A/TQ

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CONTENTS…

Association News

Cover Story

Features

Departments

ON THE COVER: Photo montage of images from the 2003 A/TA Convention & Symposium held in Anaheim, California, 30 October - 2 November. A/TA Photos by Collin Bakse.

Ever Increasing Stature

As the post-convention edition of Airlift/Tanker Quarterly a major portion of this issue is devoted to the 2003 Airlift/Tanker Association Convention & Symposium held last October/November in Anaheim, California. To many this may seem like "old news" by now, but keep in mind, that while many of you attended the convention, a large portion of the A/TA membership did not. Plus, it is important to the Association's heritage to get such a stunning success "on the record."

The annual A/TA Convention and Symposium, while not flawless (but nothing much ever is), has grown to become the seminal event in the Airlift and Tanker community and enjoys an ever increasing stature across the entire military establishment. This success results from the many hours of hard work by the Association's Board of Officers and the Convention and Symposium Staff, along with a dedicated group of convention workers – all of whom are volunteers.

As many organizations are experiencing declining membership and loss of impact the Airlift/Tanker Association continues to grow in numbers and status, and, the 2003 A/TA Convention and Symposium, bears this out – member attendance again exceeded expectations (causing some growing pains), the symposium was bigger (and better) than ever and the keynote speakers came from the top echelon of America's military leadership.

One measure of the Association's increasing stature is the attention being paid to Association endeavors by Air Force News, the US Transportation Command News Service and the Air Mobility Command News Service. I would especially like to thank Cynthia Bauer and her colleagues at Air Mobility Command Public Affairs for their incredible coverage of the 2003 A/TA Convention & Symposium. Their professional and timely coverage of events at the convention meant that our story was going on-line in as near to "real time" as possible and many of the stories in this edition (as well as previous editions) are courtesy of their hard work.

As we move forward in 2004 – flying toward the Association's 36th Annual Convention and Symposium in Dallas, Texas – rest assured that the Board of Officers, led by its new Chairman, Ron Fogleman, will be focusing on how to fix the things that are broken, improve on the little things and developing new and exciting ideas to help assure the continued success of our august Association –

"The highest reward
that God gives us for good work
is the ability to do better work."
—Elbert Hubbard

Have a Happy and Safe New Year!
Collin Bakse, Editor

Chairman's COMMENTS

Gen Ron Fogleman
USAF, Ret

I want to take this opportunity to introduce myself as your new chairman and thank Duane Cassidy for the superb job he did in leading our Association during the last four years. The culmination of that leadership was the outstanding convention/symposium in Anaheim. During his watch he and his team of volunteer officers took the Association to a whole new level of excellence. My challenge is to continue that legacy…a legacy of service to gain the recognition and support for the men and women of the Air Mobility community as they serve our Air Force and our Nation in the continuing War on Terror.

As many of you know I came to the mobility world late in my career and was part of the Air Mobility Command for a relatively short time. However, during that time I came to appreciate how important air mobility is to this Nation. The Total Force Team of Active, Guard, Reserve and CRAF members is the primary enabler of our national security strategy. When combined with our industry partners, our air mobility forces give the National Command Authorities a wide range of capabilities to respond to natural and man-made crises, to detect, deter and destroy enemy forces and to influence events in any part of the globe within hours.

The stated purpose of the Association is "to provide a forum for people interested in improving the capability of U.S. air mobility forces." This statement recognizes the fact that as good as our forces are today they will have to grow and improve in capability to meet the needs of the future. Our magazine and annual symposium provide venues for people to present ideas on how to improve the organizations, platforms, support equipment, training and employment of mobility forces. I encourage you to take advantage of the opportunity to share your experience, expertise and ideas.

"When combined with our industry partners, our air mobility forces give the National Command Authorities a wide range of capabilities to respond to natural and man-made crises, to detect, deter and destroy enemy forces and to influence events in any part of the globe within hours."

The leadership of the Association will look for ways to support General Handy and his staff as they work with the civilian leadership in Washington. In my view the Association is an extension of the AMC staff. We should be prepared to mobilize the tremendous talent and experience of our membership, particularly our members in the retired ranks, to take on study efforts, argue for the required resources and advocate quality of life issues for the troops and their families. The Board and officers are planning to meet in Washington, DC in early January to review last year's activities and develop an agenda for 2004 and beyond. We will share the results of that session with you on the web site and in the next edition of the *Airlift/Tanker Quarterly*.

In closing I want to thank you for the opportunity to be actively engaged on behalf of our mobility forces once more. Miss Jane joins me in wishing you all the very best for a productive 2004. We look forward to seeing you at the symposium in Dallas in October.

Ron Fogleman, Chairman

A/TA…Supporting

President's MESSAGE

CMSgt Mark A. Smith
USAF, Ret

Greetings fellow members of the Airlift/Tanker world. What a convention! I offer a sharp salute to our Vice President Programs - Dennis Murphy; our Vice President Industry Affairs, Ed Wiesner; our Symposium Director - Bob Dawson; our Registrars – Bud and Pam Traynor; and the rest of the volunteers for a great convention. There were so many great seminars that it was tough to decide which ones to attend. There were extraordinary presentations by: Secretary of the Air Force Roche; General Schoomaker; Generals Handy, Sherrard, and James; General Martin; the Command Chiefs; our Air Force Chief of Staff, General Jumper; and many others. It was truly an honor to view the induction of our newest Hall of Fame pioneer, Mr. John Shea.

It was an impressive convention…well except we didn't expect so many people to attend! Our assessment is that 99% of the activities were the very best ever – all planned, orchestrated and executed by a faithful team of volunteers. That established, we were greatly disappointed in the final results of the "overbooking solution" during the Saturday night Hall of Fame banquet – certainly not meeting our standards. We take full responsibility, but note that the arrangements made at the Hilton did not fulfill our meal, space, and refreshment expectations. Some of you provided clear and constructive feedback about this situation, and we appreciate it. We offer each of you an apology for our lack of anticipation of our ever growing convention attendance (over 400 more than last year). Your Board of Officers will ensure that a well-communicated banquet registration and seating plan with overflow accommodation contingencies are in place for next year. We hope you will accept our apology. Although our association (and convention attendance) is substantially growing, we are committed to keep the same quality program and air mobility family atmosphere we experienced as a smaller group in the past. We'll be ready for you at the Adams Mark in Dallas, and we look forward to seeing you there. It is remarkable to see how our organization and conventions have grown, yet we continue to keep the same level of camaraderie and friendship among our membership. We are truly an Air Mobility family.

We are off running with a great start for 2004 and beyond. It is truly a pleasure and honor to again serve with our new Chairman, General Ron Fogleman. While serving on active duty with General Fogleman and since our retirements, I've admired his leadership and his many contributions to air mobility and to our nation. I'm sure our organization will reach new levels of success under his watch, and we'll probably have some excitement and fun along the way! One story that might become an A/TQ headliner, "Will General Fogleman come out of retirement to compete in CRUD again?" Only Miss Jane knows for sure!

I would like to again thank my friend and past A/TA Chairman General Duane Cassidy for his service and dedication to this talented organization during the past 4 years. General Cassidy, we all appreciate your many contributions that enabled us to grow and succeed under your leadership. Thanks to you and Rosalie!

Lastly and most importantly, many of you are still deployed serving our country and protecting our freedom. The sacrifices you and your family are making are significant and we sincerely appreciate your service to air mobility and to the United States of America. Our prayers and support are with you always. God bless you all and this great nation.

Cabin Report…Secure!

Mark Smith, President

SECRETARY'S NOTES

Col Barry C. Creighton
USAF, Ret

Happy 2004 to each and every one of you. Are any of you out there getting older? I'm not, but thought I'd check about you. This year, I am proud to serve under the leadership of my 4th A/TA Chairman—what an honor! It's hard to describe how inspiring it is to work side by side great leaders like Generals Hansen, Patterson, Cassidy, and Fogleman.

I know you join me in thanking General Cassidy for all that he continues to give this great organization. I'll not forget his opening guidance as Chairman, "Let's move the flag pole and see if anybody notices." And did he ever move it. Just think how A/TA has grown—in numbers, in influence and in stature.

Rest assured that we will not sit on our laurels. As the new Chairman, General Fogleman has already met with your elected officers and raised the bar of expectations again. Hang on—this is going to be an "E-Ticket Ride"— one that you don't want to miss.

By the way, do you wonder who "you" are?

"You" are 6509 members divided among 38 chapters. Most of you are "members in good standing"—some of you might want to check your dues status. "You" are (or have been) leaders in your respective mobility skill sets. "You" are influencers in your communities. "You" have discovered the power of joining with those with common vision and aspirations for the future. "You" appreciate the efforts of those who blazed the path before you. "You" are making things better for those who will follow. "You" are friends! I for one am very proud of that.

It's going to be a great year—Keep the blue side up!

Barry Creighton, Secretary

America's Air Mobility Forces.

Introducing the New Chairman

To many, introducing the Association's new chairman will seem superfluous due to his exemplary service record. But he has been busy serving our country in other capacities since his retirement 6 years ago.

General Ron Fogleman retired from the USAF on 1 September 1997 after thirty four years of active commissioned service. On his final tour of duty General Fogleman served as the 15th Chief of Staff of the U.S. Air Force. As a member of the Joint Chiefs of Staff, he served as a military advisor to the Secretary of Defense, the National Security Council and the President.

General Fogleman is currently president and chief operating officer of the B Bar J Cattle Company, Durango Aerospace Incorporated, an international aviation consulting firm and a partner in Laird and Company, LLC, a New York investment firm. In addition, he serves on the board of directors for DERCO Aerospace, EAST Inc., Mesa Air Group, MITRE Corporation, Maingate.com, North American Airlines, Rolls-Royce North America, and World Airways. He is a member of the Council on Foreign Relations, the Fort Lewis College Foundation, the Falcon Foundation, the Air Force Association, and the Order of Daedalians. He recently served on the National Aeronautics and Space Agency Mars Program Independent Assessment Team and chaired an Air Force Research Laboratory study on directed energy weapons. General Fogleman is currently serving on the Congressionally directed Commission to Assess United States National Security Space Management and Organization.

General Fogleman has an extensive background in fighter and mobility aircraft having flown over 6800 total hours. His fighter experience included operational tours in the F-100, F-4, F-15, F-16 and A-10. He served two tours in Southeast Asia during the Vietnam War flying 315 combat missions and logging 806 hours of combat fighter time. His airlift and tanker experience includes the C-5, C-17, C-21, C-130, C-141, KC-10 and KC-135. He flew these mobility aircraft in support of humanitarian and contingency operations while commanding the Air Mobility Command and serving as Commander in Chief, US Transportation Command.

He has a Bachelor's degree from the USAF Academy (1963) and a Master's degree in Military History and Political Science from Duke University (1971). He has published numerous articles on air and space operations.

He lives in Durango, Colorado with his wife, Miss Jane. They have two sons and one granddaughter.

In Memorium

A long time and active member of the Airlift/Tanker Association, LtCol. (retired) William G. (Bill) Morley, passed away on 7 December 2003. Bill, who served a tour as Secretary of the (then) Airlift Association, was instrumental in establishing the first Association Scholarship Program, and proudly backed the Association's efforts until his death. He was an unwaivering patriot, an airman through and through and a true air mobility warrior. He will be missed but not forgotten.

Lieutenant Colonel (Ret) William G. Morley

Lieutenant Colonel William G. Morley was the Executive Administrator of Arnold Air Society and Angel Flight from 1973 to 1991, the second person to hold that position. Colonel Morley accepted that position after completing over thirty years of active service in the Army Air Corps, the Army Air Force, and the U.S. Air Force.

Colonel Morley was born in Stockton, CA in 1924 and moved to Tyler, TX, in 1941 where he completed his last year of high school. While a freshman at the University of California, Berkeley, he worked nights at Kaiser shipyards building World War II Victory Ships. He entered military service as an aviation cadet, completing pilot training in 1944. Trained as a B-17 pilot, he was assigned to ferrying B-17s and other aircraft from Europe to the Pacific theater as the war in Europe ended. For the ensuing twenty-eight years he was assigned duties in airlift, troop carrier, and air rescue as well as two tours in the Pentagon. He taught the Moroccan Air Force the use of C-119 troop carrier aircraft in 1962-63. He and his family spent twelve years in overseas assignments, primarily in Europe and North Africa. He was Director of Combat Airlift Support for the 834th Air Division in Vietnam employing C-130 and C-123 aircraft providing troop mobility and resupply in 1969-70.

Colonel Morley was recipient of sixteen Air Force medal awards during active duty, plus awards from the 8th U.S. Army Division, the Greek 1st Airborne Battalion and the Moroccon Air Force. He retired as a Lieutenant Colonel in 1973.

In 1990, during the Air Force Association National Convention in Washington, D.C., General John Michael Loh, Acting Chief of Staff of the Air Force, bestowed the Air Force Exceptional Service Medal Award for Meritorious Service 1973-90, thereby recognizing the growth in professionalism of the Arnold Air Society to that date.

While on active duty, Colonel Morley completed his undergraduate studies in political science at Georgetown University and graduate studies in International Law at St. Louis University while assigned as Assistant Professor of Aerospace Studies, Air Force ROTC. He is a life member of the Air Force Association. He served four years as National Secretary of the Airlift-Tanker Association and remains an active member in support of the progress of airlift in the U.S. mobility structure.

He and Mrs. Elise Morley, who was secretary of Arnold Air Society and Angel Flight from 1977 to 1991, retired at Emerald Bay Golf Club on Lake Palestine near Tyler, TX. Colonel Morley is survived by his wife, Elise, and two sons, two daughters, eight grandchildren, and one great-grandchild.

"Bill and Elise were a driving force behind the Airlift/Tanker Assocaiation for many years."

—General Al Hansen (USAF Ret), former A/TA chairman

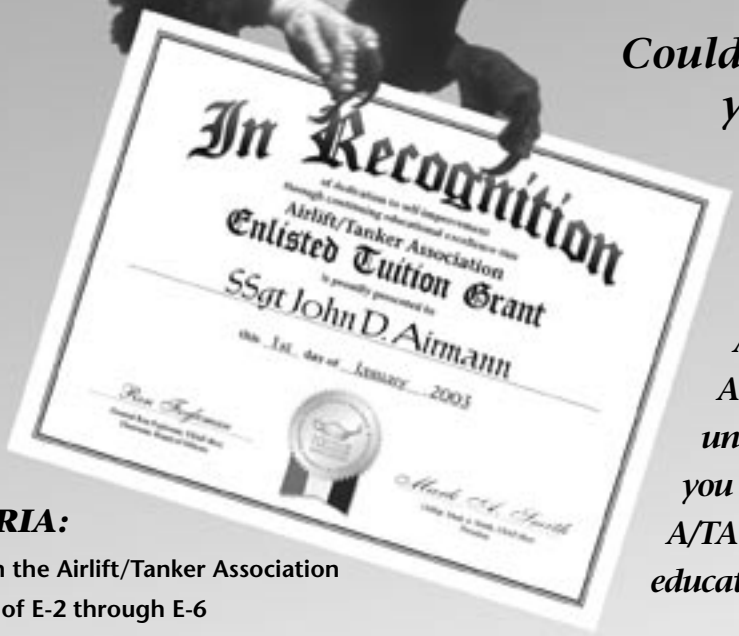
"Bill was Air Force Blue through and through. I'm sure he is organizing an Air Force activity in heaven now – and will be doing the paperwork. We'll miss Bill's friendship and his efforts. He and Elise were a great team and both were always willing to take on any task, no matter how difficult…I'm sure the A./TA of today would not be what it is without Bill's support."

—CMSgt Dave Pelletier (USAF Ret), former A/TA president

An Airlift/Tanker Association Enlisted Tuition Grant can help you to –

Soar Like an Eagle...

Could $200 help you achieve your continuing education goals?



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

ETG CRITERIA:

- **Membership in the Airlift/Tanker Association**
- **Hold the Rank of E-2 through E-6**
- **Commander's Recommendation**
- **Assigned in an air mobility operational and/or support function (an augmentee on a mobility or maintenance support team, for example). Anyone directly or indirectly supporting the USAF Airlift or Air Refueling mission.**
- **Checks will be issued upon completion of a course with proof of a grade of C or better in an accredited degree program**
- **Individuals are limited to one ETG per 12-month period.**
- **Student financial need is not a principal criterion**
- **May not be used for a lower or lateral previously awarded degree**
- **Additional details available online at www.atalink.org**

The A/TA ETG Program. Working to improve America's Air Mobility Force.

Cover
STORY

Convention 2003... the Biggest & Best... Ever!

Carrying Freedom's Flag to Anaheim!

A Look at the 2003 A/TA Convention & Symposium

Business First

With the presentation of a special edition "Bob Hope" golf club and a donation to the Special Operations Foundation in his name, the tenure of Duane Cassidy as Chairman of the Airlift/Tanker Association Board of Officers came to an end on Saturday, 1 November 2003, at the 35th Annual Airlift/Tanker Association Convention & Symposium held at the Anaheim Marriott in Anaheim, California.

During his four year's at the helm of the Association Duane Cassidy accomplished his primary stated goal of "moving the flag pole" to great effect. He strengthened the bond between the Association and the Active Duty military…he helped the Association to engage and capitalize on the strengths of Air Force Reserve Forces… he suggested and help establish a new scholarship program to the benefit of the Association and the enlisted force…he pointed to the unique qualities of the Association's chapters as an uncommon strength to be encouraged…he established a "Historian" position on the Board of Officers to insure that the heritage of the Association will be preserved…he initiated an annual "Chairman's Luncheon" to reward the Association's Aerospace Industry Partners for their continued support of the Airlift/Tanker Association and its mission…he led the way to unprecedented growth in Association membership – and he did it all, and much more, with a deft professionalism seldom seen in a volunteer leader.

After turning the A/TA reins and the podium over to in-coming A/TA Chairman Ron Fogleman, Duane Cassidy admires a special edition "Bob Hope" golf club presented to him as a parting gift from the Association at the Hall of Fame Banquet during the 2003 A/TA Convention & Symposium in Anaheim, California. (A/TA photo by Collin Bakse).

General Ron Fogleman, USAF, Retired, was elected to fill the position of Chairman at the same meeting. The rest of the Board of Officers will remain the same. The election was conducted by Rob Ewart, a stalwart Association member who, after performing Association election duties for several years announced that the 2003 election would be his last and that he was turning the election duties over to Jim "Bagger" Baginiski. The Board of Officers and the membership extend a sincere "Thank You" and a sharp salute to Rob for his great work.

The Officer reports presented at the Membership Meeting reflected the outstanding position of the Airlift/Tanker Association:

President, Mark Smith, noted that former President Bill Cannon had transferred "total responsibility" to him as evidenced by Bill's non-attendance, and went on the thank the Chapters that had hosted Board Meetings throughout the year. He further thanked several individuals for their efforts – Regina Hoctor, Ed Rennecker and Doug McCuddy for their support; Collin Bakse for designing the convention theme lapel pin, special Chairman and President challenge coins and the new "Young Leader" Award Medallion; and Bud and Pam Traynor for all their had work for the convention and website. He also reported that all was well with the awards program (albeit some behind the scenes last minute drama).

Senior VP, Buck Marr, reported that chapter activity was strong and positioned for growth, that the new edition of the Chapter Handbook was nearing completion and would soon be electronically published.

VP Programs, Dennis Murphy, reported that the Anaheim Marriott was happy to have the A/TA and surprised that we have more attendees each time we return (Dennis has been told by other hotels that the A/TA is the only association that continues to grow). There were 3028 attendees – a new record! The 2004 Convention & Symposium will be held at the Adam's Mark, Dallas, Texas.

VP Industry Affairs, Ed Wiesner, reported that there were 189 paid booth spaces (up from 173 at the 2002 convention) and 25 pro bono booth spaces spread throughout the convention hall area. Ed also reported that as of the Membership Meeting there were 43 corporate members of the Association and that planning for the 2004 Convention was already underway.

Secreatary, Barry Creighton, reported that as of the convention the Association membership rolls reflected 6529 active members – another new record; that there wer 91 Flag Officers in attendance – another new record. He also thanked Bud and Pam Traynor for their efforts "above and beyond."

Treasurer, Joh Murphy, reported that the Association has recently completed a CPA review and that the Association was in great financial shape [a full financial report will appear in the next edition of *A/TQ* as per the Association By-Laws]. He reiterated his committment to on-going audit procedures and the need for insurance and bonds for the Board of Officers.

During the "open floor" portion of the meeting, former Association Secretary, Larry Ryan, suggested that the Association reach out to its corporate members for committee participation, and Chairman Cassidy announced that Nick McCollough would handle the Business Manager Advertising duties for *A/TQ* for one more year – a great suggestion and a welcomed annoucement – any volunteers out there?

Convention Speakers

The roster of speakers at the 2003 A/TA Convention & Symposium was second to none, and the speakers were dynamic and informative –

Secretary Roche Says "Thank You"

by Cynthia Bauer and 1st Lt. Jeffrey Bishop,
Air Mobility Command Public Affairs

Secretary of the Air Force Dr. James G. Roche opened the 2003 A/TA Convention & Symposium on Thursday evening with one main purpose in mind.

"I especially wanted to attend to say thank you to the Air Mobility Team…for your contributions to our war on terrorism, and for the vital mission you perform for our nation," he said.

Secretary Roche then pointed out many examples of Air Mobility accomplisments such as 4,500 air refueling sorties for Operation Enduring Freedom; 55 percent of which were for Marine, Navy and coalition aircraft. During Operation Iraqi Freedom, airlifters logged

Former commander in chief of U.S. Transportation Command and Air Mobility Command commander, retired Gen. Duane Cassidy, chairman of the A/TA, shares a lighter moment at the podium with Secretary of the Air Force Dr. James G. Roche. Secretary Roche served as the keynote speaker for the opening of the 35th Airlift/Tanker Association convention Oct. 30 in Anaheim, Calif. (Air Force photo by Master Sgt. Bill Kimble)

48,000 sorties and 10,000 tanker sorties. Fighter/bombers logged 13,000 sorties, while 2,500 were special operations and intelligence, surveillance and reconnaissance sorties.

After summarizing Air Mobility accomplishments in the Global War on Terrorism, Secretary Roche discussed the need to recapitalize and modernize the nation's airlift and tanker fleet to continue their contributions to the fight.

He said it's important to work with the defense industry to stabilize production. He pointed to the C-17 program as an example of costs incurred when stability is not enforced. The steady production allows manufacturers to invest in efficiency.

"If we had stabilized C-17 production … we could have saved between $10 (billion) and $16 billion," he said.

As part of the efforts to provide stability, instead of changing year to year on numbers of aircraft it will order, the Air Force has undertaken a multi-year contract that will buy 60 additional C-17s for the price of 55.

He said that all 50 C-5 Galaxy B Models will be modernized through avionics modernization and re-engineering, and the Air Force will look at modernizing the C-5A fleet. The results will determine the number of C-17 buys in the future.

The Secretary said he's also looking at a more modern C-130 fleet, retiring some, modernizing others, and buying more C-130Js.

On the issue of the tanker fleet, his theme is "No tankers, no war fighting." He had the audience repeat the phrase with him.

One of the main issues is the 767 tanker lease program. The Secretary said that 90 percent of the KC-135 fleet came into the Air Force inventory during the Eisenhower administration. The age of the KC-135 fleet means that many obsolete parts must be manufactured and maintenance needs increase resulting in higher operational costs.

"Somewhere we have to realize that it is silly to keep thinking about these planes flying forever," the Secretary said. "Even if we were to begin recapitalization now, we'll still be flying these aircraft into their 70s."

Secretary Roche said the Air Force sought the tanker lease based on a thorough investigation of the options, from status quo to purchase. The DoD had approved leasing 100 tankers from the Boeing Co. Right now, the issue is under debate in the Senate Armed Services Committee. There may be a compromise under a lease-purchase agreement.

"We are not wedded to any particular financing arrangement," said Secretary Roche. "We are not wedded to any particular schedule. We are trying to catch up on years of noninvestment."

In an interview following his keynote speech, Secretary Roche expanded on his address to the mobility forces.

He explained one of the most important considerations in the 767 tanker lease proposal. "We did the lease to demonstrate the only way you could quickly recover from 12 years of noninvestment (brought on by the end of the Cold War)."

He said there was a misreading of history that brought about claims of a "peace dividend" and "procurement holiday."

"What happened was that the major powers that suppressed people were moved out of the way, and suppressed people started suppressing each other and all hell broke loose," he said.

Another big part of the Secretary's message was about the mobilization of the Guard and Reserve. He said about 17,000 Guard and Reserve are mobilized, and that the Air Force was blessed with the volunteers carrying a great deal of the load. He said the bottom line is that the Air Force has to work this through.

"Our larger concern is that if we don't keep working to find ways to demobilize them as best we can or better, swap out, then we're going to discourage these men and women from spending time in the Guard and Reserve," he said.

CSAF Says 'The Time for Air Mobility is Now'

by Cynthia Bauer
Air Mobility Command Public Affairs

Air Force Chief of Staff Gen. John P. Jumper, in a his speech to the Airlift/Tanker Association convention on Friday 31 October, said air mobility is coming into its own.

"The time for air mobility is now," said General Jumper. "It's here and it's time to take it to the next level."

During his speech he talked about the pride he could see and the pride that he has in the air mobility community. He said global mobility is a unique capability for the nation.

"We can talk about global vigilance, reach and power all we want to, but there ain't no global without what you do and the skills (you) bring to this nation," said the general.

He said no other country could launch aircraft from Germany and the United States and to go quickly into "a country that ends in 'stan'" at night, in bad weather.

"No other country," he said, "can refuel thousands of sorties in a day, in a conflict ... that can bring a B-2 44 hours and 16,000 miles to its target and back in one mission.

"It's only this country that can do that, and you should all be very proud," said General Jumper.

During his speech, the Chief of Staff related the Secretary of the Air Force's Air and Space Core Competencies to air mobility.

For "Developing Airmen," he talked about building that person who "understands what happens when the 911 call comes in." He said that person is the mission support commander, who will now have the expeditionary skills to command a deployed operation in a tent city.

"What's the command best suited to train those skills? It's Air Mobility Command," General Jumper said. Last month, AMC stood up Eagle Flag near at McGuire Air Force Base, N.J. The Chief said Eagle Flag is to support forces what Red Flag is for flying forces, that air mobility forces have opened 36 bases between Operations Enduring Freedom and Iraqi Freedom, and that 15 of the bases are open today.

The second institutional core competency is "Technology-to-Warfighting."

The Chief said an example of where technology and mobility intersect is at the Tanker/Airlift Control Center at Scott AFB, Ill., which provides command and control, flight management and detailed in-transit visibility for mobility forces. He said the future of airdrop is an important technological consideration for both heavy and precision airdrops.

Air Force Chief of Staff Gen. John P. Jumper talks about Air and Space Core Competencies Oct. 31 at the 35th gathering of the Airlift/Tanker Association. The A/TA convention ran from Oct. 30 through Nov. 2 in Anaheim, Calif. (U.S. Air Force photo by Master Sgt. Bill Kimble).

"The United States Army is developing new concepts of operation for brigade combat teams," said General Jumper. "They plan for them to be deep in enemy territory and scattered around. And with that (we need) the technology to keep corridors open so we can resupply these (teams). I think we're going to have to be able to airdrop with the same precision that we deliver GPS (Global Position System)-guided bombs."

He said the Air Force is reaching the point with GPS technology that aircrews can do a digital review of airfield hazards in anyplace the Air Force is asked to go.

"Integrating Operations" is the third core competency. The Chief called integration the buzzword for the decade, and a critical in the joint world.

The Chief of Staff said the Air Force needs to work with other services and find better ways to describe capabilities for better integration.

"There's no reason for all of us to be totally on duty, 24-hours a day," he said. "There's trade space there, and we need to take advantage of this." That includes the integration of land-, air- and space-based networks to provide a complete picture of joint operations, not only for front-line fighters, but also to air mobility assets.

General Jumper said contingency response group capabilities are also emerging within air mobility operations, providing nontraditional skills to base opening. CRG members attend Army Ranger School and are jump qualified.

"These are skills of the modern expeditionary Air Force," said the general. "We will continue to grow these skills and get the people in these groups that we need to be able to do this in any condition, anywhere in the world. And it's going to get people's attention, because we're going to have jump-qualified engineers; jump-qualified contracting officers; jump-qualified lawyers; jump-qualified doctors."

In an interview after his speech, General Jumper talked about airlift and the future.

General Jumper said the C-17s have come into their own, proving that cargo and people can go anywhere, into a dirt strip, in the middle of the night with night vision goggles. He pointed to the airdrop of sky soldiers from the Army's 173rd Airborne Brigade from Italy into Northern Iraq as one of the extraordinary events that shows you have to think differently about airlift.

"It's a new era," he said. "We're seeing it arrive in the mobility business with a bang."

The general said no one can forecast contingencies. He said during the Cold War both enemy and threat were well known.

"What do we do when the threat went away? We don't know that, do we? Our ability to predict through the decade of the '90s hasn't been too good," said General Jumper. "Nobody in 1989, when the Berlin Wall came down, or when Communism collapsed a year later ... knew that we were going to be fighting a war in Iraq in 1990.

"Nobody had a clue where Kosovo was on the map, or could name two of the 'stans,' and yet look at where we are now. We fought in all those places. You have to have the capability to deal with the uncertainties that are before you," he said.

General Jumper gave an example of the Mobility Requirements Study for 2005 that shows the nation needs 54.5 million ton miles a day in airlift capability. "We have no idea if that's what the real requirement is," he said, "but that's something we have to shoot for."

He said as the Global Mobility concept of operations matures and it's integrated with the CONOPS of the Army and other services, the Air Force will have a better idea of what the real requirements are.

"In the meantime, we need to press on with the modernization we have ongoing that's very successful in the airlift forces, and we have to get started on the modernization of the tanker forces and stay on that track," said General Jumper.

General Handy Lauds Mobility Team

by 1st Lt Jeffrey M. Bishop, Air Mobility Command Public Affairs

In his address to the 2003 A/TA Convention attendees, U.S. Transportation Command and Air Mobility Command Commander Gen. John W. Handy lauded the mobility team for its unprecedented successes as part of the Global War on Terror.

"Our Total Force mobility team gave everything that it had," General Handy said of the command's performance during recent events. "If we look at what we've accomplished, we have used every single asset, and virtually every person in this command, to accomplish the tasks we were assigned."

For Homeland Defense, Handy reported that AMC tankers have flown more than 8,000 sorties, refueling more than 22,000 receiver aircraft, "to keep the skies over this country safe, and provide America that security blanket, that feeling of comfort that we're up there protecting them." He added that the majority of those missions were flown by volunteers from the Air Force Reserves and Air National Guard.

General Handy also cited the Civil Reserve Air Fleet and its passenger-carrying capability, which was mobilized for only the second time in history during Operation Iraqi Freedom, as essential to the

nation's success in that campaign. CRAF resources along with organic air have moved more than 900,000 troops to date. He also noted that the cargo-carrying arm of the CRAF volunteered in sufficient strength throughout the conflict that a mobilization of those assets wasn't necessary. The TRANSCOM team moved 10.3 million tons of cargo to and from the theater.

In addition to praising the mobility air forces, the general also broached current challenges the command is facing, including the need to replace the "tired iron" that exists today.

"Whether we lease or buy (Boeing 767s), we have to replace the KC-135," he said. To make his case, Handy cited the Centennial of Flight, which is to be celebrated in December in recognition of the 12-second, 120-foot maiden powered flight of the original Wright Flyer in 1903. He said that if the service started replacing aged KC-135 E and R models immediately and at the rate of 15 per year, the average KC-135 would be between 80 and 100 years old when the last one retires. "It would be exactly like going out to any one of your Air Force bases or installations and seeing a squadron of Wright Flyers out there right now."

U.S. Transportation Command and Air Mobility Command Commander Gen John W. Handy praised the "Total Mobilitiy Team" for its unprecedented successes as part of the Global War on Terror at the 2003 A/TA Convention & Symposium in Anaheim, California. (A/TA photo by Collin Bakse).

General Handy also spoke about the need to consolidate the Air Force's 15 different C-130 models; current plans call for paring the varied versions from 15 to five. "We're wasting a lot of time and money on the various maintenance and supply systems that have to keep them going," he said. While the incoming C-130J model will do a lot to modernize and standardize the fleet, the general emphasized "that we must take care of the remaining force."

In summing up the contributions of air mobility to the Global War on Terror, General Handy said that operations in Iraq and Afghanistan weren't the only games in town that the command supported.

"You supported operations in more than 98 different countries," he told the audience. "You conducted more than 230 humanitarian relief missions. In spite of everything else this command is doing, the support doesn't cease to all the other combatant commanders around the world."

If you look at the numbers - passengers and tons moved - ongoing mobility operations are second in magnitude to the Berlin Airlift.

Top Soldier Talks Army Transformation

by Cynthia Bauer, Air Mobility Command Public Affairs

"I'd just like to tell you right up front and declare I am a joint officer, who happens to be in the Army, who happens to be the Chief of Staff of the Army right now," said Army Chief of Staff Gen. Peter J. Schoomaker.

General Schoomaker provided the closing address at the 2003 A/TA Convention talking about Army transformation and joint interoperability.

The Army Chief of Staff said the relationship of the Army to the airlift and tanker community is one of the "most important relationships that we have." The 31-year career soldier said his first personal relationship with the airlifters dates back to the winter of 1948 during the Berlin Airlift, when he and his mother flew out of Berlin's Templehof airport into Frankfurt.

The chief talked about Army transformation, with the goal of a more agile force, with more brigades and smaller units, yet keeping the service's campaign quality. The goal is to build the Army's objective force, the future combat structure. To guide transformation, General Schoomaker developed 15 focus areas, three of which he called "incredibly important for what we (Army and Air Force) do together."

"The first," he said, "is a focus on the joint and expeditionary mindset."

He said the Army will continue to have its heavy forces, to provide the capability to "slug it out" in a campaign. "The campaign quality is going to be there, it's the joint and expeditionary we have to work on."

He said the nation underestimated the signs of the threats emerging through the last decades, as the Cold War faded into history. He listed events from the failed Desert One rescue of American hostages in Iran in 1980 through the Beirut and Khobar Towers and American embassy bombings through the bombing of the USS Cole in 2000.

"You have to ask yourself, what did the United States do about any of that? What did we do to send any kind of message, other than we threw rocks from a long distance at people, who, quite frankly, (weren't impressed) a whole hell of a lot," he said. "And we ended up with 9-11 on our hands and wonder how we got there."

General Schoomaker said his strategy for the Army is to be more proactive. "We're going to move before the other guy moves, and we're going to reach out and touch him at his place, not ours ... We're going to have to be strategically more agile," he said.

The key, he said, is to work more closely in the joint arena, to move toward joint interdependence.

He called the first war in Iraq "component warfare deconflicted at the joint level. It was not joint warfare in the context of what we did in Iraqi Freedom, which I would call joint interoperability."

He said forces were much more capable because of shared responsibility among the components for battle command, and command and control for special operations and conventional forces which resulted in an aggressive plan, fewer forces and more agility on the battlefield.

General Schoomaker, who is a former commander-in-chief of U.S. Special Operations Command, said air mobility provided critical support to the joint force, from inserting forces from long distances into Afghanistan to refueling helicopters to extend their range.

"If you're talking about operational maneuvers at strategic distances, hundreds of thousands of miles, you've got to have airlift to do it, especially in the timeframes we're talking about," he said.

How to achieve an expeditionary force while maintaining the campaign qualities of the Army leads to the next focus area of modularity. That means smaller brigades, smaller units within.

General Schoomaker equated the current difficulty in fielding divisions with being paid each month in $100 bills.

"(What if) you wanted to go to the Dairy Queen and buy a hamburger and pay for it with the $100 bill, what would you get back? A bunch of change," he said. "Let's say you went somewhere else to buy something, and you didn't have enough change, you'd have to spend another $100 bill."

Army Chief of Staff Gen. Peter J. Schoomaker discusses Army transformation and joint interoperability Nov. 1 at the 35th gathering of the Airlift/Tanker Association. The A/TA convention ran from Oct. 30 through Nov. 2 in Anaheim, Calif. (U.S. Air Force photo by Master Sgt. Bill Kimble).

General Schoomaker said in smaller conflicts, the divisions are left with "change" the Army can't combine for another conflict. He said the key to being expeditionary is to be able to do the work in smaller units, but have the ability to aggregate them for a campaign.

"So, we have to pay ourselves in $20 bills," he said. "So if we have a $60 fight, we can put three $20 bills together. But if we have an $18 or $20 fight, we have a unit that's capable of a better integration (with other forces) and a higher level of operation."

Modularity, he said, will require a different way of thinking for the air mobility community. He said moving smaller units, keeping them with their weapon systems and preserving unit integrity would be challenging, but necessary for combat effectiveness.

"What it means is that we are going to work together in much closer ways so that we can take advantage of this enormous strategic mobility that you provide," he said.

The general said the Air Force is helping the Army transform through the evolving ability of the C-17 Globemaster III to land in the dark with crews qualified on night vision goggles on unimproved strips, as well as improvements to navigation and communication systems.

The last focus area the Army Chief of Staff discussed was networking.

"It's becoming increasingly important that we must be able to interact on the battlefield much differently than we previously have," said General Schoomaker. He said the Army is making the leap from earth-based communications to space-based links. "It's clear that terrestrial (communications) concepts are not sufficient to keep up with formations on the move."

The general said the Army is also increasing their network connectivity within the joint arena.

The general said the there's a new understanding of the marriage of mobility and the Army's jointness and modularity to meet the strategy of getting out ahead and dealing with things earlier and more quickly in the conflict at greater distances from the United States. He said we can't repeat the problems of the recent past.

"This is not the kind of problem we can continue to hope against hope, and continue to have a strategy of trying not to lose. This has got to be a transition into what the strategy actually is - to defeat (enemy) capabilities long before they form," said General Schoomaker.

The Symposium

One of the keys to the tremendous on-going growth of the A/TA is the Symposium held in conjuction with the Annual Convention. The Symposium is essentially a collection of discussions and seminars relating to pressing Air Mobility issues. There was certainly a lot to discuss in 2003, and the Symposium offered something for everyone.

Seminars covered the enlisted force with titles like "The Incredible Enlisted Corps" which provided an overview of enlisted characteristics and the issues, challenges and things on the horizon for enlisted personnel; and "What He Said, What She Said, and What's Really Happening" a seminar and Q&A period providing the audience the opportunity to discuss issues with Command Chiefs.

Seminars and discussions, such as the 24-Star General Officer Panel moderated by Gen. (retired) Ron Fogelman shown here, offer Convention attendees the opportunity to increase their knowledge of air mobility issues. (A/TA photo by Collin Bakse).

The "AMC Reorganization–Warfighting Construct Update" provided a look at how two words, transformation and expeditionary, will result in a light, lean and agile force.

"Ambulance Service Mobility Style" covered current and future aeromedical evacuation operations. "Delivering Freedom's Fuel" discussed major force moderniztion/procurement efforts and recapitalization of the KC-10 and KC-135 fleet. "Mobility: Takin' It to the Sand" examined the planning and execution challenges associated with Operations Enduring Freedom and Iraqi Freedom; and "Loggies in OIF–The Quiet Heroes" discussed the people, events, places and situations that defined logistices support of Operation Iraqi Freedom.

"What's a DIRMOBFOR–For?," one of the many intriguingly titled

seminars, featured a panel discussion led by Maj. Gen. William Welser III, Special Assistant to the Commander, AMC. The panel included retired Air Force Maj. Gen. George N. Williams, Maj. Gen. Richard A. Mentemeyer, Assistant Deputy Chief of Staff for Air and Space Operations, Headquarters U.S. Air Force, Brig. Gen. V. Wayne Lloyd, Chief of Staff and Commander, West Virginia Air National Guard and Brig. Gen. Paul J. Selva, Commander, Tanker Airlift Control Center, Headquarters AMC. A closer look at this discussion provides some insight into quality and depth of knowledge presented at the annual Symposium –

Air Mobility Leaders Discuss DIRMOBFOR Operations

by Staff Sgt. D. Clare, Air Mobility Command Public Affairs

A panel of air mobility leaders met at the 35th Airlift/Tanker Association convention to analyze and discuss the importance of the directors of mobility forces, or DIRMOBFORs, in past, present and future operations.

DIRMOBFORs are senior air mobility officers who work as the contingency "flow masters" for air mobility operations. The DIRMOBFOR is the Commander of Air Force Forces' or Joint Force Air Component Commander's designated coordinating authority.

During the panel discussion, Maj. Gen. Richard A. Mentemeyer, Assistant Deputy Chief of Staff for Air and Space Operations, Headquarters U.S. Air Force, Washington, D.C., spoke at length about problem solving during Operations Enduring Freedom and Iraqi Freedom.

"You're really a jack-of-all-trades," the general said of the DIRMOBFORs. "Your boss is whoever has the greatest need." General Mentemeyer said the mobility directors "have to be able to see around corners and know what's happening next."

General Mentemeyer, a former commander of the 305th Air Mobility Wing, McGuire Air Force Base, N.J., praised mobility forces that participated in Afghanistan OEF operations. "It is unbelievable what those airmen and young captains and lieutenants did in a very short period of time," he said. The general spoke about the emerging importance of DIRMOBFORs and the relationships they develop in theaters of operation. "It used to be air mobility was in the back, in a trailer," General Mentemeyer recalled. "We've come a long way."

The general also focused on the importance of "precision-ized" airdrops to support ground forces, and coordination with special operations forces in the near future. "We're still doing air drops like we did in World War II. We need to get serious about it," he said. "We need to be able to get ammunition or whatever that guy needs right at his feet at that very moment."

Recently retired Maj. Gen. George N. Williams, previous commander, 21st Air Force, lauded the air mobility airmen on the front lines. "These are the guys who have been pushing the war since 9/11." He said. Williams discussed the challenges of operating in a vast area of operations. "The tyranny of distance is great," said General Williams. "Your friendly DIRMOBFOR was there to worry and take care of things."

In the past, Williams pointed out, air mobility was focused on executing missions based on needs. Now and in the future, air mobility required an increased role in planning. He also addressed the effectiveness of casualty evacuations in Iraq and logistics issues, like the need for fuel, at bare bases. He also stressed the importance of the total force and Web-based communications.

Under the recent Air Mobility Command reorganization, the commanders of the 15th and 21st Expeditionary Mobility Task Forces will serve as the DIRMOBFORs.

Other topics covered during the 2003 A/TA Symposium included the AMC "Key Spouse" program; Special Operations in Operation Iraqi Freedom; NATO Air-to-Air Refueling; and a "Medal of Honor Flight" presentation by Col. (retired) Joe Jackson, the only living mobility Medal of Honor recipient and an inductee of the A/TA Hall of Fame. Many more seminars on various subjects were also presented.

All in all the Symposium was a rousing success and drew rave reviews; the Officers and members of Association send a sincere "Thank You" to Symposium Chairman, Bob Dawson, for putting together such a wonderful program.

Convention Activities

The 2003 Convention planners worked hard to provide activities that would appeal to the varied, and sometimes divergent, crowd of attendees – hungry and thirsty active duty, reserve and joint military personnel, military and corporate retirees, aerospace industry personnel, enlisted and officers, young and old (and anywhere in between), quiet and loud.

Aerospace Industry Show

Once again the Annual Aerospace Industry Show was the centerpiece of the Convention. Spread over two exhibit areas and spilling out into the halls, the extremely interesting and often beautifully appointed booths showcased the aerospace industry's involvement with air mobility to great effect.

To encourage attendee interaction with industry representatives, food and beverage stations featuring a wide variety of choices were tucked in among the impressive displays of aircraft engines, carefully constructed models of present and future aircraft, container system demonstrations and dynamic computer animations – there was even a Halvorsen loader in the exhibit hall.

Gail and Lorraine Halvorsen were on hand at FMC's Halvorsen Loader display.

The halls were filled to capacity during meal and cocktail times, and they were hard to clear at closing times. The Association's VP for Industry Affairs, Ed Wiesner, produced another "Two Thumbs Up" show and the Board and membership thank him for his many hours of hard work.

General Officers' Tour

The General Officers' Tour, an event unique to the A/TA Convention, and one very popular with the Association's industry partners participating in the Aerospace Industry Show, had the participation of over 50 general officers in 2003. Escorted through the exhibits during a special time period set aside for the event, the generals have the opportunity to get "up close and personal" with industry representatives. The exhibitors say the event gives them a rare opportunity to

General Handy talks with an exhibtor during the General Officers' Tour.

present their products and services directly to influential air mobility decision makers. The generals and the exhibitors rate this event as a "win-win" and say they look forward to the event each year. Thanks to the "Pheonix Hawk" escorts who helped.

Chairman's Luncheon

The Chairman's Luncheon, instituted by out-going Chairman, Duane Cassidy, is a special event designed to reward major corporate participants in the Aerospace Industry Show by providing them the opportunity to network with air mobility decision makers and Association leadership away from the hussle and bustle of the exhibit hall. A special feature of the 2003 luncheon was the honor of having the "Candy Bomber" and A/TA Hall of Fame Inductee Gail Halvorson, representing FMC, and his lovely wife, Lorraine, in attendance. The participation of the aerospace industry is vital to the well-being of the Association and the Chairman's Luncheon provides a venue to thank them in a meaningful way.

General Cassidy welcomes industry leaders to his Chairman's Luncheon.

Awards Presentations

Following a pattern established at the 2002 Convention, the A/TA Young Leader Awards, Huyser Awards and the Carlton Award for Valor where presented following major addresses, when the impact of their accomplishments could be fully appreciated.

The 2003 A/TA Young Leader Awards, presented for the first time in the form of a Medallion and Ribbon to be worn throughout the Convention, were presented following the keynote address by Secretary of Air Force, Dr. James G. Roche, on Thursday evening. Secretary Roche graciously stayed on stage to help present the medallions.

General Handy with Captain Paul Pendleton, winner of the P.K. Carlton Award for Valor.

Close-up of the new Young Leader Medallion awarded to winners of the "Young Leader" awards.

The Huyser and Carlton Awards were presented following a major address entitled "Mobility is a Total Force Approach" featuring General John Handy, Commander in Chief, U.S. Transportation Command and commander Air Mobility Command; Lt. Gen. James E. Sherrard III, chief of Air Force Reserve and commander Air Force Reserve Command; and, Lt. Gen. Daniel James III, Director, Air National Guard.

The winners of these prestigious awards [see A/TQ Volume 11, Number 4, Fall 2003] represent the professional, skilled and brave personnel throughout the Air Force who are willing to go into harm's way at a moments notice as mobility warriors. The Board and membership of the A/TA thank them once again for their unselfish service to our country.

Golf Tournament

The 2003 A/TA Golf Tournament, held at the Coyote Hills Country Club, was a great success once again. Scoring for the top three foursome's was really close and it required a card play-off to determine the 2nd and 3rd place winners. The winners? 1st Place with a score of 50: Gary Lewis, Kurt Poruks, Chris Stellwag and Mile Turley; 2nd Place with a score of 59: Rich Klumpp, Cal Lude, Dan Monahan and Keith Nickles; 3rd Place with a score of 59: Jay Fisher, Brian Henderson, Matt Peterson and Greg Robertson.

Crud Tournament

For the second year in a row one of the most raucus and fun events at the Convention, the Crud Tournament, drew large (and loud) crowds. The Association's new Chairman, Ron Fogleman, a crud enthusiast and a skilled player, fielded a pick-up team that made a valiant showing – coming in second – but, Team Mildenhall was the winner. 1Lt Diane D. Weed, HQ AAFES, a pick-up player for Team Mildenhall, who played using the name "Jeremiah," received raucus applause when she accepted the "Winner's Cup" on behalf of the team just prior to the first major address on Saturday morning. Congratulations to Team Mildenhall.

General Fogleman and team members argue a point (to no avail) during a match at the crud tournament.

1Lt Diane Weed accepts the Crud Tournament "Winners Cup" on behalf of Team Mildenhall.

Hospitality Suites

The two hospitality suites, each designed to appeal to a different audience, were both great successes.

Jim Baginski (L) and Jim Matthews (R) work to indentify historic photos for the Association in the "Heritage Room" hospitality suite.

Located in the Marriott, the Heritage Suite, sometimes referred to as the the "Old Timers Room," provided a reunion atmosphere and served as a great place to sit and talk about the "good old days" and re-tell old war stories. Association Historian, Jim Matthews, set up an informative Heritage Display that reflected a lot of air mobility and Association history and was on hand to collect even more. The Board and membership thank Jim for taking on the important task of saving A/TA history for posterity.

The other hospitality suite, across the street at the Hilton, could be called the "Rock'n'Roll Suite" and provided a much more lively venue for attendees who preferred to laugh, dance and make merry.

Not surpisingly, the hospitality suites were also hard to clear at closing time!

Hall of Fame "Family Reunion" Party

A special gathering, courtesy of A/TA chairman, Duane Cassidy and his wife Rosalie, that served as an impromtu "family reunion" for the family of the 2003 Airlift/Tanker Hall of Fame, Mr. John F. Shea, was held at the 2003 A/TA Convention. The gathering afforded Mrs. Shea and the rest of the family some quiet time with old friends from the air mobility community, as well as the opportunity to make new ones.

Marie Shea (center), the widow of Hall of Fame Inductee, Mr. John F. Shea, with family members and Association President, Mark Smith (far left) and Association Chairman, Duane Casssidy (far right) at a special "Family Reunion" party held in her honor. (A/TA photo by Collin Bakse)

Hall of Fame Banquet

For the "to-the-walls" capacity crowd at the Hall of Fame Banquet on Saturday night, the event was great and a worthy tribute to the 2003 Airlift/Tanker Hall of Fame Inductee. For those who could not be squeezed between the walls, and attended the "Southwest Party" overflow event at the Hilton, the evening was a disappointment, and for this the Board of Officers and Convention Staff sincerely apologize [please visit the Association website: www.atalink.org/convention.html for more on this] and promise to do better this year in Dallas.

That being said, the 2003 Hall of Fame Banquet, emceed by Convention Chairman, Dave Patterson, filling in for the usual, and highly revered emcee, George Dockery, who could not attend, featured introductions of an impressive list of distinguished visitors, a tribute to out-going Chairman, Duane Cassidy, and of course, the "unveiling" of the bust of 2003 Hall of Fame Inductee, Mr. John F. Shea, who served 23 years as Assistant Deputy Chief of Staff for Plans at Headquarters, Military Airlift Command [see A/TQ Volume 11, Number 4, Fall 2003]. His widow, Marie, unveiled his bust and presented her poignant remarks as family members and the audience looked on.

Marie Shea recieves a standing ovation from the audience and Association Chairman, Duane Cassidy, following her acceptace of HOF honors for her late husband, Mr. John F. Shea. (A/TA photo by Collin Bakse)

The banquet ended, in what has become an A/TA tradition, with the eight four-stars in attendace on-stage and the audience holding hands singing "Dutch's Song" – *God Bless America,* and *The Air Force Song*.

Farewell Brunch

The final event of the 2003 A/TA Convention & Symposium was a "Farewell Brunch" on Sunday morning afforded the opportunity to say goodbyes and make plans to attend the 2004 Convention in Dallas!

Bronze bust of Mr. John F. Shea, 2003 Inductee into the Airlift/Tanker Hall of Fame. The bust was sculpted by Jerry McKenna. (A/TA photo by Collin Bakse)

Ms. Candace Ford, along with Generals Holland, Robertson, Kross, Ryan, Schoomaker, Handy, Cassidy and Fogleman, leads the audience in singing "God Bless America," at the close of the Hall of Fame Banquet at the 2003 A/TA Convention & Symposium. (A/TA photo by Collin Bakse)

See you in Dallas!

The Galaxy Shines On

by Rick Sauder

Fiercely proud C-5 air mobility warriors pushed their aircraft — and themselves — to the limit in Operation Iraqi Freedom, and they came away with even greater respect for the nation's unrivalled heavy-lifter of the skies. Their experiences portray the dedication that was required to carry out the massive OIF airlift, and their words convey the commitment of the crews who will fly a modernized C-5 to even greater heights in the decades ahead.

The skies over Baghdad were pitch black and relatively calm, with only sporadic small arms fire visible on the ground, when the first U.S. Air Force C-5 descended on the city's international airport in mid April. It was a milestone moment for the C-5 in Operation Iraqi Freedom, which the United States' highest-capacity airlifter supported by flying more than 900 missions in more than 5,000 sorties and carrying more than 50,000 tons of cargo.

On this night, a 436th Airlift Wing crew flying a stage out of Spain touched down in Baghdad with more than 100,000 pounds of communications equipment and a little something for the Army personnel on the ground — frozen pizzas. When the Army crew members greeted them, they expressed surprise, not at the pizzas, but at the unassuming quiet with which the giant Galaxy suddenly appeared out of the night. "The Army guys and our ground personnel said they never knew we were coming until we touched down," said Staff Sgt. Jason Adkins, the C-5 crew's flight engineer and a member of the 9th Airlift Squadron out of Dover Air Force Base, Del. "That made me feel really good, because we were briefed to get in and get out as quick as we could and to do it quietly."

It was an isolated moment in a monumental effort, but it spoke volumes about the C-5 and the men and women and who fly them. The nation's C-5 squadrons from coast to coast poured every available asset — human and hardware — into one of the most-intensive airlifts in military history. They did it quietly, methodically and without fanfare, even though there's little doubt that the rapid force deployment for OIF would not have been possible without the C-5's contribution. C-5s deployed more cargo to the fight than any other airlifter during Operation Iraqi Freedom.

Doing the Heavy Lifting

C-5 crews flew less than one-fourth of the deployment missions in the OIF airlift but carried nearly half of the tonnage — everything from ordnance and materiel to humanitarian aid and stacks of currency. Demonstrating the C-5's unrivalled capacity, the Galaxy averaged nearly 54 tons per mission, which was more than double the average of all airframes involved in the airlift and 60 percent more than the second-most capacious transport, the C-17.

Coming on the heels of a similarly sterling effort in Operation Enduring Freedom (OEF) the OIF performance left C-5 warriors exhausted but prouder than ever of the aircraft they fly.

"The C-5 has the ability to carry any military asset anywhere in the world," observed Capt. Jon Erickson, a 9th AS pilot who commanded the first C-5 flight into Baghdad. "It's a very capable airplane. All it needs is the opportunity to do its job, and OIF certainly gave it that opportunity.

Seen through a hole in a window at Baghdad International Airport, a C-5 Galaxy sits on the ramp June 25. The aircraft deployed from Dover Air Force Base, Del., to support Operation Iraqi Freedom. (U.S. Air Force photo by Master Sgt. James M. Bowman)

It's phenomenal the amount of cargo this aircraft can carry and how far it can carry it. For the long-haul, heavy lift, nothing can compare to it."

Equally phenomenal is the skill and dedication of the C-5 crews, who were pushed to the limit during OIF and continued at wartime tasking levels long after Iraq's army was defeated and the country was under coalition control. "Since we began gearing up, the pace has been full tilt for the C-5 community," said Lt. Col. Dan Groeschen, commander of the 21st Airlift Squadron at Travis Air Force Base, Calif. "There wasn't one more C-5 crew that could be brought up to active duty. It might have looked like there was a break between the deployment to Afghanistan and preparation for OIF, but for us there wasn't any letup. It was just a transition to the next arena."

Virtually all of Air Mobility Command's C-5 assets were involved in some fashion in the OIF deployment and redeployment. Active duty and reserve associate units from Dover AFB and Travis AFB; Air Force Reserve Command crews from Westover Air Reserve Base, Mass. and the Kelly Annex of Lackland AFB, Texas; the Air National Guard crews at Stewart Air National Guard Base, N.Y., even the Air Education and Training Command's C-5 school house at Altus AFB, Ok were called upon to contribute.

The time demands placed on C-5 crews were tremendous. The normal monthly limit of 135 hours of flying time was initially waived to 150 hours and then to 175 hours. "There's a big difference between what we do and what a lot of other people in the Air Force do," noted Capt. Matthew Jones, a pilot in the 22nd Airlift Squadron. "We aren't away from our families in six month blocks, but we're gone more days overall. In the last calendar year, most of us have been away from home more than 200 days. We're out there through the buildup, sustainment, redeployments and letdown." A typical schedule, he added, was for a C-5 warrior to be away for 21 days, back home for 12 hours, and then back out again.

Arriving in Baghdad

Fatigue, however, was not a factor as the first C-5 crew into Baghdad began its tactical procedures in preparation for landing at the center of the Iraqi government, still occupied by hidden pockets of Saddam Hussein loyalists. Occasional bursts of ground fire in and around the city reminded the crew of the danger, but the Special Operations Low Level (SOLL) II crew had previous theater experience and was fully prepared for the mission. The same crew had been deployed to Diego Garcia and flew night missions into Kandahar less than a year earlier.

"There was a high level of excitement when we were alerted. We were wide awake and ready to go," said Tech. Sgt. Arnie Maas, the other of two flight engineers on the first Baghdad sortie. "We train as a team under night vision conditions, so we were eager to get going and to do what we do best."

As was the case in the Kandahar missions, the navigator on the flight, equipped with night-vision goggles, was a key part of the mission — and others. Although the SOLL crew trains for night landings, not all of the crews flying into Baghdad had that training. For non-SOLL crews, a Dover navigator went along to provide night-vision ground surveillance as the aircraft entered the theater.

In all, the C-5s flew a perfect seven-for-seven missions from Spain into Baghdad. Among the loads they handled were the

components of a cellular communications system for the capital region, allowing U.S. and Iraqi officials to communicate with increased efficiency. On the seventh mission, flown by the same crew that brought in the first C-5, special ramps were needed to unload an 18-wheel tractor-trailer rig that had just two to three inches of clearance from the top of the trailer to the C-5's cargo bay roof.

A special team traveling with the cargo package assisted the C-5's loadmasters in assembling and disassembling the ramps, enabling the crew to achieve the quickest turn of all the Baghdad missions — just two hours. As it happened, speed was critical on the seventh and last mission, because dawn was approaching rapidly when the aircraft lifted off the runway, still under the protective cover of night.

The need to get in and out quickly was important on all of the sorties into Baghdad. Ensuring that no aircraft were still in the city at sunrise was in large measure a testament to the skill of the aircraft maintainers, who won rave reviews from the crews. "We never had any issues coming out of the staging location," said Tech. Sgt. Maas. "There was no way a C-5 was going to get stuck in Baghdad."

Added Capt. Erickson, "The C-5 team is much bigger than any crew or any squadron; it's entire system that works together smoothly and effectively, all the way back to the base where we originate. The maintenance squadrons, the people on the ground making sure the cargo is there and ready to go on time — everybody has to do their part for the C-5 to achieve the kind of success it achieved in OEF and now OIF."

The Buildup to Battle

While the Baghdad missions were crucial to delivering vital supplies and infrastructure to U.S. troops and the Iraqi population, the heavy lifting had begun months before with missions into Kuwait, where the coalition buildup was underway for the pending war. It was during these missions that the airlift reached a fever pitch, with C-5 crews and maintenance personnel focused with intense determination on operating at full capacity in staged operations from their bases in the United States into the theater and back again.

With aircraft often backed up and waiting for a parking spot in Kuwait — including those in the civilian air fleet, which handled most of the troop transport — there was no margin for error, said Travis AFB's Capt. Jones. "We staged crews in Kuwait to ensure a quick turnaround," he said. "If maintenance or delay in unloading pushed us past the 28-hour day our crews were on, we needed to know that we could still take the aircraft back out as soon as it was ready to go."

The need for quick turns was driven by the rapidity of the buildup, but when the hostilities began, there was an additional motivation to get out of the theater.

A C-5 Galaxy sits on the ramp at Balad Air Base, Northern Iraq approximately 68 kilometers North of Baghdad, 27 November 2003. The runway is large enough to allow the aircraft to use the airfield, which reduces the base's dependence on ground-vehicle convoys for supplies. (U.S. Air Force photo by Staff Sgt. Suzanne M. Jenkins)

"Our biggest concern was the chemical environment," said Sgt. Mike Lemon, a flight engineer for the 21st AS. He added that the C-5 crews were "trained and equipped to deal with it if there was a chemical strike" but the presence of the threat and the constant alerts took their toll. One of the crews from the 21st AS was alerted 13 times in just 24 hours while on the ground in Kuwait. That meant constantly pulling on protective gear and heading off to the shelters.

U.S. Patriot missile batteries in Kuwait were successful in thwarting several missile attacks, but when one of the missiles did sneak through the defenses and strike a populated area, a C-5 crew was on its way in for a landing. "We were the only crew to actually see it hit," said Capt. Jones. "There was a huge explosion on the horizon, and when we got on the ground we realized that it was the only missile that had actually hit the Kuwait population."

And then there was the sand. Lots of it. "I have a new-found respect for sandstorms," Sgt. Lemon said. "It's unbelievable. You can't see anything. We landed during one sandstorm and had to just sit there on the ground with our engines running, waiting for a spot to open up. You just did what you had to do to get through it."

While the crews were pushed hard, so were the aircraft. In wartime, the condition of the aircraft takes on even greater significance for the crews, and during OIF, it seemed that the harder the C-5s were pushed, the better they responded. In May, MC data showed that the Galaxy was operating near a 10-year performance high.

Staff Sgt. Scott Shrier, a loadmaster with the 21st AS, spent enough time on the ground to know who deserved the credit for that accomplishment. "Those maintenance people, they're busting hump out there to get the planes off the ground," Shrier said. "They're doing everything from changing light bulbs to working the major issues and just doing a phenomenal job of keeping the planes in the air. I can't thank those guys enough for doing what they do. They're flying with us, so they're having longer days than we do in some cases."

What kept the crews going, they said, was the knowledge that the warfighters on ground were dependant on the cargo the C-5s were bringing into the fight. They brought in the munitions carried by the bombers and attack fighters. They brought in Apache helicopters with rotor heads and blades still attached so they could be off loaded, checked out by their crews (who were along for the flight from the States), and flown off to their bases. And when the C-17s took a bow for delivering five M-1 tanks, five M-2 Bradleys and 15 M-113 Armored Personnel Carriers from Ramstein Air Base to Bashur, Iraq, the C-5 crews took satisfaction in knowing that they had flown the equipment across the Atlantic.

Taking Off for the Future

Even with the C-5's outstanding performance overall, its mission availability rate lagged that of the newer C-17. But

that's about to change. A recently begun modernization of the Galaxy is being greeted with eager anticipation by the C-5 community, which foresees a future of enhanced reliability and — most exciting of all — tremendous new capability. The two-phase modernization will ensure that the national asset represented by the nation's C-5 fleet will continue to play a vital role in the U.S. military's airlift capability through 2040, which has been projected as the viable life of the airframe.

The first phase of the program is the Avionics Modernization Program, or AMP, which is upgrading the C-5 for future Global Air Traffic Management (GATM) requirements and installing a new cockpit that includes a digital all-weather flight control system and autopilot, a new communications and navigation suite, flat panel displays, and

Checking out the new C-5 cockpit that features a digital all-weather flight control system and autopilot, a new communications and navigation suite, flat panel displays, and improved safety equipment designed to ease crew members' workload and enhance situational awareness.

improved safety equipment designed to ease crew members' workload and enhance situational awareness.

AMP, which is well underway with both C-5As and Bs supporting flight test, is the necessary precursor to an even broader phase two, called the Reliability Enhancement and Re-engining Program (RERP). The program includes more than 70 structural, powerplant and reliability enhancements, but the centerpiece is the new General Electric CF6-80 engine, which has achieved a 99.98 percent departure reliability in commercial service. Air Force analysis has indicated that modernization of the C-5 fleet could reduce daily operational and support costs by more than $1 million — or more than $8 billion in reduced total ownership costs.

In addition to delivering cost efficiencies and improved reliability, the modernized C-5, designated the C-5M Super Galaxy, is expected to help the nation meet an airlift requirement goal that appears likely to expand beyond the current 54.5 million ton miles. Not only will the modernization programs produce the equivalent of 15 additional C-5s available for daily Tanker Airlift Control Center tasking, but the C-5M also will deliver significant improvements in operational capability, including faster force closures for the warfighter. The contractor for the modernization, Lockheed Martin, reports that the modernized C-5 will have 22 percent more thrust, take off in 30 percent shorter distance, climb 58 percent faster, and carry an astonishing 261,000-pound payload to 31,000 feet in about 19 minutes. These performance improvements ensure that future C-5Ms will carry significant amounts of additional cargo over farther distances and enable maximum gross weight departures directly into GATM airspace.

Combined with the C-5's massive fuel-carrying capacity, the additional power will enable to Super Galaxy to carry 166 percent more cargo from Pope AFB, N.C., to Ramstein Air Base in Germany without stopping or refueling in flight. Or it could, for example, take 128 percent more payload from Ramstein AB, Germany, to Dover AFB in Delaware. On top of that, the C-5M will be environmentally friendly, with Stage III noise compliance and low emissions.

Making the Sacrifice

For C-5 crew members like Sgt. Tony Boyle of the 709th Airlift Squadron out of Dover, the Galaxy's contribution to OIF and OEF — and now the modernization program — are validations of their choice to become air mobility warriors. For Boyle, that's especially true, because he's an inspector for the Philadelphia Police Department who makes a willing sacrifice for his nation by serving as a reservist. He was a security policeman during his active duty days, but after joining the reserves he decided to cross train into flight engineering on the C-5 at Dover.

"Why? Because I get a window seat," he said, only partially joking. "I was attracted to the engineering field for the challenge of its complexity and for the opportunity to travel. As far as the C-5, there's just no airframe like it. The sheer scale of the plane and the incredible engineering that has gone into it. It's impressive to a flight engineer, but it even fascinates the average Joe."

On his first OIF mission, Boyle flew into Charleston, S.C., then across the Atlantic to Spain. From there, he flew several stages into the Middle East. "It was all very intense," he said. "The crew duty days were routinely 24 to 26 hours, and then you got minimum crew rest and you were alerted and sent out on another mission. It sounds routine, but when you arrive at the staging areas in Kuwait and see the volume of cargo that's moving, or when you're staying in your tent and you hear the number of troops that process through each day — and realize that all of those troops are associated with some sort of mechanized equipment — it's staggering to think about the logistics and the fact that you're an important part of it."

Like many members of the C-5 flight crews, Boyle was most impressed by the people he called the unsung heroes, "the guys on the ground." "To see what they have to deal with in 110- to 115-degree weather, turning dozens of them every day — not just C-5s, but C-17s and C-130s, and helicopters and commercial jets — to be turning these aircraft every day in places that weren't designed to do these things, it's just unbelievable. I just sit there amazed. Foul ups are really the exception."

Boyle said he believes the success in OIF and previous operations have left the C-5 community feeling "renewed." "Every airframe has its critics," he said, "but in Desert Storm and now Iraqi Freedom, the C-5 has really performed. It has taken a licking and kept on flying. It really is a workhorse, and I'm proud of the airframe and what it continues to do on a day-to-day basis."

Across the continent at Travis AFB, Lt. Col. Groeschen and his air mobility warriors have similar sentiments about the C-5. "There aren't a lot of big egos here," he said. "It's a crew concept, and every person on these crews has tremendous pride in their mission. It's been said that amateurs talk tactics and professionals talk logistics. Well, we're the quiet professionals."

C-5 Lands Safely After Emergency

A C-5 Galaxy leaving Baghdad International Airport declared an in-flight emergency on 8 January 2004, at 6:20 a.m. Baghdad time, because of an explosion in the No. 4 engine.

The crew immediately returned the aircraft to the airport and landed safely. The 11 crewmembers and 52 military personnel on board were not injured.

The aircraft is assigned to 22nd Airlift Squadron at Travis Air Force Base, Calif. Initial reports indicate the incident is the result of hostile action from the ground, but the type of weapon and other details are unknown, officials said.

A team has been dispatched from Europe to investigate this incident.

Rick Sauder is a free-lance writer from Lancaster, PA, who writes extensively on aerospace and defense topics for corporate and industry publications. He is a former newspaper reporter who covered regional and national government and transportation issues.

Corporate CLOSE-UP

By all accounts our 2003 convention was a big success. In large part, I believe, to the support of our corporate members and exhibitors. I'd like to take this opportunity to thank all of those who played a part in last year's success. That said, its time to start thinking about the 2004 convention. This year we'll be at the Adams Mark in Dallas 28-31 October. Rooms at the Adams Mark can be reserved for the convention beginning 2 February. In the past, they've filled up quickly and I don't think that this year will be any exception – so book early and avoid the rush.

This year we're going to try to get more information on corporate membership and exhibiting on the website earlier. If you know of anyone interested in corporate membership, the application can be found at www.atalink.org, or you can let me know and I'll contact them directly. I'm looking forward to seeing all of you at the Adam's Mark in Dallas next October.

Ed Wiesner, VP Industry Affairs

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The Halvorsen Loader: The Air Force's Beast of Burden

"The Halvorsen…brings with it a significant capability for improved safety, efficiency and effectiveness in a wide variety of working conditions. It represents institutionalization of the Air Force becoming more expeditionary and more importantly, it shows that we are truly concerned with the well being of our people in terms of providing them the best tools to do their job in any kind of environment."

—Lt. Col. Dale Colaianni,
Headquarters USAFE transportation division chief
January 23, 2003

On 19 June 2002, the Air Force's Next Generation Small Loader was christened the 'Halvorsen' after retired Col. Gail S. Halvorsen (at the loader's controls), the "Candy Bomber" of Berlin Airlift fame. A fully restored C-54 is in the background. (Photo by William Plate)

After playing an integral role in moving equipment and supplies in Kuwait, Afghanistan and Iraq, the rugged and reliable Halvorsen Loader has become an indispensable beast of burden to the Air Mobility Command (AMC) of the U.S. Air Force.

The Halvorsen is the 25,000-pound capacity next generation small loader selected by the U.S. Air Force to replace the majority of its existing 25K capacity cargo loaders Designed and built by FMC Airport Systems in Orlando, Florida, the Halvorsen is deployable in less than 30 minutes and can be transported on the C-130 and larger cargo aircraft.

The Halvorsen, which has become the backbone of the Global Reach airlift 463-L (pallet) movement system, is deployed in operations worldwide. The Air Force uses the Halvorsen in air cargo operations at bases such as Travis, Dover or McGuire and in mobile airlift support units overseas.

"We've had tremendous success with the Halvorsen," says Lieutenant General Arthur J. Lichte, vice commander of the U.S. Air Forces in Europe at Ramstein Air Force Base. "They're going non-stop. When the Halvorsen was tasked to support an operation in Enduring Freedom, they had to drive down to the first base and do some loads with a commercial airliner. Then, we loaded it up on a C-130 and took it to two other places. The Halvorsen performed admirably, but I think more telling were the words that the operator said: 'After spending the last few days with this Halvorsen Loader, this is probably the best thought-out piece of material handling equipment that AMC has ever purchased. I love it. With the Halvorsen, I know I can jump in the loader and it will perform every time.' For us, this is our lifeline and it is saving lives out in the field."

Designed and built by FMC Airport Systems in Orlando, Florida, the Halvorsen is deployable in less than 30 minutes and can be transported on the C-130 and larger cargo aircraft.

Search Began in 1994

AMC's efforts to acquire the new Next Generation Small Loader began in 1994. AMC was searching for a high-reach loader to replace the 1970s-era Wide Body Elevator Loader and the 1960s-era 25K loaders that were still in use. These loaders couldn't reach the main deck of a DC-10 or B747. AMC also wanted a loader to complement the 60K Tunner loader built by Systems & Electronics, Inc.

FMC Airport Systems and its partner, Static Engineering of Adelaide, Australia, were one of two teams selected to produce a prototype for a 90-day Operational Assessment at Travis Air Force Base in California in September 1999. The prototype was built at Static Engineering's facilities in Australia. It was based on Static's well-known second-generation Truck Aircraft Side Load/Unload Loader (TASLU) used by the air forces of Australia, Canada, New Zealand and Kuwait.

During testing, the performance of the Halvorsen prototype was far superior to its competitor and a contract was awarded in June 2000. The loader underwent

a Qualification Operational Test and Evaluation at Dover in May 2001, during which the military worked closely with FMC Airport Systems' engineers to make improvements and verify that it met military standards. Finally, the Halvorsen completed Reliability and Maintainability testing at Dover to ensure that all contractual agreements were met.

The first Halvorsen rolled off the assembly line in November 2001, and after testing and training, the first loaders were placed in operation at Dover in June 2002. Since then, the Halvorsens have been produced at a rapid rate, and the company is scheduled to complete delivery of the initial 264 loaders worldwide during 2004. An additional 40 loaders were recently ordered by the Air Force.

The Halvorsen can be easily loaded on C-130, C-141, C-17 and C-5 aircraft, it is the only loader capable of switching between the 88-inch and 108-inch pallet rail system.

Making Its Mark

"All around the world, the Halvorsen has been making its mark and redefining how we handle cargo and how we move the mobility fleet," says Brigadier General Ted Bowlds. "The ease, the mobility, the efficiency and the dependability of the Halvorsen is key to solving many of our mobility shortfalls today."

Upgrading the Air Force's loader fleet with the Halvorsen corrects the critical high-reach shortcomings of the existing 25K loaders and provides increased flexibility to ensure that the Air Force meets its global mobility commitments. The loader sets new precedents for reduced logistical support. One person can prepare the loader for shipment as fast as 15 minutes or less with no additional equipment.

"The loader is so critical to the Air Force because its mission is to fly away to very remote airfields, like the situation in Iraq where it had to go into really small airfields with very little infrastructure," says Bryce Mannen, General Manager, Military Programs, FMC Airport Systems, Orlando. "It needed to be very reliable and to be able to operate 24 hours a day, seven days a week without much support."

While in Iraq, the Halvorsen has established an outstanding record for reliability. "They really like the capability to be quickly dismantled and put on the aircraft," says FMC Halvorsen Program Manager David Morrow. "They also appreciate how sturdy it is."

The Halvorsen's design provides important advantages over other small loaders previously used by the Air Force. As the 25K loader fleet aged, it had an extremely high mean time between failures. The existing 25K loader lacked high-reach capability and required a separate wide-body elevating loader (WBEL) (a fixed based high-lift transfer platform) to off- and on-load DC-10 and wide-body aircraft. Deploying a WBEL required valuable manpower and cargo space, resources increasingly limited in availability.

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Reaching New Heights

Designed to reach heights ranging from 39 inches to 19 feet, the Halvorsen is the first cargo-aircraft loader of its size capable of reaching the cargo doors of both military and commercial aircraft. The loader is operational in temperatures ranging from minus-40º to 125º F and can be stored in temperatures from minus-60º to 160º F. The Halvorsen is also the first cargo-aircraft loader to have an interchangeable roller platform and is capable of transporting up to three 463L cargo pallets at a maximum speed of 17 mph. Easily loaded on C-130, C-141, C-17 and C-5 aircraft, it is the only loader capable of switching between the 88-inch and 108-inch pallet rail system.

To make mobilization and rapid, worldwide deployment practical, the self-propelled Halvorsen is lightweight, weighing in at 31,500 pounds, and is highly air transportable. For transport, the cab is pushed in and rails collapsed, bringing the loader's dimensions to 94 inches high, 109 inches wide and 355 inches long.

"I have worked with the Halvorsen here at Travis Air Force Base, at Miramar Naval Air Station in San Diego and in Baghdad," says Staff Sergeant Dan Reynosa. "In Baghdad, we were using it to move supplies for troops and to get more food and water for the soldiers as well as for civilians. The good thing about having this loader for our style of operations is the way it breaks down and builds up so fast. One person can do it in 10 or 15 minutes. It's also relatively quick for deck functions. It has an automatic rpm kick-up when you make the deck go up, so it moves in a timely fashion. There's usually no delay for that when you're working with any kind of aircraft."

Operators praise the Halvorsen's maneuverability. It is powered by a Detroit diesel VM 706 cylinder, turbocharged four-cycle engine and an Allison automatic transmission. Equipped with hydraulic power steering (with manual override), the loader can accomplish an 180º three-point turn in a 50-foot area and can reach speeds of approximately 17 mph on a level surface when fully loaded.

"It's very maneuverable," says Staff Sergeant Steven Gonzales. "It's a shorter vehicle than the 60K, and you can turn this thing on a dime."

The Halvorsen is also engineered for ease of maintenance. It is equipped with lights underneath its deck to allow personnel to conduct routine maintenance or repairs without additional lighting, and moving components make parts such as the

engine and transmission easily accessible to mechanics. Most important, no special tools are required to operate or work on the loader.

"The elegance of any design is making it do what it's supposed to with as few parts and as few pieces as possible," says Mary Gomez, engineering manager for FMC Airport Systems in Orlando. "The simplicity of the Halvorsen and the focus on maintenance and deploy ability are all things that I think are really nice about this product. There are no special tools needed to operate or maintain this loader. Everything you need you can buy at a hardware store."

"The Halvorsen is pretty simple," agrees Mechanic Steve Kroemer, Heavy Equipment, Civil Service at Travis Air Force Base. "Things are easy to get to. We haven't seen any major problems with it."

When a new loader is placed in operation, FMC Airport Systems along with the System Program Office (SPO) deploys a site activation task force team (SATAF) to facilitate a smooth transition. When the loader arrives, it is given a thorough inspection to ensure that it meets FMC Airport Systems' quality standards. Then the team trains the people who will actually work with the loader. The site activation is followed by periodic reviews to obtain feedback and to be sure that the loader is operating at optimum levels.

To support the loader, FMC Airport Systems offers 24-hour-a-day customer support as well as a customer website that may be used for questions, technical support or to order parts. Over 90% of all routine and expedited parts are shipped for next business day delivery. The price of the spare parts is continually updated and that savings is passed along to the customer.

FMC Airport Systems has made a number of improvements to the Halvorsen since production began, based on feedback from operators and mechanics. Among the enhancements are additional cab ventilation, maintenance lights, toolbox drain holes and more tie-downs on deck and for air transport. For future models, the company is evaluating air conditioning, automatic lubrication, a more rugged roller tray holding device, and new ways to reduce corrosion.

"It's been a real team effort," says Sr. Master Sergeant Jeff Friesner from Scott Air Force Base. "There were a lot of suggestions when the loader first came out. FMC Airport Systems made modifications, and they are continuing to make the loader better even as production goes on. The information that has been provided to the mechanics has been outstanding and has really allowed us to do our job. We haven't had a lot of maintenance problems. So far, we've been very pleased with the loader. Everything is easy to get to. It's very basic—there's not even a computer on it. It's a neat package."

FMC Airport Systems and the Air Force are currently conducting a deep storage test of the Halvorsen in Orlando. Five loaders have been placed in various stages of active and inactive storage for up to three years to determine how long the loader can be stored and returned to active service within 48 hours.

FMC Airport Systems and the Air Force are currently conducting a deep storage test of the Halvorsen in Orlando. Five loaders have been placed in various stages of active and inactive storage for up to three years to determine how long the loader can be stored and returned to active service within 48 hours. In September 2003, the loaders were "shrink" wrapped in vapor corrosion inhibitor plastic. They will be returned to service at intervals of six months, two and three years and will be evaluated to determine the impact of storage on the equipment and fluids.

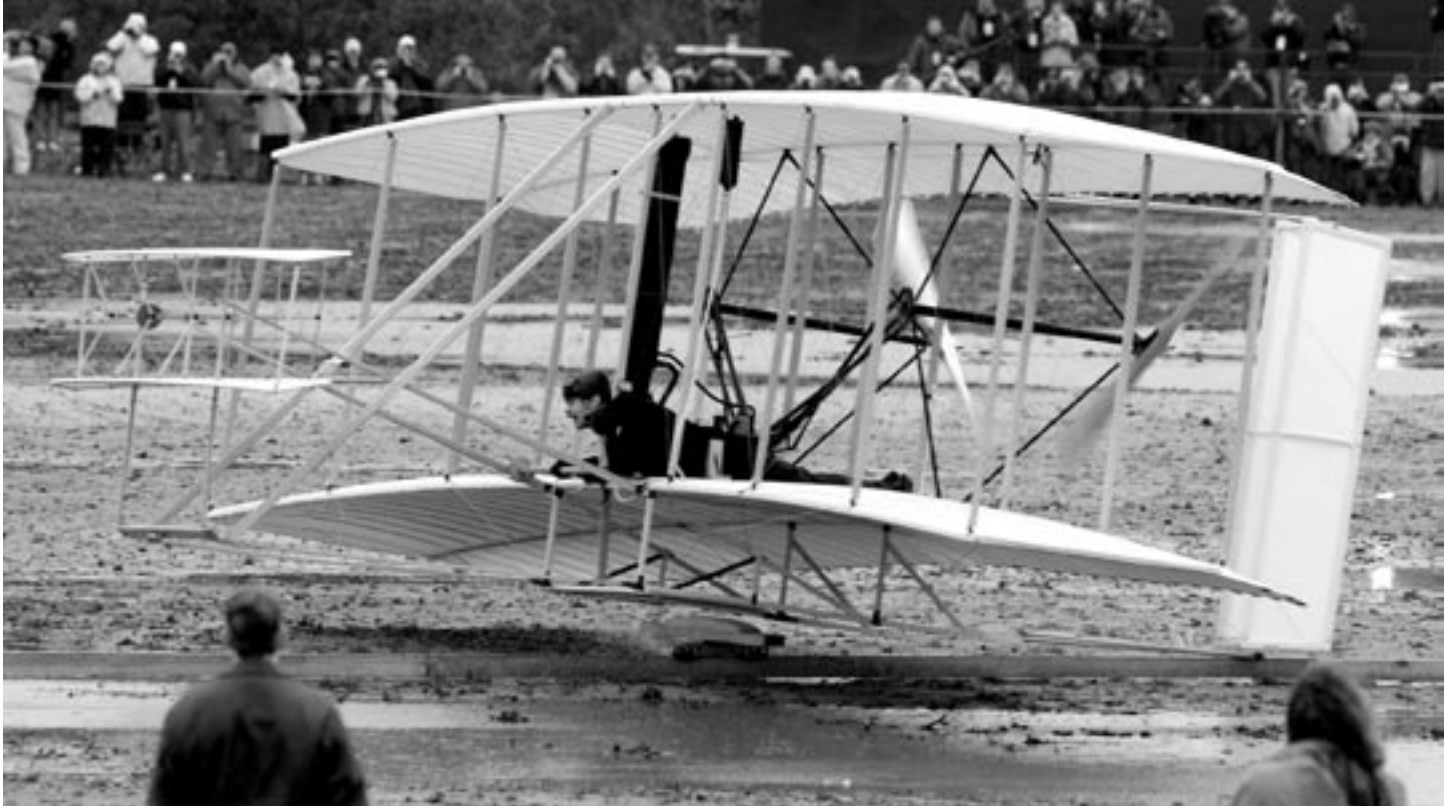
Though FMC designed the Halvorsen to be very versitle, not every use for the 25K loader was anticipated by the design team. Here, troops in a forward deployed unit use the loader for a make-shift basketball goal.

What's in a Name?

When asked to select a name for its newest loader, one name resounded from U.S. Air Force personnel: Colonel Gail S. Halvorsen. The famed "candy bomber" of the 1948 Berlin Airlift, Colonel Halvorsen dropped more than 250,000 candy laden parachutes to the children of Berlin during the blockade following World War II. His humanitarian efforts have been recognized with numerous awards throughout the world, and in 1999, he was inducted into the Airlift/Tanker Association's Hall of Fame. Today, the U.S. Air Force's newest member of the aerial port family proudly carries the name –

"Halvorsen Loader."

Then 1st Lt. Gail Halvorsen, circa 1948, holding a "Operation Little Vittles" parachute.



Pilot Kevin Kochersberger rides a replica of the Wright brothers' original 1903 flyer down a 180-foot rail in his first attempt to re-enact the "12 seconds that changed the world" during the centennial of flight celebration at Kill Devil Hill, North Carolina, on 17 December 2003.

100 Years of Flight!

Crowds Gather for Re-enactment of Historic First Flight 100 Years to the Day

by SSgt. C. Todd Lopez, Air Force Print News

12/18/2003 - KILL DEVIL HILLS, N.C More than 34,200 people stood in mud, the cold and rain, and under gray sky to witness the climax of a yearlong celebration.

The event was not even something original or new, but something that had been done before – exactly 100 years before.

The crowd gathered to watch a re-enactment of Orville and Wilbur Wright's first powered flight that took place 17 December, 1903, at 10:35 a.m. at that very location – now a national park in the brothers' honor. The re-enactment was the finale of the centennial of flight celebration that consisted of aviation-related events held in locations across the United States.

The centerpiece of the re-enactment was a reproduction of the Wright brothers' original 1903 flyer. The 605-pound, 40-foot-wide aircraft of mostly wood, fabric and aluminum, was equipped with a four-cylinder, 12-horsepower engine and two handcrafted wooden propellers. The craft was exact in every detail to the Wright brothers' original flyer and was built by The Wright Experience, of Warrenton, Virginia.

The goal of the Experimental Aviation Association, the organization that commissioned construction of the aircraft, was to re-enact the Wright brothers' original flight exactly 100 years after it happened. They hoped to use an exact reproduction of the craft, fly it in the same location the brothers had and conduct the flight at

KILL DEVIL HILLS, N.C. -- More than 34,000 aviation enthusiasts braved hours of bitter cold and drenching rains at the Wright Brothers National Memorial here 17 December 2003, hoping to witness the 100th anniversary of the "12 seconds that changed the world." (U.S. Air Force photo by Master Sgt. Jim Varhegyi)

exactly the same time the Wright brothers had.

Unfortunately, the weather was not the same as the Wright brothers had a century before. Weather was the one factor in the equation that the association, who had been so precise in all other regards, was unable to control.

The crowd in the bleachers was disappointed when they learned the craft would not fly at 10:35, because of a lack of wind. The muddy, 800-foot-wide circular field where the flight was to take place remained empty.

But, like the Wright brothers themselves, the aircrew was persistent. Around noon, the reproduction Wright flyer rolled out into the field. After nearly a half-hour of preparations and several attempts to start the craft's twin propellers, the two-stroke motor sputtered to a start. The crowd exploded into cheers.

Several minutes later, the ground crew pushed the craft down the 180 feet of wooden rail that had been laid across the muddy field.

Near the end of the rail, the nose of the flyer lifted up and the craft lifted nearly six inches off the ground. Unfortunately, the wind was not strong enough to take the aircraft on the 12-second flight the Wright brothers experienced 100 years ago.

The crew did not consider their attempt a failure. They later said they had flown the craft several times before, preparing for the event. Their efforts, the lessons they had learned in trying, the event attendance and the approval of the crowd meant they had been successful.

"I'm not disappointed at all," said Ken Hyde, the flyer's builder. "I would have liked like to have shown people we could fly. I would have liked to have flown [it]. But we have created an awareness of the Wright brothers here."

Hyde said the crowds have been amazing the past four days.

"It's amazing the number of people who have come here to join us," he said.

Dover Crews Take Part in Historic Flights

by 2nd Lt. Cathy Milhoan, 512th Airlift Wing Public Affairs

The Wright Brothers' first flight took place on one of North Carolina's sandy beaches, but it could've taken place in the 121-foot cargo compartment of a C-5 Galaxy.

Aircrews from the Dover AFB, Delaware, joined aviation enthusiasts around the world as they paid tribute to the 100th anniversary of the brothers' first flight, which spanned 120 feet and lasted 12 seconds.

Reserve crews from the 512th Operations Group flew C-5s over Kitty Hawk, N. C., ont 15 and 17 December to help mark the historic event.

Events and flyovers on 15 December celebrated the impact of military aviation. They also honored the men and women who have developed and flown military aircraft throughout the century.

The C-5 joined a formation of dozens of other military aircraft, and one after another the planes descended to 500 feet to fly over the Wright Brothers Monument.

"It was amazing to be that close to the monument and to see all the people waving at us," said Maj. Ken Slater, 326th Airlift Squadron pilot.

Joining the aircrews on the flights were volunteers of the Air Mobility Command Museum. Armed with camcorders, cameras and loads of aviation memorabilia, the volunteers' enthusiasm was obvious.

"The flight was beyond my wildest expectations," said Dan Pawlowski, AMC Museum volunteer.

"It's very rare that you get to take part in something as historic as 100 years of flight," said Dick Caldwell, another volunteer. "I feel so honored to have witnessed it."

While the centennial celebration began on 12 December, the 17 December events marked the actual anniversary of the flight.

> ***"On the day they did fly, just like today, the conditions were not ideal...The Wright brothers hit some disappointments along the way. There must have been times when they had to fight their own doubts. They pressed on ... we would not know their names today if these men had been pessimists."***
>
> —President George W. Bush

Despite the rainy forecast, the day's highlights included an attempt to re-enact the original flight, an appearance by President George Bush and flyovers by hundreds of civilian and military aircraft.

"On the day they did fly, just like today, the conditions were not ideal," President Bush said to the more than 35,000 gathered at the festival. "The Wright brothers hit some disappointments along the way. There must have been times when they had to fight their own doubts. They pressed on ... we would not know their names today if these men had been pessimists."

Not nearly on the scale of the obstacles battled by Orville and Wilbur, during the 17 Deember events, Reserve flyers had to face heavy rains, poor visibility and several delays prior to their takeoff to Kitty Hawk.

Fifty miles outside of Kill Devil Hills, the crew received word that flyover formations were being cancelled because of weather.

"There's no doubt we were all disappointed," said Maj. Barry Rutledge, aircraft commander for the mission and 512th Operations Group deputy commander. "However, we were still glad to be able to celebrate the occasion by simply just being in the air flying."

AMC Museum director Mike Leister owns two pieces of the original Wright Brothers' EX "Vin Fiz," the first plane to make a transcontinental flight in 1911.

Wednesday's trip was extra special for him.

"People go to baseball stadiums to see where Joe DiMaggio played, but to be in the air flying in the vicinity of Kitty Hawk 100 years after the first flight was pretty awesome," said Mr. Leister.

"It really is amazing how far we've come in 100 years," added Reserve pilot Major Slater on his return from Kitty Hawk.

General Welser Assumes Command of 18th Air Force

by 2nd Lt. Dustin Hart, Air Mobility Command Public Affairs

Lt. Gen. William Welser III (right) assumes command of the 18th Air Force from Gen. John W. Handy, commander U.S. Transportation Command and Air Mobility Command, during a ceremony Dec. 1 at the Scott Air Force Base Club. The 18th AF stood up Oct. 1, and Gen. Welser became commander of the numbered air force following his congressional nomination to the rank of lieutenant general. (Air Force photo by Master Sgt. Paul Fazzini)

Lt. Gen. William Welser III assumed command of the recently reactivated 18th Air Force during a change of command ceremony held on 1 December 2003 at Scott AFB, Illinois.

In the ceremony, officiated by Gen. John W. Handy, commander U.S. Transportation Command and Air Mobility Command, General Welser was also promoted to his new grade.

The 18th AF, located at Scott, is Air Mobility Command's only numbered air force. It reactivated 1 October 2003 and is responsible with tasking and executing all air mobility missions.

> ***"If you think about all the things we have done in the history of Air Mobility Command, suddenly we have an organization under a single commander with the mobility forces... to go out and fight the wars of the future. I look forward to the opportunity to do that job."***
>
> —Lt. Gen. William Welser III

"This war fighting concept ... the 18th Air Force, is exquisite," General Welser said. "If you think about all the things we have done in the history of Air Mobility Command, suddenly we have an organization under a single commander with the mobility forces... to go out and fight the wars of the future. I look forward to the opportunity to do that job."

As 18th AF commander, General Welser leads a force of more than 54,000 airmen and civilians located at 12 AMC wings, three AMC groups, the Tanker Airlift Control Center at Scott AFB and the new 15th and 21st Expeditionary Mobility Task Forces.

Maj. Gen. Paul Essex, director of AMC Plans and Programs Directorate, served as the 18th AF commander while General Welser's presidential nomination awaited congressional approval. Congress approved the nomination on 25 November 2003.

General Welser's prior assignment was as the Director of Operations for USTRANSCOM. He left that assignment in August and has since served as special assistant to General Handy.

General Welser, a long time staunch supporter of the Airlift/Tanker Association, is a command pilot with more than 3,500 hours in the C-5, C-141, KC-10 and T-1. He has held command positions at the squadron, wing and headquarters levels, as well as at the TACC and the Air Mobility Warfare Center, Fort Dix, N.J.

New 'A Staff' Structure

Now that you have all your X's and O's sorted out, and are minding your P's and Q's, it's time to start using the new "A Staff" structure.

Air Mobility Command officials want to remind its servicemembers and civilian employees that the command reorganized into a "A Staff" structure effective 1 October 2003.

The following is a list of the top-level A Staff structure:

The Director of Personnel, formerly DP, is now A1.

The Director of Intelligence, formerly IN, is now A2.

The Director of Operations, formerly DO, is now A3.

The Director of Logistics, formerly LG, is now A4.

The Plans and Programs Directorate, formerly XP, is now A5.

The Director of Communications, formerly SC, is now A6.

The newly established Installations and Mission Support Directorate, A7, is a combination of Civil Engineering and Services.

The Comptroller Directorate, formerly FM, is now A8.

Also, Headquarters AMC Guard and Reserve Affairs offices will change to AMC/CG and AMC/CR, respectively.

The Rock Gets C-130-J for Training

Tech. Sgt. Steven Knoll guides a C-130J Hercules at Little Rock Air Force Base, Arkansas. The aircraft is being used to train active-duty aircrews on this newest version of the C-130. (U.S. Air Force photo by 2nd Lt. Jon Quinlan)

Decorated McChord C-17 Crew Recounts Enemy Attack

by Capt. Sam Highley, 62nd Airlift Wing Public Affairs

McCHORD AIR FORCE BASE, Washington (AMCNS) - Teamwork, training and the durability of the C-17 Globemaster III are what got a McChord aircraft safely on the ground after it was attacked by hostile forces over Baghdad International Airport, according to the aircrew.

The five crew members recently recounted what happened during the 10-minutes from when their No. 2 engine exploded shortly after take-off 9 December 2003, to when they safely landed the C-17 back at Baghdad IAP.

A Charleston AFB C-17 practices evasive maneuvers during a simulated missile attack. A 9 December 2003 attack on a McChord AFB in Baghdad was not simulated. (U.S. Air Force photo by Senior Airman Rick Bloom)

While an Air Mobility Command investigation team determined that hostile action caused the catastrophic explosion and continues to investigate to determine what exactly struck the aircraft, the mission's aircraft commander that day said he knew right away they were hit by something.

"The impact just shuddered the plane," said Capt. Paul Sonstein, a pilot in the 62nd Airlift Wing here. "I thought we were hit by something. I didn't know what, but I knew something got us."

The crew immediately started their checklist, shutting down the engine and planning their return to the airport. With Captain Sonstein flying the plane, 1st Lt. Andrew Oiland, the co-pilot that day also from the 62nd AW, ran the checklist and worked the radio. Behind him sat another 62nd AW pilot, Capt. Anne Lueck, who watched over the cockpit to ensure nothing was missed.

Tech. Sgt. Jim Alexander, a Reserve loadmaster with the 446th AW here, sat in the jumpseat behind the aircraft commander and had the best view of the engine.

"We had a very large flame coming out of the top of the engine," Sergeant Alexander said. "It looked like a flamethrower sticking out of the top."

With Sergeant Alexander scanning the engine and monitoring the fire, the C-17s other on-board loadmaster and fellow 446th Reservist, Staff Sgt. Eric Olson, was downstairs taking care of the passengers and coordinated everyone's escape once they landed.

Everyone doing their assigned job and working together as a team helped get the aircraft safely on the ground, according to Captain Lueck.

"The crew resource management training that we (all received) proved to be invaluable," she said. "I think that's what saved all of our lives and the lives of our passengers - how well we coordinated (and) how well we communicated with each other."

The fact that many of the C-17's systems are backed-up through redundancy also proved invaluable, as did the aircrew's simulator training, in which pilots regularly practice landing with an engine out, Captain Sonstein said.

"It felt and handled no different than a four-engine approach," he said, referring to how the aircraft flew as he circled back to the airport. "It was nothing different because I was so used to the simulator."

Captain Sonstein had to land the C-17 with only his standby instruments. Despite being the first time to ever land the aircraft without the benefit of the Heads-Up Display, he did so safely.

All five crew members' performance that day earned them Air Medals, which were presented by Vice President Dick Cheney during a visit to McChord on Dec. 22.

"It was an honor to be there and to shake his hand, and get (the Air Medal) pinned on by the Vice President," Captain Sonstein said.

Despite the accolades, the crew knows there are still many servicemembers overseas fighting the war on terrorism in similarly dangerous situations, Lieutenant Oiland said.

"We have people from all four services putting up with some pretty tough conditions over there, doing some pretty amazing things every day," he said.

Still, Sergeant Alexander said he was incredibly impressed with the response of his fellow aircrew members, who saved their passenger's lives, their cargo, a multi-million dollar airplane and, not the least of which, their own lives.

"I've been flying for 14 years, and I don't think anybody could have handled the situation any better than these guys did," Sergeant Alexander said. "They did a great job."

Vice President Thanks Airmen, Families

by Staff Sgt. Scott McNabb
62nd Airlift Wing Public Affairs

McCHORD AIR FORCE BASE, Wash. (AMCNS) - Vice President Dick Cheney pinned Air Medals on a total force aircrew here on 22 Dececmeber 2003, recognizing them for safely landing a C-17 Globemaster III after an engine explosion over Baghdad.

Receiving the Air Medals were Capt. Paul Sonstein, Capt. Anne Lueck and 1st Lt. Andrew Oiland, all from McChord's host wing, the 62nd Airlift Wing; and Tech. Sgt. James Alexander and Staff Sgt. Eric Olson, both from McChord's Reserve associate wing, the 446th AW.

The five medal recipients were on board a McChord C-17 when hostile action caused the Number 2 engine to explode shortly after takeoff from Baghdad International Airport Dec. 9. The crew declared an in flight emergency and were able to safely land the aircraft at the airport.

Vice President Dick Cheney pins an air medal on Staff Sgt. Eric Olson, 313th Airlift Squadron, during a visit to McChord Dec. 22. Sergeant Olson received the air medal for his part in safely landing a C-17 Globemaster III after an engine explosion over Baghdad. (Air Force photo by Kevin Tosh)

Vice President Cheney also pinned a Bronze Star medal on Maj. Brian Robinson, 62nd Airlift Wing, for planning more than 1,400 air missions over Iraq, and Purple Hearts on Fort Lewis soldiers Sgt. Johnie Smith and Spc. Sonny Sachdev.

"I wanted to come here to McChord to thank all of you," Vice President Cheney said.

Maintainers Revive C-5 for Flight

by Master Sgt. Jeff Bohn, U.S. Central Air Forces-Forward Public Affairs

COMBINED AIR OPERATIONS CENTER, Qatar — When the largest aircraft in its inventory was recently damaged during a hostile attack, the Air Force called on some unique specialists for the repair job – the C-5 Aircraft Battle Damage Repair team out of the Warner-Robins Air Logistics Center, Robins Air Force Base, Ga.

The Georgia-based 653rd Combat Logistics Support Squadron is the only C-5 ABDR team in the world. The Air Force hustled these specialists to Baghdad International Airport in the wake of a Jan. 8 attack on a C-5 Galaxy.

The number four engine on the Travis-based airlifter was hit by hostile fire shortly after take off. While a board of investigators immediately began investigating the attack, plans were made to ferry the aircraft to an in-theater repair location.

After an initial assessment by 447th Expeditionary Aircraft Maintenance Squadron personnel at Baghdad International Airport, the Air Force quickly decided it needed to send the ABDR team forward into the theater.

"We were sent to Baghdad to repair the C-5 that was struck," said Capt. Mark Ford, 653 CLS squadron director of operations and mission chief. "Our job was to fix the plane up to the point it could be ferried to another location in theater where more permanent repairs would be completed," he added.

"When we land, I get my team together. Then we go ahead and assess what we need to assess. I get my guys working and we knock it out," Master Sgt. John Manna, 653 CLSS C-5 aircraft battle damage repair crew chief said. "[Our instructions] said they needed this aircraft moved as soon as possible."

Sergeant Manna went on to say his team felt good about what it accomplished in Baghdad but knew that was only the beginning. Everyone on the team knew additional repairs would be needed before the cargo aircraft could be flown back to Robins AFB where it would be permanently repaired.

Ultimately, the ferry flight turned out to be uneventful. From its three-engine take off to landing, everything went as planned. Once the plane arrived at its new location, Captain Ford and his maintenance experts did some additional work preparing the big jet for its subsequent flight to Georgia.

Several days and a lot of work, knowledge, ability and sweat go into repairing an aircraft in the field, but the results are worth the effort.

"It makes me feel wonderful," said Tech. Sgt. Joseph Alexander, 653rd CLSS avionics guidance and control technician. "I enjoy working with the team we have and the opportunities it gives me to travel the world. We go through rigorous training every year for this -- especially in wartime situations. To be able to go into places to recover aircraft makes me feel really unique.

"My primary job is the electronics, the electrical work on the aircraft," Sergeant Alexander said. But there are few tasks he can't do.

"I perform everything from sheet metal patches to engine replacement," he said. While the 15-member team came from Georgia, their mission was a joint effort with the maintainers at the deployed base.

"The support was fantastic," Captain Ford said. In particular, he cited "The Mighty 8th" [a deployed expeditionary air mobility squadron], his unit back home, and the maintainers at the repair location as being extremely helpful.

"Everyone gave us a hand," Sergeant Manna added.

Part of the deployed location support came from four civil engineers who used a crane to assist in the removal and installation of engines and airframe components weighing up to four tons while requiring precision measured in millimeters.

Taking part of the mammoth repair effort has been the highlight of his tour, he said.

Other much needed assistance came from coalition C-130 and KC-135 maintainers who worked side by side and through the night with the Georgia specialists as well as unloading the aircraft, supplying tools, and moving the equipment around for the team.

Master Sgt. William "Bull" Demers, the deployed location's production superintendent for flight line operations, said the experience was invaluable to many of the younger troops and highly supported by all involved.

"After the team came in and went to bed down, our maintainers spent six hours through the first day getting the aircraft prepared for the engine drop," Sergeant Demers said. "The team was surprised when they got out to the aircraft. It really helped the operation go quicker."

The overall focus of this operation may have been to get a damaged aircraft back into service as rapidly as possible, but there were many side benefits. For the many maintainers involved in fixing the plane first at Baghdad and then at the second repair site, it was a feeling of doing something unique and truly challenging.

"It feels good to participate in something like this. To see everything come together, to see the training and the planning all work, and to be able to come do it instead of train and talk about it -- it feels great," Captain Ford said.

Cargo, Pax All In A Day's Work

by Tech. Sgt. Bob Oldham
332nd Air Expeditionary Wing
Public Affairs

1/15/2004 - TALLIL AIR BASE, Iraq (AFPN) -- Air Force and coalition forces are working together to keep cargo and passengers moving through the aerial port here.

Airmen from Charleston Air Force Base, S.C., and Lackland AFB, Texas, have teamed with members of the Estonian military to move more than 4,000 passengers and 880 tons of cargo on more than 500 monthly aircraft missions.

The aircraft parking ramp is a hub of activity here 24 hours a day, seven days a week, as about 20 cargo aircraft arrive and depart daily. Airmen assigned to the 332nd Expeditionary Logistics Readiness Squadron's aerial port flight are responsible for every passenger and piece of cargo arriving or departing the base via aircraft.

"The flight is the cornerstone of the wing's airlift mission," said Maj. William Mann, the 332nd ELRS commander deployed here from Shaw Air Force Base, S.C. "All Army, Air Force and coalition passengers and cargo, arriving or departing Tallil, will transit the flight."

The flight's mission is essential to a remote place like Tallil AB, located in the southern Iraqi desert, said Senior Master Sgt. Thomas Halpin, the aerial port flight superintendent deployed here from Charleston AFB. The sergeant oversees the flight's passenger service, air terminal operations center, cargo processing and ramp services operations.

TALLIL AIR BASE, Iraq -- Estonian Cpl. Taivo Kahrets helps push a pallet of cargo into a Georgia Air National Guard C-130 Hercules here Jan. 14. The corporal is one of about a dozen Estonians helping the base's aerial port flight move cargo through here. (U.S. Air Force photo illustration by Tech. Sgt. Bob Oldham)