



A/TQ

AIRLIFT/TANKER QUARTERLY
Volume 16 • Number 1 • Winter 2008

Airlift/Tanker Quarterly is published four times a year by the Airlift/Tanker Association, Col. Barry F. Creighton, USAF (Ret.), Secretary, 1708 Cavelletti Court, Virginia Beach, VA 23454. (757) 838-3037. Postage paid at Belleville, Illinois.

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

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

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

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

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PRINTED IN U.S.A.

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ON THE COVER: Artist's conception of a C-17 breaking away from a new KC-45A after refueling as another C-17 queues up for refueling.

Good Things Come to He Who Waits...Sort of...

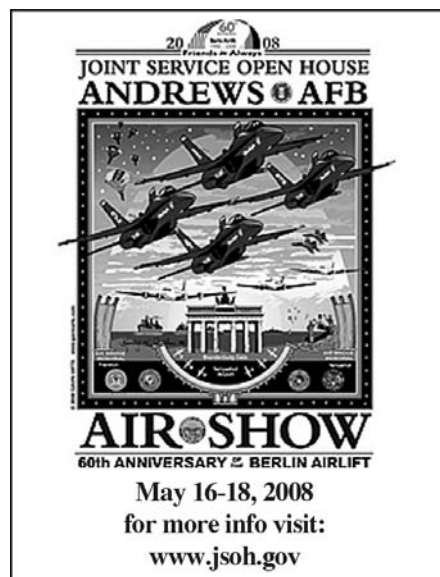
The recapitalization of the U.S. Air Force Tanker Fleet is a topic worth waiting for, so I made the decision to give the Air Force until 1 March to announce the outcome of the KC-X decision before putting together this edition of *A/TQ*. I was hoping that the announcement would be made well before then – I really wasn't anticipating that the decision would come only 1 day before my arbitrary deadline. I did, however, anticipate that either way the decision went that it would not really be the actual end of the process – I fully expected that the successful offeror would be jubilant and that the other offeror would probably wish to appeal the Air Force's decision.

The idea was to present a cover story based on the Air Force's decision and end with a simple "the other guys are expected to appeal" statement. Ah, if only it were that easy. The firestorm of controversy following the announcement seemed to burn hotter with each passing day and, well, I had to get this edition of *A/TQ* to press at some point...

Taking all this into account, I modified my approach just a little and built a cover story based on the Air Force's decision, included some coverage of the political controversy along with the appeal decision and ended with a simple "stay tuned" statement.

Since both offerors are long-time, ardent supporters of the Airlift/Tanker Association, I felt like I was walking a tight rope strung between a rock and a hard place during the entire process of putting together the story. I tried to be fair to all points of view, and just present the facts...

Collin R. Bakse, editor



Chairman's COMMENTS



Gen Ron Fogleman
USAF, Ret

Greetings from the snow packed mountains of Colorado. With the coming of the New Year your Airlift Tanker Association Board of Directors have started the process of completing it's after action review of the 2007 convention and looking forward to the 2008 meeting in Anaheim. The board was hosted by the MacDill chapter on 15-16 February. During this meeting we received an update on finances, selected a theme for the 2008 convention, toured the facilities, and met with the troops and families of the 6th Air Refueling Wing. It was a very a productive meeting... and an opportunity for some of us to escape the winter weather for a couple of days. The theme, "Air Mobility: From Berlin to Baghdad and Beyond" will support the commemoration of the 60th anniversary of the Berlin Airlift, keep the focus on current operations and look to the future.

The air mobility tanker community is looking forward to several key programmatic decisions in this spring. As we go to press the selection of the KC-45A has just been announced, the required reports will be delivered to the Congress and the JCA will move forward, the Nunn-McCurdy breach on the C-5 RERP will be resolved and the CSAR-X program protest will be put to bed. Other programs in play include the continuation of C-17 production and the potential expansion of the CV-22 buy from 50 to 75 aircraft. Clearly 2008 will be a big year for Air Mobility and related programs.

No matter how these programs fare in Washington, it is a forgone conclusion the men and women of the Command will continue to be heavily tasked as the War on Terror approaches the seventh year of engagement. With that in mind, the members of the Board of Directors, along with our industry partners, are committed to planning and executing an out standing convention. General Lichte and the AMC staff have pledged their full support to the event. If any member has inputs they would like to make we would welcome them. The sole reason for the Association to exist is to support the Air Mobility warriors and their families. It is our way of saying thank for all you do for America each and every day.

2008 A/TA Convention & Symposium **November 6-9** **Marriott/Hilton, Anaheim, California**

Theme:
Air Mobility –
Berlin to Baghdad and Beyond

Future A/TA Convention & Symposium Locations*

2009 – Opryland, Nashville

2010 – Marriott World Center, Orlando

2011 – Opryland, Nashville

2012 – Marriott/Hilton, Anaheim

**Tentative outline of locations. Subject to change.*

President's MESSAGE



**CMSgt Mark Smith
USAF, Ret**

What a great convention in Nashville, Tennessee! Salutes to all - especially to our many volunteers for providing your time to organize a great convention in music city. And thanks to our membership - for your attendance and dedicated support to our growing organization. It is amazing to see our organization and conventions grow as we maintain our trademark level of camaraderie and friendship.

I would like to congratulate all of our 2007 award recipients including our first A/TA Hall of Fame inductee group, the "Aero-medical Evacuation Legacy Team." Your professionalism and contributions to air mobility are simply incredible.

One award that is not highlighted in the convention issue of *A/TQ* (it's a surprise) is the President's Award. This award identifies and recognizes an A/TA member-volunteer who has contributed immeasurably to the overall success of the Airlift/Tanker Association. The 2007 award was presented to Colonel (Ret) Bob Ford.

Bob Ford has spent countless hours planning and executing our annual banquet seating program for the past 7 years. Bob devised and implemented our revised program and eagerly coordinates with each Air Force unit and chapter to seat over 4000 people at our annual A/TA banquet each year. Bob's helpful and friendly personality enables him to easily assist our youngest Airman to our Starred-General membership who attend our annual convention and banquet each year.

Additionally, Bob provides assistance to the A/TA Board and convention management team by planning, scheduling and executing our objectives to ensure a successful annual convention every year. Bob assists our annual awards program by volunteering to serve on the A/TA Hall of Fame Nomination Committee. Bob Ford has been one of the most active and loyal volunteers imaginable. He arrives early, works long hours and is always willing to go the extra distance with low fuel. Bob knows how to get the job done with the eagerness to "make it happen." Bob Ford has exemplified the A/TA legacy of volunteerism in the Association by selflessly giving his time to provide a memorable annual experience for our Air Mobility Warriors. Congratulations Colonel Bob and thanks for your dedication to make our association so successful!

Also up for convention-related honors is LTC Jeff Bigelow - for his dedicated service as our Convention Symposium Director. Jeff accomplished the skillful job of organizing and guiding our professional development seminars at our convention in Nashville. We'll try to retain Jeff again next year - with more cold beer!

I would also like to recognize our AMC Commander, General Arthur Lichte and his Command Chief, Joe Barron for their outstanding presentations at the convention. We thank and support you for your dedication and vision as you mold our air mobility future.

Lastly and most importantly, thanks to many of you who are deployed serving our great nation. We sincerely appreciate your service to air mobility and the sacrifices you and your families are making to protect our freedom. Our prayers and support are with you always.

God bless you all. Cabin Report...Secure!

Association Notes

Temporary Column

A/TQ readers accustomed to looking at this column to get a brief update from the Association Secretary may be surprised to find the heading **Association Notes** instead. This is only a temporary replacement for **Secretary's Notes**, which will return with the Spring edition of the *A/TQ*.

At the 2007 Convention in Nashville, long time Association Secretary, Barry Creighton stepped down, and a new Secretary, Ms. Carol Mauchline, was installed. Carol needs a little time to get her all her "ducks in a row" before undertaking to write a column for inclusion in the magazine.



A/TA Chairman Ron Fogleman (L) and A/TA President Mark Smith (C) elicit one of his trademark smiles from outgoing Association Secretary Barry Creighton while presenting him with a couple of special gifts in thanks for his many years of volunteer work on behalf of the Association at the 2007 Convention in Nashville. (A/TA photo by Collin Bakse).

The Board of Officers and *A/TQ* staff wish Barry the best of luck and "smooth sailing" with his next endeavor, and look forward to Carol's future contributions.

Programs Committee to Manage Rooms Again in 2008

The Association's Program Committee recently announced that, due to the success the committee had in managing the rooms for the 2007 convention, it would once again manage the rooms for the 2008 Convention in Anaheim.

The Association has two main hotels in Anaheim - the Anaheim Marriott and the Anaheim Hilton. Both hotels will pay a major role in this year's convention. If you are not familiar with Anaheim, these two hotels are directly across the street from each other. Nearly half of the 2008 attendees will be in one of these two hotels. The Association has signed contracts with six additional hotels - four of which are as close as it was from one side of the Nashville Gaylord Hotel to the other side. Between all eight the hotels, there are more than 3,000 rooms under contract.

An outline of the process will be included in the Spring edition of *A/TQ*.

Association ROUND-UP

Capital Chapter

Capital Chapter Raises \$10,000 for Snowball Express

In 2007, the A/TA National Capital Chapter focused its efforts raising money for Snowball Express, an all-volunteer, non-profit organization whose mission is to help create new memories and a few days of joy for children who have recently lost an active duty parent to the Global War on Terror.

Members from the National Capital Chapter presented the \$10,000 check to Mr. Roy White, Chairman of Snowball Express, at this year's A/TA conference in Nashville, TN. The Chapter raised the money from

golf tournaments held in 2007, with help from industry partners including: Atlas, Boeing, Booz Allen and Hamilton, EADS, General Dynamics, General Electric, Honeywell, Lockheed Martin, Northrop Grumman, Raytheon, Rolls Royce, and Smith Aerospace.

"The chapter members got together early in 2007 and decided Snowball Express was an outstanding and fitting organization to focus our fund raising efforts on," said chapter president Colonel Mike Stough. "We hope to continue to support this organization and others like it in the future."

To learn more about The Snowball Express please visit: www.snowballexpress.org.



(L to R) Colonel Jamie Crowhurst, organizer of the spring 2007 A/TA Capital Chapter golf tournament; Major General Scott Gray, A/TA Capital Chapter; Roy White of Snowball Express; and Lt Colonel Scott Zippwald, A/TA Capital Chapter Treasurer and organizer of the fall 2007 A/TA Capital Chapter golf tournament.

MARK YOUR CALENDARS!

2008 A/TA Convention & Symposium
November 6-9
Marriott/Hilton, Anaheim, California

Tanker Community Celebrates 15+ Years as Partner in Airlift/Tanker Association

Phil "PI" Iannuzzi, Colonel, USAF
Advisor, Airlift/Tanker Association

We've all heard the popular saying, "time flies when you're having fun." Well, it's no different for members of the tanker community. During the summer of 1992, the "Airlift" Association Board of Officers made a historic visit to Castle AFB, California, where Gen Al Hansen (then-chairman of the board), along with Gen Robert E. "Dutch" Huyser and other board members, presented the very first "Airlift/Tanker" Association charter to members of the San Joaquin chapter ... the first tanker group to join the former "Airlift" Association. The tanker aviators belonged to the 398th Operations Group, a group of tanker schoolhouse instructors led by then-Colonel Steve Lorenz. And as they say, "the rest is history."

The addition of the tanker community to the Airlift Association coincides with another historic event—the formation of Air Mobility Command over 15 years ago. For over 30 years, the tanker community was part of Strategic Air Command. Then, on June 1, 1992, following the collapse of the Soviet Union and the end of the Cold War, Strategic Air Command was inactivated in a reorganization of the major Air Force commands. Gen Merrill A. McPeak, Air Force Chief of Staff, reorganized Tactical Air Command, Military Airlift Command and Strategic Air Command into Air Combat Command (ACC), Air Mobility Command (AMC) and Strategic Command. Under the new command structure, AMC inherited SAC's tanker force and ACC inherited SAC's strategic bombers. The Air Force nuclear component was combined with the Navy's nuclear component to form United States Strategic Command.

There are many "war stories" about the board's decision to bring the tanker community into the airlift association ... probably best shared with a cold beverage in hand. Nonetheless, the visionary decision to roll the tanker community into the fold brought significant growth to the Airlift/Tanker Association, reinforced a premier team of mobility warriors and helped form a world-class team of air mobility professionals.

Air Mobility Command and the Airlift/Tanker Association have gone through many changes over the years, yet despite the constant change one element remains unchanged: air mobility forces remain America's wings of freedom.

One final thought. With the new tanker on the horizon and its dual-role air mobility mission, I wonder if we'll all be talking about the "Air Mobility" Association 15 years from now. Fly safe!



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- Airworthy Certified 18-May-07
- Compatible with the new C-27J Joint Cargo Aircraft



C-17 Centerline Seat Pallet

- Enhanced design and superior strength Kevlar/Nomex seat covers
- First USAF delivery of advanced seat systems May 08



HCU-6/E Air Cargo Pallet

- Producing 6000+ pallets per month for the USAF
- Centralized field repair station established in 2007, Fayetteville NC



C-17 Litter Stanchion Augmentation Set (LSAS)

- ISU-90 end door opening container allows for easy in-flight access
- First delivery FY 05

FMC Technologies Makes "Largest Contribution Ever" to Airlift/Tanker Association Education Fund

Over the last few years FMC Technologies has devised ways to raise money for the A/TA Education Fund during the Association's National Convention and Symposium



Gen Arthur Lichte, AMC commander, lets one fly toward the basket during FMC's Basketball Shoot at the 2007 A/TA Convention. (A/TA photo by Collin Bakse).

– basketball shoots, slot car racing, book signings, etc. – and their efforts have paid off big.

At the 2007 convention in Nashville, attendees lined up to shoot hoops for a chance to win a great guitar package and to get copies of "The Candy Bomber" and "Mercedes and the Chocolate Pilot" autographed by the author, and A/TA Hall of

Famer, Gail Halvorsen. FMC matched the amount raised and sent a check for over \$8,600 to the Association earmarked for the Education Fund.

In a statement following the convention, Association Treasurer John Murphy stated that "...this is the largest contribution ever!" The Board of Officers and membership extend a sincere "Thank You!" to FMC for



Attendees queued up for the chance to get a copy of either "The Berlin Candy Bomber" or "Mercedes and the Chocolate Pilot" autographed by famed Candy Bomber, Gail Halvorsen. (Photo courtesy FMC).

their continuing support of the Association and the education fund and look forward to their next innovative money making idea.

Bob Ford Garners 2007 A/TA President's Award

Each year during the Association's National Convention and Symposium the Association President presents an award to an Association volunteer. The President's Award identifies and recognizes an A/TA member-volunteer who has contributed immeasurably to the overall success of the Airlift/Tanker Association. All non-elected, non-paid A/TA members are eligible. The awardee is selected by the President through recommendations from the A/TA elected board and approved by the Chairman.

The 2007 President's Award was presented to Mr. Bob Ford who spent countless hours devising, planning, and executing our annual banquet seating program for the previous 7 years. Bob devised and implemented the Association's revised program and eagerly coordinated with each Air Force unit and chapter to seat over 4000 people at the annual A/TA banquet each year. Bob's helpful and friendly personality enabled him to easily assist everyone from the youngest Airman to the 4-Star General Officers who attend the annual convention and banquet each year.

Additionally, Bob provided assistance to the A/TA Board and convention management team in planning, scheduling and executing objectives to ensure a successful annual convention every year. Bob also assisted our annual awards program by volunteering to serve on the A/TA Hall of Fame Nomination Committee.

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Mr. Bob Ford, holding President's Award, on stage at 2007 A/TA Convention with (L to R) Gen Arthur Lichte, commander AMC; Mark Smith, A/TA President; and, Gen Norton Schwartz, commander USTRANSCOM. (A/TA photo by Collin Bakse).



A/TA President Mark Smith (R) accepts a \$8,608.00 check from FMC Technologies' Show Manager Andy Wilson (L). FMC raised the funds during the 2007 Convention through a basketball shoot and the sale of "The Berlin Candy Bomber" and "Mercedes and the Chocolate Pilot" book sales autographed by author and A/TA Hall of Famer Gail Halvorsen. The \$8,608.00 donation will be added to the Association's Education Fund. (Photo courtesy FMC).

KC-45A:

KC-X Competition Takes A Major Step Forward

On 29 February 2008, Secretary of the Air Force Michael W. Wynne and Vice Chief of Staff of the Air Force Gen. Duncan J. McNabb announced the selection of Northrop Grumman as the winner of the KC-X competition for development and procurement of up to 179 tanker aircraft for approximately \$35 billion.

The initial contract for the newly named KC-45A is for the system design and development of four test aircraft for \$1.5 billion. This contract also includes five production options targeted for 64 aircraft at \$10.6 billion.

"The tanker is the number one procurement priority for us right now," General McNabb said. "Buying the new KC-45A is a major step forward and another demonstration of our commitment to recapitalizing our Eisenhower-era inventory of these critical national assets. Today is not just important for the Air Force, however. It's important for the entire joint military team, and important for our coalition partners as well. The KC-45A will revolutionize our ability to employ tankers and will ensure the Air Force's future ability to provide our nation with truly Global Vigilance, Reach, and Power.

"It is the first step in our critical commitment to recapitalize our aging fleet to move, supply and position assets anywhere. In this global Air Force business, the critical element for air bridge, global Intelligence, surveillance and reconnaissance and global strike is the tanker," he said...



...The KC-45A will provide significantly greater air refueling capabilities than the current fleet of KC-135 Stratotankers it will begin replacing. For example, it will be able to refuel Air Force and Navy aircraft on every flight. These aircraft have different systems for receiving fuel and today, KC-135s must be set up for one or the other before takeoff.

The KC-45A will be equipped for both systems on every flight and also will have connections for wing pods. When wing pods are installed, it can refuel two probe-equipped aircraft, such as those flown by Navy and many allied aircrews, at the same time. The KC-45A can even be refueled in flight by other tankers.

The KC-45A also will have defensive systems that allow it to go

of communication.

The evaluation team comprised experts covering a broad spectrum of specialties from acquisition to operations and was hand-picked from across the Air Force and other government agencies.

As part of the process, Air Force officials are required to provide a written notice to both the selected and not-selected and offer to provide a debrief on their bid proposals. To maintain the integrity of that process, officials will be unable to provide additional information about the proposals and contract.

"Today's announcement is the culmination of years of tireless work and attention to detail by our acquisition professionals and source selection team, who have been committed to maintaining integrity, providing transparency and promoting a fair competition for this critical aircraft program," Secretary Wynne said. "Through these efforts, we believe we will provide a higher-value resource to the warfighter and the taxpayer."

AMC Commander Welcomes Tanker Announcement

Gen. Arthur J. Lichte, the commander of Air Mobility Command, hailed the aerial tanker source selection announcement as an important first step toward ensuring America maintains its global reach capability, saying, "The KC-45A is the tanker of the future. It will enable us to carry more fuel and cargo, and allow us the flexibility to refuel any type of receiver on every mission. It will come equipped with systems to take this capability closer to the fight while protecting our Airmen as they operate in hostile skies."

The backbone of America's existing tanker fleet is the KC-135, which was built during the Eisenhower and Kennedy administrations. Replacing this aircraft has been the top acquisition priority for the Air Force for several years.

"The KC-135s have served us well and will have to continue to fly for decades until this recapitalization is complete," General Lichte said. "It is vitally important to ensure this recapitalization effort is fully funded and stays on track, to ensure this capability so critical to our national security is always there."

"I look forward to seeing the first KC-45A in the field. The success of this program will require a strong commitment from our national leaders, and I'm confident they understand and appreciate what an important asset this modernized tanker is to America's defense," he said.

Tanker aircraft have played an essential role in the Global War on Terror. Since September 11, 2001, Air Force tankers have passed more than 1.2 billion gallons of fuel to other aircraft. Air Force Chief of Staff Gen. T. Michael Moseley calls tankers "the single point of failure for everything we do."

KC-45A To Bring Increased Capabilities To Warfighter

The KC-45A is expected to enter the test phases in 2010 with the first mission-capable aircraft ready by 2013. The new tanker will bring increased airlift, force protection and most importantly, air



The capabilities of the new KC-45A add increased operational flexibility for the air mobility world. The ability to provide aerial refueling for both boom-and-receptacle and probe-and-drogue aircraft in the same sortie is one example. The new tanker will also be able to refuel two probe-equipped aircraft at the same time, a capability that's available with only 20 of the KC-135 fleet. The KC-45A will have the capability to carry an air refueling pod on each wing. When wing pods are installed, the aircraft can provide fuel to two Navy or allied fighters at the same time, cutting almost in half the amount of time it takes a four-ship formation to cycle across the tanker. (Artist conception courtesy Northrup Grumman).

into dangerous environments that tanker aircrews currently have to avoid. It will also supplement the airlift fleet by carrying cargo, passengers and medical patients in a secondary role.

The KC-X source selection used a "best value" determination to select a winner based on five factors: mission capability, proposal risk, past performance, cost/price and an integrated fleet air refueling assessment – performance in a simulated war scenario. These five factors were developed after consulting with industry and were finalized prior to starting the competition. Considered together, these grading criteria ensured the Air Force maximized the capability delivered to the warfighter while optimizing the taxpayers' investment.

Air Force officials followed a carefully structured process, designed to provide transparency, maintain integrity and promote fair competition. Air Force officials met with offerors on numerous occasions to gain a thorough understanding of their proposals and provide feedback on their strengths and weaknesses. Officials also provided insight into government cost estimates throughout the process instead of waiting until the post-decision debrief. The competitors indicated they've been very pleased with the degree

refueling capabilities to the warfighter, said Lt. Gen. Donald J. Hoffman, military deputy in the office of the assistant secretary of the Air Force for acquisition at the Pentagon.

Throughout the selection process, Air Force officials evaluated proposals based on the vendors' ability to meet nine key performance parameters and five evaluation factors.

"The performance parameters are the specific requirements we have for the aircraft, and the evaluation factors are how we grade

"Today's announcement is the culmination of years of tireless work and attention to detail by our acquisition professionals and source selection team, who have been committed to maintaining integrity, providing transparency and promoting a fair competition for this critical aircraft program."

**– Michael W. Wynne,
Secretary of the Air Force**

the vendors on their ability to meet those requirements. The KC-45A must meet all of the key performance parameters," General Hoffman said.

The capabilities of the new tanker add increased operational flexibility for the air mobility world. The ability to provide aerial refueling for both boom-and-receptacle and probe-and-drogue aircraft in the same sortie is one example.

Currently, for most KC-135s to conduct probe-and-drogue refueling operations, a boom-drogue adapter must be attached to the boom before takeoff, preventing them from refueling receptacle-equipped aircraft in the same sortie.

"The new tanker will also be able to refuel two probe-equipped aircraft at the same time, a capability that's available with only 20 of the KC-135 fleet," General Hoffman said. "The KC-45A will have the capability to carry an air refueling pod on each wing. When wing pods are installed, the aircraft can provide fuel to two Navy or allied fighters at the same time, cutting almost in half the amount of time it takes a four-ship formation to cycle across the tanker."

Another advantage of the KC-45A is the ability to receive fuel, a capability only a handful of the current tankers possess, the general said. Being able to receive fuel means it can accept reserve fuel from another tanker allowing it to remain in the air longer.

The new tanker also will have increased cargo space for passengers, pallets and medical evacuation, as well as increased force protection measures against surface-to-air missiles, allowing it to traverse and land in high-threat environments.

"The KC-45 is a tanker first, but the cargo capacity will be very useful," the general said. "The new tanker will be able to haul people and cargo directly to military airfields instead of having to cross-load onto C-130 Hercules aircraft or C-17 Globemaster IIIs, which is what we do now. It can also download fuel to storage bladders on the ground, which can be used to power ground vehicles instead of having convoys on the road. These are tremendous capabilities for air mobility commanders."

Air Force officials were committed to making a decision that would provide the best overall value to the warfighter and the taxpayers, he said.

"Although the contract will be awarded to Northrop Grumman, the real winners are the warfighter, the taxpayers and the nation," General Hoffman said. "For the warfighters, we are replacing old equipment with modern capability; the taxpayers are getting the best value deal in a very competitive environment; and the nation will maintain the capability to project air power and be responsive to its global responsibilities for decades to come."

Northrop Grumman Reaction to Announcement

When asked to comment on the Air Force's decision that the

KC-45A be based on the highly-successful A330 commercial airframe, produced by EADS, Ronald D. Sugar, Northrop Grumman chairman and chief executive officer said, "We are excited to partner with the Air Force for their number one acquisition priority, the KC-45A Tanker. Northrop Grumman's vast expertise in aerospace design, development and systems integration will ensure our nation's warfighters receive the most capable and versatile tanker ever built. The Northrop Grumman KC-45A tanker will be a game changer."

The initial KC-45A contract provides four System Design and Development aircraft and is valued at \$1.5 billion. The first KC-45A airframe completed its first flight on Sept. 25, 2007 and will now begin military conversion to the tanker configuration. The KC-45A's Aerial Refueling Boom System is currently in flight test and has successfully performed numerous in-flight contacts with receiver aircraft.

"Clearly the U.S. Air Force conducted a thorough and transparent competition in choosing their new tanker, which resulted in selection of the aircraft that best meets their current and future requirements," said Gary Ervin, corporate vice president and president of Northrop Grumman's Integrated Systems sector. "By selecting the most capable and modern aircraft, the Air Force has embraced a system that provides a best-value solution to our armed forces and our nation."

If the Air Force decision stands, the KC-45A will be built by a world-class industrial team led by Northrop Grumman, and includes primary subcontractor EADS North America and General Electric Aviation, Sargent Fletcher, Honeywell, Parker, AAR Cargo Systems, Telephonics and Knight Aerospace. The aircraft will be assembled at new, state-of-the-art manufacturing facilities in Mobile, Alabama, and will employ 25,000 workers at 230 U.S. companies. The KC-45A's refueling systems will be built at new facilities in Bridgeport, West Virginia, and delivered to the KC-45A Production Center for aircraft integration.

The contract to build up to 179 aircraft – the first of three awards worth up to \$100 billion over 30 years – opens up a huge new opportunity for Northrop Grumman.

"They (military contracts) don't come along at this scale very often," Northrop Grumman Chairman and CEO Ronald Sugar said. "We do see this as being a very important component of our business for many years to come."

"The KC-135s have served us well and will have to continue to fly for decades until this recapitalization is complete."

**– General Arthur J. Lichte,
commander Air Mobility Command**

Northrop Grumman Corporation is a \$32 billion global defense and technology company whose 120,000 employees provide innovative systems, products, and solutions in information and services, electronics, aerospace and shipbuilding to government and commercial customers worldwide.

Boeing's Reaction

Immediately following the announcement Boeing said it was "obviously" disappointed. "We believe that we offered the Air Force the best value and lowest-risk tankers for its mission," said Bill Barksdale, a Boeing spokesman. "Once we have reviewed the details behind the award, we will make a decision concerning our possible options, keeping in mind at all times the impact to the warfighters and our nation."

Boeing then requested that the original 12 March debriefing date be moved forward to expedite its decision on whether or not to appeal the decision. The Air Force obliged and rescheduled the

debriefing for Friday 7 March. The debriefing on Friday came one week after the Air Force's original announcement.

"We spent several hours with Air Force leaders, listening and probing, all in an effort to better understand the reasoning behind their decisions," said Mark McGraw, Boeing vice president and program manager of the KC-767 tanker. "While we are grateful for the timely debriefing, we left the room with significant concerns about the process in several areas, including program requirements related to capabilities, cost and risk; evaluation of the bids and the ultimate decision.

"What is clear now is that reports claiming that the Airbus offering won by a wide margin could not be more inaccurate," said McGraw.

Boeing officials said that they would take the next few days to evaluate the data presented and give serious consideration to filing a protest.

"For the warfighters, we are replacing old equipment with modern capability; the taxpayers are getting the best value deal in a very competitive environment; and the nation will maintain the capability to project air power and be responsive to its global responsibilities for decades to come."

**— Lt. Gen. Donald J. Hoffman,
military deputy, Office of the Assistant Secretary
of the Air Force for Acquisition**

"Our plan now is to work through the weekend to come to a decision on our course of action early next week," said McGraw. "It will be a very rigorous and deliberative process to ensure we're balancing the needs of the warfighter with our desire to be treated fairly. For decades Boeing has been recognized as a defense company that never takes lightly protests of our customers' decisions."

"As we have gone through this process it has become clearer that this competition was much closer than has been reported, and that raises the stakes if the process was flawed and unfair in any way," said McGraw. "We have serious concerns over inconsistency in requirements, cost factors and treatment of our commercial data."

As Boeing entered the final phase of its evaluation, the company took exception to reports that the Air Force had not received adequate commercial pricing data from the company. "It was clear from the Request for Proposals that the Air Force was seeking a commercial derivative tanker. However, by treating the Boeing offering as a military aircraft, the process by which the commercial cost/price data provided by Boeing Commercial Airplanes was evaluated has raised significant concerns," McGraw said. "We provided unprecedented insight into Boeing commercial cost/price data that had been developed over 50 years of building commercial aircraft. We believe this data was treated differently than our competitor's information.

"It is also important to note that the task of assembling and presenting this commercial data to the Air Force demonstrates the value of cooperation on this program within one company," McGraw added. "This is in sharp contrast to the higher risk involved in two companies from different countries and business cultures who have never worked together on a program of this size before."

Boeing is also responding to assertions that the company somehow misread Air Force requirements for the new tanker. "Our proposal was based on the stated criteria in the Air Force's Request for Proposal, with a specific focus on providing operational tanker capability at low risk and the lowest total life cycle cost," McGraw said. "We stand by our offering and believe that it did, and continues to, best meet the requirements.

"We take a protest very seriously," McGraw said. "For decades, Boeing has been recognized as a defense company that never takes

lightly protests of our customers' decisions. We are following a very rigorous and deliberative process to ensure that we are comfortable that the evaluation was fair, and that ultimately it resulted in the tanker that is best suited to meet the needs of the warfighter."

The company argued that the Air Force changed its method for evaluating the two tankers even after issuing a request for proposals. These changes allowed a larger tanker to be competitive even though the Air Force originally had called for a medium-sized plane. Air Force officials have indicated that the larger size of the tanker offered by the EADS/Northrop team helped tip the balance in its favor.

"We didn't think they wanted a bigger plane," Jim Albaugh, head of Boeing's Integrated Defense Systems unit, said last week. Albaugh said this is why Boeing based its offering on Boeing's 767, noting that "we were discouraged from offering the 777," a bigger aircraft that would have been more comparable to the winning bid.

On 10 March Boeing announced it would formally protest the contract award. In announcing its decision to protest the decision, the Chicago-based aerospace company's chairman and CEO, Jim McNerney said Boeing "found serious flaws in the process that we believe warrant appeal."

Boeing's protest was officially filed with the Government Accountability Office (GAO) on 11 March. The GAO has up to 100 days to issue a ruling, which means it should issue a decision sometime before mid-June. The protest compounds existing pressure on Air Force officials to explain their decision to award the high-stakes deal to a European company instead of an American one.

Had Boeing been awarded the contract it would have performed much of the tanker work in Everett, Washington, and Wichita, Kansas, and used Pratt & Whitney engines built in Connecticut. The company said a win would have supported 44,000 new and existing jobs at Boeing and more than 300 suppliers in more than 40 states. But even if Boeing had won the deal, critical parts of its tankers would have come from other countries, including Japan and Italy.

There has been fierce backlash on Capitol Hill, led by lawmakers from Washington, Kansas and other states that would have gained jobs had Boeing won. Air Force officials have said the impact on American jobs was not one of their criteria for awarding the contract.

Political Firestorm

With anger mounting on Capitol Hill, top Air Force officials - including Air Force Secretary Michael Wynne, Air Force Chief of Staff T. Michael Moseley and Sue Payton, the Air Force's assistant secretary for acquisition, were scheduled to testify during the week of 10-15 March at a series of congressional hearings.

Congressional lawmakers from the Seattle, Washington, area issued a joint statement condemning the "outsourcing" of the contract. "We are outraged that this decision taps European Airbus and its foreign workers to provide a tanker to our American military," they said.

"This is one of the worst decisions I've ever seen," said Rep. Norm Dicks, a Democrat from Washington State, which is home to many Boeing jobs. Dicks said he will work to block the decision or push for a new tanker competition.

"The federal government has decided to take American tax dollars and build this plane overseas," said Sen. Patty Murray, D-Washington, who visited workers at Boeing's Everett plant just after the announcement. "You can put an American sticker on a plane and call it an American plane, but that doesn't make it an American plane."

Todd Tiahrt, a Republican congressman from Wichita, Kansas, called for "an American tanker built by an American company with American workers...I am deeply troubled by the Air Force's decision to award the...tanker to a French company that has never built a

tanker in its history.

"I cannot believe that we would create French jobs in place of Kansas jobs."

"I hope the Air Force reverses its decision," he added.

A Boeing win was expected to bring 300 to 500 jobs to its Wichita facility, which would have been a finishing and test center for the tankers. It also was expected to bring 500 jobs to local suppliers, including Spirit AeroSystems, where workers build the 767's forward section. Boeing's proposed tanker was to be built on the 767 platform.

In all, it would have meant up to 3,800 Kansas jobs and \$145 million a year economic impact, U.S. Senator Pat Roberts, R-Kansas., and Tiahrt said last month.

Roberts said he will insist on a briefing by the Air Force to justify its decision.

"If this decision holds, it will be at the cost of American jobs and American dollars, if not our national security," Roberts said in a statement.

U.S. Sen. Sam Brownback, R-Kansas, expected Boeing to protest and Congress to take a hard look at the selection process and the criteria.

"I hope the decision will be reversed," Brownback said.

Kansas Governor Kathleen Sebelius said Boeing's tanker was the better choice. She said it provided a combination of military capabilities and economic benefit to 40 states.

"We are incredibly disappointed and surprised Boeing was not selected," she said.

Word of the decision arrived during a Wichita City Council agenda session, leaving Mayor Carl Brewer muttering and shaking his head and other council members talking about an "explosion in Congress."

"How are they going to justify this to the American people?" Vice Mayor Sharon Fearey asked, later calling the decision "an affront to the American people."

Both of the leading Democratic candidates for president, Barack Obama and Hillary Clinton, have criticized the Air Force decision.

Sen. Barack Obama expressed his disappointment Sunday saying it was hard for him to believe "that having an American company that has been a traditional source of aeronautic excellence would not have done this job." He preempted his comments by saying that he had not examined the deal carefully.

In a statement Sunday evening, Sen. Hillary Clinton said she was "deeply concerned" about the Pentagon decision to award the contract to "to a team that includes a European firm that our government is simultaneously suing at the WTO for receiving illegal subsidies."

Angry Boeing supporters are also vowed revenge against Republican presidential candidate John McCain over Boeing's loss of the contract. There are other targets for their ire too – the Air Force, the defense secretary and even the entire Bush administration. But Boeing supporters in Congress directed much of their wrath at McCain, the Arizona senator and nominee in waiting, for scuttling an earlier deal that would have let Boeing build the next generation of Air Force refueling tankers.

Assistant Secretary of the Air Force for Acquisition Sue Payton took issue with the notion there was a favorite for the contract.

"There are no underdogs out there," Payton said. "We have very strong industrial partners. We had two very competitive offers. Northrop Grumman clearly provided the best value to the government."

Amid all the political hub-bub, Air Force procurement officials insisted that they strictly followed the letter of the law in their decision to award the contract to Northrop Grumman and EADS.

Facing tough criticism from several members of the House Defense Appropriations Subcommittee, the officials said the contract in no way violates long-standing Buy America regulations estab-

lished by Congress limiting the amount of foreign-made content in U.S. defense hardware. They also said they led an open and fair competition that complied with other acquisition laws

"I will tell you we have a very, very capable new KC-45A" tanker, said Sue Payton. "Northrop Grumman brought their A-game based on the law that I must abide by." She further stressed that the Buy America law provides exemptions for several U.S. allies, including France, home of Airbus' headquarters. Those countries "are to be viewed as [the] U.S. views our own industrial base," Payton said. "I look to the legislative branch to write the laws of this country and I am sworn to enforce the laws." Payton likewise said U.S. industrial capacity was not weighed during the competition because it is not part of federal acquisition laws.

And The Beat Goes On

Meanwhile, both companies pressed on with tanker business –

EADS Confirms Tanker Refuelling Test

On Tuesday, 4 March confirmed it had carried out the first test of the plane's refuelling boom.

EADS Chief Executive Louis Gallois disclosed the test on Friday, shortly after EADS won the \$35 billion tanker contract with its senior partner Northrop Grumman of the United States.

EADS had lost an earlier bid to modernize the Pentagon's aging aerial tanker fleet earlier this decade when it lacked both a U.S. partner and its own special refuelling boom.

The boom is a 55.77-foot Fly-By-Wire or electronically controlled arm that allows the transfer of fuel from airborne fuel tankers, converted from the airframes used for passenger planes, to fighter jets and other combat aircraft in mid-air.

EADS said in a statement the Air Refuelling Boom System, developed at a cost of \$100 million, had been tested on an F-16 aircraft. Gallois said the test had been carried out on Friday using an F-16 from the Portuguese Air Force.

Boeing Delivers 2nd KC-767 Tanker to Japan

On Monday, 5 March, the Boeing Company Monday announced that it had delivered the second Japan KC-767 Tanker to the Itochu Corp. for Japan's Air Self-Defense Force (JASDF), two weeks after delivering the first refueling aircraft to the Japanese military.

"We are thrilled to have followed our first delivery on Feb. 19 with this second KC-767 Tanker delivery on schedule," said George Hildebrand, Boeing KC-767 Japan program manager. "This second tanker will add significantly to Japan's military refueling capabilities."

The KC-767 made the 13-hour non-stop flight to Gifu, Japan, near Nagoya, from Wichita, Kan., near Boeing's tanker modification center. Itochu will deliver the KC-767 Tanker to the Japan Ministry of Defense following in-country acceptance processes.

Japan has ordered four convertible freighter 767s, providing flexibility in carrying cargo or passengers while maintaining its primary role as an aerial refueling tanker. It features Boeing's advanced aerial refueling boom and Remote Aerial Refueling Operator (RARO II) system. Boeing is scheduled to deliver the remaining two refueling aircraft in 2009 and 2010.

Boeing also is building four tankers for Italy with delivery of the first aircraft planned in 2008. Since the 1930s, Boeing has built and delivered more than 2,000 tankers that feature the world's most advanced aerial refueling method with the highest fuel transfer rate available.

For Now It's "Wait and See"

As this edition of *A/TQ* goes to press the Air Force still must explain the decision to lawmakers, and the GAO has 3+ months to reach a judgement on Boeing's appeal. As they say in the media business – *"stay tuned, more details to follow later."*

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- ★ Current Membership in the Airlift/Tanker Association
- ★ Enlisted Member in Grades of E-1 through E-9
- ★ Commander's Recommendation
- ★ Assigned in an air mobility operational and/or support function (an augmentee on a mobility or maintenance support team, for example), OR, anyone directly or indirectly supporting the USAF Airlift or Air Refueling mission.
- ★ Must be a current member of Airlift/Tanker Association during the course which you are using to apply for the grant.
- ★ Checks will be issued upon completion of a course with proof of a grade of C or better in an accredited degree program
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- ★ Student financial need is not a principal criterion
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2007 A/TA Convention *Snapshots*



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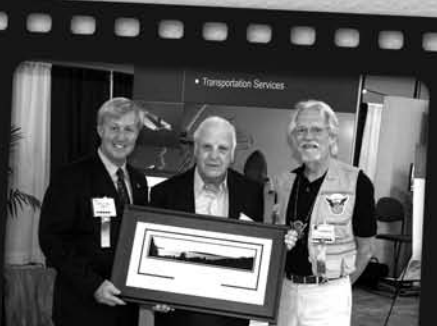
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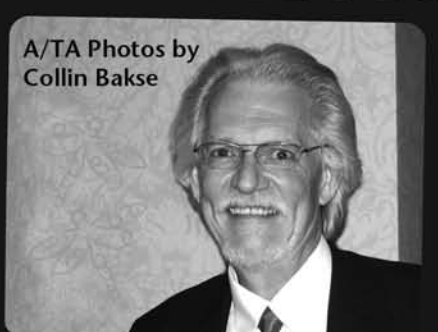
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"There is a universal need for hope today every bit as much now as it was needed then."

– Gail S. Halvorsen, Col USAF (Ret.), November 2007

Impressions of a Berlin Airlift Pilot

The Power of Hope and Freedom

a Personal Essay by Gail Halvorsen

I began my life on small farms in Idaho and Utah. The closest large city to Garland, Utah was 40 miles away. Things were peaceful. Then came Pearl Harbor. In 1943 and early 1944 I trained as a fighter pilot with the Royal Air Force. When I finished training I was assigned back to the US Army Air Corps. My first assignment was as a transport pilot in the South Atlantic Theater of Operations. The war raged and ended.

The last thing I ever thought might happen was that in 1948 I would be in Europe, flying day and night to Berlin, in thunderstorms, fog, ice and snow to feed the former enemy. The flattened ruins of the once proud and sophisticated capital looked like a moonscape as the wreckage passed beneath the wings of my flour laden C-54 Skymaster.

Me, a farm boy, had been thrust into a world gone amuck. What a change from the orderly world of the farm! Everything on the farm was in its place. Neat bales of stacked hay, corn growing clean and tall. Now below my wings were splintered buildings, gaping to the sky with open roofs. Their once stately brick walls were broken into individual bricks and scattered in the streets and across lots now vacant. Lots that once held historic and architecturally classic buildings. It was a signature of war evident in countries around the world.

"Even high-ranking Air Force personnel didn't think it [the Berlin Airlift] would work. But I was an optimist and a dumb pilot. I didn't realize the logistics of getting food to 2 million people. I thought, 'Boy, we can do it.'"

On that first flight to Berlin I was deep in thought. Hitler began his war of destruction. It had interrupted the orderly progress of my life. Now I was 27 years old. I should have had one or two children by now. Instead I wasn't even engaged to be married. Several of my buddies had returned from the war to see their previously conceived child for the first time. Some of my buddies had not returned. They would not see their newborn child in this life. My close friend, Conrad Stefan, from Tremonton, Utah was still missing. Maybe his remains were somewhere under the flight path I had flown that very day, on my way from Frankfurt to Berlin. He had been shot down in a P-47 Thunderbolt three years before.

We had just left the security and comfort of life in America. We were beginning to get our lives back on track after the war. Now, here we were flying night and day in all kinds of weather. My bed

was in the loft of a farmer's old barn in Zeplinheim! Others lived in austere wooden barracks that had housed Hitler's Displaced Person work crews. We had left for Germany so fast I had to drive the first new car of my life under the trees in Mobile Alabama, put the keys in my pocket, look back once and leave. I would never see that new, red, four-door Chevy again. How did the ground and flight crews feel after this major disruption of their lives?

Those of us who stayed in the military after the war already knew that the enemy and threat to the West was now Stalin and his Soviet Union. They wanted Berlin and West Germany. They had just taken Czechoslovakia and Hungary. West Berlin was next. We knew that Berlin was populated mostly by women and children. When word came that Stalin had cut off all the food and energy supplies to these suffering people the assignment became a worthwhile challenge. That didn't make this major disruption easy and there was still some doubt.

However these last feelings of doubt left me when I landed that first load of 20,000 pounds of flour at Tempelhof in West Berlin. The German unloading crew poured through the open cargo door in the back of my aircraft. The lead man came toward the cockpit, moist eyes, hand outstretched in friendship. Unintelligible words but his expression said it all. He looked at the bags of flour and back to us like we were angels from heaven. People were hungry for food and freedom. We were giving them both and they were grateful. Gratitude is the magic potion that makes enemies friends and makes a seemingly impossible task doable. From then on the pangs of doubt were gone.

One of my fellow Airlift pilots had bombed Berlin during the war. I asked him how he felt about flying day and night in behalf of the enemy; the very ones who did their best to kill him as he flew over Berlin in 1944. He hesitated a moment, shuffling his feet and then said, "It feels a lot better to feed them than it does to kill 'em." I only knew of one person who complained about flying day and night for the former enemy. This I believe was because of the West Berliner's overt expression of gratitude and the peace one feels in their heart when they serve others, even the enemy.

One day in July 1948 I met 30 kids at the barbed wire fence at Tempelhof in Berlin. They were excited. They said, "When the weather gets so bad you can't land don't worry about us. We can get by on little food but if we lose our freedom we may never get it back." The principle of freedom was more important than the pleasure of enough flour. "Just don't give up on us," they said. From these children I learned the importance of placing principle before pleasure in the decision making process and the self discipline required to do it. The pleasure of enough food could be put off for the promise of freedom at some indefinite time in the future. The Soviets had offered the West Berliners food rations but they would not capitulate.

For the hour I was at the fence not one child asked for gum or candy. Children I had met during and after the war in foreign lands had always begged insistently for such treasures. These Ber-



lin children were so grateful for flour to be free they would not lower themselves to be beggars for anything more. It was even more impressive because they hadn't had chocolate or gum for months. When I realized this silent, mature show of gratitude and the strength that it took not to ask, I had to do something. All I had was two sticks of gum. I broke them in two and passed them through the barbed wire. The result was unbelievable. Those with the gum tore off strips of the wrapper and gave them to the others. Those with just a piece of paper put it to their nose and smelled and smelled the tiny fragrance. Their expression of pleasure was unbelievable.

I was so moved by what I saw and their incredible restraint that I promised them I would drop enough gum for each of them the next day as I came over their heads to land. They would know my plane because I would wiggle the wings as I came over the airport. When I got back to Rhein-Main I attached gum and even chocolate bars to three handkerchief parachutes. It was delivered the next day. What a jubilant celebration. We did the same thing for several weeks before we got caught; threatened with a court martial which was followed by an immediate pardon. General Tunner said, "Keep it up."

Letters came by the thousands. A little girl, named Mercedes, wrote that I scared her chickens as I flew in to land but it was OK if I dropped the goodies where the white chickens were. I couldn't find her chickens so I mailed her chocolate and gum through the Berlin mail. Twenty two years later, in 1970, I was assigned as the Commander of Tempelhof. One letter kept asking us to come to dinner. In 1972 we accepted. The lady of the house handed me a letter dated November 1948. It said, "Dear Mercedes I can't find your chickens. I hope this is OK." Signed, "Your Chocolate Uncle." I had included a box of candy and gum. The lady looked at me with a smile and said, "I am Mercedes! Step over here and I will show you where the chickens were." We are close friends today (November 2007).

A little girl accompanied by her mother came to my plane on the tarmac at Tempelhof. She offered me her only surviving possession – a well worn teddy bear. She presented it to me with tears in her eyes, "This kept me safe during the bombings. I want you to have it to keep you and the other fliers safe on your trips to Berlin." I tried to refuse it but her mother said words to the effect that I must accept it because her daughter wanted to do all in her power to help save their city. I would like to find that little girl.

In 1998 on a visit to Berlin flying an old Airlift C-54, The Spirit of Freedom with Tim Chopp, a 60-year-old man told me he had caught a parachute in 1948. "It had a fresh Hershey candy bar attached. It took me a week to eat it," he said. "I hid it day and night. But it was not the chocolate that was most important. The most important was that someone in America knew I was in trouble and someone cared. That was hope for me." And then, with moist eyes, he said, "Without hope the soul dies. I can live on thin rations but not without hope." That is what the British, French and American Berlin Airlift, its dried eggs, dried potatoes, dried milk and coal meant to the Berliners: Hope for freedom. There is a universal need for hope today every bit as much now as it was needed then. Airlift is supplying hope around the world today, as it did in Berlin; to the unfortunate who are oppressed by man or nature.

My experience on the Airlift taught me that gratitude, hope, and service before self can bring happiness to the soul when the opposite brings despair. Because not one of 30 children begged for chocolate, thousands of children in Berlin received over 20 tons of chocolate, gum, and goodies dropped from C-54 Skymasters over a 14-month period. It all came from other aircraft and other aircrews besides myself.

Thirty one of my Airlift, Air Force buddies and 39 of my British comrades gave their lives for an enemy who had become a friend. Those patriots were the only real heroes of the Airlift. The Berlin Airlift changed postwar history and the rest of my life.



This year marks the 60th anniversary of the Berlin Airlift. The heroic efforts of the United States and her Allies saved more than 2 million men, women and children in Berlin.

The 1948/49 Berlin Airlift helped lay the foundation for the deep and enduring friendship between the people of the United States and Germany.

The German people will always remember this noble humanitarian action with deep gratitude. The friendship which was planted in the hearts and minds of the German people endures.

At this historic juncture, we join in commemorating and cherishing this friendship.

Klaus Scharioth
Ambassador of the Federal Republic of
Germany to the United States

Chance Meeting in Nashville

A remarkable chance meeting took place at the 2007 A/TA Convention and Symposium in Nashville, Tennessee last fall.



Ursula Bailey,, third from left, with Gail Halvorsen, his wife Lorraine, A/TA Industry Affairs VP Bob Dawson, and members of the FMC Technologies sales team at the Opryland Waters Edge Restaurant during the 2007 A/TA Convention in Nashville. (A/TA Photo by Collin Bakse).

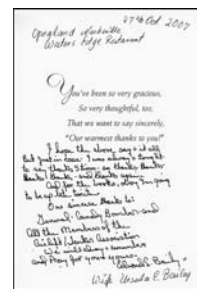
efforts and the entire American effort to save Berlin.

Following the meeting Mrs. Bailey and her husband, Edward presented a Thank You card to the Association. Inside the card Mr. Bailey's message read, in part, ... "I was always taught to say thanks 5 times - so thanks, thanks, thanks, thanks - and thanks again."

As they say – it's a small world.

Ursula Bailey, a waitress at the popular Opryland Waters Edge Restaurant was serving lunch to Gail Halvorsen, his wife Lorraine, Bob Dawson, the A/TA Industry Affairs VP and several members of the FMC Technologies convention contingent, when she learned that Gail was the famous Berlin Candy Bomber.

What makes this story remarkable is the fact that Ursula, as a child, was among those benefitting from Gail's generosity during the Berlin Airlift's "Operation Little Vittles." On learning that she was serving "Uncle Wiggly Wings," as Gail was also known during the Airlift, Mrs. Bailey became quite emotional and expressed her profuse thanks for his



Message inside Thank You card expresses the Bailey's gratitude to Gail and the A/TA.

Pacific Lifeline Tests Humanitarian Relief Concept

by Senior Master Sgt. Charles Ramey, 13th Air Force Public Affairs

KONA, Hawaii (AFPN) More than 900 Department of Defense members took part in two weeks of instruction and practical application as part of Pacific Lifeline 2008, which ceased field training exercises Feb. 7 in Hawaii.

A total force exercise staged from three locations within the Hawaiian Islands, Pacific Lifeline tested servicemembers' ability to rapidly deploy and provide time-critical services in the wake of a simulated natural disaster.

While members of the Air Force Reserve fine-tuned aeromedical staging and transport skills, approximately 250 Pacific Air Forces Airmen field tested and validated a new stand-alone humanitarian medical package for the Air Force.

Called the Humanitarian Relief Operations Operational Capability Package, or HUMRO OCP, PACAF members integrated its medical support capabilities with contin-

gency response forces at the Kona International Airport to turn a four-acre field into a fully functional medical support base.

"The contingency response and expeditionary medical support pieces of the HUMRO OCP have been around for several years, but under this concept we have the flexibility to quickly come together and provide humanitarian assistance," said Col. Nicholas Miniotis, the 3rd Dental Squadron commander from Elmendorf Air Force Base, Alaska, and the PACAF Expeditionary Medical Squadron commander during



Maj. Laura Peterson and Tech. Sgt. Marcus Andrade hone their helicopter evacuation skills during a Pacific Lifeline training exercise Jan. 30 at the Kona International Airport at Kona, Hawaii. (U.S. Air Force photo/Staff Sgt. Patrick Mitchell)

Pacific Lifeline. "In less than 24 hours after arriving, we had a fully-functional hospital up and running with emergency and operating rooms, intensive care unit, a 10-bed ward and the capability to provide pediatric, obstetrics/gynecology, radiology, dental and other services."

The Kona medical support team consist-

ed of more than 90 Airmen from Elmendorf AFB and Kadena Air Base, Japan. After setting up the hospital, they participated in a week of EMEDS refresher courses taught by instructors from the Air Force School of Aerospace Medicine, Brooks City-Base, Texas. Following the training, they were evaluated on their skills during an intense three-day mass-casualty exercise.

"In a real world environment, we would have the capability to see up to 1,000 patients per day if most of them were walk-ups with minor needs," Colonel Miniotis said. "During the mass casualty exercise, we treated more than 200 simulated inpatients with severe and critical care needs over a 48-hour period. This included performing 10 general surgeries and delivering five babies, which is realistic to what we might see during a humanitarian event."

Previously, the Air Force provided medical services from established locations where the hospital could rely on existing base support. Under the HUMRO OCP concept, Air Force officials deploy a stand-alone, self-sufficient "off-the-shelf" package designed for quick employment. Units such as the 36th Contingency Response Group at Andersen AFB, Guam, provide the base operations support needed for the Air Force to carry out a variety of missions in austere and bare base environments.

"The 36th CRG has the capability to immediately assess, open, establish and operate an air base," said Maj. Troy Roberts, the 736th Security Forces Squadron commander from Andersen AFB, and the expeditionary contingency response squadron commander at Kona during the exercise. "Our strength is that we are a self-contained unit with Airmen in more than 30 specialties who can deploy within 12 hours of notice."

During Pacific Lifeline, the 36th CRG deployed with more than 85 Airmen and over a 24 to 36-hour period, set-up base operational support to include security, airfield management, water and power production, food services and a tent city capable of housing 300.

"I give the HUMRO OCP concept two thumbs up," Major Roberts said. "What we've done is create a capability that can rapidly come in, assess the situation, and provide an immediate response to any humanitarian situation."

With the largest area and population in the world, the Pacific is the ideal location to test the HUMRO OCP.

"In this region it's not a matter of 'if' it's a matter of 'when' a natural disaster or humanitarian event will strike," said Col. Kevin Kersh, the 36th Contingency Response Group commander and the Air Force's air expeditionary wing commander during Pacific Lifeline.

Lorenz Named Incoming AETC Commander

On 28 February 2008, Air Force leaders named the commander of Air University as the future leader of Air Education and Training Command.



President George W. Bush has nominated Lt. Gen. Stephen R. Lorenz for appointment to the grade of general and assignment as commander

of AETC, which is responsible for the free world's largest training system.

General Lorenz is scheduled to replace Gen. William R. Looney III, who will retire after leading AETC since June 2005.

In fulfilling its mission to develop America's Airmen today for tomorrow, AETC recruits, trains and educates Airmen throughout their careers. Every Air Force officer and enlisted member is touched by

the command at some point.

More than 84,000 people, including active duty, Guard and Reserve Airmen – along with government civilians and contractors – make up AETC. The command is also responsible for an inventory of more than 1,500 aircraft.

Air Education and Training Command includes two numbered Air Forces, as well as AU and Air Force Recruiting Service. The annual budget for Fiscal 2008 is more than \$6.9 billion.

General Lorenz has led AU since October 2005. Air University provides the full spectrum of Air Force education including degree-granting and professional continuing education. As AU commander, he is also responsible for officer commissioning through Officer Training School and the Reserve Officer Training Corps.

The president also nominated Maj. Gen. Allen G. Peck, AU vice commander and Air Force Doctrine Development and Education Center commander, to the grade of lieutenant general and to command AU.

Tactical Airlift Key To Winning War On Terrorism

by Staff Sgt. Travis Edwards, 332nd Air Expeditionary Wing Public Affairs

BALAD AIR BASE, Iraq (AFPN) For every 24 tons of cargo airlifted in Iraq, a supply truck and two troops are spared a trip on a dangerous road. For every 50 passengers airlifted, one more busload of servicemembers is also spared from Iraq's dangerous roads.

Members of the 777th Expeditionary Airlift Squadron moves everything from Humvees to people via the C-130 Hercules, making mission accomplishment safer for ground troops.

"Our mission is to haul

as much cargo throughout Iraq to keep Army convoys off the road," said Tech. Sgt. Mike Thomas, a 777th EAS C-130 loadmaster.

Squadron members fly about seven missions a day. Each mission consists of mul-

tiple sorties and can haul more than 40,000 pounds of cargo or roughly 90 passengers on each flight.

Aside from airlifting cargo, this Herculean horde also aids servicemembers who need transportation to the Air Force Theater Hospital for further treatment.

"Every mission we have varies," Sergeant Thomas said. "Yesterday I was part of an aeromedical evacuation mission that hauled 22 wounded passengers back to Balad (Air

Base, Iraq) to seek further medical treatment or to continue onto Germany."

Another unique characteristic of the 777th EAS mission is overwatch support.

"Top cover is a mission we provide for the Army convoys where we fly to a certain

location and orbit," Sergeant Thomas said. "We have battlestaff personnel who have direct communication with convoys and can relay information back so they can call in aerial support or a medevac team."

Assisting the aircrew in keeping the C-130s airborne are the Airmen of the 777th Expeditionary Aircraft Maintenance Unit, who maintain and repair everything on the C-130.

"Our maintainers specialize in what we call 'Red Ball' maintenance," said Chief Master Sgt. Charles Fletcher, the 777th EAMU superintendent. "When an aircraft is launching and has a maintenance problem, our technicians jump on board to troubleshoot it. When it happens, the maintainers have a 99 percent success rate in getting the mission off on time."

"Without (the maintainers), this mission wouldn't happen," Sergeant Thomas said.

Whether keeping servicemembers off the roads, ensuring cargo reaches its destination or getting the hurt and wounded to life-saving care, the airlift team fuels the fight, providing vital support to the war, Sergeant Thomas said.

"I never thought when the war broke out that I would have such a direct contribution to it," he said. "It makes me feel outstanding."



Airmen and Soldiers exit a C-130 Hercules Jan. 11 at a Southwest Asia air base. The C-130 mission in Iraq is to provide precision air delivery of supplies and personnel throughout the theater of operations. (U.S. Air Force photo/Staff Sgt. Travis Edwards)

C-130 Crew Receives Award For Averting Crisis

by 2nd Lt. Chris Hoyler, 43rd Airlift Wing Public Affairs

POPE AIR FORCE BASE, N.C. (AFPN) A Pope Air Force Base C-130 Hercules crew was awarded Air Mobility Command's 2007 Field of Aeronautics and Astronautics Aviator Valor Award recently.

The crew evaded surface-to-air rocket fire just five minutes into a flight out of Baghdad International Airport on the night of Aug. 30, 2007, while transporting three senators and a congressman to Amman, Jordan.

The award is given for a conspicuous act of courage or valor performed during aerial flight during either combat or noncombat.

The crew, led by Maj. Paul Pepe, was carrying Sens. Mel Martinez, Richard Shelby James Inhofe and Rep. Bud Cramer. They began their ascent out of the airport and reached an approximate altitude of 5,000 feet when 1st Lt. Robert Davidson, the navigator, spotted three separate but coordinated rockets fired at the aircraft.

"We train for this individually, but we all receive the same training," Lieutenant Davidson said. "Anytime we descend into

or climb out of an airfield in the area of responsibility, the entire crew scans for enemy threats, then alerts the crew with standard and practiced phraseology."

The threat to air operations at the airport is one of the highest in Operation Iraqi Freedom, said Capt. Kay Sipe, an intelligence officer here. There has been an increase in surface-to-air threats to mobility aircraft over the past year.

On this day, Lieutenant Davidson directed the crew to perform immediate maneuvers to avoid the rockets and each of the members began executing the individual measures they were trained on.

Major Pepe and his co-pilot, 1st Lt. Robert Gillis, had to quickly maneuver the aircraft to defeat the initial shot.

Lieutenants Gillis and Davidson then coordinated with Staff Sgt. Adam Monroy, one of the two loadmasters, to visually acquire the location of the second and third shots and call out threat maneuvers for Major Pepe to execute with the aircraft.

The final piece of work to finish the

avoidance of the threat was for Lieutenant Davidson to plan an escape route as the standing co-pilot, Capt. Kaly Godfrey, and loadmasters Sergeant Monroy and Staff Sgt. Kyle Anderson kept their sights on the ground for any further attacks.

Throughout the incident, Staff Sgt. Charles Jones, the flight engineer, monitored the aircraft's performance, and Capt. Jessica Kehren, the flight surgeon, ensured all passengers were safe and secure.

"From the moment our navigator, Lieutenant Davidson, identified the first attack our crew members each performed their own duties and worked together as a unit to defeat the threat," Captain Godfrey said. "Each crew member is trained at Pope on their unique responsibilities, but we also practice reacting to threats together as a crew."

"Although the senators were quickly transported away upon arrival in Jordan, they publicly expressed gratitude and commended my crew's actions for getting them safely out of Baghdad," Major Pepe said.

Our 2007 A/TA Convention in Nashville was another successful event – my personal thanks to all our exhibitors. We had a total of 155 exhibitors at the convention and we expect similar numbers for Anaheim (if the trend continues, there will even be a few more). The Nashville venue is wonderful with a single large exhibit area with wide aisles to allow the crowd to move comfortably through the exhibit hall. The challenge for the Anaheim will be to put a comparable number of exhibitors/people in a smaller exhibit area. Clearly it will be a more intimate setting, but we are a friendly crowd.

We have already met with the Marriott, Hilton and Anaheim Convention Center staffs and preparation are well under way for the November convention. Anaheim is always a fun place for the convention with the mild California weather, but logistically it presents a number of unique challenges. With the major events spread among three facilities and several supporting hotels in the immediate area, it will require careful coordination and scheduling of events.

Since our last convention in Anaheim, the Marriott Hotel has added another 25,000 square foot ballroom that will be helpful for our growing exhibit needs. Although we will have less total area for exhibits, the ballroom areas allow more efficient use the available space. The exhibit area will be composed of three major ballrooms and several adjacent rooms. We will also be using all of the available connecting hallways for exhibit space. We are still working the initial layout and will post it on the website very soon. It will be essential for us to carefully manage all available space to ensure a good flow through out the exhibit area – this will impact flexibility to choose your exhibit locations.

It will be critical that we strictly adhere to our space assignment policy (posted on the website). However, this will require some minor adjustments to current process to meet the unique challenges in Anaheim. Industry Partners will be assigned first (based on standing policy) with priority given to larger exhibitors (this is necessary to execute the floor plan). I will be contacting each Industry Partner directly to coordinate your booth location selection. Once the Industry Partners are assigned, I will start assigning Industry and Government supporters in the order that their booth payments are received.

The exhibit category that will be most significantly impacted will be our pro bono exhibitors. We may not have space available to accommodate all our pro bono exhibitors and paying exhibitors will have priority. We are evaluating our pro bono assignment policy, but exhibit space will be limited this year. Recommendation: industry exhibitors contemplating becoming an Industry Partner or government exhibitors considering becoming paying exhibitors – now would be a good time to make that decision.

I welcome the annual challenge of making the next convention better than the last one. Anaheim will be another great convention where we will celebrate our 40th convention and the 60th anniversary of the Berlin Airlift - see you in Anaheim.

Bob Dawson, Vice President Industry Affairs

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INDUSTRY PARTNER SPOTLIGHT

Established in 1940, Sargent Fletcher has manufactured more probe and drogue aerial refueling systems, special purpose pods, and external fuel tanks than any other company in the world. Sargent Fletcher has produced more than 2000 aerial refueling systems, more than 1,000,000 external fuel tanks, and over 1000 special purpose pods. Sargent Fletcher is the only company in the world that has successfully designed, manufactured, and flight-tested pneumatic ejector racks.

Aerial Refueling Systems

The Sargent Fletcher probe and drogue Aerial Refueling System is the world standard for the KC-130H/J Hercules. The venerable Sargent Fletcher FR-300 Hose Drum Unit installs either in the fuselage or in an external, under wing pod and pylon, which Sargent Fletcher also manufactures. The Sargent Fletcher Probe and Drogue aerial refueling system is standard for the U.S. KC-130H/J. The Sargent Fletcher FR-600 Hose Drum Unit is used for the KC-10 and world air forces.

Over the last 10 years, Sargent Fletcher has worked to develop the unique concept of Aerial Refueling Tank System (ART/S®), combining extensive Sargent Fletcher experience in both aerial refueling systems and external fuel tanks. The ART/S® incorporates a fully-retractable, integral probe that allows, for example, F-16 aircraft to refuel from a probe-and-drogue tanker and/or to perform buddy-buddy refueling without the need for structural modifications of the aircraft.

External Fuel Tanks

Virtually every fighter aircraft flown by the United States Air Force since World War II has flown with a Sargent Fletcher designed and manufactured External Fuel Tank. We are currently in production on fuel tanks for the F-2, F-15, F-16, F/A-18, F/A-22, Gripen Export, KC-130J, and T-50/A-50 aircraft.

Special Purpose Pods

Tactical Airborne Special Purpose Pods are used as permanent and/or temporary installations on applicable aircraft for special purpose missions. All pods are built to military specifications and, whenever feasible, use/modify the external geometry and internal structural configurations of the Sargent Fletcher external fuel tank product lines as required to accommodate the payload components that minimize and prevent degradation of aircraft performance and non-recurring costs. The special pur-



pose pods contain all mounting structure necessary to secure the mission payload components with primary and secondary structure, harnesses and cables, and environmental control systems. The pod and pod components exhibit a service life relative to repeated air loads, vibratory forces, and thermal loads. Internal structures are designed to minimize weight with an emphasis on simplicity. Accessibility to internal components plays a dominant role in location and design of removable access panels to ensure maintainability of the pods.

Sargent Fletcher Expertise

With over 700 aerial refueling systems produced to date for the KC-130H aircraft, Sargent Fletcher Inc. has the experience to meet in-flight refueling mission needs. Their systems can refuel both helicopters and fixed-wing aircraft.

During the Gulf War, according to Arlen Rens, Colonel USMC (retired), Sargent Fletcher Inc. systems transferred over 36 million pounds of fuel without a single airborne incident. The systems performed flawlessly during the entire campaign.

In addition to systems for KC-130H aircraft, Sargent Fletcher also offers wing-tip pods for conversion of Boeing 707 aircraft to the tanker role. The wing-tip refueling pods are designed as a ready interface for aircraft tanker conversion. The pods, self-powered by a Ram Air Turbine, feature a hose-and-drogue refueling system and an integral fuel boost pump which provides a fuel transfer capability up to 450 GPM (1703 L/min) at 45 to 55 PSI (310 to 379 kPa).

Sargent Fletcher has delivered more than 2000 aerial refueling systems to the armed forces of 17 countries. In addition to the unrivaled performance and reliability of Sargent Fletcher aerial refueling systems, these customers are supported by the dedicated personnel in Sargent Fletcher Field Service and Customer Support organizations.

Sargent Fletcher 48-000 wing pods and FR-300 hose drum units are the standard for KC-130H aerial refueling. The more than 700 of these systems currently operating in nine countries uniquely qualify Sargent Fletcher to meet KC-130H tanker requirements.

Sargent Fletcher is also the world leader in buddy-store technology. The buddy store is a combination external fuel tank and hose reel mounted on tactical aircraft. The

31-301 buddy store is used extensively by the U.S. Navy, converting the S-3 and F/A-18E/F into tactical tankers. The 31-301 is also being considered for a similar role on the Joint Strike Fighter Aircraft.

In addition to the KC-130H and buddy-store systems, Sargent Fletcher manufactures various fuselage-mounted hose reels. For example, the FR-600 hose reel is mounted in the fuselage of the U.S. Air Force KC-10 tanker, making it suitable to refuel U.S. Navy and probe-equipped aircraft from various allied forces. The Omega Tanker/Transport conversion of the Boeing 707-300 aircraft features multiple Sargent Fletcher FR-300 Hose Reel systems installed in what was formerly the aft baggage compartment. Recent U.S. Navy flight tests, with the Omega successfully refueling F/A-18 aircraft, have shown fuel transfer rates in excess of 500 GPM.

Current product development includes the qualification and testing of the Sargent Fletcher F-16 370-Gallon Aerial Refueling Tank/System (ART/S®). This unique concept is the product of the vast Sargent Fletcher experience in External Fuel Tank and Probe/Drogue Aerial Refueling systems design. The Sargent Fletcher 370-Gallon wing tank is modified to accept a retractable probe that will permit a F-16 aircraft to receive fuel from a Probe/Drogue-equipped SkyTanker.

When a F-16, and many other aircraft in the USAF inventory, is equipped with an ART/S®, it can receive fuel, not only from the boom/receptacle tankers, but also from any SkyTanker in the worldwide fleet.

Sargent Fletcher will supply the Northrop Grumman KC-45A's two FRL 905E-series hose and drogue refueling pods, which are the most modern in service today. These all-digital electric pods carry their own power system and can offload approximately 420 gallons of fuel per minute. Fitted with 90-ft. long hoses, they are designed for use with probe-equipped receiver aircraft, and are mounted on pre-existing outboard wing structures under the KC-45 Tanker's wings. A Sargent Fletcher fuselage refueling unit, which utilizes the hose and drogue system as well, also will be part of the KC-45's refueling capability. It is located within the aircraft fuselage, near the boom and can be utilized to refuel probe-equipped U.S. Navy/Marine aircraft, along with those of allied forces.

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