jeppesen
Boeing Company, The	JLG Industries, Inc.
Bombardier	Kalitta Charters, LLC
Booz Allen Hamilton	L-3 Communications, Integrated Systems
Bose Corporation	Lightspeed Aviation
C-27J Spartan Team	Little Giant Ladder Systems
CAE	Lockheed Martin Aeronautics Corporation
Capewell	Million Air
Cessna Aircraft Company	National Air Cargo
Chromalloy	Northrop Grumman Corporation
Cobham	Omega Aerial Refueling Services, Inc.
Coherent Technical Services, Inc.	Oregon Aero, Inc.
CSC	Parker Aerospace
Consolidated Air Support Systems (CASS), LLC	Pratt & Whitney Military Engines
David Clark Company, Inc.	Raytheon Company
DRC	Rockwell Collins, Inc.
DRS Defense Solutions	Rolls-Royce Defense North America
DRS Sustainment Systems	Safran
DynCorp International	Science Applications International Corp (SAIC)
EADS North America	Satcom Direct
Elbit Systems of America	Spokane Industries, Inc.
EMTEQ, Inc.	StandardAero
ESCO-Zodiac Aerospace	Telephonics Corporation
Esterline CMC Electronics	Thales
Esterline Defense Technologies	Triumph Group, Inc.
Evergreen International Airlines, Inc.	Tybrin Corporation
Federal Express Corporation (FedEx)	USAA
Flightcom Corporation	Volga-Dnepr Unique Air Cargo

Plans are in full swing for the 43rd Annual A/TA Convention in Nashville. You should have received your exhibitor packages by now, but if not please contact me at exhibits@atalink.org and I will send you the planning information. In spite of our decision to try to get exhibit packages out earlier this year, it takes more time and effort than anticipated to make that kind of adjustment. Unfortunately, packages went out on the normal schedule, but I am confident I will be able to make an earlier release of exhibit materials work for next year – I should know by now that it is harder than it looks to move the schedule forward. I have been able to get together most of the advanced planning information for 2012, but decided not to send it with the 2011 packages to avoid confusion. For those of you are better at long range planning than me, just let me know and I will send it to you.

The Gaylord Opryland Hotel has recovered nicely from the floods last May and they are ready for our return the first weekend in November. The floors are polished in the Ryman exhibit area and there are no visual indications from the flood – the place looks great! Indication thus far is that we will have a comparable turn-out of exhibitors and attendees as compared to last year. Our convention layout will be very similar to our last event in Nashville in 2009 (with some minor adjustment to accommodate our growing CRUD Tournament). A/TA will be purchasing a third CRUD table to accommodate the popularity of this exciting event. Lockheed has agreed to expand their coverage of the event to address the added table and Million Air will continue to supply the official CRUD balls. We want to extend our appreciation to these two sponsors for their commitment to making CRUD a showcase event at the A/TA Convention – it is a first class operation. CRUD has certainly taken on a life of its own and is a fun event for participants and observers alike.

The theme for this year's convention is: **HOPE'S GLOBAL REACH** – a fitting theme considering all the turmoil going on in our world. With the earthquakes, tsunami and nuclear crisis in Japan, the No-Fly Zone over Libya to the spreading political turmoil in the Middle East (not to mention Iraq and Afghanistan) – you, the Air Mobility community, are the reason for hope for people in need around the globe. The demands on each of you are great, but the work you do every day to bring supplies and relief to those in desperate need is so important – in many cases the difference between life and death. Thanks for all you have done, continue to do and will do in the future. It is an honor for us at A/TA to support you – our mobility brothers and sisters. Yours is a noble cause and you do it so well.

With a very busy 2011 season before us, including the AMC Rodeo and the A/TA convention in Nashville, this will be another busy year that will fly by quickly (*the convention will here before we know it*). Please plan to be with us for yet another great convention, symposium and exposition at the Opryland Hotel in Nashville. It promises to be another meaningful time for professional development, enlightenment and fellowship with friends. See you in Nashville, 3-6 November 2011 for the 43rd Annual Airlift/Tanker Association Convention.

Bob Dawson, Industry Vice President

"The Gaylord Opryland Hotel has recovered nicely from the floods last May and they are ready for our return the first weekend in November. The floors are polished in the Ryman exhibit area and there are no visual indications from the flood – the place looks great!"

REGISTRATION FORM

2011 A/TA Convention & Symposium • Nashville, Tennessee • 3-6 November

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, before 1800 CST Nov. 3, at (703) 385-2802; or personally at the A/TA registration booth (not the hotel desk). Room cancellations must be done separately. 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)

HOME ADDRESS: _____

CITY: _____ ST _____ ZIP _____

HOME E-MAIL: _____

HOME PHONE: _____ DUTY PHONE: _____

JOB/DUTY TITLE: _____ RANK ABBREVIATION: _____

ORG NAME/SYMBOL: _____ BASE/LOCATION: _____

WORK MAILING ADDRESS: _____

CITY: _____ ST _____ ZIP _____

WORK E-MAIL: _____

SOCIAL GUEST: Guest is my spouse.

FIRST NAME: _____ LAST NAME: _____

CHECK ALL THAT APPLY:

Active Duty Reserve Guard Retired Mil. Service: _____

Civil Service/Gov Civilian Life Member

PRIOR A/TA Young Leader. Year: _____

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

REGISTRANT:

NAME _____

Also Show: Organization A/TA Chapter

GUEST:

NAME _____

Also Show: Organization: _____

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

FULL REGISTRATION: (Includes everything except Hotel and Golf)	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 27 Sept)	<input type="checkbox"/> <input type="checkbox"/>	\$290/\$390	\$ _____
➔ Pre-Registration (28 Sept - 27 Oct 1700 EST- 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 28 Oct mail or 27 Oct fax/web cutoff,
 registrations accepted only at the convention
 registration desk.

VISA • MASTERCARD • DISCOVER • AMEX
 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. Registration Cancellation fee is \$20 if by 27 Sept; \$30 if by 27 Oct; \$40 thereafter.

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

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/TO 2010 (Rev. 4/14/2011)

REMOVE ALONG PERFORATION



Seat Cushion Systems for Military Aircraft

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



C-130



C-130 IPECO
Pilot/Co-pilot



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



C-130
Upper Crew Bunk



C-130
Lower Crew Bunk

KC-135



KC-135
Pilot/Co-pilot



KC-135
Navigator/Boomer



Boom Instructor Pallet
(cushion only)



Boom Operator Couch
(cushion only)

C-17



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

COASTAL



AIRCRAFT PARTS LLC

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



AIRLIFT/TANKER QUARTERLY
Volume 19 • Number 2 • Spring 2011

AN AIRLIFT/TANKER ASSOCIATION PUBLICATION

The Airlift/Tanker Association

9312 Convento Terrace

Fairfax, Virginia 22031



NONPROFIT ORGANIZATION
U.S. POSTAGE PAID
BELLEVILLE, IL
PERMIT NO. 595

ADDRESS SERVICE REQUESTED

JOIN TODAY! For faster service use www.atalink.org to join on-line.

A/TQ Subscription & A/TA Membership Application/Renewal/Address Change Form

Grade _____ Rank _____ Service _____ *SSN Last-4 _____

Check all that apply

- New Member Active ARC Mil Retired Civilian Gov't Civilian Subscription Only

Name:

First _____ MI _____ Last _____ Sfx _____ Nick _____

Spouse First _____ Last _____

Please put a check mark by the elements of your mailing address and comm that you prefer we use.
Default will be home address and office phones/email.

Home Address:

Street Address _____

City _____ State _____ Zip+4 _____

Phone _____ Email _____

Office Address:

Org Name _____

Job/Duty Title _____

Street Address: _____

City _____ State _____ Zip+4 _____

Phone _____ Email _____

Would you like a membership card? Yes No (saves time and postage)

Dues Schedule:

- Annual Full Membership\$40.00
- 3-Year Full Membership\$110.00
- Full-time Student Membership.....\$15.00†
- Life Membership.....\$500.00
- Corporate Membership\$1500.00‡

†ROTC/H.S./College ‡ Not this form - Info only

Payment: VISA/MasterCard Check (No cash/No AMEX)

Card # _____

Expires _____

Airlift/Tanker Association

9312 Convento Terrace, Fairfax VA 22031

Phone: (703) 385-2802 Fax: (703) 385-2803

Email: ata@atalink.org

*Note: SSN Last-4 is used exclusively by the database to ensure your data and payment information is recorded correctly by the registrar. It will not be listed or used for any other purpose.

2011
Convention
&
Symposium
Registration
Form
on
Page 28.