



# A/TQ

AIRLIFT/TANKER QUARTERLY  
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**ON THE COVER:** Photo montage of Mt. Rainier looming over the Air Mobility Rodeo 2007 major awards trophies on stage before the final awards ceremony superimposed over the flags of the participating nations as a C-130 Rodeo competition aircraft from Dyess AFB, Texas, flies into view. (A/TQ photos by Collin R. Bakse)

## Rodeo Reflects Convention Theme

It occurred to me while walking around "Rainier Ranch" during the 2007 Air Mobility Rodeo at McChord AFB, Washington, that the "Best of the Best" air mobility personnel and assets assembled for the event truly reflected the theme for this year's A/TA Convention & Symposium: "The Many Faces of Air Mobility: Yesterday, Today and Tomorrow."

The theme could easily be applied to the myriad of competitive events – a cadre of seasoned professionals umpiring events designed to test the proficiency of those currently proudly "carrying freedom's flag" in the belief that their service and efforts today will make the future safer and more secure.

The aerospace industry supporter's exhibits communicated the theme as well – addressing vexing problems with new, innovative solutions available now, and offering glimpses at things beyond the horizon.

But it was in the crowded tent city area, bustling with excitement and enthusiasm, where you could see the theme the clearest. It was there in the faces of the "old timers" beaming as they talked with fresh-faced young airmen and officers from around the Air Mobility Command and the world – yesterday's air mobility leaders interacting with today's air mobility warriors, many destined to become the leaders of tomorrow.

It was an honor to be able to attend the Rodeo and experience this year's convention theme in action. I extend my humble congratulations to all the event winners, but, as General Fogleman says in his comments "...the professionalism demonstrated...made everyone a winner."

And, speaking of winners, there is one winner announcement for Rodeo that has heretofore not been made. Association President Mark Smith and I took it upon ourselves at Rodeo 2005 to choose the *Best Hospitality Tent*. We knew it would be a tough job requiring a lot of research but we felt someone had to do it, and, as hard as it was in 2005, it was even more of a challenge this year, requiring much more extensive research. That being said, it is my distinct pleasure to announce that the *Rodeo 2007 Best Hospitality Tent Award* goes to the *Altus Rodeo Team Tent*, Altus AFB, Oklahoma. It should be noted that the competition was fierce with the Hickham AFB, Hawaii, and the Belgium Air Force tents tying for a close second.

It is also my pleasure to announce that *Airlift/Tanker Quarterly* won an APEX '07 Award of Excellence – the second year in row the magazine has been so honored.

Collin R. Bakse, editor

# Chairman's COMMENTS



**Gen Ron Fogleman**  
USAF, Ret

This edition of the *Airlift/Tanker Quarterly* is devoted largely to coverage of the AMC Rodeo 2007. The members of your board traveled to McChord AFB to observe the Rodeo, spend time with the troops and participate in a board of directors meeting. The local chapter hosted a superb luncheon attended by A/TA members, our industry partners and the AMC senior leadership. The highlight of the luncheon was a presentation by General McNabb. He reviewed the state of the Command and discussed various initiatives to continue to improve the capabilities of AMC.

Other articles in this edition will report the details of the Rodeo. I will only note that the level of energy and professionalism demonstrated by the US and foreign participants made everyone a winner. I was honored to join

General McNabb in presenting the Moore Trophy to the 60th AMW in recognition of being named the overall top team.

The 2007 convention continues to take form. The Board spent considerable time reviewing where we are in the planning cycle. The projection is for about 4500 members to attend the event in Nashville. The seminar program promises to be one of the best seen to date. We anticipate having about 4200 people attend the banquet. If you have not completed your attendance form I recommend you do it soon. I look forward to seeing everyone in Nashville to celebrate the accomplishments of our Air Mobility warriors.



**Second Year in a Row!**

## Future A/TA Convention & Symposium Locations\*

- 2007..... Opryland, Nashville
- 2008..... Marriott/Hilton, Anaheim
- 2009..... Opryland, Nashville
- 2010 ... Marriott World Center, Orlando
- 2011..... Opryland, Nashville
- 2012..... Marriott/Hilton, Anaheim

\*Tentative outline of locations.  
Subject to change.

# President's MESSAGE



**CMSgt Mark Smith**  
USAF, Ret

***Hooah air mobility warriors! Thanks for your continued dedication to our great nation.***

The national board recently held our quarterly board meeting in conjunction with the Air Mobility Rodeo. Air Mobility Rodeo 2007 (sponsored by AMC) is the Mobility Air Force's readiness competition focusing on improving worldwide air mobility forces' professional core abilities. Team McChord did a wonderful job hosting many competitors to showcase their airdrop, air refueling, maintenance, engine running on/offload, and short field landing expertise as well as the related skills of special tactics, security forces, aeromedical evacuation, and aerial port operations.

It was amazing to witness the enthusiasm among competitors representing more than 55 teams from the active duty Air Force, Air Force Reserve, and Air National Guard units as well as our Allied Nations. RODEO 2007 definitely enhanced esprit de corps among many countries and strengthened relationships among all participants. Rainier Ranch Tent City was filled with excitement, cold beverages, good food and music! Many thanks to Colonel Dewey Everhart and the Altus team for their hospitality to the board – their tent was filled with lots of fun and cold beer! I would also like to extend my gratitude to the 62nd Airlift Wing Commander - Colonel Jerry Martinez, Rodeo Director - LTC Bryan "Cowboy" Huntsman, and Pacific Northwest Chapter Vice-President - Captain David Fazenbaker for their gracious hospitality during our stay at McChord. Thanks for a great RODEO and sponsoring our board meeting and visit.

During the RODEO at McChord, the Pacific Northwest Chapter hosted an A/TA luncheon with enough stars and stripes to assemble several American flags. Frankly, it looked like a mini-A/TA Convention! Thanks again to Captain Fazenbaker and his team for sponsoring this outstanding event – with General McNabb as the honored luncheon speaker. General McNabb's report on the outstanding work you are performing in the field and on the ramp for our country, challenges to the MAF, and his focused vision for AMC's future served as a great pre-brief for our upcoming national convention!

So - we are off running with planning a great 2007 A/TA Convention in October. Although our association and convention attendance continues to grow, we are committed to maintaining a quality symposium program and air mobility family atmosphere at our convention. We look forward to seeing you at the Gaylord Opryland Hotel in Nashville, Tennessee!

In closing, many air mobility forces remain deployed serving our country. Our prayers and support are always with you and your family. God bless you all.

Cabin Report...Secure!



**2007 A/TA Convention & Symposium**  
**Thursday-Sunday • October 25-28, 2007**  
**Gaylord Opryland Resort & Convention Center**  
**Nashville, Tennessee**

**Convention Rules of Engagement – Pages 18-20**  
**Convention Registration Form – Page 24**

## Secretary's Notes

It's that time of year when moving vans appear up and down the street and many of you are rediscovering boxes that have 3 or 4 stickers on them and still haven't been opened but they are loaded on the truck bound for yet another home anyway.



**Col Barry Creighton**  
USAF, Ret

I know it's hard to believe but renewing your A/TA membership or changing your address aren't always the first things on your mind come moving time. (Or for that matter, during an extended TDY where your mail doesn't magically follow you). To help out in these matters, the A/TA board provides a six-month grace period for overdue members before removing them from our membership roles. There are a couple of reasons (remember, we've been there). One - we understand that things like this just fall through the crack. Two - we want you to continue to be in this great organization with all the benefits.

During the "grace period," we provide the full benefits of membership, including receipt of the award winning "Airlift/Tanker Quarterly" magazine. We also mail quarterly reminder letters in the quarter leading up to membership expiration and in the six months thereafter. In so doing, every expiring member gets at least three notices by regular mail. Each letter advises of our six-month "indulgence" and pleads that you notify us if you choose not to continue membership.

Should you "pay up" during the grace period, we accept your late payment and keep your original membership date. If you resume paying dues more than six months after your expiration date, we reach back only the six months we carried you and adjust your membership expiration date accordingly -- to a max of six months earlier. "We're not into membership games – we want to support you the best way possible – so let us know what you're up to."

See you in Nashville.

Cheers,  
Barry



# Association ROUND-UP

## Diamond Head Chapter

The Airlift/Tanker Association, Diamond Head Chapter is making a way in the "Team Hickam" community. We are proud to have active duty and civilian members participate on behalf of our chapter in many events.

We were first in the forefront to assist the Hawaii Food Bank in several endeavors from the Annual Food drive held in April of each year to decorating the Hawaiian Hilton Hotel for a fundraiser bringing in over \$1 million to aide local communities.

The A/TA Chapter has assisted the Hickam's Airmen's Attic donating over 60 hours of service for our second quarter project, providing support to 200+ military members assigned to 15 AW, HQ PACAF and tenant agencies. Reaching out in the local community we assisted the Agape ministry at Trinity Missionary Baptist church donation \$500 worth of clothing for needy families in the local area.

The A/TA Chapter has been about giving back as we tripled our volunteer hours at the Hickam's USO lounge aiding fellow veterans who use the facility. It gave great pleasure to donate \$50 in funds to Team Hickam's SNCO Recognition Ceremony, 200 Women's History Month to cover some of the budgeting costs. A/TA boasts our annual golf tournament fund raiser for funds earmarked to the University of Hawaii ROTC program which had some of Hickam's junior enlisted being advanced into the officer corps; providing two \$500 scholarships annually.

A/TA assisted Team Hickam this past year in the "March of Dimes" providing booth assistance and some even walked for the cause. A/TA participated in the "Great Aloha Run"—gave out water and juice to runner/walkers—aided goal of over \$200K to charity. A/TA provides holiday cheer during the season decorating over 5000 sq feet covering two Tripler Army Medical Facility Fisher Houses, including purchasing decorations and morning breakfast for those in

the facility.

Diamond Head Chapter members have donated 1000+ hours during the last year providing support for "Team Hickam" in many events. This dynamic organization is led by a superior executive council that is very active in the community and keeps the chapter involved with base and local events.



**Diamond Head Chapter officers present \$500 scholarship checks to two University of Hawaii cadets, Cadet Yvonne Nollman (left) and Cadet Napoleon Gombio (right). Photo courtesy of Diamond Head Chapter.**

Over 125 members participate in as many activities as possible to make "Team Hickam" a true success when it comes to volunteering. We take pride in being able to give back to community events supporting the SNCO Induction and Women's History Month and local charities off base.

Our organization inspires superiors, peers, and subordinates to get involved in volunteer activities and make a positive impact on our base and community. We have received numerous letters of appreciation from community and base agencies for instilling pride with all whom we come into contact with. Most memorable will be our efforts at the Hawaii Food Bank collecting food and monetary donations helping them achieve their \$1Million mark. Our efforts have boosted morale and esprit de corps on base and in the local community.

## Reunion Notice

The **Air Rescue Association** and the **Pedro Rescue Helicopter Association** will hold their next joint reunion, Wednesday 19 September through Saturday 22 September 2007, at the Galt House Hotel & Suites, in Louisville, Kentucky. For reunion details, check out the ARA and PRHA web pages or contact Marilyn Nicholas, ARA Director Public Relations at ([minyk@sbccglobal.net](mailto:minyk@sbccglobal.net)); John Flournoy, ARA President at ([jfournoy2@comcast.net](mailto:jfournoy2@comcast.net)); or, Ed Carwright, Membership Chairman for the ARA and PRHA at ([edlcarwright@yahoo.com](mailto:edlcarwright@yahoo.com)) for more information about the reunion.

## Tip of the Spear Chapter

### Midnight Golf To Raise Money

By Senior Airman Tiffany Colburn  
39th Air Base Wing Public Affairs

The Hodja Lakes Golf Course at Incirlik AB, Turkey, was busy after hours on 27 July due to the first annual midnight golf tournament with more than 46 personnel competing in the event.

"The tournament was for the 'Tip of the Spear' Chapter of the Airlift/Tanker Association," said Lt. Col. Joseph Angel, 728th Air Mobility Squadron commander. "The Airlift/Tanker Association is dedicated to ensuring that American military forces continue to have the air mobility capability required to implement the U.S. national security strategy."

The tournament allowed Airmen to relax and enjoy a game of golf while helping to raise money.

"This tournament provided the 728th AMS, 385th Air Expeditionary Group and the 39th Air Base Wing with a welcomed break from the constant grind of day-to-day operations to collaborate amongst fellow Airmen and enjoy a friendly night golf tournament," said Master Sgt. Philip Pettaway, 728th AMS production supervisor.

At the end of the night the winning team was announced with a final score of 27. Team members were Col. Ken Stefanek, 39th ABW vice commander, Jude Sorg, 39th Services Squadron deputy, Col. John Taylor, 39th Maintenance Group commander, and Maj. Scott Robinson, 39th Operations Squadron director of operations.

"What a wonderful event. I'm especially thankful that the special glow-in-the-dark golf balls floated so we could retrieve them from the ponds," said Colonel Taylor. "Seriously though, we all appreciated the time and effort AMS and the golf course staff put into this to make it a fun outing and to come up with creative ideas to benefit people on the base."

This event not only proved to be a good time for those who participated, but also was a good tool for raising money for scholarships.

"This tournament was an outstanding success for all participants, and more importantly, it was an incredible fund raiser for the organization," said Colonel Angel. "Due to the hard work of the chapter members, they were able to raise more than \$250 toward tuition assistance scholarships for deserving students at Incirlik Air Base."

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

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

**EEG CRITERIA:**

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

*Additional details and forms are available online at [www.atalink.org](http://www.atalink.org)*

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America's  
Air Mobility  
Force.*



# Cover STORY

*This story was developed from articles by the Rodeo 2007 Public Affairs office. Special recognition is extended to: SSgt. Nick Przybyciel; SMSgt. Matt Proietti; SSgt. Mark Orders-Woemper; SA Desiree Kiliz; Capt. Marnee Losurdo, and; TSgt. Scott T. Sturkol. Photos accompanying article text are courtesy U.S. Air Force, and, in order of appearance, are by: SSgt. Nick Przybyciel; SSgt. Nick Przybyciel; MSgt. Mike Buytas; TSgt. Joseph McLean; TSgt. Scott T. Sturkol; TSgt. Jeremy T. Lock, and; A1C Nichelle Griffiths.*

*On a gray Pacific Northwest morning in the middle of July, McChord Air Force Base in Tacoma, Washington, resembled a European airfield at the height of the Berlin Airlift.*

*While the operations tempo for McChord AFB had been high for the last several years, the influx of aircraft there for the 2007 Air Mobility Command Rodeo dwarfed the normal pace.*

*"As far as an Air Force base goes, nothing comes close to this," said Lt. Col. Scott Lavigne, the head operations planner for the competition.*

*Nearly 50 airlift and tanker aircraft touched down at a rate of one every five minutes for more than four hours on 21 July as American teams joined international competitors for Rodeo 2007...*

## Rodeo 2007

### McChord AFB Hosts International Air Mobility Competition



...and managing the aircraft arrivals as well as the flying operations during the week of Rodeo 2007 was a monumental feat of planning and logistics. First, the C-17 Globemaster IIIs stationed at McChord AFB were assigned missions outside the local area, so there would be room on the flightline. International competitors arrived in mid-July for orientation to the Pacific Northwest airspace. Then months of planning came together when a McChord AFB 62nd Airlift Wing aircrew arrived at 8 a.m. July 21 as the first of 44 American teams arrived.

A group of seven logisticians from Scott AFB joined McChord planners to coordinate the effort. The same team helped to coordinate 147 missions during competition week, 22-27 July.

"There are 50-plus teams flying missions every day, 24/7," Colonel Lavigne said. "We're the nexus of all the coordination for both the flying and ground portions of the competition. The secret is getting lots of smart captains working for you."

At Rodeo 2007, teams from all over the world competed in events to see who has the best combat airlift capabilities. Nearly every aspect of flying and support was tested. Aircrews are put through a litany of tests – including a low-level airdrop – to see who was best of the best. Keeping everything running with clock-like precision was the job of Colonel Lavigne and the rest of his team. There is no leeway built into the scoring system for an error made by the planners.

"Since everything relies on the previous time, it can create a snowball affect," Colonel Lavigne said.

The competition extended past the gates of McChord AFB. Civilian airports – Seattle/Tacoma International Airport being the largest – shared airspace with the competition and also had to coordinate flights around Rodeo. Months before the start of the competition, a McChord AFB member began coordinating flight planning with the various agencies involved.

"There's a tremendous amount of communication with the Federal Aviation Administration and area airports," Colonel Lavigne said. "They need to know the rules of our competition so they don't delay our competitors' flight times and get them 'dinged' on points."

Tracking such a unique mission required specially designed software, created specifically for Rodeo 2007. Since the system AMC officials use to track tactical missions is geared strictly toward tracking air operations, a new one had to be developed to cover both the ground and air events that happened at the airlift competition.

At the 2005 Rodeo, Lt. Col. Mike Mattinson, a Rodeo coordinator, decided it was time to develop a system specifically for the competition. A C-17 Globemaster III instructor pilot by trade, Colonel Mattinson said he had spent the better part of the last 10 years tinkering with his office software, teaching himself a bit of programming along the way. As a result, he has become a point-man for the command's senior leadership when it comes to figuring out office technology.

For this year's competition, Colonel Mattinson crafted new software from scratch. New features, such as a "rainbow" summary that gives coordinators an effective visual of all assets, missions and flight times, are included.

"It's a good system. There's a lot of versatility," said Capt. Lisa Pierce, one of the people Colonel Lavigne recruited to be part of his team.

The fact that Captain Pierce had no complaints boded well for her. For the duration of the week-long competition, Captain Pierce and her fellow planners spent at least 12 hours per day working to keep the sky and ground organized.

#### **Opening Ceremony**

On 22 July, the head of Air Mobility Command welcomed more than 2,500 competitors and observers from the U.S. and 34 other

countries to the largest Air Mobility Rodeo in history.

"The fact that we had so many allies and friends that came to join us in this great competition, I can't tell you what that means to me as the leader of U.S. mobility air forces," said Gen. Duncan J. McNabb, commander of AMC, which has its headquarters at Scott Air Force Base, Illinois.

A low ceiling of clouds obscured all but the flanks of nearby 14,410-foot Mount Rainier, which normally dominates the McChord AFB horizon. Two members of the base's 22nd Special Tactics Squadron parachuted from a C-17 Globemaster III, one carrying the U.S. flag to a grassy area adjacent to a flightline crowded with airlift and refueling aircraft.

General McNabb, along with Rodeo Commander Brig. Gen. Kip L. Self and 62nd Airlift Wing Commander Col. Jerry Martinez of McChord AFB wore cowboy hats and rode horses to a platform where they addressed participants.

Wearing an off-white cowboy hat and the Air Force's new Airman battle uniform, General McNabb acknowledged the talented reservists and Air National Guard troops present, cautioning active-duty competitors to not let down their defenses.

"In many cases it's a Total Force member who is not active duty who takes home all of the titles," he said.

General McNabb paid tribute to modern air mobility warriors who, he said, have been "tested in the crucible of war" and taken their places among those of the past who flew supplies over the Himalayas in World War II, sustained the post-war Berlin Airlift and completed four decades of Cold War missions.

#### **International Cultural Cross-Pollination**

On the outside, the United Arab Emirates' tent looked just like the 20 or so others dotting Rainier Ranch, the off-duty area for the Rodeo, but the similarities end when the front flap of the olive-green tent was opened. In a scene that could best be summarized as an Arabian bazaar meets Western bling-bling, two worlds – and

***Air Mobility Rodeo 2007 provided an opportunity to "train for the fight" while strengthening bonds with America's international partners. It provided critical war-fighter training and skills enhancement in all aspects of mobility operations, including: airdrop, air refueling, aerial port, aeromedical evacuation, security forces, aircraft maintenance, assault landings, combat offloads, short-field landings and more. The skills demonstrated and perfected during Rodeo are crucial to success in the ongoing war on terrorism, and are key to International Air Mobility forces' abilities to respond to "short-notice" humanitarian crises anywhere around the world.***

***To afford the A/TA Board of Officers the opportunity to meet with the Pacific Northwest Chapter, participate in Rodeo awards presentations and meet with the "Best of the Best" in the Air Mobility community, the board scheduled an Association board meeting in conjunction with the Rodeo.***

***Meticulous attention to detail by the Rodeo planners, the Rodeo Wranglers, Pacific Northwest Chapter officers and McChord AFB and Rodeo Public Affairs personnel, insured that 22-27 July was a week to remember, and that Air Mobility Rodeo 2007 lived up to its billing as Air Mobility Command's "Premier Event" in celebration of the 60th Anniversary of the United States Air Force.***

strong mobility partners – effortlessly blended together inside.

Persian rugs, decorative lamps and a wall lined with Arabian cushions – there wasn't a single chair in the tent – were contrasted by the human element, most notably the younger members of the UAE Rodeo team. Chatting on cell phones, a few of them with their



hats casually tilted to the side, they would have fit in at any American shopping mall had they not been wearing their UAE military uniforms.

Cultural fusion, even the most casual form of it, is an integral part of Rodeo, where nations from all over the world come together to share airlift tactics and strengthen interpersonal bonds.

"Each team brings in a part of their culture to share with us. All of the international partners are vital – it all goes to relationship building," said Bruce Balbin, the AMC

international relations advisor.

"We're here for the experience; to get to know other people from different nations so we can plan for the next few (Rodeo) competitions," said Maj. Jamal Al Awani, the UAE team commander.

Although Major Al Awani, a C-130 Hercules pilot for 14 years, has flown combat airlift missions side-by-side with Airmen from the U.S. Air Force in Afghanistan, he said many in his crew were new to a multicultural mission.

"This is a big experience for all the crew, but especially for the new members," he said.

If history is any indication of how successfully teams from different countries have implemented lessons they've learned at Rodeo, the UAE may have a lot to look forward to.

At Rodeo 2005, teams from the United States, Brazil, France and the United Kingdom worked together to teach the Pakistan team about airlift mission procedures and standards.

"Pakistan had never done a combat offload or engine running offload and they asked us how we do it and what kind of timing is needed," said Chief Magno Ney, a Brazilian team veteran.

"We learned a lot from the previous Rodeo working with the other teams, and this year we are competing in those events," said Lt. Col. Rizvi Mazhar, the Pakistan wing commander.

Competition is often tough at Rodeo and rivalries sometimes arise, but the true reason for the international event is to create better airlift capabilities.

"We already had airlift procedures before coming to Rodeo, but working with others, we found our weaknesses, corrected them and then implemented the changes," Colonel Mazhar said.

Aside from presenting the opportunity to hone combat airlift skills, Rodeo is a venue where cultures come together on the human scale. At the end of each day's competitions, Rainier Ranch becomes a giant cultural blender, where team members from all over the world come together.

However, the intermingling isn't limited to the ranch. Within two days of the international participants arriving, airmen from vastly different cultures were already bonding over shared passions.

"We just played the Saudis in soccer and beat them 5-0," said Senior Airman Mike Richardson, a reservist from the 446th Aeromedical Staging Squadron.

Airman Richardson was participating in his first Rodeo, volunteering as a "Wrangler." The Wranglers are a team of 200 Airmen from the competition's host units – the 62nd and 446th

Airlift Wings – who were responsible for event set up and tear down.

Despite their strong showing against the Saudis, Airman Richardson was a bit worried about his team's next informal game. "We're trying to line something up with the Germans; they're probably going to smoke us," he said.

Whether they got "smoked" or not was irrelevant. Rodeo is a competition where everyone comes out on top, regardless of the standings at the end of the day, and, sometimes it takes a "herculean effort" to just be able to compete.

### **Teamwork Trumps Trouble**

When the Turkish C-130 airplane broke down just before the Rodeo competition began, American Airmen banded together to make the impossible happen. When all was said and done, a maintenance job that normally takes weeks was performed in five days, all in the spirit of Rodeo competition.

Trouble began for the Turkish team immediately upon arrival here. Noticing some loose metal shavings during the post-flight inspection, Turkish maintainers began troubleshooting.

What they found was devastating. One of the plane's engines had a broken reduction gear box. Since the gear box, one of the largest parts of an engine, is the mechanism that turns the propeller, the team was grounded – or so they thought.

That's when Capt. Eric Peterson, a pilot from the 10th Airlift Squadron at McChord and one of the Turkish team's hosts, sprang into action.

"Without him, we would not be flying in the competition," said Capt. Umit Saydan, a navigator with the Turkish team.

Since McChord is a C-17 Globemaster III base, there aren't any C-130 parts in stock. So Captain Peterson immediately went to work, trying to locate a new reduction gear box, all the necessary ancillary parts and tools needed for the job.

Before the parts could be procured, funding had to be worked out.



Captain Peterson began sorting through all the red tape and wasn't making much progress until the Rodeo's commander arrived on the ground.

"General (Kip) Self said 'Let's make this happen,'" Captain Peterson said. "At 9 a.m. Friday, we weren't one step away from ground zero. By 1:00 in the afternoon, the problem had a solution. By the next afternoon, we had all the major parts."

"The Turks are great competitors," General Self said. "They bring enthusiasm and skill to the competitive part of Rodeo. They are also important to the camaraderie that is synonymous

with Rodeo. We weren't going to let engine problems keep them from being a part of this special event."

After working with the local judge advocate office to find a legal way through the red tape, funding finally fell in place. However, Captain Peterson still had to find the parts and get them to McChord as quickly as possible. Opening day of the competition was only two days away and the clock was ticking.

Captain Peterson worked with Airmen in McChord's 62nd Logistics Readiness Squadron to finally find a new gear box. But there was a slight problem. The enormous part was in Reno, Nevada, more than 700 miles from McChord.

"We generated a local sortie heading out the next morning to pick up the gear box in Reno, and then FedExed the other parts



from all over the country," Captain Peterson said.

The final challenge was to find the necessary tools to fix the engine. Without proper tools, aircraft parts serve as little more than very expensive paper weights. The C-17 sent to pick up the gear box would have to make a stop in Boise, Idaho, to grab the proper tools before heading back to McChord.

"We went beyond what was normal to get the problem solved. Taking our local training flight to pick up parts and tools for another country's team just so they can compete, it's an amazing thing," Captain Peterson said.

While all this was going on, the Turkish team was starting to feel cursed.

Every international team is allowed a familiarization flight in the days leading up to the competition. Since Turkey's airplane was grounded, the team was offered a ride with a local C-17 crew. But that also fell through, again owing to maintenance issues.

"We thought we needed a medicine man," Captain Saydan joked.

The Turkish aircrew finally got their familiarization flight when their plane was fixed a day before Rodeo kicked off. Much of this was thanks to the efforts of Tech. Sgt. Trey Woodward, who was one of two maintenance liaisons from the 446th Airlift Wing who worked grueling hours with the Turkish team to replace the gear box.

"I've got new respect for these guys," Sergeant Woodward said. "They're hard workers, persistent and professional."

It was also apparent that the bond forged between the maintainers went beyond the professional level.

"They've treated me like family," he said. "We eat every meal together. No one ever eats alone. We've exchanged e-mails, and we plan to stay in contact when the competition is over."

Now, that's teamwork!

#### **Blended Teams Make Rodeo Debut**

Teamwork of different type also made its debut at Rodeo 2007.

For the first time, Rodeo had two teams composed of both active and Reserve component Airmen. These "blended teams" consisted of the 315th and 437th Airlift Wings from Charleston AFB, South Carolina, and the 305th and 514th Air Mobility Wings from McGuire AFB, New Jersey.

Combining the two components was rewarding for both sides, said Air Force Reserve Master Sgt. Paul Sigloch, a 514th AMW aircraft overhaul supervisor from McGuire AFB.

"The active duty side was really stressed due to deployments, so that's when the idea came about for blended teams" said Sergeant Sigloch.

Not only did blended teams alleviate some of the stress associated with preparing a team for the Rodeo, it also gave the teams a total force advantage.

"When you build a team from two different sources, you have the advantage because it is like a fantasy football draft, where you get to choose your best players," said Master Sgt. Russell Gardner, an active-duty maintenance team chief from the 437th AW at Charleston AFB. "We were able to take the best and make our two fabulous teams better and stronger."

Not only did the Airmen from both teams feel like they were able to come better prepared to compete, they all stated that they were excited to compete in a way that mirrored real-world operations.

"I was on the last C-141 (Starlifter) Rodeo team in 2000, but we weren't a blended team," said Sergeant Sigloch. "Active duty and Reserve still helped each other out, but now with the combined team, it reflects what we do in the real world; now we are together."

The blended teams [were] a snapshot of how the job gets done everyday, said Sergeant Gardner.

And it's how that total force is carried out in the real world that let Airmen come together and perform extraordinary feats at Rodeo

2007, said Capt. Dan Lang, an active-duty C-17 pilot from the 437th AW at Charleston AFB.

"Because of the total force culture, people are good at working with other people and learning about them quickly," said Captain Lang. "What makes them a good team are those personal skills."

It's the mixing of personalities, experiences and skills on both sides that not only builds a better competition team but also a better Air Force, he said.

"It's been a great experience working with reservists, because they bring something new to the table and they know a lot," said Senior Airman Arjuna Ramcharan, a 305th AMW C-17 crew chief from McGuire AFB.



"I never realized how much reservists impact active duty and the Air Force mission."

And building upon each other is exactly what Rodeo...and the Air Force are all about, said Sergeant Sigloch.

#### **Wranglers and Umpires**

For the more than 200 "Wranglers" – the team of Airmen who worked behind the scenes at Rodeo 2007 – there were no shiny trophies or recognition at the event's closing celebration for a job well done.

They're a group of unsung heroes who worked long hours at tough jobs, all to make the massive Rodeo competition possible. They began work nearly a month before the first team touched down and continue working weeks after the last team pulls chocks, all to support the nearly 3,000 participants.

"They're the backbone of the operation," said Capt. Jason York, officer-in-charge of the Wranglers. "Basically, anything that needs to get done, they're the guys to do it."

From shaking hands with distinguished visitors to setting up a tent city, the Wranglers busted their knuckles for an estimated total of 25,000 man hours during Rodeo, according to Captain York.

Their labors began a few weeks prior to the competition, when a ten-member team began beautifying the base. Then in the days leading up to the competition, the Wranglers added to their number and got busy setting up the tent city.

When events actually kicked off July 21, Captain York's team had to switch gears and support security enforcement, be on standby in case a fire were to break out and perform perhaps the least desirable duty of all, trash detail.

And, their job didn't end with when the teams left. Somebody needed to tear it all down and clean everything up. That job also fell to the Wranglers.

Another group of hard-working folks who didn't get shiny trophies for their Rodeo efforts were the 380 umpires scoring teams during the competition. And being an umpire is not always a glamorous, high-tech undertaking.

For example, as smoke and the smell of burning rubber drifted off the McChord runway, two umpires were in search of the "hot spot," the location where the C-130 Hercules first touched down. To help find it they had brought along their "high-tech" equipment – their left hands.

# AIR MOBILITY RODEO 2007

Best Fit-To-Fight Team: 62nd Airlift Wing

Best Joint Inspection Team: II Marine Expeditionary Force

Best C-17 Shortfield Landing Aircrew: 15th Airlift Wing

Best KC-10 Air Refueling Crew: 60th AMW

Best C-17 Preflight Team: 446th Airlift Wing

Best Joint Airdrop Inspection Team: 43rd Airlift Wing

Best Operation Support Aircraft-VIP Special Air Mission: 89th Airlift Wing

Best KC-135 Air Refueling Crew: 121st Air Refueling Wing

Best C-5 Maintenance Team: 60th AMW

Best C-5 Engine Running Onload Team: 43rd Airlift Wing

Best T-1 Aircrew: 47th Flying Training Wing

Best C-130 Shortfield Landing Crew: German Transport Wing 61

Best Aerial Port 10K Forklift Operators: 314th Airlift Wing

Best KC-10 Postflight Team: 514th Air Mobility Wing

Best C-17 Aircrew: 97th Air Mobility Wing

Best C-130 ERO Team: 721st Air Mobility Operations Group

Best KC-135 Preflight Team: 319th Air Refueling Wing

Best KC-10 Preflight Team: 60th Air Mobility Wing

Best C-5 Preflight Team: 436th Airlift Wing

Best AE Challenge Course Crew: 86th Airlift Wing

Best KC-10 Maintenance Team: 60th AMW

Best C-17 ERO Team: 60th AMW

Best KC-10 Aircrew: 60th AMW

Best C-130 Preflight Team: German Transport Wing 61

Best C-5 Postflight Team: 60th AMW

Best C-5 Aircrew: 60th AMW

Best Aerial Port Halvorsen Operators: Senior Airman Jonathon Goncalves, 721st Air Mobility Operations Group

Best In-transit Visibility Team: 715th Air Mobility Operations Group

Best AE Configuration Crew: 18th Wing



Photos courtesy of US Air Force and A/T



Best C-5 Air Refueling Aircrew: 60th Air Mobility Wing  
 Best Combat Tactics Team: 92nd Air Refueling Wing

Best C-130 Postflight Team: 314th AW -- J Model

Best C-130 Maintenance Team: 314th AW -- E Model

Best C-130/C-160 Aircrew: German Transport Wing 61



Best Individual Combat Shooter: Staff Sgt. Justin Worley, 86th Airlift Wing  
 Best C-17 Air Refueling Aircrew: 97th AMW



Best C-17 Air Drop Aircrew: 437th AW and 315th AW  
 Best Combat Challenge Course Team: 305th Air Mobility Wing

Best KC-10 Cargo Loading Crew: 60th AMW

Best KC-135 Postflight Team: 121st ARW



Best Aeromedical Evacuation Contingency Crew: 446th Airlift Wing

Best C-17 Maintenance Team: 437th and 315th Airlift Wings

Best KC-135 Maintenance Team: 319th Air Refueling Wing

Best C-130/C-160 Air Drop Crew: German Transport Wing 61

Best KC-135 Cargo Loading Crew: 6th Air Mobility Wing

Best C-17 Postflight Team: 62nd Airlift Wing

**Best Aerial Port Team:**  
 721st Air Mobility Operations Group, Ramstein AB, Germany

**Best Airland Team:**  
 60th AMW, Travis AFB, California

**Best Tanker Team:**  
 60th AMW, Travis AFB, California

**Best KC-135 Team:**  
 97th AMW, Altus AFB, Oklahoma

**Best C-17 Team:**  
 60th AMW, Travis AFB, California

**Best C-5 Team:**  
 60th AMW, Travis AFB, California

**Best KC-10 Team:**  
 60th AMW, Travis AFB, California

**Best Security Forces Team:**  
 62nd AW, McChord AFB, Washington

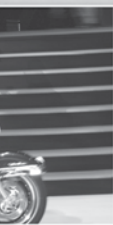
**Best C-130/C-160 Team:**  
 317th AG, Dyess AFB, Texas

**Best International Team:**  
 German Transport Wing 61, Germany

**Best Aerial Refueling Team:**  
 437th/315th Airlift Wings, Charleston AFB, South Carolina  
 and 97th AMW, Altus AFB, Oklahoma



**Best Airdrop Team:**  
 317th AG, Dyess AFB, Texas



**AIR MOBILITY RODEO 2007**  
**Best Air Mobility Team**  
 60th Air Mobility Wing, Travis Air Force Base, California



Majors Dave Sellars and Jack Rembisz, knelt and placed their hands on the flightline feeling for melted rubber.

"This is it," said Major Sellars. "We will take the measurement from here." The method for locating the spot on the runway may seem primitive compared to technology available today.

"We could use an infrared camera to look for a heat signature, but it's expensive and not really necessary," said Major Rembisz showing the palm of his hand, soiled with black rubber. "This works, and it washes off eventually."



The majors were scoring teams participating in the assault landing portion of Rodeo. C-130s and C-17 Globemaster III's both competed in this category and had to

land in the center of a 500-foot-long area on the flightline. These aircraft take cargo and military members to the deployment area. They are capable of operating from small, austere airfields and can take off and land in short distances.

"Those bad guys aren't real good about building 13,000-foot runways for us," said Major Sellars.

The umpires then used a surveyor's wheel to measure from the "hot spot" to the center of the landing zone, which was the target for competing crews. Teams lost points for every foot they land from the target. Some teams were as close as two feet and others missed the entire designated zone, said Major Sellars.

The assault landing umpires were not the only ones at Rodeo to use low-tech but effective techniques to assess team performance. On the other side of McChord AFB near the aerial port, Rodeo umpire Chief Master Sgt. Tim Pratt monitored the 10K forklift event.

A pitcher of water sat on top of a black saw horse, adorned with a horse's head and tail in the spirit of Rodeo. Using a forklift, an Airman from the 721st Air Mobility Operations Group, Ramstein Air Base, Germany, picked up the saw horse and carefully maneuvered around a maze of orange cones.

The water represented fragile cargo that must be moved carefully and quickly without spilling any water, said Chief Pratt. The 721st AMOG was one of 26 aerial port teams competing in Rodeo. Teams lost points for spilling water, hitting cones and safety infractions.

After the first team member sat down the saw horse, he hopped out of the forklift while another Airman took over. He moved an empty pallet and drove backwards through the cones to complete the course.

"We've seen times as fast as 5 minutes, 30 seconds and as slow as 15 minutes," said the chief.

In today's Air Force of precision munitions and high-tech equipment and programs, sometimes it's a simple hand, tape measure, pitcher of water or stopwatch that determines who is the "Best of the Best."

### Keeping It Real

One of the most important aspects of Rodeo is the experience participants garner from competing in events which replicate real-world missions and when it came to adding realism the security forces tactics competition, the Airmen testing the competitors were among the best the Air Force has to offer.

The approximately 30 role players and coordination and support

staff for the tactics competition came from all over the Air Force. Among the role players were Airmen who are instructors at the Air Force Expeditionary Center at Fort Dix, New Jersey, as well as security forces leaders from AMC Headquarters at Scott AFB, Illinois. They were supporting a competition that had 34 teams taking part – 29 U.S. military and five international teams.

Master Sgt. Michael Steinkraus, an air mobility instructor playing an "opposing forces" role is from Det. 1, Air Force Mobility Operations School at Hurlburt Field, Florida, had participated in Rodeo before as an aircrew member. This time around, he said he was enjoying the opportunity to support and see some of the top security forces teams from across the globe.

"What we're doing is testing the teams on the unexpected," Sergeant Steinkraus said. "This (competition) is about readiness. Their ability to deal with the unexpected is tested on every run."

Coming from the Expeditionary Center at Fort Dix where he works as a security forces instructor, Staff Sgt. Matthew Butler said his experience helped add to the realism of the competition.

"We know what they are supposed to be doing for tactics and we know how to engage as opposing forces," Sergeant Butler said.

Staff Sgt. John Hoffecker, also a security forces instructor working as a role player, said being at Rodeo was an "absolutely remarkable opportunity."

"As a security forces member, I like the fact that I can see the tactics from different security forces teams from across the Air Force as well as those from the international teams," Sergeant Hoffecker said. "It's a good collaboration to see with all the synergy that comes with the teams."

Sergeant Hoffecker added how his experience as an instructor helped with role-playing for the competition. "In the today's security forces world, you really have to step outside the old school cop mentality and focus more on people and the whole



community – like being an ambassador," Sergeant Hoffecker said. "Bringing that experience here with the different scenarios they are facing helps me to get into the role and build on the interaction between the security forces teams and the role players."

Master Sgt. Shawn Larkin, the AMC Phoenix Raven program manager and one of the chief umpires for the tactics competition, emphasized the importance of having good role players for the tactics competition.

"They add a dynamic feature to the entire event," Sergeant Larkin said. "If you don't have the right kind of role players, it's hard to simulate real-world situations for us to evaluate."

Other events focused on reality as well. The Aeromedical Evacuation competition offers a great example.

Within minutes, five Airmen transformed the empty bay of a C-17 Globemaster III into a medical care facility capable of hauling wounded military members from a war zone to a hospital for treatment.

Having deployed in support of Operation Iraqi Freedom, the scenario was a familiar one for the Pope Air Force Base, N.C., aeromedical evacuation team competing against six U.S. teams and a Pakistani team for the title of best aeromedical evacuation team.

"The competition is beneficial because we get to test our skills against other aeromedical evacuation squadrons," said Capt. Amy Crow, a flight nurse and medical crew director for Pope AFB's



43rd Aeromedical Medical Evacuation Squadron team. Like their competitors, the Pope AFB team consisted of a medical crew director, flight nurse and three air medical evacuation technicians.

"When we deploy, we come from different bases, so Rodeo not only helps build camaraderie among the different (aeromedical evacuation) units, but also it promotes information sharing and consistency in how we do our job," said Colonel Zmaeff who works as a nurse at the Virginia Mason Medical Center in Seattle. "We are there to get the job done and do it in the most efficient way possible."



To claim the Rodeo 2007 title, teams were scored in three timed events: An aeromedical flight configuration, a static configuration and a litter endurance course. The flight and static configurations test a team's ability to set up their medical equipment on an aircraft during flight and while the aircraft is parked. The litter endurance course, a 30-minute event, teams had

to assess and treat injured servicemembers and overcome obstacles they might encounter while retrieving a wounded military member from the field.

For the medical professionals from Pope AFB, their Rodeo 2007 experience was bittersweet.

"It's the squadron's first and last Rodeo," Captain Crow said.

Pulling a challenge coin from her pocket, she pointed to the logo displayed on the front.

"The Last Dance' is our unit's motto for this Rodeo," she said. The last round of BRAC closings impacted the 43rd Airlift Wing, which is deactivating soon and the base is being transferred to the Army.

The captain might participate in another Rodeo, but not with the 43rd AW. Whether she does or not, she said she would continue to deploy globally to provide wounded military members with needed care.

"I like deploying – to bring the troops home," she said. "It's the best part of our job."

Another great example of keeping it real came during the Engine Running Onload/Offload (ERO) competition.

With engines blazing, the door slammed onto the ground causing man and machine to make a mad dash toward a giant beast with its mouth open, growling, shaking and waiting to devour all in its path.

This is the scene of one of the biggest competitions for ground crews at every Rodeo.

The ERO competition, is a culmination of all the skills possessed by air transportation Airmen, said Master Sgt. Victor Dorsey, the Rodeo 2007 aerial port competition lead umpire.

The event pits team against team in a race to see who can load and unload a cargo aircraft as fast and safely as possible – while the engines are still running.

While running up to an aircraft that has not shut down may seem dangerous, Airmen around the globe do this task on a daily basis to keep supplies and troops moving downrange.

"The environment we are trying to duplicate here is that of the real world," said Master Sgt. Jason Eighmey, the Rodeo 2007 ERO event coordinator. "That's why we leave the engines running, just like they do in Iraq and Afghanistan every day."

Even the safety measures during the ERO scenarios are seen as

lessons in how to conduct business in real-life situations, Sergeant Dorsey said.

"How we conduct our business here should be no different than how we do it in Iraq, Afghanistan or anywhere else," Sergeant Eighmey said. "Safety is paramount in all that we do."

Despite other competitions that test their skills, for aerial port troops, the ERO is their main reason for coming to Rodeo, Sergeant Dorsey said. Rodeo 2007 is a readiness competition of U.S. and international mobility air forces. It focuses on improving war fighting capabilities and support of the war on terrorism.

"Everything we do up until this point, from the cradle to the grave leads up to this point," Sergeant Dorsey said. "Once you load that aircraft up, that's the capstone. We live to load planes."

Not only are the competitors trained to complete EROs in the real world environment, they specifically train just for Rodeo competition for several weeks, said Senior Airman Stewart Simpson, an aerial port Airman and reservist from the 315th Airlift Wing at Charleston AFB, South Carolina.

"We had two days of ERO training a week," he said. "One day was a live ERO, and the other was a static ERO, where we would run through three or four ERO scenarios back-to-back to get into the groove."

Being in top shape is important when competing in an event like the ERO because it is physically demanding, he said. Once the vehicles are loaded onto the aircraft, team members are required to chain them down quickly, which can put a lot of strain on the body.

"Every morning at 7 we would meet at the gym, pool or fitness trail," Airman Simpson said. "Two days a week we were lifting, two days a week we were swimming and we ran the fitness trail."

The competition promotes fitness, fun and camaraderie, and provides a way for team members to learn valuable lessons and skills from others.

"There were a lot of little tips and tricks I learned about things like slinging chains and tying stuff down that I would not have learned had we not participated in the Rodeo," Airman Simpson said.

The ERO competition is the only event that combines both air and ground crews, Sergeant Eighmey said. He also said the level



of competition in this event is some of the most intense of the entire Rodeo.

"Everyone has a lot of zeal and passion for this competition," Sergeant Dorsey said. "This is what it's all about."

Master Sgt. Walter O'Brien, the 315th AW aerial port team chief, told what the ERO meant to him and his team.

Sprinting out of the roaring beast, the aerial porters look back, and seeing the load door close, they know their mission was a success. Into the belly of the beast and back, they have made a difference.

"After our first live ERO in training, we all came off the aircraft all fired up," Sergeant O'Brien said. "I told my team, 'This is Rodeo; this is what Rodeo is all about.'"

He was right. When it comes right down to it, Rodeo 2007 was about Airmen working side by side with a common goal – a coalition of the willing and able – **one team, one fight**.

## American Airlift: Europe's Strategic Interim Solution

by Major David L. Corrick

European military planners have embarked on various programs in recent years to meet deployment requirements appropriate for their new expeditionary role. Three of these initiatives are SALIS (Strategic Airlift Interim Solution), NATO Strategic Airlift Capability (SAC), and the EAC (European Airlift Center). These limited capabilities and works in progress evoke the question of how NATO Headquarters and European nations have responded to deployment requirements for the busiest out-of-area operational tempo in recent history.

Guaranteed access is important, because airlift can dry up in a competitive market. The Beaujolais distributors' yearly consumption of AN-124 airlift contracts was a common topic in the halls at SHAPE (Supreme Headquarters Allied Powers Europe)

***By the close of 2006, U.S. airlift had supported 31 nations in the EUCOM AOR in two years. Movement planners at EUCOM, CENTCOM, and TRANSCOM and the men and women who flew the missions and loaded the cargo continued the Administration's commitment to combined operations despite popular misconceptions the United States was committed to unilateralism.***

and JFC (Joint Forces Command) Brunssum as planners discussed the unreliability of the commercial market. An additional example of commercial airlift's vulnerability involves the European legal system. Another AN-124 aircraft, owned by a Ukraine plane maker, was seized in 2004 as the result of a lawsuit by a Cypriot firm. The aircraft was sub-contracted by a charter company used by NATO for an ISAF (International Security Assistance Force) Deployment to Afghanistan.

This year, 16 nations including the United States, agreed to support four multi-nationally operated C-17s at Ramstein Air Base, Germany or another European base – a concept designated as the NATO Strategic Airlift Capability (SAC). The plan may be fully implemented by 2009. Aircrews will be trained at U.S. facilities. On an individual basis, European nations involved in force projection have also begun to recognize the importance of on-demand strategic airlift with tactical capability. In 2001, The United Kingdom leased four C-17s for seven years with the option to buy or extend.

European military planners improved their airlift capability through a pooled-assets program and a common coordination center. The European Airlift Centre (EAC) was established to coordinate airlift and air-to-air refueling for seven nations in the EAG (European Air Group) out of offices and a control center at Eindhoven, the Netherlands. The organization relies on a technical arrangement for cash-free exchange based on equivalent C-130 hours. In 2004, the EAC expanded its role and continues to improve airlift efficiency. It may even provide niche capabilities to the U.S. D.O.D., as membership is expanded beyond EU nations.

The European airlift gap was filled by USTRANSCOM capabilities with the guidance and assistance of EUCOM. U.S. Air Force Major

Dwight "Dewey" Dorau described the first attempt to determine how much lift was being provided to the allies in the EUCOM area of responsibility (AOR). "At the end of 2004, the EUCOM Joint Movement Center (JMC), the predecessor to the EDDOC, did an informal survey of our allies in theater on how much they relied on U.S. airlift for out of area operations. You know at that time, we called them out of area ops." He continued, "We determined in 2004, about 40 percent of what was moved in and out of Europe by our NATO and coalition partners, for OIF and OEF, was on U.S. aircraft."

In an EDDOC (EUCOM Deployment and Distribution Center) JOPES data pull at the end of 2005, more than 30% of all U.S. airlift in, out, and through the EUCOM AOR was in support of America's NATO allies and partners in the Global War on Terror (GWOT). Indeed, in 2005 and 2006, more than 13,200 tons and 32,100 passengers were moved for allies in the theater.

To enable America's partners, EDDOC established Joint Deployment and Interoperability Readiness Training (JDIRT). JDIRT takes place on-site for eight weeks of hands-on unit movement officer training in the candidate nation, geared to staff sergeants through captains. JDIRT hit pay dirt in Poland. After initial training in 2003 and a refresher in 2005, the number of U.S. support personnel had dropped by 80%.

By the close of 2006, U.S. airlift had supported 31 nations in the EUCOM AOR in two years. Movement planners at EUCOM, CENTCOM, and TRANSCOM and the men and women who flew the missions and loaded the cargo continued the Administration's commitment to combined operations despite popular misconceptions the United States was committed to unilateralism.

As America attains a 190-plane C-17 fleet and receives newly upgraded C-5s, it will continue to be the lead actor on the airlift stage, even when European capabilities are fully established. U.S. acquisition of the KC-X tanker will provide an efficient alternative to other platforms for hire by European nations supporting common goals through military deployments.

Moreover, U.S. support to Europe's new expeditionary requirements in recent years demonstrated that American airlift was, and may remain for some time, Europe's strategic interim solution.

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Report Date: April 2007

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## *Air Mobility Loses a Legend*

### General Howell M. Estes Jr. Dies at 92



Retired Gen. Howell M. Estes Jr., who began his military career with the Army's 1st Cavalry Division and ended it as commander of Air Force mobility operations, died July 2 at his Bethesda, Md., home at the age of 92.

General Howell M. Estes, Jr. (USMA) was Commander, Military Airlift Command, for five years preceding his retirement on 1 August 1969.

General Estes was born in Fort Oglethorpe, Ga., in 1914. He graduated from the U.S. Military Academy in June

1936 and began his military career at Fort Bliss, Texas. He was appointed platoon and troop commanding officer of the 7th Cavalry, and later was assigned to Headquarters First Cavalry Division, as aide to the commanding general. He entered pilot training school in June 1939. Upon graduation in April 1940, he transferred to the Army Air Corps and subsequently was assigned as a flight instructor at Brooks Field, Texas. After three years with the cavalry and in flying training, 1939-40, he served in various training and command assignments during World War II.

Other assignments included Hq USAFE, in chief and deputy chief roles in plans and operations, to 1948; [General Estes graduated from the Air War College in 1949] at March AFB, California, as Commander, 1st Air Base Group, 22d Bomb Wing, and 44th Bomb Wing, to 1951; on combat duty and as Vice Commander, FEAF Bomber Command, 1951; at March AFB as Commander, 105th Bomb Wing, later 12th Air Division, to 1953; Commander, Air Task Group 7, Joint Task Force Seven, Operation CASTLE, Eniwetok, 1954; at Wright-Patterson AFB as Director, Weapons Support Operations, later Assistant Deputy Commander for Weapon Systems and Commander, Detachment 1, Hq ARDC, and Director of Systems Management, to 1957; at Hq USAF as ACS/Air Defense Systems, later ADCS/O, to 1961; in Air Force Systems Command as Deputy Commander for Aerospace Systems, Los Angeles, 1962; and as Vice Commander, AFSC, Andrews AFB, Maryland, to 1964. Estes commanded the Military Air Transport Service, later called Military Airlift Command, from 1964 to 1969, at the time the C-141 Starlifter was entering service.

General Estes was presented the General H.H. Arnold Trophy, the

highest military honor given by the Arnold Air Society, on April 26, 1967 for outstanding contributions to military aviation and aerospace programs.

His military decorations include the Distinguished Service Medal (Air Force), Distinguished Service Medal (Army), Legion of Merit with two oak leaf clusters, Distinguished Flying Cross, and Air Medal with oak leaf cluster. He was rated a command pilot.

#### *The Right Leader During a Crucial Time in Air Mobility History*

Authors Roger D. Launius and Betty R. Kennedy, writing in *Airpower Journal* in 1991, said Estes "perhaps understood better than most people the revolution in airlift that came with the acquisition of the C-141.

*Gen Howell Estes Jr., commander in chief of MAC (CINCMAC) from 1964 to 1969...identified flexibility as the most significant principle of war in the modern era, stating that throughout the Cold War, global airlift had given the United States maximum flexibility. Building on this theme, General Estes later wrote that "the role of modern combat airlift...is to airlift combat forces and all their battle equipment, in the size and mix required - with the greatest speed - to any point in the world, no matter how remote or primitive, where a threat arises or is likely to erupt."*



General William Westmoreland, commander of U.S. Forces in Vietnam, left, discusses Operation Eagle Thrust with General Howell Estes Dec. 13, 1967. (Courtesy photo)

"He suggested that the revolution really encompassed two phases," they wrote in *"A Revolution in Air Transport, Acquiring the C-141 Starlifter."*

"The first, which he believed was nearing general acceptance, was a recognition of the importance of airlift as a tool for executing U.S. foreign-policy objectives, whether in a peacetime or contingency environment." Estes, they wrote, perceived the second phase "as more ethereal and less easy to conceptualize and understand."

A/TA Chairman, retired Air Force Chief of Staff Gen. Ronald Fogleman got to know Estes in the early 1990s, after Fogleman assumed command of Air Mobility Command and U.S. Transportation Command. When asked to comment on the General's passing, Gen. Fogleman said, "He had an amazing breadth of experience in terms of assignments prior to becoming the commander of...Military Air Transport Service.

"While he had little or no previous experience in the transport business he had been on the [U.S. Air Forces in Europe] staff during the Berlin Airlift.

It was a critical time for mobility, Fogleman said, with jet aircraft being integrated into what still was a large fleet of older planes. And with the buildup in Vietnam, it was a time to validate the Civil Reserve Air Fleet, which included World Airways, Flying Tigers and Southern Air Transport, among other carriers.

"While a few of these civilian carriers are still around today, they played a major role in support of military operations during the period," Fogleman said. "General Estes played a key role in getting the CRAF on a solid footing."

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## C-5M Departs Edwards After Another Round Of Testing

by Senior Airman Jason Hernandez, 95th Air Base Wing Public Affairs

The Edwards Air Force Base, California, Combined Test Force for the C-5 modernization program concluded a series of testing on 23 July.

The CTF performed tests to determine the aircraft's climb performance as part of the C-5M's Reliability Enhancement and Re-engining program.

The CTF consists of members with the 418th Flight Test Squadron Detachment 4, a geographically separated unit located at the Lockheed Martin plant in Marietta, Ga.

"We're roughly halfway through our test program," said Wade Smith, 418th FLTS, Det. 4 lead flight test engineer.

One of the types of testing the team performed is called "sawtooth testing," said Tech. Sgt. Vernon Lewis, lead electro-environmental test manager for the detachment.

"It's called 'sawtooth testing' because when you look at a graph of the climbs and descents it looks like a sawtooth," Sergeant Lewis said. "On one flight, the testers were flying anywhere from 8,000 to 13,000 feet. We were gathering data on the thrust and drag characteristics of the aircraft with the new engines."

The team conducted the first in-flight deployment of the C-5M's thrust reversers in mid-July.

"Unlike commercial aircraft, which only use their reversers on the ground, we use the two inboard thrust reversers in flight as a high drag device if we need to decelerate or descend quickly," Mr. Smith said.

The new engines have performed very well in tests, Mr. Smith said.

"We have no problems with the engines," he said. "The increased thrust has been very impressive. We operated the C-5M at higher altitudes than the legacy C-5 could reach."

The team recently used full thrust for the first time during take-offs, Mr. Smith said.

"We consistently took off at approximately 810,000 pounds, which is more than the standard operating weight of 769,000 pounds for the legacy C-5s in the fleet," he said. "We've been taking off with no problems at all. The legacy C-5 with the old engines could not have taken off in

these circumstances."

The replacement of the old engines with the new CF6 model has removed the distinctive sound of an approaching C-5, Mr. Smith said.

"The C-5 is a notoriously loud airplane," Mr. Smith said. "We have had problems with noise complaints. The new engines will allow us to easily stay within acceptable requirements."



The CF6 engines enable the C-5M to take off and land on shorter runways, which is important to the warfighter, Sergeant Lewis said. These new engines also save fuel. With more powerful engines and lower fuel consumption, the C-5 can fly farther at heavier weights into places it couldn't before.

"With this aircraft, there is a constant trade off between cargo and fuel payload," Mr. Smith said. "Now, we can carry cargo and put more fuel on the aircraft and know that we have the performance to take off in high-density, high-altitude conditions even if we lose an engine."

The C-5M should also provide better performance in global air traffic management airspaces, Mr. Smith said. A fully-loaded legacy C-5B has a difficult time operating in certain GATM airspaces because the aircraft can't climb quickly enough.

"One of our key performance parameters with the new engines is to demonstrate the C-5M's ability to climb into GATM airspace with a full combat load within a certain amount of time," he said. "Our initial results show we should be able to meet that

requirement. That testing will take place in the fall."

One more C-5 has been approved for low-rate initial production to start the production line, Mr. Smith said. However, the Air Mobility Command has not yet decided on funding to convert the rest of the C-5 fleet.

If funding is provided, the plan is to convert all 49 of the remaining C-5B models and the two C-5C models that were modified

for space cargo, he said. Whether or not the remaining C-5A models will be modified is still up in the air.

Edwards was the base chosen for the tests because of its smooth air, good weather and long runway, Mr. Smith said.

"The airspace here also allows us to do unrestricted climbs, which is what we really need for this type of testing," he said.

Another reason Edwards is a good test location is the generally clear weather needed for the 23-foot long orange nose boom the C-5M carries for tests, Mr. Smith said.

"The boom carries very precise air-data equipment for measuring speed, altitude and temperature," he said. "We need that data for all performance testing. We can't fly through clouds or any visible moisture with the test boom. If water gets in the boom, it can freeze and damage the instrumentation in it."

Two C-5M's are scheduled to return to Edwards at the end of August and stay through November, Mr. Smith said. They will be used for conducting minimum control ground speed and field performance data tests.

"The warfighter will get a lot more flexibility with this aircraft," he said. "The main focus of the program is reliability. If these modifications work out the way they should, that will be the greatest impact to the warfighter."

### Mark Your Calendars!

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

See A/TA website,  
[www.atalink.org](http://www.atalink.org)  
for banquet seating  
information and  
other details.

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

All events and times  
subject to change.

	MORNING	MID-DAY	AFTERNOON	EVENING
<b>Thursday, October 25th</b>	REGISTRATION* & BANQUET SEATING RESERVATIONS GOLF TOURNAMENT			OPENING RECEPTION IN THE EXHIBIT HALL CRUD TOURNAMENT
<b>Friday, October 26th</b>	EXHIBIT HALL ACTIVITIES REGISTRATION* & BANQUET SEATING RESERVATIONS† Rolls & Coffee Lunch SEMINARS Award Presentations** SEMINARS Award Presentations**			A/TA RECEPTION IN THE EXHIBIT HALL HOSPITALITY SUITE CRUD TOURNAMENT
<b>Saturday, October 27th</b>	EXHIBIT HALL ACTIVITIES REGISTRATION* Rolls & Coffee Lunch SEMINARS Membership Meeting SEMINARS Award Presentations**			COCKTAIL RECEPTION A/TA HALL OF FAME BANQUET HOSPITALITY SUITE
<b>Sunday, October 28th</b>	FAREWELL BRUNCH			
	MORNING	MID-DAY	AFTERNOON	EVENING

**Register Early  
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Registration Form on Page 24.

### Convention Information Contacts:

**Hotel Room Reservations & Info:** Miles Wiley: (703) 660-9627 | [Rooms@atalink.org](mailto:Rooms@atalink.org)  
Info needed to secure a room: Your Name; SSN Last-4; Number of Rooms Requested;  
Arrival Date/Time; Departure Date/Time; Phone Number; and E-Mail Address.

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# 2007 Convention & Symposium Rules of Engagement

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

## 2007 Overview

*(also available on-line at [www.atalink.org](http://www.atalink.org))*

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

### Quick Answers:

- Member Rates:
  - \$260 by 18 Sep, 2400 EST
  - \$290 by 18 Oct, 1700 EST
  - \$350 Onsite
- Full registration includes all events (except golf (\$125) and your hotel, of course).
- The Member Rate is a member benefit. To register at the member rate, your membership must be current through at least November. The membership fee is non-refundable – even if you subsequently don't attend FOR ANY REASON. If you prefer not to become a member, the registration rate is \$450 with no early incentives.
- Membership fees with registration: \$40 1Year; \$110 3Year; \$500 Life
- VISA or MC only with SSN and email address, card number, exp date, and "signature." We do not take AMEX., Discover, etc. at this time. We currently cannot handle purchase orders, electronic checks or bank transfers.
- While our convention fees are extremely low, please bear in mind that partial registration is an attempt to accommodate those individuals who cannot attend the entire convention, e.g., the visiting associate who is in for the day, or an award-winner guest. Partial registration is not meant to reflect the cost for an individual event. Rather it is a reduced convention fee for that period of the convention that may include food. More than two partials can exceed the cost of full registration. You are usually much better off to pay full registration – particularly for accompanying spouses! Full registration is cheap: Please keep our fees in perspective.
- Use one form for you the registrant and your non-member, social guest. Guests register at member registration rate (without a separate membership fee). If you have more than one guest,

please contact us for instructions. Banquet-only pre-registrations are permitted. You can use a second card for your personal portion.

- Spouses who are A/TA members should complete separate forms.
- Members may receive the \$260 early rate only if a completed form and full payment are postmarked or received by 18 Sep. **CAUTION:** You may have great difficulty getting through on 18 Sep because of others who also put it off. After 18 Sep, the higher \$290 pre-convention rate will prevail – no exceptions. Incomplete forms OR payment will NOT qualify for early rate. Payment must accompany form, regardless of method of payment. If you have changes, please do not send duplicate or "updated" forms. Call or email us.
- No faxes/web/mail can be received after 1700 EST 18 Oct (office closed). We prefer no cover sheet for faxes. You may register at the A/TA registration desk upon arrival at the \$390 on-site rate; however, banquet seating is not guaranteed.
- Send one form only. E.g., do NOT fax THEN mail. Do not try to send payment one way and the form another.
- And to be clear, sorry, no, you can't pay now and send names later.

### EXPANDED REGISTRATION INSTRUCTIONS

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

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

### Cancellation:

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

your cancellation: no duty or family emergency releases you from your responsibility to cancel or from the cancellation fee. And did we mention? Membership dues are not refundable.

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

#### **Membership:**

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

#### **Registration:**

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

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

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

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

#### **No Substitutions:**

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

#### **GPC Cards (formally know as IMPAC):**

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

#### **Faxes:**

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

#### **Exhibitors:**

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

#### **Banquet Seating:**

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

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

***Go to the Convention Page at  
www.atalink.org  
for more convention info and  
on-line registration.***



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**AIR MOBILITY COMMAND MUSEUM**

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It is almost time to start setting up the exhibit hall for another Airlift/Tanker Association Convention (#39) and once again the outstanding support of all our Industry Partners, Industry and Government Supporters and Pro Bono exhibitors exceeds my expectations. We will have in Nashville, our largest ever exhibit hall and largest number of exhibitors in our history. And all of the credit goes to you our valued and very much appreciated industry partners and exhibitors. In a relatively short period of time, you will transform a large open area into a magnificent exhibit hall of the finest mobility equipment and services available in the world.

This year's theme: "The Many Faces of Air Mobility: Yesterday, Today and Tomorrow" will focus our attention where it belongs - on our heritage, those who are doing the noble work today of fighting for our freedom and also look to the future for those many specialized capabilities that will be needed for the mission. I have no doubt that this is going to be another exciting convention as we strive again to meet the challenge of making each convention better than the one before (and somehow we keep getting bigger and bigger). None of this would be possible without the loyal support of our friends from industry and government. We are here to serve the mobility warriors of the "New Greatest Generation" and we could not do it properly without you - our exhibitors.

In the past, there have been questions about our exhibit hours. The policy on exhibit hours is that there are "hard times" - when the hall is open and the exhibits must be manned (such as during midday/evening receptions and the General Officer Tour) - these are the exhibit hours that we publish. But there are other times, such as first thing in the morning when coffee is served in the exhibit hall and during the times when there are major speakers or seminars - these we consider "soft times" and booth manning is at the discretion of the exhibitor (this would be an appropriate time to arrange private meetings, discussions, etc.). The exhibit hall is only closed during the General Officer Tour and at the end of the evening receptions - the hall remains open during the day (Friday/Saturday), but understand that there will be limited traffic because of other symposium activities.

As is typical with the convention committee, we are usually working three conventions simultaneously (the one just completed, the current one and next year). There are preliminary plans in motion already for our 2008 return to Anaheim. I plan to have a first draft of the exhibit hall floor plan for the Anaheim Marriott and will coordinate exhibit spaces for our "large exhibitors" (four or more spaces) before we leave Nashville. If you plan to become a "large exhibitor" in 2008, please let me know and I will add you to my list. As is the current process, I will coordinate spaces starting with our largest exhibitor for 2007 and work our way in sequence to the four-unit exhibitors. This should make it easier for everyone as we transition to the 2008 ATA Convention in Anaheim.

I consider it a privilege to serve you - our industry/government exhibitors - you make our convention something special and A/TA sincerely appreciates your support.

Regard, Bob Dawson

## **A/TA INDUSTRY PARTNERS (as of 31 August 2007)**

AAI Services Corporation	JLG Industries, Inc.
AAR Mobility Systems	L-3 Communications, Integrated Systems
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# GOVERNMENT EXHIBITOR SPOTLIGHT

## Air Force Research Laboratory – Air Vehicles Directorate



The 2007 A/TA Convention & Symposium Aerospace Show will feature several Government Exhibitors who have discovered that this unique Air Mobility event is the perfect forum for showcasing their missions. And, one of the Government Exhibitors with a lot to present is the Air Force Research Laboratory and its Air Vehicles Directorate.



The Air Force Research Laboratory (AFRL) is the Air Force's only organization wholly dedicated to leading the discovery, development, and integration of warfighting technologies for our air, space and cyberspace forces.

AFRL traces its roots back to the vision of early airpower leaders who understood science as the key to air supremacy. The passionate commitment of our people to realize this vision has helped create the world's best air, space and cyberspace force.

Air Force Research Laboratory, with headquarters at Wright-Patterson Air Force Base, Ohio, was created in October 1997. The laboratory was formed through the consolidation of four former Air Force laboratories and the Air Force Office of Scientific Research.

### Mission

AFRL's mission is leading the discovery, development and integration of affordable warfighting technologies for America's aerospace forces. It is a full-spectrum laboratory, responsible for planning and executing the Air Force's science and technology program. AFRL leads a worldwide government, industry and academia partnership in the discovery, development and delivery of a wide range of revolutionary technology. The laboratory provides leading-edge warfighting capabilities keeping our air, space and cyberspace forces the world's best.

### Personnel and Resources

The lab employs approximately 5,400 government people, including about 1,300 military and 4,100 civilian personnel. It is responsible for the Air Force's science and technology budget of nearly \$2 billion including: basic research, applied research, advanced technology development and an additional \$1.7 billion from AFRL customers.

### Organization

AFRL accomplishes its mission through nine technology directorates located throughout the United States, the Air Force Office of Scientific Research and a central staff. The directorates include: Air Force Office of Scientific Research; Air Vehicles Directorate; Directed Energy Directorate; Human Effectiveness Directorate; Information Directorate; Materials and Manufacturing Directorate; Munitions Directorate; Propulsion Directorate; Sensors Directorate; and, Space Vehicles Directorate.

### History

The laboratory and its predecessors have overseen more than 80 years of critical research efforts for the Air Force and DOD. Its technology breakthroughs can be found in all of today's modern aircraft and weapons systems, including the F-117 stealth fighter, B-2 bomber, C-17 airlifter and the F-22 fighter. It has contributed to significant advancements in modern communications, electronics, manufacturing, and medical research and products.

Of special interest to the Air Mobility community is the Air Vehicles Directorate – the preeminent aeronautical vehicle research and development organization in the world. Our core disciplines are aeronautical science, vehicle control technologies and structures for all atmospheric and transatmospheric vehicles. We develop technologies in these core disciplines from inception through transition to both current and future military aerospace vehicles. As we like to say at the Air Vehicles Directorate, "The next 100 years start Wright here!"

### Testing Unmanned Aerial Systems Refueling

Air Force Research Laboratory Air Vehicles Directorate scientists are currently working on unmanned aerial refueling concepts. They completed flight tests 31 August

2006 on the first autonomous aircraft in the refueling position, which successfully engaged during each of the 15 flights.

The Automated Aerial Refueling Station Keeping Flight Test demonstrated the capability to perform boom and receptacle refueling of unmanned air vehicle systems behind a KC-135 tanker using operationally representative subsystems. The flight tests integrate components on both the tanker and receiver aircraft to demonstrate that the receiver aircraft (the UAV) can autonomously hold position relative to the tanker while the tanker executes its standard air refueling maneuvers.

"The Station Keeping flight tests were a major step forward for automated aerial refueling technology," said Jake Hinchman, Air Force Research Laboratory automated aerial refueling program manager. "The next step for the program is to mature the technology into an operational capability."

"The benefits of unmanned aerial system refueling are numerous," said Hinchman. "We fully expect an increase in combat radius,

increase in mission time, reduction of response time for time-critical targets, and a reduced need for forward staging areas. An increase of in-theater presence is another advantage."

The automated aerial refueling team continues to build upon the success of this flight test towards enabling new automated refueling capabilities, such as autonomous maneuvering around the tanker.

### Want to Learn More?

A/TA members should be excited about AFRL's participation in this year's Aerospace Show during the Convention. With an expanded display area rivaling many of the commercial exhibitors, there should be a lot to see and learn.



**A Carlsplan Corporation learjet, acting as a unmanned aerial vehicle surrogate, is flown to the contact position behind a KC-135R from the 107th Air Refueling Wing of the New York Air National Guard at Lake Ontario, N.Y. Credit: U.S. Air Force.**

# 2007 A/TA Convention & Symposium

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Online Credit Card Registration (Secure) Preferred – [www.atalink.org](http://www.atalink.org)

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Please Read & Follow Instructions

Detailed instructions: Pages 18, 19 & 20; On-line at [www.atalink.org](http://www.atalink.org)

Registration & Cancellation Policy:

a.) NO REFUNDS without a cancellation confirmation number, obtained after personal cancellation only with Bud or Pam Traynor, prior to events, at (703) 385-2802 or via the hotel switchboard in their room; or personally at the A/TA registration booth (not the hotel desk). **Please no intermediaries.** Email OK but risky. Requests without a cancellation number will not be honored. See cancellation fees below (bottom right).

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

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



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FULL REGISTRATION: (Includes everything except Hotel and Golf)	Check Box for: SELF   SPOUSE	Per Person Fee	TOTAL
➔ A/TA Membership (Required for Member Rate for member and guest)	<input type="checkbox"/> <input type="checkbox"/>	\$40	\$ _____
➔ Member Early Registration (Must postmark/fax by 18 Sep)	<input type="checkbox"/> <input type="checkbox"/>	\$260	\$ _____
➔ Member Pre-Registration (Early above is \$30 cheaper) (Onsite will be \$350)	<input type="checkbox"/> <input type="checkbox"/>	\$290	\$ _____
➔ Non-Member Registration (Probably NOT You – Join and Register Above)	<input type="checkbox"/> <input type="checkbox"/>	\$450	\$ _____
Exhibiting Company: _____ Exhibit Floor Access Required	<input type="checkbox"/> <input type="checkbox"/>		
<b>GOLF (Includes Lunch):</b> _____ Handicap(s) _____	<input type="checkbox"/> <input type="checkbox"/>	\$125	\$ _____
Requested 2. _____ 3. _____	<input type="checkbox"/> <input type="checkbox"/>		
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<b>PARTIAL REGISTRATION:</b> All below included in full registration above – Full registrants please don't use.			
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 (703) 385-2803 (no cover page please)  
 After 11 Oct mail or 18 Oct fax/web cutoff, registrations accepted only at the convention registration desk.

**VISA or MASTERCARD ONLY (no AMEX, Discover, etc.)**  
 By transmitting this form, I certify I have read and understand the cancellation instructions and that if my National membership is not current through Nov., an additional \$40 will be assessed on this card to update my membership. Cancellation fee is \$15 if by 18 Sep; \$25 if by 18 Oct; \$30 thereafter.  
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