



A/TQ

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ON THE COVER: The sun sets behind a C-17 Globemaster III as Soldiers wait in line to board a C-17 at Joint Base Balad, Iraq. The C-17 was deployed from the 437th Airlift Wing at Charleston Air Force Base, S.C. (U.S. Air Force photo/Tech. Sgt. Erik Gudmundson)

Global Vigilance, Global Reach and Global Power for America...

While doing research for this edition's cover story I ran across a CSAF's *Vector* article from Sunday, July 4th, 2010, in which Air Force Chief of Staff, General Norton A. Schwartz, outlines his vision for the future of the Air Force along with suggestions as to how it might get there. The following excerpts from the article point to the amazing job the Air Force is doing, and has always done —

"We are at an important juncture after nearly 20 years of constant combat in the Middle East and Asia; an era that has changed the face of modern warfare and reshaped us. Our Airmen are responding to the Nation's call with agility, innovation, and expeditionary presence — today nearly 40,000 American Airmen are deployed to 263 locations across the globe. We've also demonstrated that modern warfighting isn't just about how many are 'over there.'

"Our deployed-in-place Airmen are indispensable to the day-to-day defense of our Nation, whether they are tracking and dispatching bad actors at intercontinental range, maintaining constant vigilance from space, sustaining credible strategic deterrence, protecting networks, or patrolling the skies over the homeland...

"I see our Air Force rising, strong and capable — an Air Force delivering consistent, credible Global Vigilance, Global Reach and Global Power for America — in what is likely to be a very challenging future...

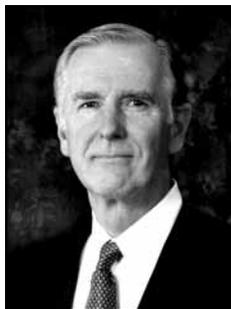
"We cannot know what the future holds, so in order to realize my vision of a consistently powerful, capable Air Force, we will almost certainly need to pursue initiatives not yet fully imagined. I know Airmen will respond.

"After all, we are the stewards of a remarkable and vibrant history that began on the sands of Kitty Hawk and continues to be written in places like Afghanistan. Whether our contribution is in irregular warfare, humanitarian relief operations, engaging other air forces, aerial combat, strategic deterrence — or just getting the job done — we stand firm as a vital component of U.S. military power. America's Air Force entered the 21st century as the world's best air, space and cyber institution, and together we must expand on that legacy."

In closing, I'm happy to report that *Communication Concepts* recently announced that A/TQ has once again been named an *APEX Award of Excellence Winner*. Actually, receiving this honor for the fifth year in a row is a tribute to the on-going, sustained excellence displayed by U.S. mobility forces — its fairly easy to win awards when you can feature one remarkable air mobility story after another!

Collin R. Bakse, editor

Chairman's COMMENTS



Gen Walter Kross
USAF, Ret

A great deal has happened since I last wrote this column three months ago. I don't normally use this space to address current events, but this time I make an exception. Our year began badly as a massive earthquake struck Haiti in January. While an event this powerful brings devastation wherever it occurs, its affect on this impoverished country and its people has been particularly severe. Disaster struck unannounced, right on our doorstep. And Air Mobility professionals have been supporting Haitian Relief from the outset in a continuous attempt to alleviate the suffering and hasten what will be a long road to recovery.

Then, later in the Spring, three more natural disasters occurred from mid-April to early May that have affected our members around the world, as well as those closer to home, A/TA's home.

First was the Iceland Volcano that disrupted world travel across the heavily traveled North Atlantic. The initial eruption lasted only for weeks before quickly subsiding. But before settling back, the volcano reminded us of how dependent we all are on a smoothly running global transportation network that is otherwise taken for granted by nearly everyone. Of course, those of us in global air mobility understand how delicate a balance we rely on everyday, transportation-wise.

Second was — and still is as of this writing — the single largest environmental disaster in U.S. history, the Gulf of Mexico Oil Spill. This is already a catastrophic event of Biblical proportions and it will affect many of our A/TA members for decades to come, in ways we have yet to fathom. As with Hurricane Katrina, the Gulf Oil Spill reminds us that disaster response may occur right on our own American shores.

And third was the Nashville flash flood that followed torrential rains in that area in May. This flood has not received the coverage appropriate to a natural disaster of this scope — due to other events. But it is, by itself, one of the worst natural disasters in our history — with a loss of nearly \$2B in homes, businesses, and other property and more importantly, 30 precious lives. A/TA has deep roots in Nashville, having been founded there nearly 50 years ago. And, as you know, Gaylord Opryland is our most frequent venue for the Annual A/TA Convention and Symposium.

Opryland was completely flooded on 3 May. The loss of jobs and convention revenue has already had a major impact on Nashville and its citizens — and the Opryland cleanup alone will likely extend well into the fall of the year. While we in A/TA are holding our convention in Orlando 28-31 October this year, our friends and teammates in Nashville will still be digging out and getting back on their feet. Please know that we wish our Nashville partners and friends all the best for a speedy recovery. See you in 2011 at Opryland.

Disaster response and humanitarian support are core competencies of our Mobility Air Forces and of A/TA members worldwide. As Mobility Airmen worldwide continue to execute in two wars halfway around the world and carry out the other important sustained global operations, they rise to the occasion of natural disaster. They do this anywhere and anytime by surging to unprecedented levels for as long as is necessary to help those whose lives are threatened and are in need as a result of natural disasters.

And this is why — this year — A/TA and Air Mobility Command have chosen to focus on our Mobility Airmen with the theme for this year's Convention and Air Mobility Symposium:

MOBILITY AIRMEN: THE HEART OF AMERICA'S GLOBAL REACH

MARK YOUR CALENDARS!
2010 A/TA Convention & Symposium
28-31 October

Marriott World Center Resort & Convention Center
Orlando, Florida

President's MESSAGE



**CMSgt Mark Smith
USAF, Ret**

Hooah mobility warriors! During summer vacation, I was blessed to take my two kids (James & Molly) on a mission trip to Kenya. I had been to Nairobi many times during my early C-141 days at Charleston but this time, I was not billeted in a hotel near the airport. Under the guidance and support of an outstanding world-wide organization (410-Bridge), we were able to actually spend time with the Kenyans – with a “feet on the ramp” view inside the close-knit community of Kiria; painting the red-tin roof of their only school, re-painting black chalk boards in their classrooms, building a road, and most importantly, forming relationships and friendships with the men, women, and children of Kenya. Since the trip, I have thought about the many humanitarian missions that occur every single day within Air Mobility Command. I truly wish our support units and crewmembers could see the final impact of your unselfish

and dedicated mission accomplishments. As an Air Force and military family, we are truly blessed with our materialistic “stuff” but after listening, seeing and touching the people of Kenya, we have a lot to learn about true happiness and the “things” that should mean the most in life. I challenge each of you share your time and thoughts with someone or some organization to make a difference in their life. You will be amazed with the rewards!

I recently attended a two-day Global Leadership Summit and was motivated by a lecture presented by Mr. (Pastor) Bill Hybels. I would like to take this opportunity to share some key thoughts with you – as Leaders! It’s a simple basic thought that sounds similar to an air mobility mission. Leaders move people from here to there! Leadership is movement. It is movement to a preferred future. People can sometimes be stubborn and not want to leave a comfortable “here” area. Therefore when leading, you should not first describe how good it may be “there,” but begin by explaining the reasons why you shouldn’t stay “here.” After your review, share your vision of moving “there,” noting the benefits of “traveling the distance - to make a difference.” This concept of leadership seems simple, but realize, your job as a leader is not to merely monitor, but to enthusiastically explain why, as you lead and move people – from here to there. As you know, it takes fantastic people with capable teams to lead. Leaders should lead teams utilizing the three C’s: Character, Chemistry, and Competency; followed by creating the fourth C, an inspiring, high-challenge, high-reward Culture within your team. Stop and ask yourself; are you leading with character and competency and have you sparked the chemistry to create the right culture within your team and how can you make it better?

Another key area to leading people is taking the time to celebrate team milestones and achievements. These key ingredients are critical when moving people from here to there. Like running or jogging, you have energy in the beginning and energy in the end (because you see the finish line). The middle distance is the hardest...you must take the time to celebrate your small achievements and continue to instill vision within your team. Picture vision as water in a bucket, it can leak! You must celebrate your achievements with team celebrations along the way – continually refilling vision bucket. You must also recognize the power of inspiration. There is a 40% differential between an inspired team member and an uninspired team member. Leaders inspire and motivate – PERIOD! I’ll leave you with a few questions regarding your team. Are you inspired? Is your team inspired? Take the lead and make a difference...inspire your team. Your country, team, and family are counting on you!

Speaking of refilling the vision bucket, registration is open for our 2010 A/TA Convention & Symposium. Our theme – Mobility Airmen: The Heart of America’s Global Reach represents what you do so well every day. We look forward to celebrating your successes and achievements! Although our association and convention attendance continues to grow, we are committed to maintaining a quality symposium program and air mobility family reunion atmosphere at our convention. We look forward to seeing you and sharing another “Halloween” at the Marriott World Center Resort & Convention Center in Orlando, Florida.

In closing, many air mobility forces remain deployed serving our country. Our prayers and support are always with you and your family. Thanks for your continued dedication and service to our great nation. God bless you all.

Cabin Report...Secure!

Secretary's Notes

Wow! Summer is almost over, kids are back in school in some areas of the country and we’re anxiously awaiting the start of the 42nd Annual Convention and Symposium.

Speaking of this year’s convention, planning has shifted into high gear. Your local chapters should have appointed points of contact for rooms, transportation, etc. to ensure the best possible experience at the Convention, 28-31 October.



**Col. Dan Penny
USAF, Ret**

This year, we return to the land of the theme park – Orlando, FL. We suggest you register early and lock in the early rate.

The easiest way to register is online at www.atalink.org. Simply click on the LOGIN tab and follow the directions to renew your membership (if necessary) and register. You can do both together on one form, using two different credit cards if you would like. The instructions are very complete (long); but please be sure to read everything. We know there is a lot of information there, but it will answer ALL of your questions and avoid any problems that you might have with only partial knowledge of the procedures. All is on track for the biggest and the best; and we are looking forward to another stellar event.

FOR ALL THE CHAPTER PRESIDENTS AND REPRESENTATIVES, remember to attend the General Membership Meeting on Saturday, 30 October. Be sure to check the seminar schedule for the time and location.

There is always so much planning and hard work on the part of our volunteers to make each and every convention a special event. So, let’s give the first big thank-you to all of you as we look forward to another fantastic convention and symposium.

Looking forward to seeing you in Orlando!

Dan





Association ROUND-UP

Let the Association know what your chapter is doing! Send Chapter News to: atq@atalink.org

Halvorsen Chapter

May 2010 Commentary by Shari Sims, 726th Air Mobility Squadron, member A/TA Halvorsen Chapter, Spangdahlem, Germany.

Since its inception in 2006, the local Halvorsen Chapter of the nationally recognized Airlift/Tanker Association has focused not only on professional development, but also community involvement.

This year we were fortunate enough to be invited to assist 800 athletes who took part in the Special Olympics Day in Kaiserslautern, Germany. With more than 1,500 volunteers, we were a mere fraction of the overall effort, but the positive impact on each athlete's experience was immediately apparent.



KAISERSLAUTERN, Germany – From left to right: Tech. Sgt. Austin Lewis, Master Sgt. Anthony Bickerton, Master Sgt. Brian Rogers, Staff Sgt. Brandi Washington and Shari Sims, all from the 726th Air Mobility Squadron, volunteer their time at the Special Olympics Day May 12 in Kaiserslautern, Germany. The volunteers are members of Spangdahlem's local Airlift Tanker Association chapter, the Halvorson Chapter. (U.S. Air Force photo/Staff Sgt. Candace Sloan)

We derived the inspiration to join in community events such as Special Olympics Day from our chapter's namesake, Col. Gail Halvorsen. Not only is he well-known for his efforts during the Berlin Airlift as the original "Candy Bomber," but he also set a benchmark for the importance of building community relations. His efforts

"We derived the inspiration to join in community events such as Special Olympics Day from our chapter's namesake, Col. Gail Halvorsen."

began the lesser-known "Operation Little Vittles." By the end of the Berlin Airlift, 25 crews had dropped 23 tons of chocolate and candy to the children of post-World War II Berlin. His selfless actions are a constant reminder that every person can make a difference on a much larger scale, and the effects can be felt long after.

On the morning of the Special Olympics, the energy of the crowd was undeniable as athletes lined up for the opening ceremonies and parade. For most of us from the Halvorsen Chapter, this was the first time we volunteered for this event. We were not quite sure what to expect. Once the athletes started around the track, you could not help but get caught up in their enthusiasm. The pride of just being there to take part in the event and share their talents was something to be admired.

The day consisted of a variety of track and field events, along with non-competitive. During softball, it was extremely rewarding to see the athletes field the ball with such determination or throw the ball as if they were closing out the game with the final out. The exceptional joy on their faces from just putting on the glove to be a part of it all reminded us of the simple pleasures of the sport. The raw emotion of the athletes with high-fives, smiles and hugs let every volunteer know they were grateful for each and every one of us being there to share in their achievements. There was a clear sense of community as everyone circled around the field to watch the soccer match between the U.S and German teams. The awards ceremony brought everyone together one final time to cheer on athletes as they were recognized for their superior efforts throughout the day.

Following the lead of our treasurer, Staff Sgt. Brandi Washington of the 726th Air Mobility Squadron, the Halvorsen Chapter will continue our involvement with this annual event.

"I love seeing the smiles and the excitement each child and adult show. The Special Olympics is more than a volunteer opportunity – it's a chance to bring joy to someone's life by playing, teaching or helping them in activities they do

not experience every day," said Sergeant Washington. "I've been volunteering for the Special Olympics since 2003 and to be greeted with big, bright smiles at the end of the day completes me."

Our chapter strives to follow in the steps of Colonel Halvorsen by building community relations and we are continually looking for those who would like to share their suggestions, along with their time as members of our professional organization. In the past, we have taken professional de-



Master Sgt. Brian Rogers, 726th Air Mobility Squadron, demonstrates the proper technique in throwing a softball to a participant in the Special Olympics Day May 12 in Kaiserslautern, Germany. Sergeant Rogers volunteered along with other member of Spangdahlem's local Airlift Tanker Association chapter, the Halvorson Chapter. (U.S. Air Force photo/Shari Sims)

velopment trips to the Sinsheim Auto and Technik Museum, the 385th Bomb Group Museum and the Meuse-Argonne American Cemetery and Memorial.

For further information on membership and future professional development trips, contact Master Sgt. Anthony Bickerton, the chapter president, at Anthony.bickerton@spangdahlem.af.mil.



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- ★ Checks will be issued upon completion of a course with proof of a grade of C or better in an accredited degree program
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 - ★ Individuals are limited to one ETG per 12-month period.
 - ★ Student financial need is not a criterion
 - ★ May not be used for a lower or lateral previously awarded degree

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



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

Cover STORY

The state of airlift for the U.S. military, despite a decade of the highest continuous demand since World War II, remains good, meeting ongoing demands from the troop drawdown in Iraq, simultaneous surge in Afghanistan, and humanitarian relief following devastating earthquakes in Haiti and Chile early this year.

The U.S. Air Force's Air Mobility Command (AMC) estimates its transport aircraft average some 900 flights a day around the world, moving nearly 2,000 tons of cargo and more than 6,000 passengers. That is an operations tempo (Ops Tempo) that equates to one mobility aircraft taking off every 90 seconds, 24 hours a day, 365 days a year.

Since 9/11, that has amounted to more than 1.2 million sorties transporting some 4.5 million tons of cargo and 12.4 million passengers. In addition, AMC has delivered more than 1.5 billion gallons of fuel in air refueling flights.

"Global Reach ensures our joint team can deploy, maneuver, and sustain large forces on a global scale. In Iraq and Afghanistan, Air Force mobility assets are central to sustaining the joint and coalition team," Air Force Deputy Assistant Secretary (Science, Technology and Engineering) Dr. Steven H. Walker told the House Armed Services Committee (HASC) Subcommittee on Terrorism, Unconventional Threats and Capabilities on 23 March of this year. "On any given day, Air Force C-5s deliver life-saving Mine Resistant Ambush Protected [MRAP] vehicles into theater, C-17s airdrop critical supplies to forward-based ground forces, and C-130s provide tactical airlift to move theater-based personnel and equipment."

In a 17 March report on the state of USTRANSCOM to the HASC, the commander, USAF Gen. Duncan McNabb, said a lot remains to be done to ensure the ability of the command to meet U.S. air mobility demands through the middle of the 21st century. "Rapid global mobility is critical to TRANSCOM's quick reaction capability to meet the needs of the joint force and we need to continue recapitalizing our air mobility force."

AMC's mobility fleet includes a variety of platforms, and some of its workhorses, the heavy-lift cargo and tanker aircraft – the C-5 Galaxy, C-17 Globemaster III, C-130 Hercules, KC-10 Extender, and KC-135 Stratotanker – have been in service for more than half a century, some already are into phased retirement plans, and all have been used far beyond their anticipated annual Ops Tempo during the past decade. And, currently, due to the drawdown in Iraq and the surge in Afghanistan, the Ops Tempo shows no signs of slowing down anytime soon...

U.S. Air Mobility Forces Simultaneously IRAQ DRAWDOWN. Support Force Reductions in Iraq and AFGHAN SURGE. Force Increases in Afghanistan

by Collin R. Bakse, editor

Articles by Staff Sgt. Stacy Fowler, 332nd Air Expeditionary Wing Public Affairs; 1st Lt. J.D. Griffin, U.S. Air Forces in Europe Public Affairs; Mark Diamond, Headquarters AMC Public Affairs; Capt. Marnee A.C. Losurdo, 512th Airlift Wing Public Affairs; and Bob Fehringer, U.S. Transportation Command; were used in the creation of this story.

The sun sets behind a C-17 Globemaster III as Soldiers wait in line to board the aircraft at Joint Base Balad, Iraq. The C-17 was deployed from the 437th Airlift Wing at Charleston Air Force Base, S.C. (U.S. Air Force photo/Tech. Sgt. Erik Gudmundson)

Drawdown In Iraq on Track

As of April, the Army had moved 35 percent of the equipment and materiel slated for retrograde out of the country. More than half of the equipment leaving Iraq will go to Afghanistan, according to Lieutenant General William G. Webster, commander of the Third Army, who is overseeing the drawdown in Iraq and the buildup in Afghanistan. Modifications and repairs will be made at Camp Arifjan, Kuwait, before the equipment is transferred – not only to upgrade equipment, but also to adapt the equipment to a new and different operational environment.

Equipment from Iraq that is not transferred for use in Afghanistan will be disposed of, reintegrated for additional Army use, or sold to foreign militaries. The Army Materiel Command and the Defense Logistics Agency are working with units in Iraq to determine the best and most cost-effective course of action concerning each piece of equipment slated to leave Iraq.

During a Department of Defense press conference on 2 April, Webster said that one example of how the Army is updating equipment for use in Afghanistan is the evolution of the mine-resistant ambush-protected (MRAP) vehicle. He noted that the newly introduced MRAP all-terrain vehicle is better suited for the “rough terrain and terrible roads in Afghanistan” and is being shipped by air “at a rate of about 400 a month, and we plan to move that up to about 1,000 a month to get them into Afghanistan over the next couple of months.” The vehicles will replace up-armored high-mobility multipurpose wheeled vehicles and larger MRAP vehicles currently in use.

As the troop drawdown continues in Iraq, Army Gen. Raymond T. Odierno, commander of U.S. Forces Iraq, the top U.S. commander there, said he’s convinced the Iraqi security forces are ready to take over more responsibility, and that the sacrifices the United States has made to get to this point will prove worthwhile.

Odierno said he’s impressed with progress the Iraqi security forces have made, particularly since the new security agreement took effect in January. “Today, they are in charge everywhere in Iraq,” he said. “We no longer conduct large-scale operations in Iraq. They do. We support those operations.”

As a result, Odierno said he expects little change in how operations are conducted on the ground when Operation Iraqi Freedom wraps up on 31 August and the mission in Iraq becomes Operation New Dawn.

“Frankly, the missions we are doing today are the same missions we’ll do on 1 September when Operation New Dawn starts,” he said. “We are already in stability operations.”

The big difference will be that the United States will have 50,000 rather than 95,000 troops on the ground – a force Odierno called sufficient to continue the support mission.

“We don’t need to do that with 95,000 in Iraq today,” he said. “It is time, and appropriate for [the Iraqis] to take on this responsibility, and [for] us to start to get more and more in the background...I think it is that time in the fight for us to do that.”

Meanwhile, Odierno said the U.S. is committed to train, equip, and most importantly, professionalize the Iraqi security forces during the next 17 months.

If there’s a single lesson learned from Operation Iraqi Freedom, Odierno said it’s the importance of the “unity of effort” that brings together all of the elements of national power needed to ensure success.

“This is a complex place, and it takes complex thought; it takes complex solutions to solve problems here,” he said. He credited young military leaders “who have adapted over time” and learned how to use all the tools available to them – through the military, the U.S. embassy, nongovernmental organizations and other organizations.

“They have learned how to do that, and gotten much better at it, and that is what has helped to drive us toward a more stable Iraq,” he said.

Odierno said he hopes to take those lessons with him when he moves to his next military post.

“That’s the way we need to train our leaders of the future,” he said.

Balad Airmen Move Helicopters for Iraq Drawdown

As the drawdown and redeployment of assets continues in Iraq, helicopters from bases in Northern Iraq have made their way to Balad to be inspected, prepped and shipped to new operating locations with the assistance of the 332nd Expeditionary Logistics Readiness Squadron Aerial Port team.

“We have about 70 helicopters coming through here in just two weeks,” said Senior Master Sgt. Mark Farrington, the 332nd ELRS Aerial Port special handling superintendent. “We have to make sure they are properly prepared for shipment even before they touch the ramp of the cargo planes transporting them.”

Members of the 332nd ELRS and their Army maintenance counterparts conduct inventory inspections together to make sure each aircraft is airworthy. They remove armament; secure the helicopter blades, fins and other maneuvering gear; and ensure all potentially hazardous materials like batteries, oils and fuel are at safe levels for shipment by air.

“Communication and coordination between the Army and Air Force is what makes this whole thing work,” said Capt. Stephen Lee, the 209th Aviation Support Battalion strategic air load officer in charge. “This is a no-fail mission. These aircraft are from U.S. areas in the north, and will be funneled through Joint Base Balad



A C-17 Globemaster III pulls onto the parking ramp behind Army UH-60 Blackhawk helicopters waiting for transport July 12, 2010, at Joint Base Balad, Iraq. As the drawdown and redeployment of assets continues in Iraq, helicopters from bases in Northern Iraq have made their way to JB Balad to be inspected, prepped and shipped to new operating locations. (U.S. Air Force photo/Staff Sgt. Stacy Fowler)

on their way to locations of higher priority. This is a potentially complicated operation, made simpler through proper planning.”

Preparation for these movements began months ago, said Chief Master Sgt. Bruce Westcott, the 332nd ELRS Air Terminal manager.

“The Army says they have to move their aircraft, and they work with the Air Force to get it going,” Chief Westcott said. “The Army says, ‘We have this number of (UH-60) Blackhawks, (AH-64) Apaches, etc., that we have to get from point A to point B.’ To help connect the dots from start to finish, the Air Force comes back with, ‘We can allot you this number of C-17 (Globemaster IIIs) and C-5 (Galaxies).’ And for each aircraft, there is a specific load plan that tells the loadmaster they can load ‘this’ many helicopters of ‘this’ particular type onto a C-17 or C-5.”

It was this coordination that has made the transport relatively smooth, Captain Lee said.

“We knew what we needed to do in the first half of the planning, and that made implementation and action faster and smoother when the aircraft began to move,” Captain Lee said.

The last time helicopters came through JB Balad, it was on a much smaller scale; and even though the mission has increased exponentially, the support of the 332nd ELRS continues to carry on strong.

“This is what we do here: make it happen, whatever the mission is at the time,” Sergeant Farrington said. “We won’t say ‘it’s too hot,’ when it’s 135 to 140 degrees on the flightline; that is when we work together the best. If there is one entity that has problems meeting the line, we all step up to make sure we all hit the line.”

Working side-by-side, Army and Air Force members continue their cooperation during drawdown and redeployment.

“Knowing what each of us had to bring to the flightline has paid off tenfold,” Captain Lee said. “From the beginning of planning months ago, through the inspection and transport today, I am very proud of my Soldiers and the Airmen here who have made this happen.”

Airmen in Europe Propel Surge into Afghanistan

Ongoing U.S. Transportation Command surge operations into Afghanistan are being supported by U.S. Air Forces in Europe Airmen, who are helping push through the increased numbers of deploying combat troops and war-sustaining equipment.

USAFE air bases provide strategic staging locations in Central Europe and possess the required advanced infrastructure to sustain increased operations tempo.

“USAFE air base infrastructure is indispensable for strategic global projection of our forces and medical evacuations,” said Col. Marilyn Kott, the deputy director of USAFE Air and Space Operations. “Because of USAFE and Air Mobility Command’s forward presence in Germany, AMC aircrews can fly into Afghanistan, offload passengers and cargo, and fly out the same day, opening up ramp space downrange for other aircraft.”

Both Ramstein Air Base and Spangdahlem AB, Germany, are particularly critical air mobility hubs for U.S. and NATO throughput activities. Throughput capacity of these bases was increased as part of the transition of the mission of Rhein-Main AFB, Germany, to

Ramstein and Spangdahlem air bases. USAFE’s realignment decision has significantly benefitted the national interests of both Germany and the U.S., by allowing Frankfurt International Airport, Germany, to expand its operations, at the same time giving USAFE state-of-the-art air mobility infrastructure at the receiving base.

Support of ongoing TRANSCOM surge operations has required augmentation by USAFE members, and is being filled by several USAFE bases sending Airmen on temporary duty. The Airmen’s mission specialties include vehicle operators, fuel specialists, services and aircraft maintenance.

“We’re on six-month deployment orders coming (to Ramstein AB), and work 12-hour days just like we would downrange,” said Staff Sgt. Christopher Pinner, a 31st Logistics Readiness Squadron fuels distribution operator. “There are six of us here from Aviano (AB, Italy), and we’ve dealt with normal deployment challenges like missing births and responding to family emergencies, but we’re proud to be a part of this mission.”

Surge missions have increased aircraft received, serviced, fueled and launched by USAFE Airmen, in some cases as high as 53 percent more than pre-surge levels.

While surge support is in full swing, USAFE officials continue to deploy Airmen downrange, in addition to accomplishing their assigned duties within the European theater.

“USAFE Airmen are already forward-stationed in the European theater supporting U.S. European Command and other joint operations by providing deterrent combat airpower, building partnership capacity, engaging with our allies and strengthening international partnerships,” said Gen. Roger A. Brady, the USAFE commander. “USAFE is grateful for these partnerships, which are key to USAFE’s strategic responsibility and the access afforded by forces forward. This access is a key pillar of U.S. global power and projection. I’m proud of every Airman who has worked hard to ensure our mission success.”

By 31 August, Air Mobility Command aircraft and crews are expected to have delivered an additional 30,000 troops and associated equipment, fulfilling President Barack Obama’s December 2009 order.

C-5M Super Galaxy ‘Flexes Muscles’ Supporting Afghanistan Surge

During a recent operation in support of the nation’s 30,000 troop plus-up in Afghanistan, Air Mobility Command’s newest C-5 airlifter got a chance to flex its M-model muscles.

And according to those closest to the operation, the results were impressive.

Dubbed the C-5M Super Galaxy, the newest C-5 to join the AMC fleet boasts upgraded engines and avionics, enhanced communications, navigation and safety systems, and improved reliability rates.

During a recent 30-day mission, 10 C-5 aircraft - two M models and eight legacy A- and B-model C-5s - transported more than 100 U.S. Army helicopters and more than 400,000 pounds of related equipment from Rota Naval Air Station, Spain, to various airfields in Afghanistan, including Bagram and Kandahar.

According to AMC officials, although 10 aircraft were used, at any given time only four or five aircraft (including the two C-5M



Reserve and active-duty C-5 aircrews from Dover AFB, Delaware, spent June 15, 2010 through July 15, 2010 overseas supporting the Afghanistan troop surge by delivering 4 million pounds of cargo to various locations in Afghanistan. (Courtesy photo)

Super Galaxies) were transporting helicopters downrange. Officials said the mission was planned using two C-5Ms and two C-5Bs; however, as the legacy C-5B aircraft went down for maintenance, they were replaced with other A- and B-model C-5s.

The pre-staged helicopters and cargo belong to the U.S. Army's Combat Aviation Brigade, 4th Infantry Division. The 2,600-member Fort Hood, Texas, unit is slated to deploy to Afghanistan this month.

As part of a U.S. Transportation Command multimodal movement, the Army equipment was initially transported to Rota NAS by ship. From there, AMC Airmen loaded the equipment onto the C-5s and delivered it directly into landlocked Afghanistan.

This multimodal operation maximizes available resources by combining the immense carrying capacity of sealift with the swift, "anywhere-anytime" capability of airlift.

AMC officials said the entire operation was a great example of the services working together under the umbrella of USTRANSCOM to support the joint warfighter, and a perfect example of the capabilities the Defense Department gains from the new C-5M Super Galaxy.

Colonel Patrick Cloutier, Rota NAS Stage commander for the operation and vice commander of the 439th Airlift Wing (Westover Air Reserve Base, Mass.), said the upgraded C-5Ms outperformed the A- and B-model C-5s.

Because of maintenance issues with the legacy C-5s, he said they employed eight C-5A/Bs to generate 23 missions, while the two C-5Ms generated 22 missions. And although the Super Galaxies flew one less mission, Colonel Cloutier said they hauled 55 percent of the total cargo.

AMC officials said the C-5Ms completed the operation out of Rota NAS with a 96 percent maintenance departure reliability rate vs. an 82 percent rate for the A- and B-model C-5s.

Even more impressive, according to the colonel, at one point during the early days of the operation, he said they were turning a single C-5M every eight hours without "missing a beat."

"In short, the C-5M did what it was designed to do; deliver cargo more effectively and efficiently than its predecessor," Colonel Cloutier added. "We're just now realizing everything this incredible aircraft can do."

Captain Cory Damon, a Dover aircrew member involved in the operation, added, "[The crew] wore out before the C-5M did." He said it was the first time he'd seen this happen during his C-5 career.

Colonel Cloutier said that the two factors that make the C-5M stand out are reliability and performance. In fact, he said the operation ended two days earlier than planned; an accomplishment he attributes to the C-5M's outstanding reliability and performance.

The C-5, with its ability to carry more than any other U.S. aircraft, has been an aviation workhorse for the Air Force since the 1970s. However, the C-5M, upgraded with new avionics and engines, is setting a historic precedent as well, said Lt. Col. Mike Semo, a 709th AS pilot and chief of the C-5M program office.

"The C-5Ms performance in this surge sets the benchmark for future operations," he said. "Staging the C-5M downrange to transport time-critical cargo direct to a theatre half-way around the world is groundbreaking. This adds a new-weapon to our arsenal of direct delivery capability, and we are extremely proud to

enable our troops to accomplish the mission by providing them with life-saving equipment, supplies and cargo."

Plus, the C-5M has 22 percent more thrust, resulting in a 30 percent shorter take-off and a 58 percent higher climb rate to initial altitude," Colonel Semo said. The aircraft can fly for more than 5,000 miles without refueling, allowing it to bypass traditional enroute stops and supply cargo to the war fighter much faster.

Another improvement is the C-5M's mission capable rate, which is the ability of the aircraft to perform the mission. For the surge, the C-5M completed 21 missions with an MCR of 85 percent, said Chad Gibson, the Lockheed Martin Aeronautics communications manager. The seven legacy C-5 aircraft achieved an MCR of 65 percent during the effort.

MCRs for the C-5 averaged 67 percent from July 1994 to June 1995, according to www.globalsecurity.org.

"We expect the reliability to increase further with the first production aircraft that arrives at Dover (AFB) September 30," Colonel Semo said.

The first production C-5M will have incorporated the lessons learned from the operational test and evaluation Dover AFB aircrews completed this year. Congress will decide if the Air Force will receive more modernized C-5s. However, if approved, 49 more C-5s are scheduled to undergo upgrades completing their conversion to the C-5M.

Intratheater Mobility Forces Setting New Records in Afghanistan

When your unit is surrounded by an enemy hitting you with small-arms fire and rocket-propelled grenades, and mortar rounds are screaming in and you're running low on food, ammunition and everything else, you can't exactly send someone to Walmart for supplies.

That's when you pray for an air-drop. *Now.*

"Sometimes these missions are like driving an 18-wheeler through a 5 o'clock traffic jam while trying to ask for directions with a cell phone that isn't getting any reception," said Capt. Scott Huffstetler, an airdrop mission planner with the 8th Airlift Squadron in Afghanistan. "Eventually, you just muscle your way through and get the job done."

"The airspace in (Afghanistan) can be incredibly busy, and often times the terrain makes radio reception poor," Captain Huffstetler added. "Last night, my crew and I flew a mission into an area of the

country where the air traffic congestion could rival Frankfurt, Atlanta or Chicago."

Captain Huffstetler said communication and coordination had to be accomplished during that mission by talking with many different air traffic control areas, none of which could hear the other.

"One of the biggest challenges that we face during the airdrop missions is coordinating clearance into the different airspaces within the country," Captain Huffstetler said. "With about 10 minutes until the drop, we had four different radios which were actively being used to accomplish this. With dozens of aircraft flying a wide variety of missions, and all of them needing access to the same airspace at the same time, things can get complicated quickly."

"In short," he continued, "with three pilots talking on four radios, some of which were less than 'loud and clear,' and driving 20



Container Delivery System bundles parachute to the ground from a C-17 Globemaster III transport jet over a drop zone May 9, 2010, in Afghanistan. (U.S. Air Force photo/Staff Sgt. Manuel J. Martinez)

minutes out of our way in order to avoid traffic and blocked airspace, we successfully got the drop off and delivered the goods to the user. All of this being at night and on (night-vision goggles)."

In spite of communication glitches and other problems encountered on these missions, during a recent 12-week period, about 500 bundles were dropped per week, which amounts to 450 tons dropped each week.

For comparison, during the Battle of the Bulge in World War II, 482 tons of supplies were dropped in a two-day period in December 1944. In Vietnam, during the battle of Khe Sanh, 294 tons were dropped in a 77-day period.

April was a record month for bundles dropped, with more than 2,700 delivered, with April 7 setting a single-day record of 200 bundles, equaling 160 tons, said Col. Keith Boone, the who has managed airdrops since his arrival in Afghanistan last year.

"We have been steadily increasing since sustainment airdrop operations began in 2005," Colonel Boone said. "Undoubtedly, this is the longest aerial delivery sustainment in the history of military operations. With the exception of about five days, we have had at least one drop every day since I have been here, and I suspect that is true for the past two years."

Methods of delivering supplies to troops in the field have improved dramatically since the early airdrops of World War II were conducted by pushing small crates with parachutes out of the aircraft's side cargo doors.

"Lots of great innovations (are) happening in theater," said Brig. Gen. Barbara Faulkenberry, the former director of mobility forces and commander of Air Mobility Command's 15th Expeditionary Mobility Task Force. "The end result is we're providing what the warfighter needs, when he needs it, and where he needs it."

Among those innovations are the Joint Precision Airdrop System, the Improved Container Delivery System and the most recent development, the C-130 Hercules "low-cost low-altitude" combat airdrop to resupply soldiers at a forward operating base.

JPADS uses GPS, steerable parachutes and an onboard computer to steer loads to a designated point on a drop zone. It integrates the Army's Precision and Extended Glide Airdrop System and the Air Force's Precision Airdrop System program. ICDS allows for improved precision by factoring in the altitude, wind speed, wind direction, terrain and other circumstances that might affect the drop. A low-cost, low-altitude airdrop is accomplished by dropping bundles weighing 80 to 500 pounds, with pre-packed expendable parachutes, in groups of up to four bundles per pass.

"The LCLA drops will meet the needs of a smaller subset of the units," Colonel Boone said. "This is a significant step forward in our ability to sustain those engaged in counterinsurgency operations throughout Afghanistan."

"Our main method of supply will continue to be through airland missions – landing at airfields and offloading supplies," Colonel Boone continued. "Where that isn't possible, we will deliver sustainment requirements through larger-scale (container delivery system airdrops) – everything from ammunition to meals."

These resupply missions are coordinated by U.S. Transportation Command officials with their component commands: the Army's Military Surface Deployment and Distribution Command, the Air Force's Air Mobility Command and the Navy's Military Sealift Command.

Gen. Duncan J. McNabb, the TRANSCOM commander, recently flew on one of the airdrop resupply missions in Afghanistan.

"The work these Airmen do every day is saving lives," General McNabb said. "I am amazed by our Airmen. No matter the size of the challenges they face, they find solutions and get the job done. These airdrop missions are a terrific example of how our phenomenal people in the field will always deliver to the warfighter."

U.S. Central Command Combined Air and Space Operations Center officials said 97 percent of the airdrops have been on target.

"Tactical airlift has never been so responsive, so agile in our (tactics, techniques and procedures), and critical in a fight," General Faulkenberry said. "Airdrop is enabling the small, dispersed (counterinsurgency) unit to engage and operate. This April, we dropped 4,860,000 pounds to ground forces who needed the food, fuel or ammunition. It is taking air-ground teamwork to succeed, and together, we're making our history."

Air Fueling – The Critical Enabler

The tanker underwrites our nation's ability to project power rapidly. It extends our reach to deliver the clenched fist of U.S. power to our adversaries, or the open hand of hope to those in need.

Tankers empower U.S. and coalition fighters, bombers and cargo aircraft to take off with more cargo, and less fuel. It allows our combat and cargo aircraft to fly nonstop globally, and enables CAS to loiter above targets for longer periods.

For example, without aerial refueling, fighter jet sorties would be pretty short. It could require four or five times as many jets in order to get the mission done.

AMC tankers have passed more than 1.75 billion gallons of fuel to Air Force, joint and coalition aircraft in support of global operations since 9-11.

To put this into perspective, this fuel would enable a mid-size sedan to travel the earth's equator *more than one million times*.

In 2009, AMC passed 154 million gallons of fuel to close air support aircraft for direct relief to ground forces. This amount of gas could fill a Honda Accord 9 million times.

Today, tankers fulfill multiple roles, from aerial refueling to airlift to aeromedical evacuation, not only for our Airmen, but for our joint and coalition partners as well. Tankers empower U.S. Air Force, Navy, Marine and coalition fighters, bombers and cargo aircraft to take off with more weapons and cargo.

The reason we can continue to operate our current air refueling fleet is because we have great people. For example, our KC-135 maintainers work 7 to 10 hours for every one hour the KC-135 flies.

Air Mobility's other stalwart aerial refueling aircraft, the KC-10s, are busy as well. In the first three months of 2010, Airmen supporting the KC-10 deployed air refueling in the U.S. Central Command area of responsibility flew more than 1,000 sorties off-loading more than 108 million pounds of fuel to more than 6,600 aircraft in support of combat operations, said Jackson.

"In that process, they supported more than 500 'troops in contact,' meaning they refueled aircraft that were providing air-to-ground support for troops in contact with enemy forces on the front lines," said Jackson, who deployed to the 380th AEW from the 49th Fighter Wing at Holloman Air Force Base, N.M., and whose hometown is Clinton, Utah.

Whether it's operations or maintenance, the Airmen assigned to the KC-10 mission say they know they are an important link in the chain of success that takes place with the refueling mission in the USCENTCOM area of operations.

Mission Ready

Despite the harrowing Ops Tempo, the readiness of the U.S. Air Mobility Forces remains high while meeting robust and dynamic operational requirements. Our Air Mobility fleet continues to provide strategic, theater and direct support air mobility missions – moving personnel and a wide variety of equipment and supplies. And, despite 19 years of sustained Air Force deployments, exacerbated by the winding down of one conflict coupled with the spin up of another, the personnel and aircraft of the U.S. Air Force are ready to face any challenge with precision and reliability. ■

WARRIOR STORIES

From Air Mobility Command

— Short Accounts of Air Mobility Warriors In Action —

FLIGHT MEDIC MENTORS AFGHAN PARTNERS

The Afghan National Army Air Corps trains alongside coalition mentors to gain the skills needed to keep patients stable while in flight. For the past two decades, Master Sgt. Richard Kramer, deployed from Pope Air Force Base, has been providing critical patient care in the air. But for the last year, he has been using his experience to train Afghanistan National Air Force soldiers on the “how to” of being a flight medic. “We have taken them from not being familiar with the helicopter, not being familiar with giving care in the air and now as soon as they get their patient they know exactly what to do.”

★★★

DEPLOYED COMMANDER PERFORMS LIFE-SAVING OPERATIONS

Having recently returned from a deployment to Southwest Asia, Col. Barbara Jones says she realizes that her career choice has brought her exactly where she wanted to be. As commander of the 379th Expeditionary Aeromedical Evacuation Squadron, her AES crews transported both battle-injured and non-battle-injured patients to and from areas of Iraq and Afghanistan. “On deployment, I got to fly a lot and take care of many patients,” she said. “Any day flying – taking care of patients, talking to them, relieving their pain, giving them hope – was better than any day in the office. I am very fortunate in the job I have because I can do that and be a commander. I really enjoy doing both – being a commander and a flight nurse.” Colonel Jones recalled circumstances when the patients’ conditions were dire, but the EAES nurses and technicians stepped in and did their job so well they saved their lives. “It’s a testament to what our medical community is doing out there,” the Pope AFB colonel said.

★★★

NCO KEEPS IT COOL IN MIDDLE EAST

With daily temperatures averaging 100-plus degrees Fahrenheit every day, many consider it vital to have the right kind of technical expert on hand to make sure air conditioners work. One such Airman is Staff Sgt. Christopher Varnes, who is deployed from Joint Base Charleston. Sergeant Varnes is part of a team of civil engineer Airmen who work to maintain heating, cooling systems and other systems for a deployed wing of more than 1,900 people. “When the temperatures rise, it’s our job to make sure important systems and people stay cool from the blistering heat. We’re usually the ones out in the heat keeping it cool for the folks working indoors. We work hard and are proud of the work we do,” he said.

CAPTAIN OVERSEES MAINTAINANCE OPS IN SOUTHWEST ASIA

Capt. Jaclyn Cordero, who is deployed to Southwest Asia from MacDill Air Force Base, Fla., is responsible for maintenance actions that directly support flightline operations. But her success is due to the excellent caliber of the Airman she leads. “What I do at work is nothing compared to what the men and women of this maintenance group do,” said Cordero. “When you can watch an aircraft take off knowing all the effort that went into it and see it safely return after completing a mission that helped save U.S. lives, it’s a great feeling.” She said aircraft maintenance is the key in launching reliable aircraft into the fight. “It’s not always an easy job or the most convenient way of life, but it’s extremely fulfilling to be a part of something bigger than you,” Cordero said.

★★★

KC-10 FLIGHT ENGINEER SURPASSES 300 COMBAT SORTIES

Just days after completing his 300th combat mission as a KC-10 Extender flight engineer May 21 in Southwest Asia, Master Sgt. Brian Fahey wasn’t inclined to stop what he was doing – he just went on doing more missions. Sergeant Fahey, deployed from Joint Base McGuire-Dix-Lakehurst, flew his first 145 combat missions on the MH-53 Pave Low helicopter. His last 160-plus combat missions have been as a KC-10 flight engineer supporting operations Iraqi Freedom, Enduring Freedom and the Combined Joint Task Force-Horn of Africa. “In perspective – we are a nation at war,” Sergeant Fahey said. “I have lost some friends, and have had a handful of friends come home ‘missing pieces’ after they were gravely injured during air operations. I have survived a number of surface-to-air engagements, but in turn am very proud of the combat support the KC-10 provides to the combatants in the field.”

★★★

CIVIL ENGINEER WORKS ALONGSIDE IRAQIS

1st Lt. Harold Peralta, deployed from Pope AFB as a civil engineer travel team chief, has spent the last several months interacting with Iraqi civil engineers at several different Iraqi air force bases. Lieutenant Peralta and his team are part of the Iraq Training and Advising Mission – Air Force, out of Baghdad, Iraq, whose mission is to rebuild Iraq’s aerial defense capabilities. “This is not a typical deployment for CE officers, particularly their first,” Lieutenant Peralta said. “Usually, we are sent to augment a base’s civil engineer squadron. To be able to interact with the local nationals on a daily basis was the furthest thing from my expectations for my first deployment. I absolutely love it. I will be proud to look back several years from now and be able to say, ‘I helped rebuild Iraq.’”

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Airmen Killed in C-17 Crash Identified

"Life is eternal; and love is immortal; and death is only a horizon; and a horizon is nothing save the limit of our sight." – R. W. Raymond

Maj. Michael Freyholtz, 34, from Hines, Minn., and Maj. Aaron Malone, 36, from Anchorage, Alaska, both pilots assigned to the Alaska Air National Guard's 249th Airlift Squadron; Capt. Jeffrey Hill, 31, from York, Pa., a pilot assigned to Elmendorf's 517th Airlift Squadron; and Master Sgt. Thomas Cicardo, 47, from Anchorage; 249th Airlift Squadron loadmaster, were killed in the C-17 crash at Joint Base Elmendorf-Richardson, Alaska, on 28 July 2010.

"We come to work with immense sorrow after four of our fellow Airmen lost their lives in the C-17 crash at Elmendorf Air Force Base Wednesday," said Brig. Gen. Charles E. Foster, the 176th Wing commander, Alaska Air National Guard. "They were more than valued Airmen. They were our teammates, friends, family members and fellow Alaskans. We mourn their loss and share the deep sadness of their families."

"These fallen warriors embody the pride and professionalism of American Airmen," said Col. John McMullen, the 3rd Wing commander at Elmendorf AFB, Alaska. "They selflessly served their country and will be sorely missed by our entire (Elmendorf AFB total force) family."

A board of officers is investigating the accident. ■

AMC Leading the Charge in Aviation Fuel Savings

by Laura McAndrews, Air Mobility Command Public Affairs

"By its very nature, the AMC mission requires a lot of fuel."

Air Mobility Command has the largest fleet of the biggest airframes in the Air Force and they are the Department of Defense's largest aviation fuel customer, consuming 28 percent of DoD's aviation fuel use, but AMC Airmen are leading the charge in making energy a consideration in everything they do.

During the third annual Air Force Energy Forum in May, Undersecretary of the Air Force Erin Conaton stressed the importance of being efficient while being effective.

"With the need to deliver fuel, supplies and warfighting capabilities to remote, austere and landlocked places like Afghanistan, reducing the amount of energy our force requires becomes even more important," Ms. Conaton said.

"By its very nature, the AMC mission requires a lot of fuel," said Maj. Gen. Brooks L. Bash, the AMC director of operations. "This command provides the strategic airlift, aeromedical evacuation and air refueling to support the warfighter, and we do this while also ensuring we're able to provide aid and support for humanitarian operations whenever disaster strikes."

AMC aircraft fly 66 percent of the missions flown in the U.S. Central Command's area of responsibility. Since 9/11, AMC's airlifters have delivered more than 5 million tons of cargo and 14 million passengers; refuelers have offloaded 11 billion pounds of fuel; and aeromedical evacuation experts have conducted more than 151,000 patient movements.

And they're working around the clock to find ways to become more efficient.

As of 8 June, Mobility Air Forces officials

have implemented 11 fuel efficiency initiatives with projected yearly fuel consumption reductions of 65.3 million gallons at a cost avoidance of \$184.1 million.

Twelve additional initiatives have been identified, and once implemented, the command will reduce fuel consumption by an additional 51.1 million gallons at a cost avoidance of \$144.1 million, for a total yearly reduction of 116.4 million gallons at a cost avoidance of \$328.2 million. (Note: The dollar figures are based on the current price of \$2.82 per gallon for JP-8 fuel.)

Initiatives already in place include reducing aircraft weight of non-mission essential items and working with foreign countries to fly more fuel efficient routes.

"(These are all) smart, simple, effective ways to conserve energy," Ms. Conaton said.

In the last fiscal year, the Air Force spent nearly \$8.5 billion on fuel, mostly for aircraft.

"Every dollar we spend on energy is one less dollar that we have to spend on Airmen, their readiness and their weapon systems," Ms. Conaton said. "All of us in government are charged with being good stewards of taxpayer dollars. We need to be able to demonstrate to ourselves, to Congress and to the American people that our energy dollars are being spent in the most effective manner possible."

"AMC will endeavor to reduce our demand for energy by enabling the creativity and good ideas of all Airmen," General Bash said. "We are embracing the Air Force's motto to make energy conservation a consideration in all we do." ■

New AF Gunship Similar to Current Spectres

"The Air Force plans to buy 16 C-130Js to replace the last eight of its Vietnam-era gunships."

The new gunship for the Air Force and U.S. Special Operations Command will look a lot like the old one, despite earlier, more ambitious visions that included a stealth plane equipped with a laser cannon.

The wars in Afghanistan and Iraq have forced the Air Force to set more realistic expectations to speed things up, and the C-130J cargo plane fits the bill, according to the Air Force's 2011 budget request.

The service plans to buy 16 C-130Js to replace the last eight of its Vietnam-era gunships – converted C-130Hs called AC-130H Spectres.

The decision to go with the C-130J comes after two decades of debate over the performance requirements for the next-generation gunship.

The Air Force plans to set aside \$1.6 billion through 2015 to buy the 16 C-130Js, according to the Air Force's proposed budget, submitted 1 February to Congress. U.S. Special Operations Command would pay for the cargo planes to be equipped with targeting sensors and ground attack weapons. The conversion cost could surpass the price of buying the basic cargo planes.

The C-130Js would boost the gunship fleet to 33, adding to 17 AC-130U Spooky gunships that were introduced into the force 16 years ago. Delivery of the new gunships is planned for 2017.

Air Force Chief of Staff Gen. Norton Schwartz, who oversaw AC-130 gunship operations as a wing commander in the mid-1990s, said the new gunship should have a single cannon and a new capability to launch precision-guided munitions. Today's gunships have two cannons — 105mm and 40mm — but cannot fire guided missiles or drop bombs. Sensors onboard the new gunship will allow the crew to find and track targets night and day, the same as existing gunships, Schwartz said.

While the C-130J looks like the older C-130s, the J-model's glass cockpit and digital avionics mean gunship engineers must create new software to merge control of the cannon and guided weapons with the gunship's sensors and flight controls.

Plans also are underway to equip special operations MC-130W Combat Spear aircraft with a package that could include a 30mm gun, targeting sensors and the ability to release guided weapons like the Hellfire missile. The Marine Corps is pursuing a similar package for its KC-130Js. ■

Royal Canadian Air Force Receives First CC-130J

"First of Canada's new generation of tactical airlift aircraft delivered six months ahead of schedule."

The first of 17 new CC-130J Hercules tactical airlift aircraft landed at 8 Wing Trenton (Ontario) on 8 June, contributing to the modernization and strengthening of the Canadian Forces.

The Minister of National Defence, the Honourable Peter MacKay, and the Minister of Public Works and Government Services Canada, the Honourable Rona Ambrose, were present to mark this important milestone.

"The Government of Canada, through the Canada First Defence Strategy, is committed to having a first-class modern military - providing our men and women in uniform with the necessary tools to do the job they are asked to do," declared Minister MacKay. "These impressive new

aircraft - under budget and ahead of schedule - will serve Canada and Canadians well for years to come."

"Today, the government is delivering on commitments to ensure the Canadian Forces are properly equipped with aircraft necessary to support its operations at home and abroad" said Minister Ambrose. "The successful procurement of the CC-130J demonstrates the Government's commitment to provide the Canadian Forces with cost-effective tactical airlift capability."

"The arrival of the first CC-130J Hercules aircraft marks a new era in the Canadian military, bringing with it lasting economic benefits to Canada's aerospace and defence industries," said the Honourable Tony Clement, Minister of Industry. "The industrial and regional benefits related to this airlift fleet, at \$2.3 billion, will bring high value and high paying jobs, and economic growth to communities across the country."

The delivery of the first CC-130J is six months ahead of the original scheduled delivery and under budget; it is another example of how the improved military procurement process ensures that the men and women of the Canadian Forces get the equipment they need faster, while ensuring best value and results for Canadians.

CC-130s are used in a wide variety of roles, including transporting equipment, troops and supplies to, within and from a

theatre of operations.

"The new J-model Hercules is both proven and improved," said Major-General Tom Lawson, Assistant Chief of Air Staff. "The value of versatile tactical airlift has been clearly demonstrated in recent operations, including Afghanistan and Haiti. We will be putting these new aircraft to good use without delay."

Up to four other aircraft are expected



this year with the final one to be delivered by 2012. All 17 CC-130Js will be based at 8 Wing Trenton, thus obtaining maximum operational and financial efficiencies from common training, maintenance and infrastructure requirements.

This delivery follows the Government of Canada's announcement in June 2006 to acquire 17 new aircraft to revitalize the CF's current tactical airlift capabilities. The contract was awarded in December 2007 to

"These impressive new aircraft - under budget and ahead of schedule - will serve Canada and Canadians well for years to come."

**The Honourable Peter MacKay,
Minister of National Defence, Canada**

Lockheed Martin Corporation with an approximate value of USD \$1.4 billion, and an in-service support contract amendment followed in January 2010, at a value of CAD \$723 million for an initial period ending June 30, 2016.

The CC-130 Hercules is the workhorse of the Canadian Forces' transport fleet. Different variants of this rugged and versatile

aircraft have served the Canadian Forces well since the early 1960s. The current fleet of CC-130s continues to be the Canadian Forces' primary aircraft for tactical airlift, tactical air-to-air refuelling, and fixed-wing search and rescue. The Canadian Forces own 32 Hercules aircraft: 19 E-models dating from 1964 to 1968 and 13 H-models dating from 1973 to 1992.

The CC-130 Hercules are capable of short takeoffs and landings on unprepared runways, making it an ideal aircraft for responding to situations on almost any terrain and under the most challenging weather conditions. It can also transport troops and equipment in support of humanitarian aid operations conducted by the Canadian Forces' Disaster Assistance Response Team (DART).

In response to the recent earthquake in Haiti, CC-130 Hercules were used in support of Operation HESTIA, the Canadian Forces contribution to Canada's humanitarian aid effort. CC-130 Hercules carried equipment, humanitarian supplies, and military and civilian personnel into the devastated country. They were also used to transport Canadian citizens back to Canada in the first few weeks following the earthquake.

Not only do the CC-130 Hercules provide support to domestic and humanitarian aid operations, they operate daily in Afghanistan. The CC-130 Hercules have been serving in Southwest Asia since January 2002, when three Hercules deployed to the Persian Gulf with flight crews and ground staff as the Tactical Airlift Detachment. By the end of Operation APOLLO, Canada's military contribution to the international campaign against terrorism from October 2001 to October 2003, these aircraft had transported some 6,000 passengers and more than 6.8 million kilograms of freight to destinations in the theatre of operations, including Afghanistan.

Currently on Operation ATHENA, Canada's participation in the International Security Assistance Force (ISAF) in Afghanistan, the CC-130 Hercules continue to operate with the Tactical Airlift Unit, part of the Joint Task Force Afghanistan Air Wing and continue to be a mainstay of NATO airlift in Afghanistan. ■

Veterans' Tribute Bike

Long-time member of the A/TA Board of Advisors, retired air force MSgt. Eric (Rick) "Baron" Ricker, had long felt the need to honor and pay tribute in some way to all the men and women who have served in the Armed Forces of the United States of America, past and present.

The 2006 Harley Davidson FL-HTPI Police Electra Glide shown here in all its glory, culminates his 12 year dream.

His *Veterans' Tribute Bike* incorporates 28 murals, painted by hand, depicting various conflicts starting with the Revolutionary War on April 19, 1775 up to through the present.

The artist, Kirk "Bluzman" James of Durango, Colorado, hand painted the tins and saddlebags – highlighting the veterans of WW II, Korea, Vietnam, Desert Shield/Storm, the War on Terror, and the ongoing wars in Afghanistan and Iraq.

The combat windscreen accents the overall theme. A matching Mustang pillion seat, backrest, and sissy bar and back pad provide style and comfort to both the driver and passenger. Customized chrome includes the Air Force emblem with the Air Force's Core Values on the timing cover; the POW/MIA horn cover, driver and passenger POW/MIA boot guards, POW/MIA saddlebag inserts and puck covers, and a chrome center stand.

Electronics include a Sony AM/FM/CD stereo, MP3 player, and a Magellan GPS. Red, White, and Blue accent LEDs illuminate the engine and chrome and are remote control operated.

The *Veterans' Tribute Bike* is street ridden, has been invited to participate in several parades and is displayed at veteran's functions, all at no cost to veteran's groups.

"Baron" says his greatest satisfaction comes when a veteran or family member walks up and shakes his hand and says "thank you," or tells him "thanks" and relays a story from their time in the service. ■

A/TA Board Advisor's custom Harley honors those who have served.





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*See on-site signage
for Registration Area
hours of operation.

Badge pick-up
will close 15
minutes prior to
evening events.

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

All events and times
subject to change.

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	MORNING	MID-DAY	AFTERNOON	EVENING
Thursday, October 28th	REGISTRATION* & BANQUET SEATING RESERVATIONS GOLF TOURNAMENT			OPENING RECEPTION IN THE AMT EXPOSITION AREA HOSPITALITY SUITE GRUD TOURNAMENT
Friday, October 29th	AIR MOBILITY TECHNOLOGY EXPOSITION ACTIVITIES REGISTRATION* & BANQUET SEATING RESERVATIONS? Rolls & Coffee Lunch SEMINARS SEMINARS Award Presentations** Award Presentations**			A/TA RECEPTION IN THE AMT EXPOSITION AREA HOSPITALITY SUITE GRUD TOURNAMENT
Saturday, October 30th	AIR MOBILITY TECHNOLOGY EXPOSITION ACTIVITIES REGISTRATION* Rolls & Coffee Lunch SEMINARS SEMINARS Membership Meeting Award Presentations**			COCKTAIL RECEPTION A/TA HALL OF FAME BANQUET HOSPITALITY SUITE
Sunday, November 31st	FAREWELL BRUNCH	AIR MOBILITY LEADERSHIP VIDEO YL/YL Alumni Meeting		
	MORNING	MID-DAY	AFTERNOON	EVENING

**Register Early
and Save!**

Submit Your Registration
by 21 September and
Save \$100.00!

(Compared to On-Site Registration)

Registration Form on Page 28.

Convention Information Contacts:

Hotel Room Reservations & Info: Miles Wiley: (703) 409-7102 | Rooms@atalink.org
Please use this info only if you DO NOT have an assigned POC. Contact your assigned POC first!

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

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

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

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

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

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

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

2010 A/TA Convention & Symposium Rules of Engagement

We know that the instructions for the registration form have become quite lengthy. But this is to allow the maximum flexibility for the registrant. Without the complexity, cancellation and refund opportunities would be impossible. There are limits to the flexibility however. When Bud and Pam move to the convention site (after 21 Oct), so moves the A/TA "headquarters office." That means a fax to the Virginia office after they have departed for the convention won't be received until their return from the convention. Don't do it. The A/TA office phone, (703) 385-2802 will be forwarded to Bud's cell phone. If that doesn't work, call the hotel and track them down.

We also know these instructions are very complete (and sometimes a bit negative, sorry); but, please carefully read this stuff anyway – administrative staff especially! We know that you may be filling out the form (page 24 or online) for someone else; but your mistake will still be charged to the attendee. And PLEASE don't call us in lieu of reading the instructions -- we will only refer you back to the instructions – we've tried to cover all contingencies.

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

Government folks – Please believe us on this: **RE-ACTIVATE YOUR GTC CARD by calling the 800 number on the back!** (Otherwise, you may be doing everything twice!) After only a few days of non-use, hundreds of Government cards get turned off for no apparent reason

- Then read all the instructions below, especially the cancellation instructions.
- Use the Registration Form on page 24 or register on-line (preferred) at www.atalink.org following the on-line instructions.
- You may pay dues at the same time using a separate card.
- Recommend you not use your government card to pay for personal fees, i.e., dues, golf or guest registration.
- When you submit payment, you will get an automatically-emailed receipt. Print it immediately: we can't produce another like it later.
- Log in anytime to view your membership and registration status, or to print a substitute online receipt.

Frequent Answers:

Member-Discount Rates:

- \$290 by 21 Sep , 2400 EST (in \$FY 10)
- \$325 by 21 Oct , 1700 EST (in \$FY 11)
- \$390 Onsite

Non-member Govt/Mil Rates:

(For those wishing not to become a member):

- \$390 by 21 Sep , 2400 EST (FY 10)
- \$425 by 21 Oct , 1700 EST (FY 11)
- \$490 Onsite

Non-member non-Govt/non-Mil Rates:

(i.e., all others wishing not to become a member)

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

Day-of, Invited-Speaker Rate

- \$100 Fri or Sat program only, invited-speaker rate (Does not include any evening activities)
- New like last year: No partials other than for Guests of full registrants and in some cases, invited speakers. Invited speakers and their immediate traveling staff may receive a discounted rate (\$100) for the day of their presentation and sign up only for that day. This does not include any evening events. (Otherwise, only social guests may sign up for a single event.)
- Full registration includes all events (except golf (\$140) and your hotel, of course).
- The Member Rate is a member benefit. To register at the member rate, your membership must be current through at least November. The membership fee is non-refundable -- even if you subsequently don't attend FOR ANY REASON .
- Membership fees with registration: \$40 1Yr; \$110 3Yr; \$500 Life
- VISA, MC, Discover or Amex only with SSN and email address, card number, exp date, and "signature." We currently cannot handle purchase orders or bank transfers for memberships or registrations.

- Use one form for you the registrant and your non-member, social guest. Guests of members register at member registration rate (without a separate membership fee). If you have more than one guest, please call us (703-385-2802) with the additional names. Guest-Banquet-only pre-registrations are permitted. You can use a second card for your personal portion.
- Spouses who are A/TA members should complete a separate registration form.
- Members may receive the \$290 early rate only if a completed form and full payment are postmarked or received by 21 Sep. CAUTION: You may have great difficulty getting through on 21 Sep because of others who also put it off. After 21 Sep , the higher pre-convention rates will prevail – no exceptions. Incomplete forms OR payment will NOT qualify for early rate. Payment must accompany form, regardless of method of payment. On error, please call us. Do not send duplicate or "updated" forms. Call (703-385-2802 or email us at ata@atalink.org).
- No faxes/web/mail can be received after 1700 EST 21 Oct (office closed). We prefer no cover sheet for faxes. You may register at the A/TA registration desk upon arrival at the on-site rate.
- Send one form only. Do NOT fax THEN mail. Do not try to send payment one way and the form another.
- And sorry no, you can't pay now and send names later.

Cancellation:

Cancellation Fees. \$ 20 through 21 Sep; \$30 through 21 Oct ; \$40 thereafter. (This includes changing charges from one card to another.) Refunds may be made based on your cancellation confirmation number, obtained after personal cancellation with Bud or Pam Traynor, prior to events, at (703) 385-2802; or from them at the A/TA registration booth (not hotel registration desk) in-person or via the switchboard (please no relayed requests or requests through other workers). Card refunds should be automatic back to your card within a day of your request; check payment will be refunded individually by check to each individual. Refund requests without a cancellation number will not be honored; so when you talk to Bud or Pam, be SURE to get one! We intend to process all refunds before year end. You do not need to give a reason for your cancellation: however, no duty or family emergency releases you from your responsibility to cancel or from the cancellation fee. And again: Membership dues are not refundable.

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

Membership:

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

Registration:

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

Please no fax cover page and no "corrected copies." If you have a correction, just call or email us. Payment must always accompany the form, regardless of method of payment or form. Registration forms with checks MUST be mailed together. Marrying them up later is too time consuming and error generating. If you send a form via fax or mail or email, please do not send it a second way, or send twice. When you register online you will be emailed a receipt to the address you gave. This receipt cannot be re-created so print and save it for your voucher. If you do not immediately receive an email receipt, presume you gave us a bad email address. Login again and check your email address. Everyone with a valid email address will be sent an email confirmation when the registration is processed. A backup online receipt can then be obtained after logging in with your name and last-4.

Early registration (\$390/290) is an incentive to register early for administrative processing reasons – not just for early payment of the money. This means, for example, if you do not have the name of a registrant, you cannot just pay by the deadline and get an early rate. Similarly, if you want to register someone after the early registration deadline, you must pay the higher rate for the new person as appropriate. The canceled person will be reimbursed at the rate paid (less cancellation fee and dues, if applicable). If you choose to fax your registration form, recommend you not wait until the last day. If the fax machine is too busy for you to get through, we will not receive your form "early," and the higher pre-registration rates (\$425 non-member/\$325 member) will apply.

To register at the member rate, membership must be current through November. The membership fee is non-refundable. Members may receive the early rate only if this completed form and full payment are postmarked or received by 21 Sept. Incomplete forms or incomplete payment do not qualify for early rate. Use one form for a registrant and non-member social guest; your guest registers at the member rate. Spouses, who are A/TA members, should complete a separate form. We can take VISA/MC/Amex/Discover. You must include your SSN-last-4, email address, card number, exp date, and "signature." Full registration includes all events except golf.

Postmark a mailed registration NLT 14 Oct to ensure it arrives before the office moves to the hotel. After that, plan on web or fax NLT 1700, 21 Oct, or registering at the hotel on-site (\$490 non-member/\$390 member).

No Substitutions

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

a new registration must have all information supplied on a new form. Dues are neither transferable nor refundable to a person cancelling. (See cancellation instructions)

GPC Cards (formerly know as IMPAC):

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

Faxes:

Please no cover sheets. Save your time and our paper; all arrive in a closed office. Cover sheets are immediately discarded. But if you do fax the form, do so only with credit card full payment for membership and registration. Please do not send a fax with the intention of mailing a check. Faxes arriving without payment will be discarded. No faxes/web after 1700 EST 21 Oct. You may register at the A/TA registration desk upon arrival at the on-site rate (\$490/390).

Speakers:

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

Exhibitors:

There is usually some confusion. The Exhibit-floor-only rate is meant to cover the refreshments and events in the exhibit hall for the exhibit workers who are not generally participating in the social events. It does NOT allow attendance of seminars, hospitality suites, banquet or brunch. This allows some exhibitors to operate on a slightly tighter budget. In practice, most exhibitors just pay normal registration so they can attend all events. See the Exhibitor page for exhibiting information

Banquet Seating:

2010: A/TA popularity continues to grow along with those who want to attend the event's premier agenda item, the Saturday night banquet. For A/TA Orlando, we will continue to rely on our proven use of chapter/unit/group/exhibitor points of contact (POC) to manage the banquet reservation process. We also will continue to receive individual banquet reservations to allow those individuals not affiliated with a chapter/unit/group/exhibitor to register. The ATA Banquet Reservations staff will continue to coordinate with these POCs to make sure we have the exact reservations you request. Key to this is that you first register for the convention; then make your seating reservations known to your unit/company POC, or to the banquet reservation team (see below).

For A/TA Orlando we will, however, limit the number and timing of banquet reservations. Each chapter/unit/group/exhibitor will be limited on how many seats each can reserve based on the previous year's attendance. We will provide each unit POC their reservations limitation before banquet reservations begin, 30 July. For any questions or concerns contact Keith Traster at: 817-614-2588 or banquetseating@atalink.org As our association continues to push the capacity of our banquet seating, we are establishing ROEs to better serve everyone. We are making significant changes to our procedures to maximize service to all. The most significant change is the timeline and seating cut-off date.

Pre-Convention:

We will start taking seating block/individual banquet reservation requests 30 July. The Banquet Seating Request Form should be used by all. Units/chapters should submit through their unit/chapter representative/POC. Individuals/groups not associated with a unit or chapter should submit banquet reservations to the banquet reservation team at banquet@atalink.org. Unit POCs will be expected to manage actual seating distribution within his/her unit block of tables prior to the convention, and to keep the banquet reservation team updated as changes occur. The cutoff for reserved banquet seating, prior to onsite reservations, will be 1700 Sunday, 24 Oct.

Onsite:

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

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

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

On-site Timeline:

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

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

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

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

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

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

Exhibitors please review Exhibitor Package and the VIP seating request form.

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

2010 Room Reservations Rules of Engagement

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

If you are attending this year's convention on official orders (Active duty, guard, reserve and DoD civilians) you are entitled to tax exempt status for the room tax. This form must be presented at the time of check-in. Additionally, you must be using your government issued credit card to pay for the room. Each person in a military double room (two registrants sharing a room, both on per diem, and splitting the cost, must complete a form.

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

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

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

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

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

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

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

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

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

For Exhibitors Room POCs:

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

Exhibitor room POCs must update contact information to ATARooms@cox.net by July 9. This will ensure that we are in contact with the correct POC. As in the past, we will work all room requirements with the POCs. For attendees whose company has an exhibit, but the attendee is not part of the exhibit support team, your room request must go through the exhibitor room POC. Exhibitor room POCs must confirm hotel room requirements No Later Than August 9. We recognize that this is extremely early to know exactly how many rooms a base or exhibitor will need. Like last year, once confirmed, the POC will be responsible for filling those rooms. If unable to do so, the base or exhibitor will have to pay the cancellation

fee for the room, which is one night room rate per room. This will require POCs to manage the room block very closely.

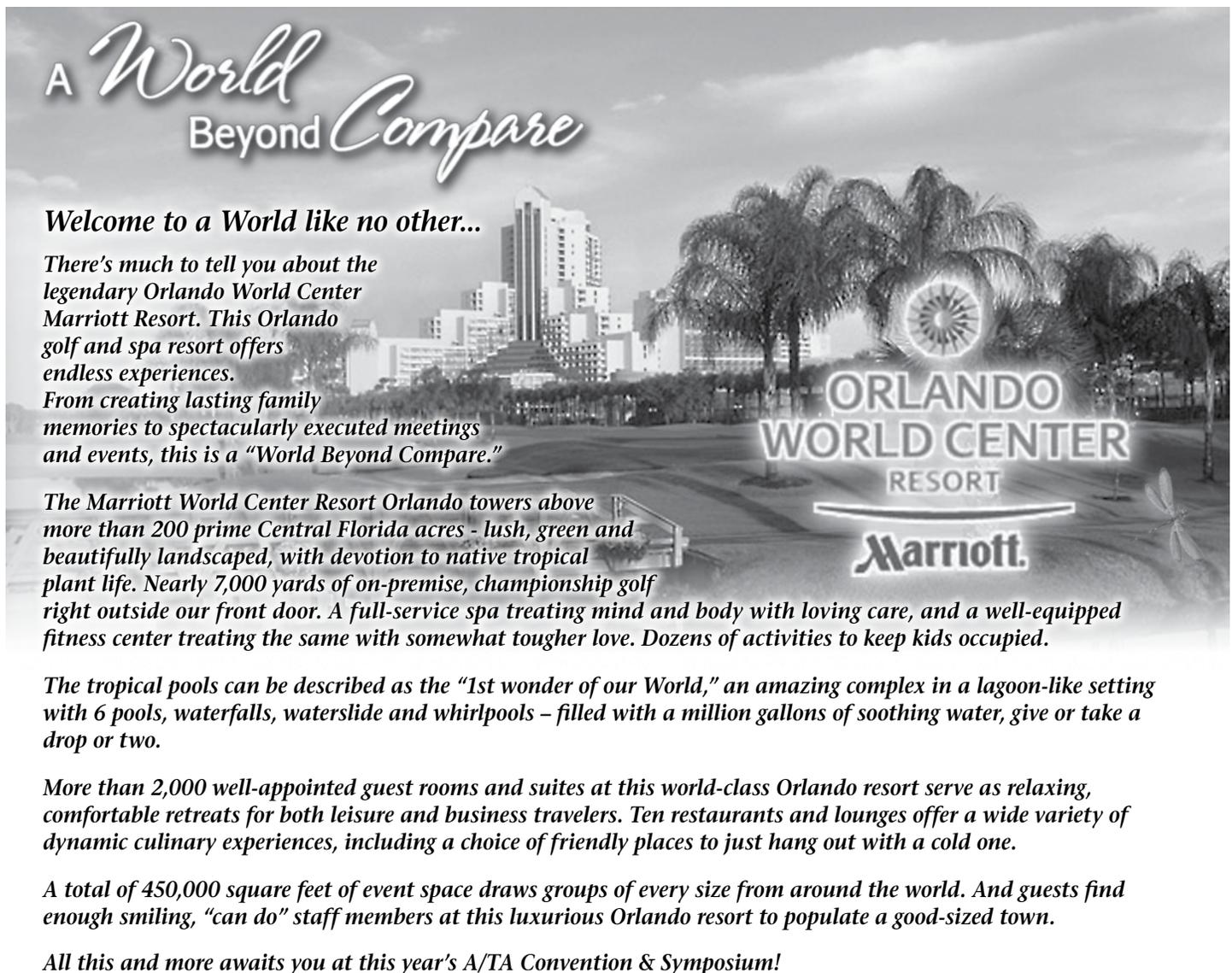
Pro Bono Booths – unlike last year, Pro Bono Booth attendees will not be worked separately. You will have to work with your base POC to secure rooms.

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

Hotel room reservations for the convention will be made by Rooming List. The Rooming List must be provided to the hotels prior to September 9, 2010. All room reservations must be accompanied by a firstnight room guarantee. The hotel will not hold any reservations unless secured by a credit card. The military room POCs can make a one-for-one swap to avoid cancellation charges. Everyone will need to understand the cancellation rules as they are updated in the future.

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

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



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All this and more awaits you at this year's A/TA Convention & Symposium!

Skirmish at Cheo Reo

**Tactical Airlift Helps
Save the Day:
30 June 1965**

by Collin R. Bakse, editor

In the film *Apocalypse Now*, the fictional Do Long bridge is said to be keeping the road open into Cheo Reo, and, while the bridge is fictional, the town of Cheo Reo is an actual town in Vietnam. Actually, "Cheo Reo" was the Montagnard's name for the town, which they had named after one of their local heroes who "killed many Vietnamese," whereas Hau Bon was the Vietnamese name for the place. [Cheo Reo was also the site of the famed Montgnard Uprising which was quelled by the SF after the 'Yards had killed some VN LLDB (Special Forces) Officers.] Cheo Reo is located south of Pleiku, on the main highway between Tuy Hoa and Chu Sre in the eastern Central Highlands of southern Vietnam, and in the summer of 1965 it was home to Cheo Reo Airfield, which boasted a 4,100 foot steel-mat/asphalt runway, 525 feet above seal level, suitable for C-7 Caribou, C-123 Provider, and C-130 Hercules aircraft.

A diverse fleet of American air elements—Army, Air Force, and Marine—served in Vietnam during the early sixties; the dominant elements were fixed-wing and helicopter transport units, with missions of providing airlift for the Vietnamese war effort. Arriving with a small force of strike aircraft in November 1961 were four USAF C-47s, their foremost task the resupply of isolated camps manned by U.S. Special Forces and indigenous irregulars. Deliveries were often by parachute.

The air commando C-47s were gradually overshadowed by a larger force of USAF C-123s, expanding to four 16-ship squadrons by late 1964. Besides joining in camp resupply, the 123s lifted Vietnamese infantry units to regional airfields about the country and performed countrywide air logistics services. The American transport crews also worked with Vietnamese paratroop battalions, making practice drops and standing alert for

"fire brigade" emergencies. Two Vietnamese Air Force C-47 squadrons performed similar roles, augmented by several dozen USAF officers assigned as copilots during 1962-63. The Vietnamese airborne battalions made a number of combat parachute assaults from the C-47s and C-123s, in most cases failing to bring the elusive enemy to battle.

Three U.S. Army helicopter companies arrived in Vietnam in December 1961 and Jan-

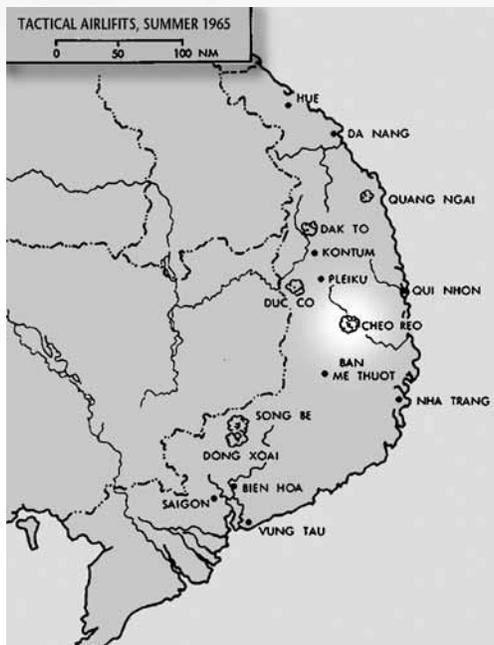
The American helicopter force performed frequent tactical assaults with Vietnamese infantry, trying out and refining many of the tactics that were later commonplace.

An Army Caribou company entered in December 1962, expanding briefly with a second company the next year. The Caribous performed diverse tasks, flying into most Special Forces camps and proving their ability for operations into primitive strips.

By early 1965, USAF C-130s based offshore were rotating into Vietnam for periods of temporary duty, augmenting the C-123s. Both the 123s and the 130s were centrally controlled, under the USAF-managed Southeast Asia Airlift System. Allocations and priorities were by theater (i.e., MACV) agencies, and an airlift control center at Saigon assigned tasks and monitored the progress of missions countrywide. The other air transport elements remained outside the central system, except for a few Caribous intermittently included in deference to heavy USAF pressure.

To the Americans, the advantages of the mobility and flexibility conferred by the fixed-wing and helicopter package were manifest. The fixed-wing fleet made urgent battalion and larger reinforcement lifts into airstrips in regions of confrontation, while the helicopters had in essence restored to the Vietnamese a capacity for the tactical offensive. The USAF fixed-wing elements, however, had rarely been employed in direct support of airmobile enterprises.

Employment of the C-130s and C-123s to extend the range, stamina, and weight of allied offensive airmobile operations awaited the movement into Vietnam of U.S. Army brigades in 1965. Many of the methods were drawn from the 1963 and 1964 field exercises and were worked out in Vietnam by practical men of both services, many of them veterans of those same exercises. Successful partnership ensued between the Air



uary 1962, along with a company of Otter fixed-wing craft. The Otters proved useful for supporting the troop-carrying helicopter units and for making deliveries to tiny strips. Two more light helicopter companies followed later in 1962, along with a U.S. Marine helicopter squadron and an Army unit equipped with turbine-powered UH-1s—craft destined to become the backbone of airmobility through most of the war.

Force transports and brigades of three distinct configurations—airmobile, airborne, and conventional infantry.

On January 27, 1965, President Lyndon B. Johnson, who had taken office only a week earlier, received a memo from National Security Advisor McGeorge Bundy and Defense Secretary Robert McNamara, stating that “America’s limited military involvement in Vietnam is not succeeding, and that the U.S. has reached a ‘fork in the road’ in Vietnam and must either soon escalate or withdraw.” President Johnson made the decision to escalate.

By the end of February it became clear that the Viet Cong (VC) had begun an attempt to achieve their intention of controlling the Highlands by cutting South Vietnam in two from Pleiku down to Qui Nhon. In order to realize this intention, the Viet Cong switched from the guerilla warfare to conventional warfare by way of infiltrating NVA regular troops and launching battalion-sized operations in the beginning of 1965, then regiment-sized operations, and then division-sized operations toward the end of 1965. The first NVA battalion discovered in an operation in western Kontum Province was a battalion belonging to the 101st Regiment of 325 NVA Division.

This first early activity was quickly followed by a series of VC initiated ambushes and attacks on US Army/Marine and ARVN positions starting in February.

During this time the allied war situation in South Vietnam was in serious disarray. Conditions grew worse in the central provinces where, according to Military Assistance Command, Vietnam (MACV), staff assessments, the Viet Cong had “virtual control” of large areas. Overland routes from the coast to Pleiku and Kontum remained blocked, as was the coastal road above Nha Trang. Although Viet Cong movements were largely screened from the allies, three North Vietnamese regiments began gradual shifts southward through the hill country north and east of Pleiku.

As the crisis deepened, Air Force C-123 Providers were called upon repeatedly to lift supplies over routes normally served by road, to haul in reinforcements and to provide flashship support for posts under attack. To the American transport aircrews the urgency of their missions was obvious.

Airlift became more crucial with intensified communist attacks starting in May. In late spring, in three separate operations, C-123 moved relief forces to Phououc Bihn, Bong Xoai and Quang Ngai in response to enemy attacks.

An even more dramatic, three-day airlift followed a 30 June Viet Cong regimental ambush of an ARVN airborne task force at Cheo Reo in the Thuan Man District.

Following a normal (for Vietnam) day of

in-country airlift, a call came into Tan Son Nhut Air Base, Saigon, at about 1600 hours local, requesting an all-out effort for assistance in supplying the heavily engaged South Vietnamese unit. Soon a steady stream of reinforcements and supplies was heading to Cheo Reo aboard C-123 Providers, despite the fact that normally C-123 airlift operations were terminated before dark as operations were VFR (visual flight rules) due to the country’s mountainous terrain and limited navigational aids aboard the aircraft.

The transports landed into the night using flashship illumination and make-shift runway lighting. In the initial hours, a C-123 landed every eight minutes and the fleet delivered sixteen hundred troops with their equipment and ammunition. Radio communications for air traffic were lacking until the arrival of combat control team personnel on the second day so the pilots of the planes being unloaded took over traffic control until their ships were emptied. When the unloaded planes taxied off the mission would be picked up by succeeding pilots. This continued throughout the night.

Over the next two days another one thousand men were airlifted into Cheo Reo, along with 290 tons of cargo. Offshore C-130 Hercules were called in to assist in the operation and hauled in 105mm artillery and small arms ammunition from Pleiku. On 4 and 5 July, the airborne unit was extracted to Pleiku and Kontum, principally by C-123s.

During the Cheo Reo skirmish Captain Paul Ralph Windle, a Red Marker Forward Air Controller assigned to the 19th Tactical Air Support Squadron at Bien Hoa, and Major Joseph E. Parker a US Army Artillery Observer, were flying O-1F 55-4649 in support of the Vietnamese Airborne Brigade. They were controlling F-100s in a “Troops In Contact” action when they were hit by ground fire and crashed. Sadly, neither aircrew survived. It took another 80 fighter sorties to break the contact and recover the bodies.

Captain Windle is credited with saving the outnumbered South Vietnamese forces. He had 10 years of service and was on his third tour in South Vietnam. He flew the B-26 on his other two tours and was trained to fly the A-1E on his third but he was reassigned as a FAC in the O-1 and had flown over 100 FAC missions.

Shortly after the incident at Cheo Reo, Charles Black, a military writer for *The Enquirer*, who was in Viet Nam to cover activities of the 1st Cavalry Division, filed a story in which an Army medic, Sp4 Harold E. Meyers, related that the medics had received their fiercest test to date at the battle of Cheo Reo in June. They “fell into” that

job, Sp4 Myers said. Sgt. Stewart and Capt. Curry had gone out in a chopper to answer a call from the Special Forces at Cheo Reo. An L19 spotter plane had been shot down and burned with an Air Force major and Army captain aboard.

“We saw the plane,” Sgt. Stewart said. “I was looking at the side of the hill as we banked to circle and come down, and it just seemed to blow up into flame and smoke. The VC had opened up with more mortars than I thought they had in Viet Nam.”

“I could see that this was going to be bad,” Capt. Curry said, taking up the story. “We were there, so I knew we would be needed and we went in to the strip. It took three days and we evacuated three plane loads of casualties.”

“There were four Americans killed in the fight,” Capt. Curry said. “I don’t expect to see anything like that again in my medical career.”

Myers was the next man to get there. He brought up supplies after he heard of the attack via radio.

“When I heard that Capt. Curry and Sgt. Stewart had gone in,” Myers told me, “I knew it was bad, so I got together everything I could think of for a big job.”

“The chopper guys put me in,” he continued. “It took three tries to do it. The Air Force bombed the area twice and the gunships worked it over, and we still had fire.”

The helicopter crew which had pulled me off Route 14 earlier in the day (I was a very sick reporter after three days and two nights in the jungle with Vietnamese marines) came by the dispensary to see me, bringing more stories about Cheo Reo.

SSgt. Joseph D. Quick of Panama City, Florida, was a door gunner from Hawaii’s 25th Infantry Division, which was close to finishing a 120-day tour. Sp4 Harold G. Munger of Aline, Oklahoma, was the crew chief of the chopper from A Company. They were aboard a ship called in to evacuate casualties who had been treated by the medical detachment.

“We set down on a road,” Sgt. Quick said. “Capt. Curry and Moore and Stewart were working, and the Vietnamese kept bringing more casualties out of the village on stretchers. We brought in another medical team from Pleiku, and there was a Vietnamese doctor and some medics who got in by chopper, too.”

“Just as we set down, I got out of the chopper and – wham! They started dropping mortar rounds on the LZ. I heard fragments hit our ship. We loaded and got out of there, but the ship had 84 holes in it.”

Munger, who had been at Fort Benning in the 11th Air Assault Division before coming to Viet Nam, said the ship looked like somebody had used an axe on it.

“Those 84 holes were from little size to

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big size," he elaborated. The test pilot who checked it over back at Ban Me Thuot said it couldn't have flown like that, but it did and we got four casualties out."

While Cheo Reo itself was saved, the VC had made many gains in Phu Bon Province during their month-long drive to take over the province. The allied forces had lost not only the entire district of Thuan Man, but the majority of the villages scattered throughout the province. By the end of June, in Phu Bon ARVN held only the area immediately surrounding the provincial capital and its two remaining district towns.

Colonel Theodore Mataxis, an ARVN II Corps Senior Advisor, summarized II Corps' accomplishments at the end of the Viet Cong's 1965 Summer Monsoon Offensive as follows:

"At the end of the summer the corps commander still held all of the provincial capitals, the vast majority of the district towns. Despite some losses he still controlled most of the people and all of his provincial capi-

als. The most important factor, however, was that his troops had met the heaviest blows the enemy could throw at him during this period of unfavorable weather.

Not only had he retained the integrity of his units; he had defeated the best troops the enemy could throw against him. Here the contingency planning which had been done at the beginning of the summer paid off. By a judicious choice of areas where the corps would respond to enemy attacks, the VC was thrown off balance by the unpredictable responses to his attacks. This could not have been done, however, without the extensive support by Air Force troop-carriers and fighters.

Army aviation allowed the corps commander to rapidly concentrate his troops from all over the corps area and, reinforced by troops from the General Reserve, to respond at places of his own choosing with superior numbers and firepower. This completely upset the VC tactics of "attack and ambush" which had proved so successful in the past. The air mobility and unexpected

moves by the corps commander completely frustrated VC attempts to calculate, in advance, the number of government troops available in an area so they could plan to have the advantage of superior force on their side.

In summary, in exchange for the loss of four minor district towns, the government retained its initiative and its control of the highlands."

By the end of 1965 U.S. troop levels in Viet nam reached 184,300. An estimated 90,000 South Vietnamese soldiers had deserted, while an estimated 35,000 soldiers from North Vietnam infiltrated the South via the Ho Chi Minh trail. Up to 50 percent of the countryside in South Vietnam was now under some degree of Viet Cong control. ■

Editor's Note: I extend my sincere thanks to Lt. Col. Harry E. Heist, USAF ret, the editor of the AMC Museum's *Hangar Digest*, for inspiring this article and providing much of its contents: [*Hangar Digest*: Volume 10 Issue 2. April 2010.]

The C-123 Provider was an American military transport aircraft designed by Chase Aircraft and subsequently built by Fairchild Aircraft for the United States Air Force. In addition to its USAF service, which included later service with the Air Force Reserve and Air National Guard, it also went on to serve most notably with the United States Coast Guard and various air forces in South East Asia.

The C-123 was an altogether remarkable aircraft. The Chase Aircraft G-20 cargo glider evolved through stages into the C-123 Provider. This cargo aircraft began its career in 1949 when it was produced by Chase Aircraft as a heavy assault glider. From the G-20, Chase developed into the XC-123 in 1949 with a 67-troop capacity and the SC-123A in 1951. The first prototype XC-123 made its initial flight on October 14, 1949, powered by two 2,200 horsepower R2800-23 piston engines. A second prototype was built as the XG-20 glider. It was later flown as the XC-123A with four J-47 turbojet engines first flew April 21, 1951, as the first all-jet Air Force cargo transport.

In either case, the aircraft was very maneuverable at low speeds. This made the powered version an excellent tactical transport. It featured high-mounted wings and tail surfaces on a pod-type fuselage which made for easy rear end, unobstructed on and off loading. Because of its powerful engines, it showed superior ability to operate in short field landings and take offs. It could carry 61 fully equipped troops for assault or evacuate 50 patients on litters plus six attendants. The full-section rear ramp door made this an ideal aircraft for support of airborne operations from 1950s into the 1970s.

During its early career, C-123s were often used as transports for paratroopers. Later, in the Vietnam era, it became an all purpose tactical aircraft often working with special forces. The aircraft was nearly ignored by the USAF for service in Vietnam, but a political rivalry with the US Army and the Army's use of the CV-2 Caribou and

later pre-production order for the C-8 Buffalo, led to a decision to deploy C-123s there. To compete with the well-performing CV-2, the USAF and Fairchild furthered development on the C-123 to allow it to do similar work on short runways. This additional development increased the utility of the aircraft and its variants to allow it to perform a number of unique tasks.

Providers started to appear in Vietnam in 1962 for use on a variety of missions. They included airdrops of troops, ammunition, food and other supplies as well as chemical spraying, mercy flights, rescues, air evacuation and delivery of fuel bladders. The first C-123 squadron to be assigned to the 1st Air Commando Wing, the 1775th Troop Carrier Squadron, transferred from Pope AFB, April 15, 1964, and was redesignated the 317th TCS Commando July 1. At Khe Sanh combat base, South Vietnam, C-123s

resupplied marines during the siege initially by landing on the runway, then by low altitude parachute drops.

On 12 May 1968, the crew of Bookie 771, a C-123 piloted by Lieutenant Colonel (Lt Col) Joe M. Jackson rescued a three-man USAF combat control team (CCT) from the Special Forces Camp at Kham Duc, South Vietnam. Despite the fact that the enemy had fired at Bookie 771 while it was descending, while it was on the runway, and while it was climbing out, the aircraft did not sustain a single hit. For his heroic actions at Kham Duc, Lt Col Joe M. Jackson was awarded the Medal of Honor becoming the only airlift crewmember to win a Medal of Honor during the Vietnam War. Colonel Jackson was inducted into the Airlift/Tanker Hall of Fame in 1997.

Several C-123s were converted to AC-123K gunships with multisensors for counterinsurgency efforts, attacking ground forces with 7.62mm miniguns. Besides the USAF and the U.S. Coast Guard, other operators of this aircraft were Cambodia, Saudi Arabia, South Korea, Thailand, and Venezuela. Production stopped in September 1969.

The C-123 Provider



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(as of 6 August 2010)

Industry
HIGHLIGHTS

AAI Services Corporation	Gander International Airport
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Adacel	Global Aviation Holding
Alenia North America	Goodrich Corporation
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Esterline Defense Technologies	Triumph Group, Inc.
Federal Express Corporation (FedEx)	Tybrin
Federated Software Group	USAA
Flightcom Corporation	Volga-Dnepr Unique Air Cargo
FlightSafety International	

With the 42nd Annual A/TA Convention on the horizon, all of us on the Convention Committee are busy with final preparations. For a variety of reasons, exhibit planning activities are running a little behind the desired timeline of events (as was the case last year). Clearly the sluggish economy is impacting timely decision-making for some of our loyal supporters, but we do not anticipate a significant impact to the convention. The facilities and accommodations at the Marriott World Center Resort are ideal for our event. Key members of our planning staff and AMC planners met recently with the Marriott World Center Resort staff for our annual pre-convention site survey and everything is progressing according to plan.

With the renaming of our exhibit activities, now called the *Air Mobility Technology Exposition*, we are acknowledging that those exhibit activities are an important element of the A/TA convention experience. After all, our exhibit hall is much more than just a collection of booths, it is an integral part of the mobility education experience offered only at our convention. With a mix of industry and government exhibitors, the exposition offers a variety of technical and organizational information that is not available elsewhere. The innovation of mobility-related concepts and products come from both industry and government agencies and many of the novel mobility solutions come from small businesses and government organizations as well as the large companies.

In the past, we have tried to meet any special requests by our industry participants for private meeting space based on the availability of facilities. This year, within the large ballroom that will accommodate all of our exhibitors, we will also set aside three small meeting rooms that can be scheduled for private meetings (company-company, company-customer, etc.). A/TA will assign/schedule the rooms as needed to meet your private meeting requirements. Keeping such activities within the exposition area is consistent with our policy to restrict marketing-related activities to the exhibit hall. This is just another ethical way of dealing with your business requirements and keeping A/TA committed to the highest ethical standards.

Just a quick update on our friends in Nashville – The Gaylord Opryland Resort will be reopening November 15th following the devastating flood that hit Nashville this spring. Along with major renovations required to address all the damage, Gaylord is advertising, “A Spectacular New Chapter” for the premier Gaylord hotel and they plan to open with their signature Christmas decorations on display. We applaud the resilience of the Nashville community and we are excited about the new features included in the facilities: completely redesigned Cascades and Magnolia Lobbies, Mexican and Italian restaurants in Gardens Conservatory as well as redesigned Magnolia guest rooms and Presidential suites. We are pleased to know that the Gaylord Resort in Nashville is on its way back and we look forward to returning there in 2011.

I am personally looking forward to seeing everyone in Orlando for our 42nd annual convention and want to thank all of our exhibitors for your loyal support – *see you soon!*

Bob Dawson, Industry Vice President

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of over 99.9%. Our commercial Engineered Materials Arresting System (EMAS) is the only system certified by the U.S. FAA or any other Civil Aviation Authority for the arrestment of transport category aircraft. There are currently 49 EMAS installed at 33 airports including Cordova Alaska, shown here. (Courtesy Photo).



of over 99.9%. Our commercial Engineered Materials Arresting System (EMAS) is the only system certified by the U.S. FAA or any other Civil Aviation Authority for the arrestment of transport category aircraft that overrun the runway.

There are currently 49 EMAS installed at 33 airports in the U.S. and around the world with over 20 future systems under contract. EMAS has safely stopped six commercial aircraft to date with no injuries and minimal damage to the aircraft. They are as follows: May 1999, Saab 340 overran the runway at JFK; May 2003, MD-11 overran the runway at JFK; January 2005, B-747 overran the runway at JFK; July 2006, Mystere Falcon 900 overran the runway at Greenville's Down-

town Airport, SC; July 2008, A-320 overran the runway at O'Hare International Airport, Chicago; and, January 2010, Bombardier CRJ-200 overran the runway at Yeager Airport, Charleston, WV.

Most military pilots are very familiar with arresting systems such as the BAK-12 and MA-1A, but they are not aware of EMAS because it is not presently installed at any DoD airfield. Furthermore, AMC sorties do not often transit the civilian airports where EMAS is currently installed. However, for the crews that fly PHOENIX BANNER and OSA missions to airports like Chicago-O'Hare, or fly into joint-use airports such as Minneapolis-St. Paul International, the following information is provided for you, the AMC crewmember, to improve awareness and understanding of EMAS. Additionally, ESCO has provided similar information to the Advanced Instrument School Instructor Course and The Air Force Flight Standards Agency in Oklahoma City, OK.

In order to arrest an aircraft overrunning a runway end, EMAS beds are placed beyond the end of a runway and in alignment with the extended runway centerline. An EMAS bed is designed to stop an overrunning aircraft by exerting predictable deceleration forces on its landing gear as the EMAS material crushes and it is designed to decelerate the aircraft without structural failure to the landing gear. The system operates independently of runway friction or braking action because the landing gear gradually sinks into the crushable concrete blocks and does not rely on friction to stop the aircraft.

As the manufacturer of EMAS, ESCO cannot dictate procedures for aircraft operators, however, following the guidance below ensures the aircraft engages the EMAS accord-

ing to the design entry parameters. During the takeoff or landing phase, if a pilot determines that the aircraft will exit the runway end and enter the EMAS, the following guidance should be adhered to:

Continue deceleration – Regardless of aircraft speed upon exiting the runway, continue to follow Rejected/Aborted Takeoff procedures, or if landing, Maximum Braking procedures outlined in the Flight Manual.

Maintain runway centerline – Not veering left or right of the bed and continuing straight ahead will maximize stopping capability of the EMAS bed. The quality of deceleration will be best within the confines of the bed.

Maintain deceleration efforts – The arrestor bed is a passive system, so this is the only action required by the pilot.

Once stopped, do not attempt to taxi or otherwise move the aircraft.

An arrestment by itself doesn't by default require an emergency ground egress, but it may be impractical to offload passengers and crew via an air stair truck, thus necessitating the use of slides or internal aircraft stairs. However, should an emergency egress be required, use published aircraft emergency ground egress procedures.

The certification process from the FAA extensively tested the ability of a successful aircraft evacuation and for fire fighting vehicles to respond without any limitations. Where the surface of the bed has been breached, the loose material will crush under foot. There are continuous steps built in to the back and sides of the bed to help provide easy access for responding fire fighting vehicles and to enable passengers to safely step off of the bed.



EMAS has safely stopped six commercial aircraft to date, with no injuries and minimal damage to the aircraft, including arresting a Bombardier CRJ-200 at Yeager Airport, Charleston, WV, in January of this year. (Courtesy Photo).

For more information, including an informative brochure highlighting the above guidance and airport diagram depictions of EMAS and to pick up the latest installation list, please come visit us at this year's A/TA Convention and Symposium in Orlando, FL or visit our website at www.emasmax.com. ■

Providing Outside, Heavy Airlift...

Volga-Dnepr Airlines proudly celebrates its 20th anniversary in August of 2010, highlighting 10 years of reliable support of world-wide operations on behalf of the U.S. Department of Defense. Established in 1990 Volga-Dnepr Airlines is an international organization with headquarters in Ulyanovsk, Russia and Sales and Operations offices in the U.K., U.S.A., U.A.E., Germany and Chi-

mercial AN-124 fleet. Volga-Dnepr managed to maintain its unique manufacturing facility and later establish a new international market niche for unique, oversize and heavy cargo transportation.

Volga-Dnepr Airlines also operates the new Ilyushin 76 aircraft. An entirely upgraded version of the classic Ilyushin aircraft, similar in size to that of the U.S. Air Force's former C-141 Starlifter, offering commercial and military customers superb oversize cargo airlift capability. The IL-76TD-90VD is ICAO Stage IV certified to operate any where in the world.

The airline leads the industry in the area of development and introduction of new technologies for the AN-124-100 operation. The loading equipment designed and engineered by the Volga-Dnepr specialists make it possible to transport oversize cargo previously requiring transport by sea or ground vehicles only; including heavy engines, generators, oil and gas pump-

ing stations, reactors, satellites, aircraft components and helicopters. Volga-Dnepr's AN-124-100 fleet has played a crucial role in the delivery of MATV and MRAP vehicles for U.S. Forces fighting in Afghanistan and Iraq. Its IL-76 fleet has supported numerous AFRICOM Exercises such as Silver Eagle, Flint Lock, and Shared Accord, as well as humanitarian relief efforts throughout the world. Volga-Dnepr has flown more than 10,000 shipments of unique nonstandard and outsized cargo to more than 480 airports in 188 countries.

Volga-Dnepr's client list includes governments of many nations, recognized international organizations, and international corporations such as The Boeing Company, Exxon Mobil, Lockheed Martin, Space Systems Loral, NASA, British Petroleum, General Electric as well as many other Fortune 500 companies.

Over the years Volga-Dnepr has provided airlift support for USTRANSCOM and AMC

to COCOMs throughout the world, providing commercially contracted airlift moving Navy, Marine, Army, and Air Force cargo. Volga-Dnepr's aircraft have transported cargo in support of numerous civil and military operations such as deploying equipment to suppress the oil well fires in Kuwait following Desert Storm in the 1990s, moving relief supplies for the devastating earthquake that hit Pakistan in 2005, and to currently providing airlift transporting MATVs and MRAPs into Afghanistan, helping to fulfill the U.S. Secretary of Defense mandate of transporting 500 vehicles a month in support of troops fighting throughout the region.

In February 2003 the airline was honored with a prestigious Aviation Week & Space Technology award in the category Commercial Air Service. In February of 2010 the airline was further recognized by the world's largest aviation magazine, Air Cargo World (USA), for the Development of Cargo Services.

Volga-Dnepr Airlines is a client-oriented company, providing high-quality services in cargo transportation, and developing logistic support to the satisfaction of the customer utilizing the company's own unique



Operating the unique AN-124-100 Ruslan freighter, Volga-Dnepr provides both commercial and military markets with an outside heavy lift option. (Courtesy Photo).

na. Volga-Dnepr has an international staff of approximately 1,600 personnel providing customers with high-quality air cargo services on both a charter and scheduled basis. The airline is the largest operator of the Antonov 124-100 cargo aircraft and undisputed world leader in the unique, oversize, and heavy cargo market.

Operating the unique AN-124-100 Ruslan freighter, a commercial aircraft similar to the U.S. Air Force's C-5 Galaxy with a slightly larger capacity and volume, Volga-Dnepr provides both commercial and military markets with an outside heavy lift option with capacity of up to 264,500 lbs (124 metric tons) and freight compartment volume of up to 35,000 cubic ft (991 cubic meters). The AN-124-100 is the mainstay of the Volga-Dnepr fleet and has secured the airline's absolute leadership in the international oversize cargo market since the 1990s. Volga-Dnepr Airlines is the world's largest AN-124-100 operator. At the beginning of the 1990s Volga-Dnepr became the primary AN-124-100 civil operator, and its 10 AN-124-100s comprise 43% of the world's com-



Volga-Dnepr's client list includes governments of many nations and many Fortune 500 companies. (Courtesy Photo).

in-house technologies. Volga-Dnepr stands out as a premiere Mobility Partner and Airlift Provider to both the commercial and military markets. Its achievements over the past 20 years are a testament to the dedication, hi-tech engineering, professionalism and mission focus of providing airlift and mobility worldwide.

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Invited Speakers are encouraged to register online.

Please Read & Follow Detailed Instructions: Pages 14-18; On-line at www.atalink.org

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