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AIRLIFT / TANKER QUARTERLY

FALL 2023 | Volume 31 | Number 04

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AIRLIFT/TANKER QUARTERLY
Volume 31 • Number 4 • Fall 2023

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The Airlift/Tanker Association is a non-profit professional organization dedicated to providing a forum for people interested in improving the capability of U.S. air mobility forces. Membership in the Airlift/Tanker Association is $40 annually or $110 for three years. Full-time student membership is $15 per year. Life membership is $500. Industry Partner membership includes five individual memberships and is $1900 per year. Membership dues include a subscription to Airlift/Tanker Quarterly, and are subject to change.

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ALPHABETICAL LIST OF ADVERTISERS

THANK YOU ALL!

On the Cover: World map and Pan Am B-727 Clipper Pocahontas at Saigon Ton San Nhut Airport, Vietnam, probably servicing South East Asia regional routes, such as carrying troops to Bangkok for R&R. The air policemen indicated the risks CRAF crews took in support of U.S. troops in the combat zone. (Courtesy collage containing a Pan Am Historical Foundation Collection photo).

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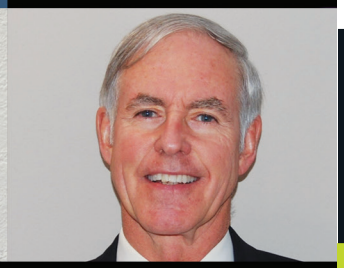

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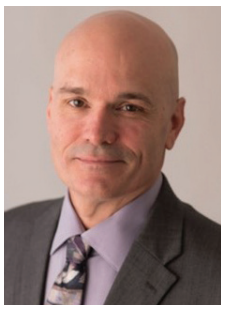
Chairman's Comments



Gen. Carlton Everhart II, USAF (retired)

In an era where global mobility and strategic projection are paramount, the Airlift/Tanker Association Symposium 2023 has emerged as a beacon of innovation, collaboration, and vision. Held under the themes of "Forging Warriors" and "Projecting America's Lethality," this year's symposium brings together leaders, experts, and stakeholders from across the mobility enterprise including aerospace and defense sectors. I am privilege to be part of this dynamic event, and excited to share my reflections underscoring our basic theme while providing an expanded view.

Forging Warriors: Nurturing Human Capital in Aerospace and Defense

"Forging Warriors," delves into the critical aspect of cultivating a skilled and resilient force capable of navigating the challenges of modern aviation and defense. Our seminars will revolve around training programs, education initiatives, and mentorship opportunities that ensure personnel are not only well-equipped with technical knowledge but also possess the adaptability and tenacity to excel in demanding scenarios. Investing in our human capital is fundamental to mobility's long-term success.

Seminars and of course, the Heritage room, bring forward stories of individuals who embody the warrior ethos, not just in combat but also in their dedication to excellence, integrity, and collaboration. From crew members to engineers to strategists and industry partners, the symposium celebrates the diverse roles that contribute to the dynamic ecosystem of the mobility world, aerospace and defense.

Projecting America's Lethality: Innovations in Airlift and Tanker Capabilities

"Projecting America's Lethality," embraces the innovation and advancements that underscore the capability of our nation's airlift and tanker fleet. From the integration of cutting-edge avionics systems to the development of state-of-the-art fuel efficiency technologies, the symposium highlights our commitment to enhancing operational effectiveness while minimizing environmental impact.

Discussions on hypersonic transport, drone technology, and artificial intelligence integration demonstrates that projecting America's lethality goes beyond hardware and includes the strategic fusion of technology and human expertise. We must remain at the forefront of innovation to ensure our nation's readiness for future challenges.

Collaboration for a Stronger Future

A common thread throughout is the importance of collaboration. Whether discussing joint exercises, interoperability between different branches of the military, or forging public-private partnerships, the symposium highlights the strength of our industry lies in our collective efforts. The challenges we face are multifaceted and global, making collaboration more critical than ever. By working together, we can amplify our impact and deliver comprehensive solutions.

A Vision for Tomorrow

The Airlift/Tanker Association demonstrates we are not only embracing change but also actively shaping it. As we look to the future, we are reminded that our role extends beyond technological advancements—it encompasses inspiring and nurturing the next generation of leaders and innovators. Global mobility's potential is limitless when we combine vision with action, resilience with adaptability, and tradition with innovation.

This year's symposium reinforces the importance of our industry's commitment to forging warriors and projecting America's lethality. As leaders, innovators, and stewards of our current and future mobility endeavors, we have a unique opportunity to shape the course of history. The A/TA Symposium provides a platform to catalyze change, inspire excellence, and pave the way for a stronger and more capable future.

A special thanks to Chief Larry Williams, A/TA president, for his steadfast dedication ensuring day to day operations run smoothly. I cannot think of a better teammate to have as we move this organization in the future while always remembering our past.

Additionally, our Symposium is only possible with the hard work and dedication of our volunteers particularly Patti and Tom Cost, (VP Programs and secretary respectfully), and Allison Agar, our seminar chair. I think you will agree their efforts will make this event one of the best yet.

I liked to thank the Board of Advisors for taking an active role supporting our A/TA Committees. The Membership Committee, chaired by our Senior VP, Lt. Gen. (retired) Chuck Johnson recruited five new committee members focused on improving membership processes and increasing our membership. Welcome to Colonels (recently retired) Jackie Breeden and Emily Farkas, both recently completed mobility command tours. They are joined by Senior Master Sgt. Mike Fulton, 349 ARS SEL at McConnell Air Force Base, Keeper of the Plains Chapter; Senior Master Sgt. Amanda Rainford, HQ AMC/A1M, VP of Scott Air Force Base Huyser Chapter; and Capt. Hunter Kalin, 436 SCOS/DO at Scott Air Force Base and VP Huyser Chapter. This group conducted a thorough review of our current membership processes and identified several areas to help our Association improve support to our chapters and mobility airmen.

Our VP Strategic Planning and Development, Lt. Gen. (retired) Brooks Bash, recommended elevating our Heritage Committee to full Standing Committee status in accordance with Association Bylaws at the 2022 General Membership meeting. At our May Board meeting, the Board acted and appointed Col. (retired) Brandon Hileman to replace outgoing Heritage Chairman Larry Strube, who was elected Association treasurer. Brandon Hileman recruited a powerhouse team of distinguished mobility experts who will help us raise the bar and promote our mobility heritage. Standby for more information in the Spring Airlift/Tanker Quarterly.

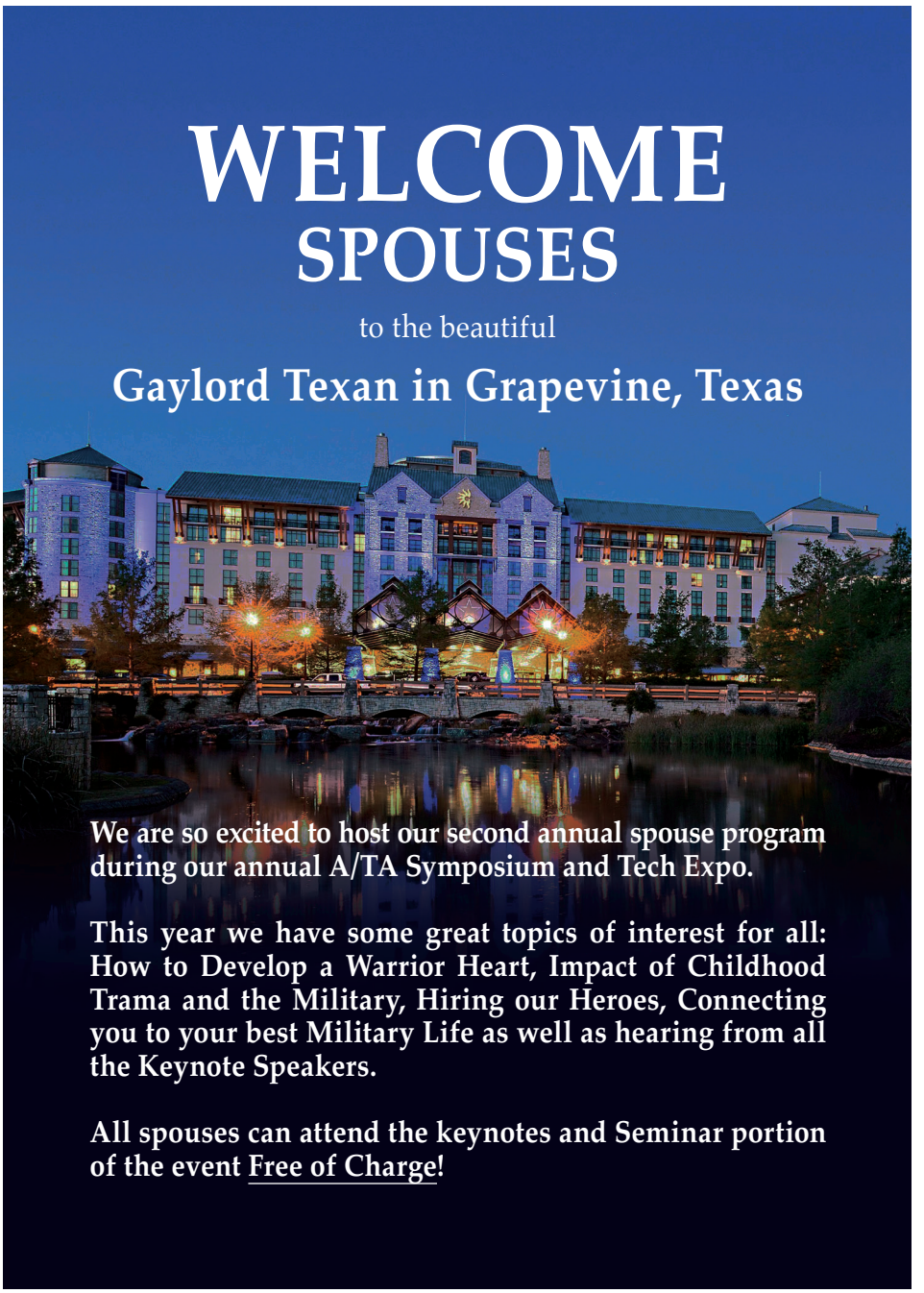
Finally, last year, the Association stood up and promoted our own Airlift/Tanker Association Booth. The booth was manned by reps from our Scholarship, Membership and Heritage Committees and several A/TA Chapter officers. The Booth, led by our Deputy Chairman of the Board of Advisors, Chief Master Sgt. (retired) Mike Reynolds promoted our A/TA scholarship program and membership value proposition. They auctioned off Col. Gail Halvorsen's flight jacket and raised $$$ to support our Scholarships and Enlisted Grants. This year, we again have some items donated by members for auction which will support the Scholarship programs. I encourage you all to stop by and check out the A/TA Booth. While there, consider joining us as a committed A/TA member and help promote our nation's mobility forces.

Currently, we are offering $40,000 in scholarships for 2024-2025 academic year. Please stop by the A/TA booth or visit https://www.atalink.org/scholarships for details. A/TA received over 50 applications for A/TA and partner scholarships this year alone! You can "meet" the winners

in this issue of the ATQ. All scholarship recipients will be formally acknowledged for their efforts during the Convention/Symposium. As a reminder, we will continue our Convention/Symposium Silent Auction which benefits the A/TA Scholarships, visit the A/TA booth, and see the unique items up for auction!

In conclusion, Mobility Airmen (Airmen with a Big A: Active, Guard, Reserve, and Industry partners) play an indispensable role in the intricate web of global operations. Through your unwavering dedication, rigorous training, and unmatched expertise, you ensure the wheels of military mobility keep turning smoothly. From delivering critical supplies to remote corners of the world to evacuating personnel from hostile environments, your commitment to the mission knows no bounds. As the world continues to change and challenges evolve, mobility Airmen stand ready to adapt, innovate, and overcome. With your vital contributions, we not only transport personnel and equipment; we also carry the spirit of service, unity, and resilience that defines the military. In every takeoff and landing, you bring us closer to a safer, more connected world.

Most Respectfully,
Gen. (retired) Carlton D. Everhart II, USAF
Chairman ■



President's Message

CMSgt. Larry Williams, USAF (retired)

Welcome to Grapevine and our 55th Annual Convention. This year's theme is FORGING WARRIORS and PROJECTING AMERICA'S LETHALITY. Air Mobility Command has been busy doing just that and we are excited to host you as we review, learn, celebrate, and chart a way forward. Thanks again for joining us.

This year, you'll notice the absence of an airplane in our convention logo, this was not an oversight but instead, an acknowledgement that our success, winning, and all we hold dear will be accomplished by Airmen. A/TA is founded on and committed to ensuring we support Airmen, preserve Mobility Culture and enhance relationships.

A/TA does this better than anyone, and I am positive you will see many examples of how we support Airmen through our education grants, scholarships, and awards programs. We continue our goal of preserving culture through our Hall of Fame Program and various seminars, purpose built to enhance your knowledge of current operations along with connecting you to a rich mobility history.

Nothing happens without great relationships. The ones you build here will serve you for a lifetime as you reconnect with friends, have meaningful conversations with industry on creative ways of doing our business, and make new connections. The opportunity to engage with and hear from our most senior Air Force Leaders will provide you with their perspectives on where we are going and is certainly a highlight of our event.

As always, A/TA is a fast paced, tightly packed, informative, lifechanging, whirlwind of an event. Get the schedule, generate a plan that allows you to take advantage of everything and execute. You can rest on the ride home. We hope this year's convention is the best ever and look forward to engaging with each of you. On behalf of the entire A/TA Board, welcome to Grapevine.

Engineer Ready!
v/r
Larry ■

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★

For a description of the Scholarship and all Requirements go the A/TA Website, atalink.org. Under the Main Menu category "Mission," you will the find the "Scholarships" category.*

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A Message from Air Mobility Command Commander

General Mike Minihan

Gen. Mike Minihan is Commander, Air Mobility Command, Scott Air Force Base, Illinois. The command serves as U.S. Transportation Command's air component, executing the air mobility mission in support of the joint force, allies and partners with a fleet of nearly 1,100 aircraft. The command encompasses Eighteenth Air Force, the U.S. Air Force Expeditionary Center, the 618th Air Operations Center, 17 wings and two groups, which provide rapid global mobility from more than 100 locations worldwide. Nearly 107,000 active-duty, Air National Guard, Air Force Reserve Airmen and civilians comprise the air mobility Total Force, providing command and control of inter-theater and intra-theater airlift, air refueling, aeromedical evacuation, global air mobility support, and presidential and senior leader air transport in support of national interests.

Gen. Minihan entered the Air Force in April 1990 after receiving his commission through the ROTC program at Auburn University. He completed undergraduate pilot training in 1991 and served as an aircraft commander, instructor pilot and evaluator pilot in the C-130 Hercules. He has commanded in garrison, crisis and combat, and at the squadron, wing and task force levels. He also held numerous joint, combined and Air Force staff assignments.

Prior to his current position, Gen. Minihan served as Deputy Commander for U.S. Indo-Pacific Command.

Gen. Minihan is a command pilot with more than 3,400 flying hours and qualifications in C-130, KC-10, and C-32 aircraft.

Welcome to the 2023 Airlift/Tanker Association Symposium. This symposium has an incredible lineup of events and presents an unmatched opportunity for our Total Force Mobility Airmen and Spouses to learn, network, and form solutions to our Nation's most urgent priorities. Chief Newman and I are truly humbled by this Air Mobility Team. It is an honor to witness the talent, skill, and dedication exhibited by all of you every day.

The theme of this year's symposium is "Forging Warriors: Projecting America's Lethality." This topic recognizes that the basis of American combat effectiveness is not only its platforms, but its people. As members of the most powerful force that the world has ever known, we must pursue equal strength and competence in the three pillars of Mind, Body, and Craft. It is only through expertise in all three pillars that we can forge a readied force capable of exploding out of the gate to project America's lethality. This year's A/TA Symposium hits the mark on all three. We will explore the impact of mental health on readiness, discuss best practices for endurance operations, and close gaps identified during exercises and operations, among many other topics. It is an opportunity to celebrate the successes of the last year, share lessons learned, and collectively build a better future.

It was an incredible year for Air Mobility Command. We have worked relentlessly to develop our Airmen, advance warfighting capabilities, project the joint force, and ensure continued deterrence. Throughout the year, these efforts came in the form of innovation symposiums, networking events, and leadership summits that connected Airmen around the globe toward a common purpose. We airlifted 650,000 pounds of cargo, transferred 340,000 pounds of fuel, cared for thousands of aeromedical evacuation patients, and provided contingency response to all corners of the globe.

Together, we silently accomplished thousands of missions to sustain worldwide peace and prosperity including the evacuation of personnel from South Sudan, the transport of security assistance to Ukraine, and the delivery of humanitarian assistance to Guam after Typhoon Mawar. Simultaneously, we conducted dozens of local and international exercises culminating in Mobility Guardian '23 (MG23), the largest exercise ever conducted by the command.

MG23 was specifically designed to challenge our readiness, develop our capabilities, and explore new tactics, techniques, and procedures so that we are ready when the Nation calls. This exercise provided the framework to not only hone vital readiness skills, but also enhance Allied Forces interoperability in operationally limited environments across all our mission sets.

During MG23, we teamed with more than 15,000 personnel from seven nations to generate missions at Maximum Sustained Tempo under isolated conditions. MG23 intentionally strained the force to its limits, and we are moving aggressively to close the gaps identified in the after-action report. This exercise and subsequent efforts have created irreversible momentum to cement our hard-won gains of the last two years. During this symposium last year, I delivered a roadmap for the big fight. The problem statement was clear: The Joint Force was not ready to fight and win inside the first island chain. We are ready now, but we must not relent in our drive for improved excellence.

Our Team has made enormous strides over the past two years to guarantee that this most relied upon force in the history of warfare is also the most connected, the most protected, and the most lethal. We are focused on "25 by 25": outfitting 25 percent of our key weapons systems with exquisite connectivity by 2025. This connectivity will allow our Airmen to be aware, integrated, and effective under most challenging conditions. This year's MAF Weapons and Tactics Conference (WEPTAC) pushed the limits of what is possible, ensuring a survivable and effective force for any future engagement. We will continue to demonstrate and operationalize palletized effects to complicate the decision matrix of our adversaries and put the right effects on target, if required. We must accelerate these initiatives to stay a step ahead of our competitors, outmaneuver them, and win.

This conference moves us toward achieving that goal. A broad range of AFSCs, ranks, and backgrounds will be in attendance. More than 100 industry partners will provide an opportunity to learn about the latest technology and services available to support air mobility missions. I am excited to see what warfighting solutions they bring to the table.

During this conference, I ask you not only to listen, but challenge. The Warrior Culture we have built in this command is biased toward action, unencumbered by bureaucracy, and intentionally disruptive of the status quo. If you see me in the hall, the Heritage Room, or at my booth, please stop by and say more than "hello." Tell me what we are doing right, where we've missed the mark, and the opportunities that exist to make us a more effective, lethal force.

Chief and I are thankful for the work the A/TA team has put into making this year's event memorable and we look forward to spending time with each of you and working together to create irreversible momentum for the command in the year ahead. LET'S GO! ■

A Message from Air Mobility Command Chief

Chief Master Sgt. Jamie Newman

Chief Master Sergeant Jamie L. Newman is the Command Chief Master Sergeant, Air Mobility Command, Scott Air Force Base, Illinois. As the commander's principle senior enlisted advisor, he counsels on the effective employment of 107,000 Total Force Airmen from 100 worldwide locations to support Rapid Global Mobility operations with a fleet of 1,100 aircraft. He assures the commander's intent is understood and executed through forming a connection between individuals, team members and the command, based on dignity and respect, with a focus on inclusion, readiness, resiliency, training, growth and utilization. This is imperative to executing the command's core missions of command and control (C2) over inter- and intra-theater airlift, air refueling, aeromedical evacuation, global air mobility operations, and presidential and senior leader air transport, while serving as the air component for U.S. Transportation Command, and supporting U.S joint forces, allies, and partners.

Chief Newman grew up in the small town of Milford, Kansas. He began his active duty career on January 11, 1995. Throughout his assignments Chief Newman filled numerous positions in the Air Force and joint force units including entry controller, fire team leader, Phoenix Raven and Air Base build up/defense Instructor, combat operations squad leader/flight chief, operations, and squadron superintendents, leading in several roles ranging from squadron to MAJCOM level. As well, he was assigned to the U.S. Army's Ranger School as a Ranger Instructor, molding warriors for direct-fire battle by land, sea or air, using planning and squad/platoon combat platforms for deep behind enemy lines operations in the harshest conditions. Chief Newman has operated with airlift, air strike, and persistent attack and reconnaissance assets while supporting national missions and has conducted operations in Asia, North and South America, Africa, Kuwait (Intrinsic Action), and Operations IRAQI FREEDOM and ENDURING FREEDOM.

First off, welcome to our Airlift/Tanker Association's conference. I know this week will be filled with numerous opportunities for growth and Gen. Minihan, myself and the entire A/TA team are excited to have you here. In my nearly 29 years in uniform, I have seen the Air Force go through many changes. Changes of all kinds. We have moved from leather name patches on BDUs, to ABUs with stripes on our sleeves, and now the OCPs with our chevrons centered on our chest, closest to our hearts. Though change is almost always inevitable we have always stayed resolute. This can however create some level of anxiety, as changes can overwhelming at times…Through it all, we (Airmen) have never lost our sense of pride. Our pride of service, our pride in each other, pride in those who surround us, and pride in our professionalism as Airman warriors.

The pride we have is not because of anything we did, rather it is the result of our warrior heritage…the giants who came before us. We stand on their shoulders, and we have the honor to uphold all that was built over time with their blood, sweat, and tears. No doubt we have fought our share of battles and lost loved ones along the way. So when that change does come, never forget who you are, what we are about and the prestige of being the most awesome force the world now relies on, every day, anywhere, any time—all across the globe and beyond.

As stated, we are the most powerful Air Force in the world, that's a fact. We did not do this alone though, and it's not because we are so great or so gifted. It's because of how our American way of life, its freedoms, and our values are sewn into our very being. We don't just talk about it; we are about it. This intrinsic drive has taught us and others about freedom and how to fight for what we know is right, and what we believe in. As Airmen, we know how to connect and build strong bonds with our Allies—we know together we are stronger and that our pride is contagious. Our pride spreads far and wide to make the world a better place, and together, we can face any evil… even evil that lays in the shadows and wishes harm on those that pass by. As our generation's pride in Airmanship takes hold, it builds upon the foundation laid before us, and we know firsthand how powerful our profession can be. Together with our Joint Team, Allies, and Partners, we will work hard to ensure it stays that way.

The profession we are speaking about is your profession…the Profession of Arms. This profession requires tough, critical thinkers who know what right looks like and how to get the mission done. With every generation, we get to redefine what airmanship looks like, and it is our responsibility, ours alone to build a *legacy* that stands the test of time. We no longer have the luxury of hoping someone else will do the work, it's on us, this generation to preserve our future, our way of life. During this symposium, make the most of your experience by learning from others--leaders, the warriors from earlier generations, and your peers. Enjoy the speeches and seminars but also take time for the one-on-one and small group conversations and debates. It is those engagements that make you better throughout your career and strengthens our Force.

It's your time, take hold of all that is around you, make your presence known, knock down barriers and fly, fight and win, because no one is going to do it for you…it's up to us. Look yourself in the mirror and remind yourself…You are an American Airman, you are a Warrior—the nation has called, and you answered…get ready, LET'S GO! ■

A/TA FORGING WARRIORS PROJECTING AMERICA'S LETHALITY 2023

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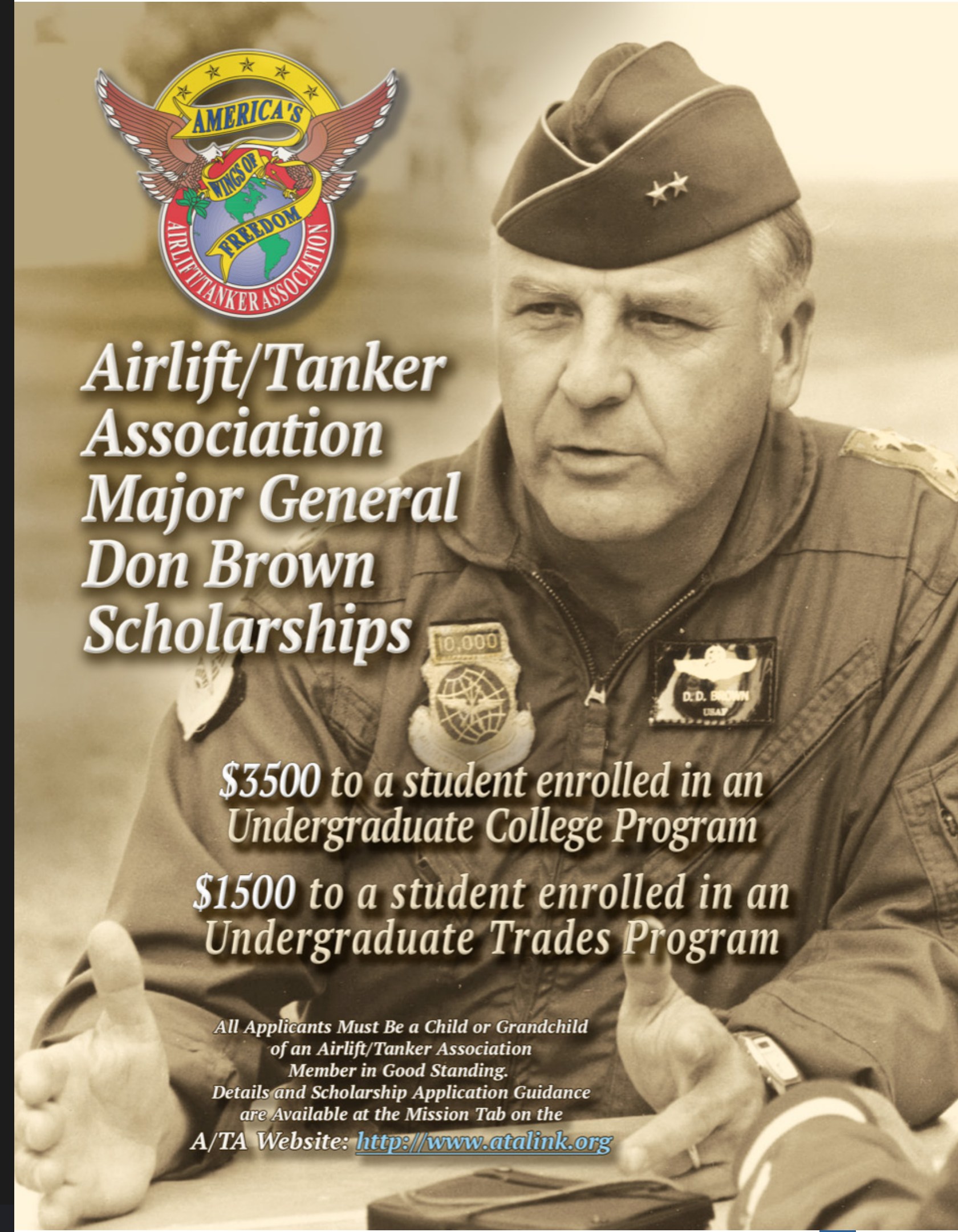

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A/TA Website: http://www.atalink.org

COVER
STORY

THE LINK IN THE MIDDLE-PART 3

THEATER AIRLIFT DURING THE VIETNAM WAR

This paper is the third part of a series of articles addressing the question of whether or not the U.S. Army and U.S. Air Force will ever develop a common vision and program for theater airlift

By USAF Col. (retired) Dr. Robert C. Owen

Crewmen during the Vietnam War lived lives of exceptional danger. In the conventional wars of World War II and Korea, their predecessors came under enemy fires only episodically, usually during the few days they supported airborne assaults or flew resupply missions near or over enemy lines. Otherwise, theater air transport crews flew most of their missions behind friendly lines and into secure airfields that generally were adequate in length and condition for the operational characteristics of their aircraft. Consequently, any perusal of squadron, group, or wing histories, particularly from World War II, will reveal that most theater transport losses were from causes typical of the operating environments and aircraft technologies of the time -- training accidents, mid-air collisions, getting lost, weather, mechanical failures, and the like. In contrast, theater airlift crews operating in Vietnam took fire as a matter of unwelcome routine. Operating daily into airfields that only barely or even inadequately satisfied the requirements of their flight manuals, they flew daily in the presence of competent and determined enemies that could show up and shoot pretty much anywhere, at any time. So, while Vietnam-era theater airlifters were injured or died in operational accidents, many also felt the heat of enemy fire. Indeed, in my own first assignment at Dyess Air Force Base, Texas, loadmasters and crew chiefs delighted in showing new butter-bars the repaired bullet and shrapnel holes in many of the E-models back from Vietnam. I had missed the war by about a year, but there was no doubt in my inexperienced mind that I had entered a potentially dangerous part of the Air Force.

Pan Am "R&R" DC-6 sits on a ramp amidst C-130s at an airfield, in Vietnam, probably Cam Ranh Bay. Pan Am eventually replaced DC-6s with Boeing 727s on these routes. The photo also indicates the degree of integration of civil and military aircraft in the Southeast Asia air war. (University of Miami Special Collections photo).

But, that's not what this exploration of theater airlift during the Vietnam War is about. A number of authors have recounted the courage, physical endurance, and sometimes astounding feats of airmanship by airlift crews and their ground supporters, often under the threat or actuality of enemy attacks. So, rather than repeat what others have done well, this essay will talk about some less-remembered aspects of the story -- technologies, boundary disputes, and doctrines. Based on the presumption that most professional air mobility personnel have done some reading of the operational histories, or can be encouraged to pick up a book or two, they will find here little background information on the war and its operations. Instead, they will be asked to think about the technological opportunities assessed and lost during the war, and the reality that doctrine fights continued even in the midst of a war moving to an unsatisfactory conclusion.

The military funding surge of the Korean War produced the core theater airlift fleet of the Vietnam War. The C-130 was the poster child of that fleet, of course. Entering service in the early 1960s, the "B-model" Herc was the most numerous version of the aircraft to serve until late in the

war. It had more powerful engines than the C-130A (4,050 versus 3,750 horsepower), could lift about 38,000 pounds, and was equipped with the efficient 463L palletized cargo system. The C-123 *Provider* was the Herc's junior partner. It was powered by two 2,500 horsepower radial piston engines and, in the "K" version, two auxiliary J-85 jets producing 2,850 pounds of static thrust each. While the *Provider* could carry up to 24,000 pounds of cargo, its normal loads were in the 12,000-pound-or-lower range. Compared to the C-130's 280-knot cruise speed, the piston-engine aircraft puttered along at around 160. At its peak in 1970, the Southeast Asia airlift effort drew on 15 squadrons of C-130s, five of C-123s, and six of C-7s transferred in from the Army in 1967.

Augmentations of the theater airlift effort came from several sources. When in-theater cargo backlogs built up, the Military Air Transport Service (Military Airlift Command after 1967) would allow the theater air forces to utilize C-124s and C-141s to move cargo between points within the country. Powered by turbofan engines and riding on relatively low-pressure tires, the C-141 could operate between a handful of developed and paved airfields, including those at Saigon, Cam Ranh Bay, Hue, Da Nang, and Pleiku. These were episodic and generally daytime-only arrangements, since the big planes scurried to safer climes at night when their local duties were done. They were, in other words, partnered with, but never assigned to, the theater force. Air Force and Army helicopters also contributed to the theater lift, though only over short distances and as diversions from their tactical missions. Civil airlines played an important though indirect role in the theater airlift effort. In 1968, with a peak of 536,000 American troops deployed in Southeast Asia, Civil Reserve Air Fleet carriers lifted 97 percent of all personnel and 24 percent of all air cargo traffic going into and out of the theater. Most importantly for theater airlift, these carriers delivered their loads as appropriate to all of the jet-transport-capable airfields, which eased the redistribution effort for the theater force. Pan American airlines carried the heaviest load of any commercial carrier, flying some 40 missions per day in 1968, including an average of 18 daily flights to carry grateful troops to and from "rest-and-recreation" cities like Bangkok, Manila, Tokyo, and Honolulu. (See: https://www.panam.org/the-jet-age/737-pan-am-vietnam)

The main limitation of this otherwise very capable fleet was that nowhere in it resided a capability to lift ground-combat units and their copious supply needs into truly short and rough tactical airfields. Defense Department doctrine did not define the meaning of "rough tactical airfield," but it did suggest that "short takeoff and landing" meant taking off or landing over a 50-foot obstacle in 1500 feet or less. At sea level and their maximum takeoff weights, C-130s and C-123s required graded and firmly surfaced runways of around 2,000-3,500 feet in length for sustained and safe operations. In 1966, the year after intensive U.S. involvement began, Air Force engineers could identify only 16 "adequate," 28 "substandard," and 22 "minimally safe" airfields available for C-130 operations in Vietnam, and

***Cover Story** continued on page 14*

World map and Pan Am B-727 Clipper Pocahontas at Saigon Ton San Nhut Airport, Vietnam, probably servicing South East Asia regional routes, such as carrying troops to Bangkok for R&R. The air policemen indicated the risks CRAF crews took in support of U.S. troops in the combat zone. (Courtesy collage containing a Pan Am Historical Foundation Collection photo).

17, 67, and 32, respectively, for C-123s. (Ray Bowers, *Tactical Airlift*, Air Force History and Museums, 232). At that time, it was not uncommon for Army planners to put off major operations for weeks, while airfields were built or improved. Even as the American part of the ground war was ending in 1972, the Air Force could still only identify 56 "adequate" airfields for C-130 operations, and some of those were not ready for immediate use. (Bowers, 477) It follows from all this that the runway length requirements of the available theater airlifters undermined their usefulness to ground forces and obliged them to operate from patently unsafe airfields, which reduced their productivity and increased their exposure to safety hazards and enemy actions.

The Army's efforts to compensate for the shortfalls in the Air Force's STOL capabilities were only partly successful. Its fleet of CH-47B- and C-model *Chinook* helicopters obviated the STOL, but not the capacity and theater range problems. As helicopters, the *Chinooks* could get in just about anywhere, but they were draggy gas-guzzlers aerodynamically and, consequently, short-legged. On paper, a C-model could lift 8-10 tons of cargo. But, even with more realistic payloads of 4-5 tons, their operational radii were around 100 nautical miles. The Army's CV-2 (C-7 after 1967) *Caribous* had better range, but their piston engines and STOL aerodynamic features imposed high costs on their range/payload characteristics. At MTOW the plane could get in and out of a 1200-foot space over a 50-foot obstacle. But, its three-ton practical payload, 600-nautical mile range, and 160-knot cruise speed sharply limited its productivity.

The 1st Cavalry Division's effort to establish an air line of communication between the port of Qui Nhon and its base camp at Pleiku in early 1965, a distance of 75 nautical miles, stands as an example of aviation's limitations. Even though the Cav focused its entire fleet of 18 *Caribous* and 50 CH-47s on the lift, the effort failed. Faced by harsh climatic conditions and flying a heavy schedule, these aircraft and their crews simply wore out in a matter of days and never reached the 300-tons-per-day throughput required for sustained ground operations in the interior. On the brink of running out of fuel and ammunition, the Cav called on the Air Force for help. C-123s and C-130s quickly began air drops and airlanded deliveries at Pleiku and a nearby dirt strip, and quickly filled the supply gap. Able to lift four to five times the capacity of a *Caribou* and to fly twice as fast, C-130s could extract as much as 10 times the productivity from their crews and support echelons as could C-7s. But, these operations depended in part on dry weather and the availability of previously constructed airfields and, consequently, did not demonstrate the ability to deliver bulk supplies and large units into expeditionary air strips, let alone open fields and the like. (Bowers, 207-215)

Naturally, the Army led or participated in projects to develop aircraft better able to fulfill the STOL airlift mission requirement. In response to the U.S. Army's expressed interests, De Havilland of Canada designed the DHC-5 (C-8 in U.S. service) *Buffalo* as the big brother of the *Caribou*. Powered by two 2,850 horsepower turbopropeller engines, the *Buffalo* offered the *Caribou's* ruggedness, a maximum payload of over 11,000 pounds, and improved landing and takeoff performance. With 9,000 pounds on board, for example, the aircraft could take off over a 50-foot obstacle in 1,000 feet and then fly for 700 nautical miles at 220 knots. The Army also found the French-built *Breguet* 941 a promising STOL airlifter. The U.S. Army Aviation Test Activity found that the aircraft had speed, payload, and range characteristics roughly equivalent to those of the DHC-5, but with a slight advantage in takeoff and landing performance. Powered by four 1500 horsepower turboprops, the aircraft impressed Army pilots with exceptional low-speed handling characteristics and, in a comment that said much about the real challenge of the program, its potential to avoid Air Force criticism, since it looked "suitable from the standpoint of size to be an Army airplane." (USAATA Report 63-6, January 1964, 62).

In concept, at least, the Ling-Temco-Vaught XC-142 probably was the most promising and portentous "assault" airlift aircraft under scrutiny in the mid-1960s. Initially sponsored by all four U.S. services, the aircraft had four 2,850 horsepower turboprops. But, in contrast to the alternative designs available, the wings of this aircraft could rotate to the perpendicular, which allowed it to make vertical takeoffs and landings or super-short takeoffs and landings with its wings tilted 30-40 degrees. In the SSTOL configuration, the aircraft could take off and land with up to six tons of cargo in around 600 feet at liftoff and touchdown speeds of about 40 knots on remarkably rough terrain. As demonstrated in LTV operational suitability tests, XC-142 operators likely would find usable landing grounds almost anywhere.

See: (https://www.google.com/search?client=firefox-b-1-e&q=xc-

A DHC-5 Buffalo on the way to the US Army. The increasing size and performance of Army transport aircraft galvanized USAF resistance. (U.S. Army photo).

Breguet 941 lands on a city street. If this aircraft had cardinal sins as a STOL transport, they were small and not built in the US. (U.S. Army photo).

142&tbm=vid&sa=X&ved=2ahUKEwjdu8T238z_AhWPkmoFHR1WBhAQ0pQJegQIChAB&biw=1280&bih=595&dpr=1.5#fpstate=ive&vld=cid:5232f028,vid:aZoHrlPZd2w).

The high power-to-weight ratio of the aircraft, though indispensable for VTOL, did undermine its efficiency in cruise flight. On half the power, for example, the Breguet 941 carried 8,000 pounds for 1,370 miles at 220 knots, while the XC-142 did so for only 500 miles, though as fast as 375knots. The prototype also suffered from some mechanical and operational issues, such as vibration in the shaft connecting the engines, and the high velocity downwash of the propellers. Indeed, during one VTOL test from a parking pad, the downwash sent a delaminated piece of concrete into the cockpit and injured one of the pilots. A later Air Force Research Institute study, however, suggested that these mechanical issues had been solved during development of the V-22 *Osprey* or could be obviated by designing a future theater airlifter for tilted-wing, SSTOL operations only. So, while the XC-142 program did not proceed past the developmental stage, the study argued that it pointed the way to development of more capable SSTOL designs. (Robert C. Owen, Launching the Workhorse: Vertical or Super-Short Takeoff Capabilities for the Next Theater Airlift Aircraft (Maxwell Air Force Base, Alabama, Air University, 2019), 24-5.)

In the midst of these assessments of new aircraft, in April 1966, U.S. Army Chief of Staff Harold K. Johnson and U.S. Air Force Chief John P. McConnell reset the doctrinal boundaries of theater airlift. As we saw in the previous number of this series, the Air Force protested loudly and dismissively in the 1950s when the Army began developing its aviation arm to provide organic short-range airlift (air mobility in the Army's parlance), reconnaissance, and fire support to its field units. The Air Force's main arguments were strategic, i.e., no valid missions for ground forces in atomic warfare, and doctrinal/political, i.e., the service mission boundaries set out in the 1948 Key West Agreement, which gave it sole responsibility for theater airlift. The Army's acquisition of CH-47s and CV-2s intensified outside resistance in the Defense Department, Congress, and a shelf or two of journal articles and books. Although the Army's employment of both aircraft was efficient and served clear tactical purposes in Vietnam, people in Washington continued to gnaw the bone as it became clear that the Army was preparing to acquire a second generation of even larger transport planes. Viewing the issue mainly as a test of service sovereignties over mission boundaries, the chiefs settled the issue on the basis of expediency. From the Johnson-McConnell Agreement, the Army received complete freedom to develop helicopters for its aviation missions, potential tactical authority over some Air Force transports, and a promise from the Air Force to continue developing transport aircraft of relevance to ground force needs. In return, the Air Force received possession of the C-7s and the Army's retreat from the fixed-wing airlift business.

It would be hard to argue that the temporary truce in a long-range war over who should own what had much effect on airlift operations overall. Army and Air Force airlifters soldiered on in their respective parts of the mission. As they had before, many C-7s continued to operate in direct response to the demands of brigade and division commanders. Those that operated under the Air Force's centralized control did tend to fly with marginally heavier payloads, but only marginally. Most importantly, their combined efforts made American forces the most mobile and best supplied in history, and hundreds of times saved units that were at risk of being overrun from lack of munitions and other supplies. So, it is fair to say that airlift played no role in the ultimate failure of the U.S. to achieve its strategic goals in Vietnam, but it was critical to the continued tactical and operational successes of American arms throughout the war. Those successes decimated the Viet Cong insurgents by 1969 and held the North Vietnamese Army at bay until American leaders lost heart and abandoned the war in 1972. Still, as pointed out by political historian Timothy Lomperis (*The War Everyone Lost--And Won: America's Intervention in Vietnam's Twin Struggles*), those tactical successes, and the fact that the war was settled by North Vietnamese conventional forces and not insurgents, largely discredited the notion of a people's war, and the communist world did not attempt a large-scale popular war again. That, in itself, was a kind of strategic victory.

Additional Readings

Given the controversial nature and sensitivities of some of the statements in this particular contribution to the theater airlift series, I made inline insertions of the more important sources. So, I will only suggest here that Ray Bower's monumental *Tactical Airlift* is available free and online from the Air Force History and Museums program, and is the place to start any study of airlift in the Vietnam. As I pointed out in the summer 2020 edition of this journal, Richard P. Weinert, Jr., *A History of Army Aviation--1950-1962* (Fort Monroe, Virginia: U.S. Army Training and Doctrine Command, 1991), and James W. Williams, *A History of Army Aviation From Its Beginnings to the War on Terror* (New York: iUniverse, 2005), are great places to start your readings on that side of the airlift story. ■

2023 A/TA HALL OF FAME INDUCTEE:

THE CIVIL RESERVE AIR FLEET (CRAF) & OUR COMMERCIAL AIR PARTNERS

"The men and women of the United States Air Force are trained and ready to deploy anywhere in the world in defense of our national interests and to preserve peace and stability in our complex world. Their selfless dedication and sacrifices have contributed to the establishment and maintenance of peace and global security for over 75 years. These achievements and performances during times of crisis, conflict, natural disasters, and humanitarian relief have demonstrated time and again the power of Global Reach. A key element of our mobility forces is the Civil Reserve Air Fleet, and its commercial carriers, aircrews and capabilities that augment our organic mobility total forces in times of peace and war. Our Nation's freedom, security and standing in the world are products of and reliant on the contributions of our mobility forces. The Airlift/Tanker Association wishes to recognize and honor those individuals and mission groups who have advanced our Air Mobility Mission, Culture and Heritage through their distinguished and outstanding performances, significant contributions, and noteworthy accomplishments. The "Airlift/Tanker Association Hall of Fame" award has been established for this purpose.

By A/TA Heritage Committee

The Airlift/Tanker Association 2023 Hall of Fame Inductee is the Civil Reserve Air Fleet Program and its 24 commercial air carriers. The CRAF is a uniquely American program designed to provide commercial aircraft and crews to augment and support Department of Defense's (DOD) airlift requirements in times of emergency or when the need for airlift exceeds the capability of the military organic fleet. The CRAF is a voluntary program and a core competency of USTRANSCOM and AMC's ability to meet the cargo and passenger demands in support of DOD's global security objectives. The National Defense Strategy acknowledges the complimentary nature and capabilities provided by the CRAF Program. The CRAF carriers are sometimes referred to as USTRANSCOM's fourth component. Based on DOD's experience before, during and after the Berlin Airlift, the Department realized it needed supplemental airlift to support its growing global security requirements and in case of a major national defense emergency.

President Truman signed the Defense Production Act into law in September 1950 giving the President broad authority over all American businesses required to support national emergencies. The CRAF Program was formally organized by joint agreement in December 1951, between the Departments of Commerce (DOC) and Department of Defense under Presidential Executive Order (EO) 10999 – Emergency Preparedness. EO 10999 directs assets and capabilities of U.S. flagged airlines be available to augment and support the DOD and other Departments as directed by the President or in a National Emergency. In 1967, the transportation portion of the emergency preparedness program transferred to the Department of Transportation (DOT) upon its establishment.

While the CRAF Program was "formally organized" in 1951, the leadership, relationships, and concept of CRAF predates 1951 to the period between World War I and World War II. Early air power advocates and pioneers embraced the innovation and potential of powered flight, both for military and commercial purposes. Col. Edgar S. Gorrell, U.S. Military Academy Class of 1912, was one of those pioneers. Gorrell earned his aviator's (pilot's) certificate in 1915 and went on to receive a Master of Science degree in aeronautical engineering from MIT in 1917. Gorrell was one of America's early aviation doctrinal innovators, authoring airpower advocacy papers for the War Department during and after WW I. He served with and for military aviation legends Benjamin Foulois and Billy Mitchell.

In 1920, Gorrell realized his military career was ending because of the post-WW I drawdown and left the U.S. Army to pursue several successful business and investment opportunities. In 1935-1936, he was invited to be the first president of the newly formed Air Transport Association of America. As such, Gorrell led commercial advocacy efforts for 14 scheduled air carriers, which included American Airlines, United Airlines, Trans World Airlines (formerly Transcontinental and Western Air) and others. Gorrell, through his aviation, government and commercial connections helped spur innovations and improvements in America's fledgling airline industry. Under his leadership, the Association advocated for aviation safety and air navigation improvements, operational and procedural standardization, and investment in modern aircraft, to include the introduction of four-engine aircraft. Gorrell understood it would take strong commitments, support and advocacy from industry, government, and aviation sectors to achieve ATA's ambitious objectives.

Team Dover members use the step truck to enter the passenger seating section of an Air Transport International Boeing 757-200 Sept. 8, 2019, at Dover Air Force Base, Deleware. The ATI aircraft, part of the Civil Reserve Air Fleet program, was contracted to transport cargo and 30 Team Dover members to Fairchild AFB, Washington, participating in Mobility Guardian 2019. (U.S. Air Force photo by Roland Balik).

In the years leading up to World War II, Gorrell persuaded the War Department to develop plans that included the use of civil air transport in case of a national emergency. His purpose was to enable the American aviation industry and business to flourish and to preclude industrial mobilization or nationalization of the airline industry. Gorrell saw nationalization of the airlines as counter to national security interests and America's economic growth. He viewed ATA and its airlines as defense partners. Gorrell's achievements as President of ATA were fourfold: 1) enactment of the Civil Aeronautics Act of 1938, which provided civil aviation a secure economic base; 2) development of a system of air navigation radio facilities in the CONUS and Alaska to improve safe operations; 3) preparation of war plans for the employment of commercial aircraft and aircrews in a national emergency; and 4) implementation of government contracts with airlines to transport troops and supplies before and during WW II. His accomplishments laid the foundation for the 1951 CRAF program which has served American's national security interests for over 70 years.

Since its inception, the CRAF has supported America's global force projection capabilities, complimenting the USAF organic fleet and filling capacity gaps. The cost to the government is nominal given the capabilities, assets, networks, and experience the CRAF provides. Safety is and has always been of paramount importance for the CRAF Program. In collaboration with DOT and DOD, CRAF carriers continue to improve processes and procedures to ensure the highest level of safety while moving DOD passengers and cargo. Prior to receiving a contract, all carriers must demonstrate they have provided equivalent and comparable commercial service for one year before submitting their offer to fly for the DoD. All carriers must be fully certified by the Federal Aviation Administration and meet the stringent standards of FAA regulations pertaining to commercial airlines (i.e., FAR Part

***Hall of Fame Story** continued on page 18*

121). Once FAA certified, Air Mobility Command's Commercial Airlift Review Board approves carriers to participate in DOD's CRAF business.

The CRAF Program has, from its foundation, been broadly supported by both the executive and legislative branches. Countless studies, reports, audits, analyses, and Congressional hearings have been conducted to validate the CRAF Program and determine its continued value to national security. All have cited the benefits of CRAF in terms of financial savings, ability to safely project forces around the world and the program's significant contributions to national security. 10 U.S. Code § 9517 - Level of Readiness of Civil Reserve Air Fleet carriers states: *"The Civil Reserve Air Fleet program is an important component of the military airlift system in support of United States defense and foreign policies, and it is the policy of the United States to maintain the readiness and interoperability of Civil Reserve Air Fleet carriers by providing appropriate levels of peacetime airlift augmentation to maintain networks and infrastructure, exercise the system, and interface effectively within the military airlift system."* Each study has concluded the CRAF Program provides unparalleled capability at significant cost savings or avoidance. During Congressional testimony in 2009, the Chairman of the Subcommittee on Aviation, Committee on Transportation, and Infrastructure cited a 1994 RAND study that estimated the cumulative cost savings of the CRAF is as high as $128 billion in 2009 dollars. Today, that number is closer to $160 billion. CRAF carriers provide modern fuel-efficient aircraft and operate in a challenging global network supporting the demands of both commercial and DOD customers. In 1987, President Ronald Reagan issued the National Airlift Policy (NSDD 280). The National Airlift Policy states,"the national defense airlift objective is to ensure that military and civil airlift resources will be able to meet defense mobilization and deployment requirements in support of US defense and foreign policies." Military and commercial resources are equally important and interdependent in the fulfillment of this national objective. This NSDD 280 is the foundational directive which guides CRAF today.

Today, 24 commercial carriers are contractually committed to the CRAF Program. As of August 2022, these CRAF carriers pledged the availability and use of 450 aircraft and approximately 1,800 experienced aircrews. The CRAF is an essential element of Air Mobility Command's arsenal of cargo and passenger aircraft and truly a vital contributor to America's "Wings of Freedom." The CRAF Program is a key component of the military airlift system and has achieved an enviable record supporting United States defense and foreign policies. CRAF has continued to prove itself an invaluable capability in the mobility playbook. Besides supporting the peacetime movement of DOD passengers and cargo in support of America's global strategy, basing and commitments, CRAF has augmented every major DOD operation since the Korean War. The CRAF Program is without question the finest example of a successful public-private partnership, providing unrivaled capabilities in peace and war.

The 2022 CRAF Program consists of the following 24 air carriers:

ABX Air	Air Transport International
Alaska Airlines	Allegiant Air
American Airlines	AmeriJet
Atlas Air	Delta Airlines
Eastern Airlines	Everts Air
FedEx	Hawaiian Airlines
Jet Blue	Kalitta Air
Lynden Air	National Airlines
Northern Air Cargo	Omni Air International
Polar Air Cargo	Southwest Airlines
Sun Country	United Airlines
UPS	Western Global

Noteworthy Accomplishments & Extraordinary Impacts to Air Mobility

CRAF carriers have played a vital role in every conflict and natural disaster involving the U.S. since the inception of the CRAF Program. Noteworthy events include:

1950-1953: Korean War – During this period, the Military Air Transport Service employed the use of civil carriers to augment the organic airlift fleet. By the end of the war, this became the normal operations.

1955-1975: Vietnam – The first use of jet aircraft in CRAF permitted greater velocity of troop and cargo deliveries across the Pacific. By the end of 1968, CRAF carriers were transporting 91 percent of the passenger traffic and 24 percent of the air cargo to Vietnam. CRAF carriers were also instrumental in repatriating U.S. service members and civilians by returning them to the U.S. at the conclusion of the war. Although not activated during the Vietnam conflict, CRAF carriers voluntarily transported more than eleven million passengers and 1.3 million tons of equipment.

1990-1991: Operation Desert Shield/Desert Storm – During Desert Shield/Desert Storm operations, military planners preferred CRAF aircraft to fly routes originating from the U.S. to Europe and the Middle East. The decision to use CRAF aircraft along these corridors was based on the capacity of the commercial fleet versus that of the organic airlift fleet, specifically the C-141, being greater, thus satisfying requirements faster.

2001-2014: Operation Enduring Freedom – Although CRAF was not activated, there were sufficient military as well as volunteer CRAF airlift missions to meet transportation requirements.

2003-2011: Operation Iraqi Freedom/Operation New Dawn – During this operation, CRAF passenger carriers were activated and moved nearly 100,000 troops to the area of responsibility.

2014–2021: American intervention in Iraq and Afghanistan – Although not permitted to fly into Iraq or fly passengers into Afghanistan, CRAF carriers supported these efforts by airlifting

U.S. Air Force Airmen assigned to the 721st Aerial Port Squadron form a gate as evacuees from Afghanistan board a Delta Airlines flight at Ramstein Air Base, Germany, Aug. 30, 2021. (U.S. Air Force photo by Tech. Sgt. Donald Darnec).

cargo and passengers to forward locations. CRAF cargo operations also continued into Afghanistan. CRAF was activated to aid with the noncombatant evacuation operation during the withdrawal from Afghanistan.

2019 Coronavirus (COVID-19) Pandemic: CRAF carriers were instrumental in the prevention of this deadly disease. From the early distribution of Personal Protective Equipment to the distribution of the various vaccines to service men and women around the globe, CRAF carriers were vital to the life-saving efforts by the DOD.

2022: With the disruption of supply of U.S.-made baby formula, the administration tasked the FDA to secure safe baby formula from international sources. CRAF carriers delivered the much-needed baby formula from European nations to U.S. destinations for distribution.

Present: Peacetime Operations - CRAF carriers continue to augment the Nation's airlift requirements on a daily basis. By the end of December 2022, CRAF carriers had flown 490 cargo missions to support Ukraine's defensive efforts against the Russian invasion and 56 passenger flights to Poland with U.S. troops to support the President's plans. On Feb. 22, 2022, President Biden ordered more troops to NATO's Eastern flank as Russia moved a step closer toward a large-scale invasion of Ukraine. CRAF carriers continue to support the United States efforts in the region in 2023 and will no doubt do so into the future.

The CRAF Program and air carriers have influenced and complimented our Air Mobility Mission, Culture and Heritage. Since the early days of the Air Corps Ferrying Command to the current day Air Mobility Command, CRAF has evolved from reciprocating engines to the jet era; from sextant navigation to Global Positioning Systems (GPS); and on to current modern fuel-efficient aircraft in order to meet DOD's growing demands and commitments. These demands include aircraft with greater capacity for cargo and passengers, increased velocity and the ability to cover vast distances during a single flight. Despite economic uncertainties, changing regulatory requirements, advances in technology and the evolving National Security Strategy, CRAF carriers are committed to be ready to project American forces wherever needed. CRAF remains a critical and indispensable partner poised to support DOD. CRAF has been dubbed USTRANSCOM's "Fourth Component" by several DOD leaders and provides planners with another "tool" in their toolbox to support global security objectives and fill the capability and capacity gaps between organic lift and the Nation's air transportation requirements.

CRAF carriers have supported every global crisis since WW II. With over 70 years of support for DOD, USTRANSCOM and AMC, the carriers have developed strong mutual relationships and respect for the vital interests of our nation. Every time DOD has called on CRAF carriers, they have answered the call. This uniquely American program is clearly an American success story and without question one of America's significant asymmetric advantages. A strong and integrated CRAF is a vital tool in the Nation's arsenal. The military organic fleets are smaller than they were 20 years ago, meaning CRAF carriers will be asked to do more should a major conflict break out. The CRAF's 24 carriers, 450 aircraft and aircrews have proven themselves key and essential to America's future security. A strong CRAF Program will make potential adversaries think twice before challenging America or our Allies.

For these reasons, the Airlift/Tanker Association has selected The CRAF Program and its 24 committed carriers as our 2023 Hall of Fame Inductee. ■

Recipients of the $4,000 A/TA Undergraduate Scholarship

Dear Airlift/Tanker Association Scholarship Committee,

I am writing to express my heartfelt gratitude for selecting me as a recipient of the Airlift/Tanker Association scholarship. I am truly honored and grateful to have been chosen to receive this generous award of $4,000, which will immensely help me in paying for my college education.

I will be returning to Oklahoma State University this fall pursuing my degree in Marketing with a minor in entrepreneurship and a concentration in real estate and property management. As a passionate and determined student, I have always aspired to pursue higher education to equip myself with the necessary skills and knowledge to make a positive impact on society. Your kind gesture has allowed me to focus more on my studies and extracurricular activities without constant worry about financial constraints.

Beyond the financial assistance, this scholarship holds a special meaning for me. It represents the support and encouragement from the aviation community. I sincerely hope that, in the future, I will have the opportunity to give back and support other students in the same way you have supported me.

I promise to use this scholarship wisely and to work diligently towards my educational goals. In the years to come, I hope to make a positive impact on society and uphold the values and ideals of the Airlift/Tanker Association. Once again, thank you from the bottom of my heart for this incredible opportunity and your belief in my potential. Your generosity has made a significant difference in my life, and I am truly honored to be a recipient of the Airlift/Tanker Association scholarship.

Thank you,
Hayden Brammer - Oklahoma State University

WINNING ESSAY ABSTRACT

History of Air Refueling
by Hayden Brammer

This article examines the history of air refueling, tracing its origins, key milestones, and technological advancements that have shaped its evolution. Air refueling has revolutionized aircraft operations by extending their range, endurance, and versatility. The study explores the early experiments with fuel hoses in the 1920s, the adoption of the probe-and-drogue method during World War II, and the introduction of dedicated tanker aircraft in the 1950s. The emergence of the flying boom system in the 1980s and 1990s and the integration of stealth technology for refueling stealth aircraft are also discussed. The article highlights the expanding applications of air refueling beyond the military, including humanitarian aid and disaster response. Furthermore, it explores the potential of autonomous refueling systems and the future directions of research and development in air refueling. This comprehensive analysis provides insights into the historical context, technological advancements, and prospects of air refueling, emphasizing its critical role in shaping modern aerial operations.

Dear Airlift/Tanker Association Scholarship Committee,

I am both thankful and humbled to be named a recipient of the A/TA Undergraduate Scholarship. Thank you for your generosity! It means more to me than words can say.

I am about to begin my second year of undergraduate studies at the University of Texas at Austin, with preparations for a study abroad in the near future. I plan to use my education to become a diplomat in the State Department and make a difference in people's lives. This scholarship will help me immensely in reaching my goals. Thank you again for your gift!

Sincerely,
Avica Burrill - University of Texas at Austin

WINNING ESSAY ABSTRACT

Sweet Hopes:
How World War II led to the Berlin Airlift
by Avica Burrill

World War II created a world in disarray. Nations had fallen and new regimes began to seek footing on the ashes. Soviet Russia, the newly formed Communist nation, was one such opportunity-seeker. As part of the Allied Forces, they were successful in WWII, and Europe was weak and susceptible to their influence. Seeing a new danger unfolding, the United States and her Democratic allies took action. They sought to empower nations to resist Communism and form strong, independent, Democratic governments instead. These Western powers carefully strengthened even their former enemies, seeing the urgency of entering a period of post-war recovery. One such former-enemy that they assisted was Japan. The United States helped establish a strong economy and Democratic government in Japan, and successfully re-integrated the island nation onto the world stage. Japan became a prominent example of what Democracy could achieve. In a similar way, the United States and her allies discussed what to do with Germany. The United States, United Kingdom, and France agreed to try to build a new, independent German state, founded on the ideals of Democracy, liberty, and freedom. When Soviet Russia discovered these plans, they reacted violently. The Soviets orchestrated a massive land blockade around West Berlin, cutting off Western powers from their zone of the city. With no supplies, food, fuel, or power, the Soviets hoped that the Western powers would relinquish control of the city. However, they underestimated the West's resolve. Determined to overcome the blockade and establish Democracy as a prominent political ideology in Europe, the United States and United Kingdom organized large-scale humanitarian aid deliveries through the air. This operation became known as the Berlin Airlift and was massively successful. It derived its success from the hopeful attitude of the West as it sought to build a more free postwar world.

To the Airlift/Tanker Association,

My name is Emma Mach, and I am humbled and incredibly grateful to be a recipient of one of the Airlift/Tanker Association Academic Undergraduate Scholarships. I would like to express my gratitude for your organization's support as I enter this next chapter of my life and further my education at a post-secondary level.

This fall, I will continue my education at St. Olaf College, studying chemistry on a pre-medical track. I plan to pursue a career in the medical field after completing my undergraduate degree. Although I am unsure of the specific role, I have always dreamed of working as a healthcare professional because of the direct impact they are blessed to have on people's lives. I want to work in a role where I can help as many people as possible live a healthy life. I find joy in helping others and being a light and support to others when they need it the most. When I am not engaged with my studies, you will often find me singing whether in a formal rehearsal or just humming along to whatever I hear on the radio. I am an avid singer, and I will also be continuing my musical career in the world-renowned choirs at St. Olaf.

Being the daughter of a tanker pilot has taught me that support is essential. I grew up watching my dad's job be to support the missions of his fellow military members. Receiving this scholarship feels like the support amongst the tanker community has come full circle; they support each other in order to support those around them. I am honored to be a recipient of this scholarship and grateful for this opportunity. I promise to represent your organization well as I continue my academic journey.

Very respectfully,
Emma Mach - St. Olaf College

WINNING ESSAY ABSTRACT

History of Air Refueling
by Emma Mach

Air refueling is essential for the United States Air Force to run global missions today; however, the need for air refueling started not long after the first flight in 1903 because aircraft only had the capability to stay in flight for short periods of time. The first air refueling happened in 1921, and air refueling became the top priority for the U.S. Air Force after its formation. This led to the development of the first tanker, the KB-29. Its capabilities were quickly outgrown due to growing technology, so the KC-97 was made shortly after. This again was quickly outpaced, so Boeing was selected to make the KC-135 in 1957. The Air Force used them heavily during the Cold War and the Vietnam War. The next U.S. Air Force tanker, the KC-10 was designed in the late 1970s, and together, they are a valuable part of how the United States continues to fight wars to the present day. The newest tanker is the KC-46 made by Boeing. The plans for the KC-Y were cancelled, and the plans for the KC-Z shifted into the Next Generation Air Refueling System project. Although the United States led the development of air refueling, other countries such as the United Kingdom and Russia also have the developed their own tankers. The field of air refueling continues to advance at a rapid pace, and its future is unlimited.

Dear members of the Airlift/Tanker Association,

Firstly, I would like to express my endless gratitude to the Airlift/Tanker Association for selecting me as a recipient of this scholarship. Out of all the worthy candidates, I am incredibly thankful to have been chosen to receive this support towards my future endeavors. This scholarship will serve as a crucial step in my path towards the life I dream of, and no words can truly express the extent of my appreciation for it.

With the help of this scholarship, I will be attending Maryville University in St. Louis this fall. Out of all the

Scholarship Recipients *continues >>>*

options available, the relatively small school quickly rose to be the top contender through the future-focused design of the institution and its courses. The professors all express a deep interest in teaching not for the world as it is, but rather for what the world will be. This preparative nature and technology-centric campus make Maryville the ideal place for me to hone my skills in computer science.

Throughout my life, I have dreamt of a life around creating something new. From a young age, I planned to be an engineer in the hopes of designing wonderous devices, but alas, I found engineering to be limited by the bounds of what is possible. This realization led me to turn to the digital world, where the only inhibitor is one's own creativity. The endless freedom this offered drove me to study computer science with the goal of pushing beyond the limits of what the world has seen, and with access to Maryville's extensive connections in the field, I will have every opportunity to do just that.

While my dreams certainly are ambitious and may seem impossible, it is all a product of the drive my parents instilled in me. Due to the nature of military life, some things were simply just out of our control for my family. I was taught to control what I can and adapt to what I can't. To achieve a goal, it takes careful planning, preparation, and the grit to keep pushing when it all goes south. My parents pushed me to always chase my dreams, but they also kept me grounded enough to work my way there. Of course, no one can do it all alone, and I'm glad that I don't have to. With the support I received from the Airlift/Tanker Association and others, I am one step closer to reaching my dreams.

Once again, thank you to the A/TA and everyone else that made this scholarship possible. Your generosity is another steppingstone in my path towards my goals, and I cannot emphasize enough my appreciation for this honor.

Very respectfully,
Luke Minton - Maryville University

WINNING ESSAY ABSTRACT

History of Air Refueling
by Luke Minton

Air refueling has become a vital part of the United States Air Force, and its origins stand as a testament to its incredible growth. The idea itself came from the hopes of expanding military power and extending flight times to comfortably span any distance needed. The first step came from a Navy pilot who started using a grappling hook to grab cans of gasoline during flights. While this was successful, it was not enough. Instead, it served to inspire new innovations. The next iteration of air refueling came from a connection of two planes using a hose to transfer fuel. This was a major step forward, and it led to the creation of the tanker, an aircraft specifically designed to hold extra fuel and have an improved method of delivery. The nuclear bomb, however, overshadowed any need for air refueling until the Cold War. Shortly after it started, the Navy began inventing their own refueling methods, prompting the Air Force to improve theirs as well. The Air Force turned to Boeing, producing the boom that is still employed today. With its creation, the tanker became a staple of the US military, allowing for feats previously unimaginable to be performed regularly.

To the Men and Women of the Airlift/TankerAssociation,

I want to deeply express my gratitude for being chosen as one of the recipients of this A/TA undergraduate scholarship. As I am entering my third year as a marketing major at the University of Florida, this provides much-needed assistance in achieving my academic aspirations. I've been deeply interested in marketing ever since I had the opportunity to compete in a business competition known as DECA during my time in high school. Now that my junior year at the University of Florida is upon me, I will be applying for summer internships in the marketing field which will allow me to gain real-world experience for my future career. Before moving off to college and beginning my marketing studies, I, like many other military children, moved every one to three years to a new state. At the end of my high school career, my four years were split between three different states. While adapting to these new places was a challenge, above everything I am thankful for the many people I have met and the things I have experienced during this time. It is a common saying that life is about the experiences you have, and I truly believe that my path through college and life, in general, would not have been the same without the Air Force. This scholarship truly means so much to me and I am greatly honored to be chosen as one of the recipients. Thank you to all of those with the A/TA for this immense honor and supporting my academic endeavors.

Very Respectfully,
Alexander Morrison - University of Florida

WINNING ESSAY ABSTRACT

How WWII led to the Berlin Airlift
by Alexander Morrison

The Berlin Airlift, the Allied Response to the Post-World War II State of Germany World War II concluded on May 8th, 1945 in Europe, leaving Germany in ruins and in desperate need of reconstruction. The job of reconstructing Germany was divided among four countries, each with its own section, the United States, Great Britain, France and the Soviet Union. Disagreements about the terms of reconstruction pitted the Soviet Union against the Allies until these disagreements finally reached a breaking point. In June of 1948, the Allies introduced the Deutschmark, a currency that would unify the Allied sections of Germany. Fearing the unification of these three sectors and also inflation of their own currency, Reichsmarks, the Soviet Union introduced a blockade on all land and sea entrances to Berlin. These blockades effectively cut off the allies from all of their territory in West Berlin, leaving over two million Berlin citizens without supplies. The primary goal of this tactic was to force the citizens of West Berlin out due to the lack of supplies, so that the Soviet Union could claim the land. Air travel was the only thing the Soviet Union could not place a blockade on due to previous agreements, and Operation Vittles, or the Berlin Airlift, commenced on June 26th, 1948. Initially intended as a short-term operation, the Berlin Airlift lasted almost a year since the Soviet Union continued to maintain land and sea blockades until May 12th, 1949. During the operation of the Berlin Airlift, more than 2.3 million tons of supplies were delivered to West Berlin by more than 278,000 airdrops.

Recipient of the $3,500 A/TA - Maj. Gen. Don Brown Undergraduate Scholarship

To the family of Major General Don Brown as well as the Airlift/Tanker Association (A/TA),

I am humbled and honored to be the recipient of this year's A/TA Major General Don Brown's Academic Scholarship. I am writing this letter with heartfelt gratitude as this scholarship will have a positive impact on my education and future endeavors.

This fall, I will continue pursuing my Computer Science degree at Temple University-Japan Campus as a sophomore. Studying abroad and especially in Japan has always been my dream due to my family's seven military assignments in Japan (overall 12 overseas stations) and my background/connections to its culture. I was born and raised in Okinawa, Japan and for those lucky enough to have lived/been stationed there, they would understand.

Temple University-Japan's student body is half from Japan and the other half is very international from various backgrounds. This diversity of cultures reflect who I am – half Vietnamese and half Japanese, but 100% American – and what I have experienced as a military dependent getting to know people from all corners of the United States. In addition to learning from the other students, I also get to share my experiences such as my Air Force adventures and continue to be a diplomat and represent the United States of America and our values of Freedom and Liberty.

Furthermore, my passion for computer science slowly blossomed from my love of numbers and math since I was a child. Because of my family's military background and moving frequently from place to place, I found myself having to adapt to different languages when I was in elementary school. The stress of having to learn entirely new languages so quickly as well as my insecurities that came with it, made me fall in love with the logic of numbers and mathematics. This would later develop as an interest when I began contemplating my possible career paths for the future. While I always had a passion for engineering, in high school, I started coding and thus grew my love for computer science. I found fulfillment and joy in learning another language besides my other languages, and this one being much more international, the computer language. I hope to go into software development and also look for opportunities in cyber security.

Thank you again to Major General Don Brown's family and to the A/TA for the monetary support. With it, I am able to continue at Temple University-Japan with a reduced financial burden.

Very respectfully,
Ryuto Thai - Temple University (Japan Campus)

WINNING ESSAY ABSTRACT

What does education mean to me personally and why is it important? How has being a member of a military family affeced my pursuit of an education and how will the scholarship help?

by Ryuto Thai

Education to me is a privilege not accessible to everyone and should never be taken for granted. Though unfair, receiving an education is much like winning the lottery and sometimes has more to do with what circumstances one is born into rather than one's intelligence. These circumstances potentially being gender, familial roles, wealth/poverty, and even a country's financial stability and culture. Being an American, it becomes easy to forget how children all over the world fight for and cherish something that we, for the most part, automatically receive. Additionally, education is a critical tool for shaping the next generation to be well-equipped and knowledgeable citizens of society. Therefore, as the first generation of an immigrant family, education to me is more than just attending classes and doing homework. It is a precious opportunity in which I must apply myself to ensure that I can contribute positively to the United States and to take advantage of my grandparents' and parents' sacrifices.

In my first year at college, I have been exposed to many unmotivated students who are using their educational opportunity as a way to run away from, rather than to prepare for adulthood and the responsibility that it carries. However, I see it differenty; college is not a pause or transition period, but it is a springboard or gateway that offers me a chance at a future that I desire which no one can take away from me. Education offers me windows of opportunities that give me the freedom of exploring my own path, unrestricted of confines and limited only by my imagination. Finally, my education is important to me because it also acts as a great source of pride. Behind my education lives hard work, passion, and my family's support and sacrifices, all of which I hope to repay, with the help of this scholarship, by my successes, contributions, and achievements through my future endeavors.

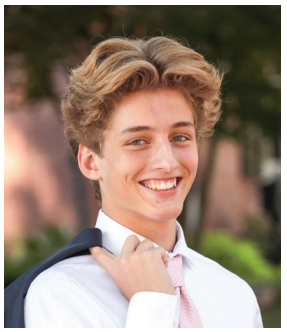
Being a kid growing up in the military system is no easy feat. From constantly moving around, to missing your parents for weeks at a time, it goes without saying that there are many obstacles that every military family faces. For me, the biggest challenge that I had to face was socialization. Moving from country to country during crucial developmental phases in my life left me with a lack of a social foundation. Having to start over and rebuild my life with every move left me feeling insecure or at least behind as I try to fit in with people who have known each other for years. Having no real social circle, as well as, adjusting to new cultural norms and language barriers affected my education as I juggled many new changes in my life. While these difficulties served as a distraction to my pursuit of an education at times, these experiences also became the most enriching parts of my life. My hardships in developing meaningful friendships helped me to find some of my lifelong friends, and moving country to country taught me life lessons firsthand that I would never have learned in a classroom. Though there are many times when I have struggled as a child of a miitary family, these challenges also turned out to be opportunities which gave me unique qualities such as resiliency, adaptability, and a more well-rounded perspective.

Now enrolled in college, I find myself in a similiar situation - trying to fit in and adapt. I am juggling finding new frienships, my education, and a new culture all on top of my financial responsibilities for tuition and housing. With the help of this scholarship, I hope to use my time that I would be working off my finances to enroll in and to discover new opportunities on campus. I would like to join emerging leadership programs, to engage more in community service, and to continue athletic club involvement. Thank you for your kind consideration.

Scholarship Recipients *continues >>>*

Recipients of the $5,000 A/TA - Lockheed Martin Undergraduate Scholarship

To the Lockheed Martin Corporation as well as the Airlift/Tanker Association,



I would first like to say thank you to Lockheed Martin Corporation as well as the Airlift and Tanker Association for the extraordinary generosity in sponsoring this scholarship. The funds provided will relieve a significant financial burden from my family and will allow me to pay for the next year of my tuition. My name is Connor Barnsley and I am majoring in Data Science with a minor in Computer Science at Purdue University and I enjoy going to the gym and playing video games with friends. I want to join this field to develop and improve upon existing privacy software and tools to keep personal information safe from lurking third parties. Both my parents served in the Air Force and have taught me from a young age about information and computer security. Through their lessons, I know how vital it is, not just to our national security, but also to our personal safety to maintain control and privacy over our information on the internet. Further, the demand for data science is increasing, as nearly everything we see incorporates large data collection or use of algorithms based on user data whether we knowingly are giving up our data or not. Recent incidents with social media giants such as Meta or TikTok are prime examples of these invasive data collections.

The extreme generosity of this scholarship's sponsors will allow me to divert more of my focus to academia, where education means remarkable opportunity and freedom to discover new cultures, new concepts, and new people. Once again, I sincerely thank the Lockheed Martin Corporation and the Airlift/Tanker Association for this phenomenal opportunity!

Very Respectfully,
Connor T. Barnsley - Purdue University

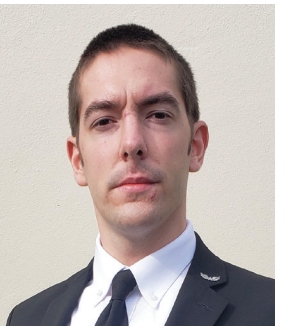
WINNING ESSAY ABSTRACT

Importance of Air Mobility Command in Response to Global Natural Catastrophes

by Connor Barnsley

Air Mobility Command is singularly important to the ability of the United States to offer support, aid, and comfort anywhere in the world when disaster strikes, potentially within a day of the disaster. As the air component for U.S. Transportation Command, it has the ability to move crucial supplies almost anywhere in the world when hours saved mean lives saved. AMC's 618 Air Operations Center provides it the ability to task, plan, and execute global air operations ranging from major airfields to partially damaged airfields. Further, it can task its tanker aircraft to support those airlifters in order to deliver the supplies even faster, as it did with relief supplies to Iran in 2003 after a devastating earthquake. Aircraft left March Air Reserve Base in California on a Saturday and landed Sunday in the Persian Gulf. AMC doesn't always take the lead, but it does provide its vast capability of aircraft and aerial ports to provide the background support as it did when Hurricane Katrina struck. While the National Guard was on the ground taking care of the devastated area, it could not bring all the necessary supplies to the area to help the victims. Air Mobility Command provided that capability delivering relief supplies from around the United States to Guard teams in the region. Without Air Mobility Command's capability to quickly provide the support the United States wishes to provide, many people wouldn't have survived when a natural catastrophe struck their part of the globe.

To the Lockheed Martin Corporation and Men and Women of the Airlift/Tanker Association,



My name is Brandon Weide, and I am immensely grateful the Lockheed Martin Corporation and A/TA have selected me to receive an academic scholarship through this program. I am currently a senior at Embry-Riddle Aeronautical University pursuing a bachelor's degree in Aeronautics, and my primary professional objective after graduation is to commission into the United States Air Force as an aeronautically rated officer. Growing up, my mom was a navigator on KC-135 Stratotankers, and I am certain that early, consistent exposure to military aviation both started and fueled my intense passion for service and aeronautics. Beginning in Fall 2021, I had the incredible opportunity to spend two semesters as an AFROTC cadet at Detachment 157 at ERAU, and my time in AFROTC only further reinforced my drive to serve our country via the Air Force. Unfortunately, medical issues prevented me from continuing in the program. However, I was introduced to Silver Wings, a military-affiliated service organization, shortly after and continue to remain involved with our Detachment and the Air and Space Force Association while serving our local area through community service projects such as food drives, clean up events, and volunteering for displaced veterans. Most importantly, my time in AFROTC and Silver Wings has made me more resolute than ever that I will be able to find a solution to the previously mentioned medical issue and serve as an officer in the most incredible organization I have ever had the opportunity to work with.

My primary interests are undoubtedly service and aviation. I currently have my FAA Commercial Pilot Certificate, Airplane Instrument Rating, Advanced Ground Instructor, and Instrument Ground Instructor Certificates. Shortly after graduation, I am also planning on pursuing an additional undergraduate degree in Aeronautical Engineering to facilitate my ultimate goal of becoming a test pilot. I am also employed part-time at Embry-Riddle as a ground instructor in our Aviation Learning Center, where I have the opportunity to mentor our incredibly passionate students and serve on our Standardization Team with the most knowledgeable instructors I have ever worked with! Additionally, I also love physical fitness, music, movies, and cooking.

As mentioned previously, I am immensely appreciative that I was selected to receive this academic scholarship. Pursuing an aviation degree and financing civilian flight training is a considerable financial challenge, so I guarantee you this incredible award

is life changing. This scholarship covers a significant amount of my tuition not financed by loans, while also partially covering my Certificated Flight Instructor rating. I anticipated starting my CFI during the semester to be a difficult financial decision, but thankfully, your incredibly impactful generosity gives me the opportunity to begin training without having to decide between tuition and pursuing new ratings critically important for achieving my aeronautical goals. I consider your financial support a direct investment in my professional future, and I guarantee you this award will allow me to continue serving my community and eventually our country as an officer in the United States Air Force. Thank you again for your unparalleled generosity!

Very Respectfully,
Brandon J. Weide - Embry-Riddle Aeronautical University

WINNING ESSAY ABSTRACT

Criticality of Air Mobility Command's Involvement in the Response to Global Natural Disasters
by Brandon Weide

This essay briefly explores why Air Mobility Command's involvement in global natural disaster relief is critically important to successfully delivering live-saving equipment, cargo, and infrastructure to affected regions. Air Mobility Command's involvement in both the 2005 American Gulf Coast and 2023 Turkish Earthquake relief efforts is also explored, with significant emphasis placed on how Air Mobility Command impacted how successful these operations were. The 621st Contingency Response Wing is also explored to mention how Air Mobility Command can deliver traditional relief, such as medical supplies and personnel, as well as build and establish infrastructure necessary to facilitate relief sorties. Finally, the essay states that every humanitarian Air Mobility Command operation ultimately delivers hope to affected individuals and that Air Mobility Command is uniquely capable to execute this mission because of their Airmen and aircraft inventory.

Recipient of the $5,000 A/TA - ProDIGIQ Military Transition Scholarship

To the teams of the Airlift/Tanker Association and ProDIGIQ,

I am very honored and thrilled to be named the 2023 A/TA-ProDIGIQ Military Transition Scholarship recipient. Thank you!

I would like to take this opportunity to relay my gratitude for the tremendous support from A/TA and ProDIGIQ that is focused on military transition -- offering impactful and tangible help during a time when Airmen often need assistance. This scholarship will provide me the opportunity to pursue Airport Management accreditation, allowing me to catch up with my peers on the civilian side of our industry.

I have always been very excited and proud to be a part of our Airlift/Tanker legacy and have treasured my time working within the various channels of Air Mobility. I plan to carry on this spirit of support through the mentorship and involvement in my local military community through the various volunteer organizations that I serve with, such as United Service Organizations (USO), Airman's Attic and A/TA.

I truly appreciate the Airlift/Tanker Association's continued commitment to support our Air Mobility military members and their families, and ProDIGIQ's generosity in supporting military transitions.

Thank you again for your consideration and for providing this tremendous opportunity!

Sincerely,
Jo Dible - American Association of Airport Executives

WINNING ESSAY ABSTRACT

Why Your Military Experience Will Assist Your Transition to a Career in the Civilian Sector
by Jo Dible

Veterans are well known for various attributes that include: excelling at team building, self-assessment, problem solving, planning, thinking globally, and leadership. This collection of traits, while extremely transferrable to other endeavors, is not the primary factor that will assist in life's transitions but are helpful byproducts of years spent in a complex work environment. The military is an institution that is designed to develop an effective workforce via a professional development path that requires enduring adaptability and evolution. The simple concept of our adaptability and evolution is a result of concurrent and layered cycles of changes that we face while serving and is the foundational element aiding in transitioning to the civilian sector. Through constant change and challenges, we become adaptable and use this ability to thrive in various dynamic scenarios. Through this iterative process, we learn to become comfortable outside of our comfort zone and continue to adapt. Transitioning to civil employment, while a monumental change, is still a change that requires a similar evaluation like that used in the military, such as understanding the process, studying of new locations/organizations, finding resources, identifying opportunities, deciding a path, and executing options. This approach is an ongoing process that is inherently learned while coping with transitions within the military and can be transferred and scaled to transitioning to the civilian sector while leaning on our acuminous adaptability.

Congratulations to all our winners!

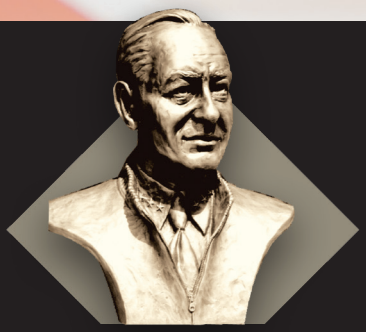
Airlift/Tanker Association

HALL OF FAME

"The men and women of the United States Air Force and our mobility forces, are trained and ready to deploy anywhere in the world in defense of our country. It is their unselfish sacrifice, untiring efforts and outstanding achievements that have contributed immensely to the establishment and to the maintenance of peace in the free world. Not only are their efforts and achievements attained during times of conflict, but they also occur during acts of natural disaster and humanitarian relief efforts. The balance of power and our freedom has been and will continue to be achieved and built on the "Wings of Freedom." The Airlift/Tanker Association wishes to recognize and honor those men and women who have distinguished themselves by outstanding performance above and beyond their duties as members of the United States Air Force. It is for this purpose that the "Airlift/Tanker Hall of Fame" has been established."

Lt. Gen. William H. Tunner

His vision for airlift's role in national defense earned him recognition as "The Father of Military Airlift Command." During World War II, he commanded the India-China division of the Air Transport Command, which was responsible for supplying China by air across the Himalayas. He also commanded the Combined U.S. Air Force/Royal Air Force Berlin Airlift Operation and during the Korean War, the Combat Cargo Command, Far East Air Forces. From July 1958 to May 1960, he served as Commander, Military Air Transport Service. Later assignments included Commander in Chief, United States Air Forces in Europe and Deputy Chief of Staff for Operations, Headquarters U.S. Air Force. INDUCTED 1989



(1906-1983)

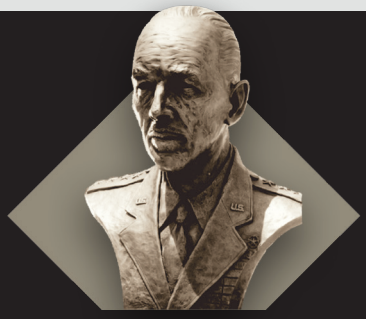
(1892-1981)

Donald W. Douglas

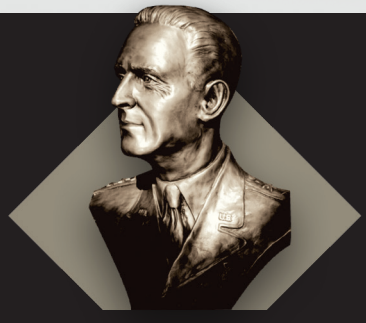
Engineer, visionary, and entrepreneur, his aircraft designs revolutionized commercial and military air transport. While the Douglas DC-3 and DC-4 passenger carriers became the C-47 and C-54, the workhorse transports of World War II, it was his C-124 that provided Military Air Transport Service, and later Military Airlift Command, with the first aircraft designed specifically for strategic military airlift. With its ease of loading, heavy lift capacity, and trans-ocean delivery capability, the C-124 made its mark during the Korean War. The Douglas Aircraft military legacy lives on in the McDonnell Douglas-designed, Boeing-built C-17 Globemaster III. INDUCTED 1990

Gen. Laurence S. Kuter

Commanding the Atlantic Division of the Army Air Force's Air Transport Command (ATC) in 1945, he oversaw the consolidation of resources from several of ATC's wartime divisions into a new Atlantic Division responsible for the airlift service between the United States and Europe, Africa, and the Middle East. As the first Commander, Military Air Transport Service (MATS), June 1948 to November 1951, he consolidated under MATS assets from ATC and the Naval Air Transport Service and he defined and interpreted the future airlift role for the Department of Defense. INDUCTED 1990



(1905-1979)



(1917-1986)

Lt. Gen. Harold L. George

Recognized as the "First Leader of Airlift," he commanded the Air Corps Ferrying Command from April 1942 to June 1942 and its successor organization, the Air Transport Command, from June 1942 to September 1946. In those positions, he directed the wartime movement of planes, passengers, and supplies from the United States to combat units around the world. Air Force Chief of Staff Gen. Carl A. "Tooey" Spaatz remarked in 1947 that Gen. George's "masterful, diplomatic and successful operation of the Air Transport Command gained (for) the Army Air Forces an international reputation for the ability to accomplish the seemingly impossible." INDUCTED 1991

Maj. Gen. Cyrus Rowlett "C.R." Smith

(1899-1990)

In April 1942, he resigned as President and Director of American Airlines to enter the Army with a commission as colonel in the Air Corps Ferrying Command, which two months later become the Air Transport Command (ATC). As ATC's Chief of Staff and Deputy Commander, he applied his commercial air transport experiences to the wartime, worldwide expansion of military airlift operations. He was principally responsible for convincing the War Department to make ATC the agent for strategic airlift. As a result, by the end of 1943 the Command was operating over air routes in the United States and overseas totaling more than 130,000 miles. Inducted 1992

(1896-1997)

Lt. Gen. Ira E. Eaker

Airpower visionary and pioneer, he secured approval of the Chief of the Air Corps, refined air refueling procedures, and selected planes and crews for the "Question Mark" record-setting endurance flight of 150 hours, 40 minutes in January 1929. Serving as the mission's chief pilot, he took air refueling to the next step by conceiving, organizing, and conducting, from August to September 1929, the "Boeing Hornet Shuttle," the first nonstop transcontinental flight sustained solely by air refuelings. Through those two flights, he significantly advanced the development of air refueling and greatly expanded the possibilities of airpower. Inducted 1993

Gen. Robert E. "Dutch" Huyser

(1924-1997)

Although a bomber pilot most of his career, he became - as Commander in Chief, Military Airlift Command from July 1979 to June 1981 – the Air Force's primary advocate for airlift modernization and a visionary for mobility forces. He pushed forward the C-5 wing modification, C-141 stretch, air refueling modernization, and Civil Reserve Air Fleet enhancement programs. He also championed and helped define the Future Airlift Aircraft Program that would eventually become the C-17. In retirement he continued to support the mobility community through the Airlift Association serving as its chairman from November 1985 to November 1992. Inducted 1994

(1901-1993)

Lt. Gen. Joseph Smith

Although he served in the U.S. military for 35 years, from 1923 to 1958, it was not until 1948 that he began to make his mark as an Airlifter. As commander of the Berlin Airlift Task Force, he established the airlift flow into and out of the city. In November 1951, he took command of the Military Airlift Transport Service (MATS) where, over the next six and one-half years, he oversaw establishment of MATS as the single manager operating agency for airlift service, the Civil Reserve Air Fleet, and the Airlift Service Industrial Fund. Under his command, MATS supported the Korean War, the Suez Crisis, and the Hungarian Refugee Evacuation. Inducted 1995

(1914-1976)

Nancy Harkness Love

An aviation pioneer, she earned her pilot's license in 1930 at the age of 16 and her air transport rating in 1933. In 1942 she was instrumental in establishing, under Air Transport Command (ATC), the Women's Auxiliary Ferrying Squadron, a predecessor unit to the Women's Airforce Service Pilots, the WASP, serving with the ATC Ferrying Division, she oversaw the training, planning and operations of six WASP ferrying squadrons. Under her leadership the WASP moved during, World War II, thousands of aircraft between factories and operational units, thus freeing their male comrades for combat duty. She received the Air Medal for her wartime service. INDUCTED 1996

Gen. William G. Moore, Jr.

A veteran of three wars - World War II, Korean, and Southwest Asia - with nearly 40 years of military service, he conceived, planned and directed a wide variety of combat aerial delivery methodologies. While commanding the 314th Troop Carrier Wing and the 839th Air Division (AD) from 1962 to 1963, he conducted project "Close Look," which set the foundation for many of today's airlift tactics and procedures. As commander of the 834th AD, he was responsible for tactical airlift in Vietnam, and from April 1977 to June 1979, he commanded the Military Airlift Command. He is the Airlift/Tanker Association's senior founding member. INDUCTED 1997

(1920-2012)

"There is no question what the roll of honor in America is. The roll of honor consists of the names of those who have squared their conduct by ideals of duty."

- Woodrow Wilson

Col. Joe M. Jackson

Mobility warrior and national hero, he was awarded the Medal of Honor for his actions on 12 May 1968 at Kham Duc, South Vietnam, a U.S. Special Forces camp near the Laotian border. Piloting his C-123 at 9,000 feet over the camp, he descended at 4,000 feet per minute to rescue three combat controllers who had been in charge of evacuating the camp earlier in the day. Encountering intense enemy fire at 4,000 feet that followed the aircraft down the runway, and narrowly avoiding a hit from a 122-mm rocket, he turned for take-off as the three-man team jumped aboard through the open rear cargo door. Again, on ascent, his aircraft encountered heavy enemy fire. INDUCTED 1997

(1923-2019)

Sgt. John L. Levitow

He received the Medal of Honor for his selfless heroism on the night of 24 February 1969 while serving as loadmaster on an AC-47 gunship over Long Binh, South Vietnam. An enemy 82-mm mortar shell landed on top of the gunship's right wing. Exploding inside the wing frame, the blast raked the fuselage with shrapnel severely wounding him and three other crew members in the rear of the aircraft. Weak from loss of blood and with only partial use of his legs, he pulled an unconscious crew member away from the open cargo door and then grabbed a loose, burning flare and threw it overboard seconds before it exploded. Inducted 1998

(1945-2000)

(1920-2022)

Col. Gail S. Halvorsen

During the Berlin Airlift, also called Operation VITTLES, he instituted Operation LITTLE VITTLES by dropping small parachutes laden with candy from his C-54 aircraft to the children of Berlin. While motivating Berliners to never give up hope, his self-initiated act of kindness - which earned him the nickname "Candy Bomber" – also became a symbol of U.S. resolve during the Cold War. Receiving in 1949 the prestigious Cheney Award for his actions during the Berlin Airlift, he has continued to serve as a national ambassador of goodwill. For airlifters he epitomizes their humanitarian spirit and continues to inspire us all to serve others. Inducted 1999

Maj. Gen. Winston P. "Wimpy" Wilson

He rose from an aircraft mechanic in the Arkansas National Guard in 1929 to lead the Air National Guard (ANG) from 1953 to 1963 and the National Guard Bureau from 1963 to 1971. By insisting on realistic training for the ANG, according to active duty Air Force standards, and equipping it with modern-day transports, tankers, and fighters, he transformed the Air Guard from a flying club into a prized, combat-ready component of the Air Force. His initiatives led directly to the Defense Department's Total Force policy. Inducted 2000

(1911-1996)

(1892-1973)

Master Sgt. Roy W. Hooe

An aviation pioneer of huge historical stature, he served as aircraft mechanic for Billy Mitchell during aerial gunnery and bombing tests in 1921; Charles Lindbergh for the "Spirit of Saint Louis" goodwill mission to Mexico City in 1927; and Carl Spaatz and Ira Eaker on the "Question Mark" record-setting endurance flight in 1929, for which he was awarded the Distinguished Service Cross. During his 30-year aviation career, he also served as crew chief for other aviation heroes, including Lester Maitland, Albert Hagenberger, and Amelia Earhart. Inducted 2001

(1891-1974)

Gen. Carl A. "Tooey" Spaatz

World War I fighter pilot, World War II Commander of Air Forces in Europe and the Pacific, first Chief of Staff of the U.S. Air Force in 1947, and air refueling pioneer, he commanded the "Question Mark" - a U.S. Army C-2A Fokker transport aircraft - in its record-setting endurance flight of 150 hours, 40 minutes in January 1929. This mission proved that aerial refueling was safe and practical and earned him the Distinguished Flying Cross. The flight also helped prove that airpower was no longer a barnstorming sideshow but a serious component of national defense. **Inducted 2002**

John F. Shea

Serving as Assistant Deputy Chief of Staff for Plans, Headquarters Military Airlift Command (1960-1983), he helped conceive, develop, and bring to fruition numerous airlift enhancement and modernization programs including the C-5 wing modification, the C-141 stretch, and the addition of emergency cargo conversion features to wide-bodied commercial passenger aircraft in the Civil Reserve Air Fleet, additionally, his vision and expertise in air mobility helped shape the National Airlift Expansion Act, which provided the legislative foundations for joint military and commercial aircraft development. **Inducted 2003**

(1919-1996)

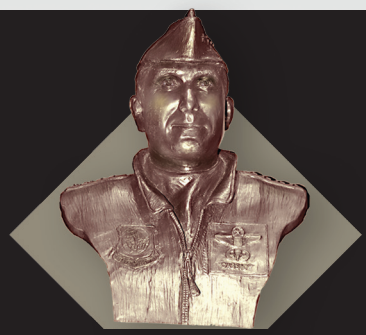
(1932-2013)

Maj. Gen. James I. "Bagger" Baginski

In his 30 years in the Air Force (1954-1984), he served in a variety of leadership roles, from commander, 374th Tactical Airlift Wing to HQ Military Airlift Command Deputy Chief of Staff for Operations and Personnel. He had a direct, pervasive, and long-lasting influence on air mobility, from the C-5 modernization and C-141 stretch programs to enhanced aircraft and aircrew air refueling capabilities. As Director of Mobility, Joint Deployment Agency, he advanced the services' joint transportation planning policy, systems, and procedures. An Airlift/Tanker Association (A/TA) founding member and Board of Advisors Chairman, he helped lead the A/TA in transitioning from a reunion type airlift organization to a professional air mobility association. At his induction into the A/TA Hall of Fame, he had dedicated 50 years service to the air mobility mission. **Inducted 2005**

Gen. Duane H. Cassidy

Instrumental in establishing the United States Transportation Command, he was Commander-in-Chief (1987-1989) of the new joint command, while serving as Commander-in-Chief of Military Airlift Command (1985-1989). The first "dual-hatted" Commander-in-Chief for these two commands, transforming the transportation and air mobility mission, culture, and history. Responsible for military airlift and global land, sea, and air transportation for all US fighting forces and also commanded special operations, rescue, weather, and aeromedical evacuation in his role as the executive director of the Single Manager Operating Agency for Department of Defense Airlift. During his 35 years of honorable service, he lent support to a broad spectrum of initiatives that included improved quality of life, aircrew retention, and spearheading the acquisition of the C-17 Globemaster III aircraft. **Inducted 2006**



(1933-2016)

Aeromedical Evacuation Legacy Team

Aeromedical Evacuation is a core mission of the Air Mobility Command and a major component of its proud heritage. Evacuating injured personnel using fixed and rotary wing aircraft revolutionized the rapid transport of casualties from areas with inadequate or no medical care. The Aeromedical Evacuation Legacy Team exemplifies this vital mission and the total force concept transparent in today's mobility air forces. Lt. Gen. Paul Carlton, Col. Dennis "Bud" Traynor, Col. Regina Aune, Col. Robert "Bob" Brannon, Col. Jay Johannigman, Lt. Reba Whittle, Chief Master Sgt. Rodney Christa and Master Sgt. Mark McElroy epitomize the thousands of AE professionals who continue to give hope to all in harm's way. The vision and dedication exhibited by these individuals advanced performance to a level where "No One Else Comes Close." INDUCTED 2007

(1933-2022)

Maj. Gen. Robert B. Patterson

A champion for special operations and realistic combat training. General Patterson played an integral role in modernizing Air Force Special Operations and Combat Rescue. As Military Airlift Command's on-scene Commander for Airlift Forces he was the senior Air Force officer on Grenada during combat operations of URGENT FURY, the rescue of medical students and removal of Cuban POWs. The consummate airlifter, he commanded the 21st and 23rd Air Forces, a Tactical Squadron and two Airlift Wings, and was the first commander of Air Force Special Operations Command. His 317th Tactical Airlift Wing won Military Airlift Command's international airdrop competition (Volant Rodeo). Based on his South East Asia combat experience in AC-130s, he pioneered Night Vision goggle integration into Military Airlift Command units. Upon approval and support of the Commander of Military Airlift Command, he established the first Combat Control Group and Pararescue Squadron, now known as Special Tactics. INDUCTED 2008

Pioneers of Aerial Refueling

Two aviation events during the 1920s had a significant Impact on air mobility. During June 1923, U.S. Army Air Service aviators flew two Dehavilland DH-4 aircraft on four missions designed to prove the viability of air-to-air refueling. The first mission lasted 6 hours and 38 minutes and transferred 75 gallons of fuel. The third mission involved 14 air refuelings, with the Receiver aircraft staying aloft for 37 hours and 20 minutes. The final flight on October 25 involved an operational mission covering 1,280 miles from Suma, WA to San Diego, CA. The Airlift/Tanker Association proudly honors these aviators for their efforts proving the feasibility of air refueling: Tanker Crew #1: 1 Lt. Virgil Hine and 1 Lt. (Col.) Frank W. Seifert; Tanker Crew #2: Capt. Robert G. Erwin and 1 Lt. Oliver R. McNeel; Receiver Crew: Capt. (Col.) Lowell H. Smith and 1 Lt. John Paul Richter. INDUCTED 2009

Pioneers of Aerial Refueling

The second significant air refueling event occurred January 1-7, 1929, with the flight of the Question Mark. The Question Mark, a U.S. Army Air Corps Fokker C-2A aircraft and two Douglas C-1 Aircraft took to the skies to prove that aircraft range and endurance was only limited by aircrew endurance. Utilizing both tanker aircraft, the Question Mark completed 43 refueling contacts, onloaded 5,660+ gallons of fuel and stayed aloft 150 hours and 40 minutes. The Airlift/Tanker Association proudly honors these aviators for their efforts proving the feasibility of air refueling: Tanker Crew #1: Capt. Ross G. Hoyt, 1 Lt. Auby C. Strickland, and 2 Lt. Irwin A. Woodring. Tanker Crew #2: 1 Lt. Odas Moon, 2 Lt. Joseph G. Hopkins, and 2 Lt. Andrew F. Salter. Question Mark Crew: Maj. Carl A. Spaatz, Capt. Ira C. Eaker, 1 Lt. Harry A. Halverson, 2 Lt. Elwood R. Quesada and Sgt. Roy Hooe. INDUCTED 2009

Gen. Thomas M. Ryan, Jr.

(1928)

Gen. Tom Ryan was a natural leader known for his integrity, selfless commitment to the mobility mission and his people and their families. During his leadership tours as Vice Commander (1977-81) and then Commander (1983-85) of the Military Airlift Command, Gen. Ryan presided over mobility operations in support of many significant national and international crises and humanitarian and disaster relief efforts. He oversaw the codification of Airlift Doctrine in support of the combatant commands. Gen. Ryan drove the development and publication of the first U.S. Air Force Airlift Master Plan. He was a huge proponent of increasing the role the Air Reserve Component and worked to transfer C-5 and C-141 aircraft to Air Reserve units. A selfless leader and mentor, he was always the first to highlight the accomplishments of his commanders and airmen. His behind-the-scenes leadership and advocacy helped bring about mobility cultural changes that we take for granted today. INDUCTED 2011

Sgt. William H. Pitsenbarger

Sgt. Pitsenbarger exemplified the highest professional standards and tradition of military service. In 1965, he was assigned as a pararescue crew member to Det 6, 39th Air Rescue and Recovery Squadron, Bien Hoa Air Base, Vietnam. He participated in almost 300 rescue missions. On April 11, 1966, then Airman First Class Pitsenbarger took part in a rescue mission to extract Army casualties pinned down by intense enemy fire. Arriving on scene, he volunteered to be hoisted down from the rescue helicopter to the ground in order to organize and coordinate rescue efforts, care for the wound, and evacuate casualties. During an enemy assault, he repeatedly exposed himself to enemy fire to care for the wounded. While resisting the enemy attack he was fatally wounded. For his conspicuous gallantry, Airman Pitsenbarger was awarded the Medal of Honor. INDUCTED 2012

(1944-1966)

Gen. Ronald R. Fogleman

(1942)

As commander, United States Transportation Command and Air Mobility Command, Gen. Ronald R. Fogleman inspired and drove unprecedented organizational transformation that made a lasting impact on global mobility. Recognizing the importance of a strong commercial air and sealift industry, he revitalized and strengthened both of these critical programs. Under his leadership, AMCs Airlift and Air Refueling Forces proved unprecedented support for high visibility contingency and humanitarian actions around the globe. As the 16th Chief of Staff of the Air Force, he was the driving force behind developing the service's core values of integrity first, service before self, and excellence in all we do. Gen. Fogleman's selfless devotion, patriotism and visionary leadership transformed the U.S. Air Force into the premier air and space force of the 21st century. INDUCTED 2013

Col. Earl B. Young

Col. Young's Air Force career spanned the formative years of air mobility. His insight and dedication proved instrumental in establishing the early organization charged with providing airlift support to the nation. As the Air Transport Command (ATC) Chief of Plans, he was directly involved at the end of WWII in the debate over where airlift resources should be managed and maintained. With the establishment of the Department of Defense in 1947, Col. Young was responsible for consolidating airlift resources under one organization that he named the Military Air Transport Service. On March 28, 1951, 18th Air Force was established with Col. Young as the first commander. Nine medium Troop Carrier Wings and later 2 Heavy Troop Carrier Wings were assigned to 18th Air Force. Col. Young's exceptional leadership and vision at a pivotal time for the Air Force made a lasting impact on air mobility. INDUCTED 2014

(1913-2015)

C-17 Pathfinder Loadmasters

The C-17 Pathfinder Loadmasters – CMSgt (Ret) William M. Cannon, CMSgt Marion D. Fincher, CMSgt James Lis, CMSgt Mark A. Smith, MSgt (Ret) Theodore R. Venturini, And CMSgt Michael M. Welch – provided unparalleled leadership and expertise to produce the first cargo transport aircraft specifically designed for one loadmaster operation. Their unique backgrounds were critical to ensuring the one loadmaster aircrew concept became a reality. These loadmasters authored the mission systems volume, supported major C-17 design reviews, participated in the C-X source selection, worked as requirements managers at HQ Military Airlift Command and the system program office, and participated in the flight test program. The efforts of this key group of loadmasters led to revolutionary design improvements on the C-17 Globemaster III and the advancement of America's airlift capability. **Inducted 2015**

(1894-1973)

Sir Alan Cobham, KBE, AFC

Sir Alan was an aviation pioneer and a significant contributor to air mobility through his historic aerial refueling experiments. He earned his pilot wings with the RAF during WWI. Following the war, he became the first aviator to successfully conduct a round-trip flight to India. This experience convinced him of the value of air-to-air refueling. In 1934, Cobham founded Flight Refueling Ltd to develop aerial refueling equipment. By 1939, FRL had perfected the looped hose system that was used to support 16 non-stop transatlantic mail missions. In March 1949, four KC-29M tankers using FRL air refueling equipment supported the first non-stop around the world flight of a B-50 bomber. In May 1952, KB-29 tankers refueled 12 F-84E fighters on the first USAF combat mission to use aerial refueling. Sir Alan's innovative spirit resulted in operational aerial refueling products that fundamentally changed how air power is employed. **Inducted 2016**

Maj. Gen. Paul L. Williams

Maj. Gen. Williams was one of the Air Force's most experienced airborne tacticians. He was awarded his pilot wings in Feb 1918 and served in pursuit, bomber and training squadrons. During WWII, he planned the employment of Air Transport Squadrons supporting the invasion of North Africa. He commanded the 51st Troop Carrier Wing and planned the airborne portion of the invasion of Sicily. In Feb 1944, he was named commanding general, IX Troop Carrier Command. On D-Day, he directed an air armada of more than 1,000 C-47s and 900 gliders. His theater transport forces became a reliable mainstay as the Allies advanced from Normandy into Germany. He directed Operation Varsity that included the largest single day airborne drop in history. Following the war, Williams commanded 3rd and 9th Air Force. General Williams' innovation developing tactics for airborne operations set the foundation for AMC's airdrop capability. **Inducted 2017**

(1894-1968)

(1942)

Gen. Walter Kross

His visionary leadership molded America's global reach for the 21st century. Yet he always credited the team. As USTRANSCOM's director of operations, he managed the deployment of U.S. combat power to the middle east during the Persian Gulf War. In 1992, he stood up Air Mobility Command, then served as its first Vice Commander. As Commander United States Transportation Command and Air Mobility Command, he kept the C-17 Program on track. He modernized the C-5 and KC-135 fleets to meet Global Air Space demands. He advanced cargo operations by fielding the 60K Tunner and 45K Halvorsen loaders. He was relentless in recognizing the impact of both the total force and, even more, the enlisted force in global mobility operations. General Kross' noteworthy accomplishments were instrumental to today's mobility enterprise. **Inducted 2018**

The Air Transportation Career Field

Air Mobility starts and ends on the ground, entrusted in the hands of an Air Force Air Transportation Specialist. Port Dawgs across the globe are on point every day making rapid global mobility a reality for our nation. From its Army beginnings as Military Occupational Specialty (MOS) 967 to today's 2T2X1, those serving today draw great strength from the rich legacy left by a generation of selfless Airmen that set the standard for excellence in meeting national security objectives. From combat support operations to humanitarian and disaster relief operations, the unsung heroes of the air transportation community safely move personnel and cargo through an expansive global network, ensuring that the right effect is delivered to the right place at the right time. The amazing total force members of this unique career field represent a critical component in a responsive and reliable airlift system that sustains United States national security. **Inducted 2019**

Col. Lawrence "Rocky" Lane

Col. Lane is a charismatic leader whose security and force protection initiatives prepared mobility airmen for the 21st century. After serving as a jet propulsion specialist, he was commissioned in 1975. He stood up MAC's Volant Scorpion program to provide air base ground defense. Handpicked to be the senior AF investigator on the downing commission that investigated the Khobar Towers bombing incident, his recommendations helped transform the air force security career field. He implemented key programs that supported AMC's global mission. His most notable contribution was creating the Phoenix Raven program. These highly skilled security force members provide enroute security for AMC aircraft around the globe. He graduated in the first Raven training class, and is known as Raven #1. Col. Lane was the driving force in shaping security standards and force protection doctrine used by AF defender's today. **Inducted 2020**

(1944)

Maj. Gen. Donald D. Brown

(1931-2020)

Gen. Brown's career spanned 32 years, entering the Air Force through the Columbia University Reserve Officer Training Corps program in 1955. He graduated from pilot training in 1956 and was assigned to the 18th Air Transport Squadron, Military Air Transport Service, flying C-118s. Gen. Brown had a brilliant career balancing his operational assignments with broadening experiences in logistics and supply. He served in MATS, Military Airlift Command, Strategic Air Command and Special Ops, to include a Vietnam combat tour in 1968 – 69. While primarily an aviator and operator, Gen. Brown also had distinguished credentials as a logistician. He took advantage of career broadening opportunities in logistics and supply. He served on logistics staffs at both MAC and SAC, gaining knowledge and experience supporting Air Force major weapon systems and their life cycles. Gen. Brown helped shape and modernize MAC's 20th Century airlift capabilities. Thanks to his leadership, MAC was prepared for Desert Storm and the post 9/11 world. **Inducted 2021**

Civil Reserve Air Fleet and Commercial Air Carriers

The Civil Reserve Air Fleet and its 24 Commercial Air Carriers is a uniquely American program designed to provide aircraft and crews to augment and support Department of Defense's airlift requirements in times of emergency or when the need for airlift exceeds the capability of the military organic fleet. A key element of our mobility forces is the CRAF, and its commercial carriers, aircrews and capabilities that augment our organic mobility total forces in times of peace and war. Our Nation's freedom, security and standing in the world are products of and reliant on the contributions of our mobility forces. The Airlift/Tanker Association wishes to recognize and honor those individuals and mission groups who have advanced our Air Mobility Mission, Culture and Heritage through their distinguished and outstanding performances, significant contributions, and noteworthy accomplishments. **Inducted 2023**

(Graphic representation at time of press)

Airlift/Tanker Association
Lockheed Martin
Educational Scholarship

LOCKHEED MARTIN

Two $5,000 Airlift/Tanker•Lockheed Martin Undergraduate Scholarships Offered Annually

Applicants must be a child or grandchild of an Airlift/Tanker Association (A/TA) member in good standing.

Applicants must be graduating from high school and accepted into an undergraduate college or university.

Details and scholarship application guidance are available at the Mission tab on the A/TA Website: https://www.atalink.org/

2023 Airlift/Tanker Association AWARDS

The actions of the men, women and/or organizations inducted into the Airlift/Tanker Hall of Fame and those awarded the coveted annual Airlift/Tanker Association Young Leadership Awards, Huyser Aircrew Awards, Halvorsen Award, P.K. Carlton Award for Valor, Specialized Mission Award, Fogleman ASAM Award, Mobility Liaison Officer (AMLO) Award, AFRC Outstanding Unit Award, ANG Outstanding Unit Award, and Key Spouse of the Year Award all have exemplary records of performance detailing numerous instances of their outstanding proficiency and excellence – far too extensive to fully cover in the pages of A/TQ.

The examples used in each of the following short biographical descriptions serve only to highlight their extraordinary service to the Air Mobility Community, the United States Air Force and Our Nation –

YOUNG LEADERSHIP AWARDS

The Airlift/Tanker Association Young Leadership Award is presented annually to twelve individuals who have displayed performance excellence, outstanding professional skill, knowledge and leadership in fulfillment of their duties.

Capt. Michael A. Barney

Capt. Michael A. Barney is a Phoenix Torch officer, serving as the deputy branch chief of Intra-Theater Airlift for the 618th Air Operations Center at Scott Air Force Base, Illinois. The Phoenix Torch program develops mobility leaders by immersing them in both 618 AOC and Air Mobility Command staff roles in a two-year tour. In his current role, Capt Barney manages and leads a Total Force team of active duty, Air National Guard, and Air Force Reserve members and provides command and control for over $1 billion in assets. Additionally, he coordinates an intra-theater airlift between CENTCOM J4, the 609th Air Mobility Division, and CENTCOM Defense Distribution Operations Center.

Capt. Barney was born in Texas and grew up in Arizona. Along with his family, he lived overseas twice, first in Saudi Arabia and later in South Korea. He received a bachelor of science degree in finance from Arizona State University in Tempe, Arizona in 2008 and was commissioned through Officer Training School in 2014.

Before joining the Air Force, Capt. Barney was an institutional fixed income broker and trader for some of the largest municipalities and corporations within the United States. Additionally, he served as an investment manager, responsible for the investment selection and strategic allocation of over $150 million in assets. Finally, Capt. Barney was also previously a professional and All-American endurance athlete, having won two state and two national championships.

Upon commissioning in 2014, Capt. Barney was assigned to the 71st Flying Training Wing at Vance Air Force Base, Oklahoma where he completed Specialized Undergraduate Pilot training in July 2016.

After graduation, Capt. Barney was assigned to the 76th Airlift Squadron, Ramstein Air Base, Germany as a C-21A pilot and chief, Awards and Decorations in November 2016. Subsequently, in December 2017 he was stationed at the 457th Airlift Squadron, Joint Base Andrews, Maryland where he was Squadron Executive Officer and C-21A instructor pilot.

After the 457th Airlift Squadron was inactivated, in June of 2019, Capt. Barney attended C-17A Initial Qualification at Altus Air Force Base, Oklahoma. Upon graduating from Altus, he served as flight commander and instructor pilot at the 6th Airlift Squadron, Joint Base McGuire-Dix-Lakehurst, New Jersey. Finally, in July of 2022, Capt. Barney was assigned to his current role.

Tech. Sgt. Juan Calderon

Tech. Sgt. Juan Calderon is a Command Manager of Innovations, Systems, and Futures, assigned to the Logistics, Engineering, and Force Protection Squadron, at Headquarters Air Mobility Command, Scott Air Force Base, Illinois.

Born in Pasco, Washington Nov. 15, 1995, Sergeant Calderon attended Pasco High School and excelled in all school activities. His exceptional performance in the school's academics, leadership, and community engagement earned him the National Honor Society award. Additionally, he taught and managed guitar lessons for Riverview Baptist Church in Pasco, Washington, and increased skills for over 50 students.

After graduating high school, Tech. Sgt. Calderon joined the Air Force and completed Basic Military Training at Lackland Air Force Base, Texas, in 2014, graduating as an air transportation specialist from Fort Lee, Virginia. His first assignment was to the 721st Aerial Port Squadron at Ramstein Air Base, Germany where he earned Senior Airman Below-the-Zone and excelled as load team chief, also earning him an Air Force Achievement medal for his keen leadership and work ethic.

Tech. Sgt. Calderon's next assignment took him to the 734th Air Mobility Squadron at Andersen Air Force Base, Guam, where he forward deployed as an Air Advisor to Iraq and received an Air Force Commendation medal for his exceptional leadership abilities.

Additionally, Tech. Sgt. Calderon earned his Wing's 2018 Non-Commission Officer of the Year. He also completed his associate's degree in transportation through the Community College of the Air Force.

In 2020, Tech. Sgt. Calderon again moved and was assigned to the 730th Air Mobility Squadron at Yokota Air Base, Japan. He deployed from there to Ali Al Salem Air Base, Kuwait, and earned his third Air Force Commendation medal.

Tech. Sgt. Calderon was selected and won the Wing's 2021 Non-

Commission Officer of the Year. In 2022, he completed his bachelor's degree in business management through the University of Maryland Global Campus.

Tech. Sgt. Calderon is currently assigned to the Headquarter's Air Mobility Command Air Transportation Innovations Team. HQ AMC A4TI. He is married to Laura Calderon, and they are expecting their first child in October 2023.

Capt. Nicholas Chapman

Capt. Nicholas Chapman is the director of Operations, 43 Air Mobility Squadron, Pope AAF, North Carolina. He oversees the 24/7, 365-day operations ensuring the ability to deploy the 82nd Airborne and special operations forces at a moment's notice.

Capt. Chapman entered the Air Force in May 2015 through ROTC from the University of Georgia. He was initially assigned to the 436th Logistics Readiness Squadron at Dover Air Force Base, Delaware and completed logistics officer training in July 2016.

He has since held a variety logistics positions to include Material Management flight command, Installation deployment officer, and Logistics flight command within a USAF RED HORSE Squadron. Capt. Chapman deployed in 2018 in order to lead a team orchestrating the redeployment of all B-52 assets and personnel from the United States Central Command's Area of Responsibility. Furthermore, he was the ground boss for the 2018 Minot Air Force Base Air Show, coordinating the efforts of seven squadrons, ensuring the safety of over 22,000 visitors.

Prior to his current assignment, Capt. Chapman graduated from the Expeditionary Warfare School (EWS), the premier captain level professional military education for the U.S. Marine Corps. Officers graduate from the EWS with the capability to lead planning teams for operations ashore and afloat in seven warfighting functions.

"So nigh is Grandeur
to our dust,
so near is God to man,
when Duty whispers low,
'thou must,' the youth
replies, 'I can.'"

- Ralph Waldo Emerson

Staff Sgt. Keya Collie

Staff Sgt. Keya Collie is a Base Defense Operations Center controller at the 2d Security Forces Squadron at Barksdale Air Force Base, Louisiana. She is responsible for operating emergency telephone lines and directing patrol responses. Additionally, she dispatches emergency agencies maintaining protection and support of 40,000 personnel.

Staff Sgt. Collie enlisted in the United States Air Force in 2015 as a Security Forces Member. Her background includes various Security Forces career field duties at home station and deployment locations. Her assignments include bases in Colorado, Guam, and currently in Louisiana.

Staff Sgt. Collie has supported humanitarian efforts in Palau, Rota, Saipan and the Philippines. Staff Sgt. Collie is married and is active in her community. She led her section to a 2nd Quarter 2022 team award win and her subordinates have received multiple accolades and awards for their accomplishments.

"Leadership to me
means duty, honor, country.
It means character
and it means listening
from time to time."

- George W. Bush

Young Leadership Awards *continues >>>*

Tech. Sgt. Timothy J. Gillespie

Tech. Sgt. Timothy J. Gillespie is a Security Forces craftsman assigned to the 19 Security Forces Squadron as NCOIC, Standardization & Evaluations Little Rock Air Force Base, Arkansas. He is 35 years old.

Gillespie was born in Gadsden, Alabama, Oct. 4, 1987. He attended High School, graduating in May 2006. After graduating high school, Tech Sgt. Gillespie was locally employed. He was a shop assistant at Snead Agriculture Supply in Snead, Alabama.

He enlisted in the Air Force in 2006 and arrived at Lackland Air Force Base, Texas, in October 2006 for basic training. Upon graduation, he was assigned to the 343rd Security Forces Technical Training Squadron, Lackland Air Force Base, Texas. Upon graduation, he was assigned to the 366th Security Forces Squadron, Mountain Home Air Force Base, Idaho, arriving in April 2006. Since arriving at Mountain Home Air Force Base, he has served in a variety of positions, including security patrolman, Base Defense Operations controller, combat arms instructor, assistant NCOIC, Combat Arms, NCOIC, Armory, flight sergeant, section chief, Combat Arms, NCOIC, Weapons & Tactics, and his current assignment.

As NCOIC, Standardization & Evaluations, he manages the commanders inspection program and oversees the evaluation of all Defenders assigned to the 19th Security Forces Squadron. His military awards include Air Force Commendation Medal with One Oak Leaf Cluster, Air Force Achievement Medal with Three Oak Leaf Clusters, Army Achievement Medal with One Oak Leaf Cluster, National Defense Service Medal, and Air Force Expeditionary Service Ribbon with Gold Border and Three Oak Leaf Clusters.

"If your actions inspire others to dream more, learn more, do more and become more, you are a leader."

- John Quincy Adams

Capt. Michelle Kuyper

Capt. Michelle Kuyper is a KC-135 evaluator pilot assigned to the KC-46 Cross-Functional Team in the Directorate of Strategy, Plans, Requirements, and Programs, Scott Air Force Base, Illinois.

She is 31 years old, born in Hazel Crest, Illinois. As a student athlete at Carl Sandburg High School, she competed on the Varsity swim team all four years and was recruited to join the United States Air Force Academy's women's swim team, where she earned the Coaches Award for extraordinary dedication to personal and team success and twice the Lindsey Brown Most Inspirational Teammate Award.

Upon commissioning in 2014, Capt. Kuyper attended Undergraduate Pilot Training at Vance Air Force Base, Oklahoma, where she earned the class Leadership Award and became a member of the Mobility Air Forces flying the KC-135 Stratotanker.

She has deployed in support of Operations INHERENT RESOLVE and FREEDOM SENTINEL in addition to numerous in garrison launches supporting Operation NOBLE EAGLE. She has completed Air Mobility Command's prestigious PHOENIX TORCH officer development program. In addition, she was selected as her Directorate's Company Grade Officer of the Year for 2022.

"It is essential to employ, trust and reward those whose perspective, ability and judgement are radically different from yours. It is also rare, for it requires uncommon humility, tolerance and wisdom"

- Dee Ward Hock

Tech. Sgt. Carlyn H. Ramos

Tech. Sgt. Carlyn H. Ramos is assigned to the 734th Air Mobility Squadron, Andersen Air Force Base, Guam. She is 27 years old and was born in the Northern Mariana Islands on Dec. 26, 1995. She attended Tinian Jr./Sr. High School where she excelled at the top of her class as valedictorian and then immediately enlisted into the United States Air Force. During both basic and technical military training, she graduated with 10 academic accolades, including Honor Graduate, the 365 Training Squadron's Flight Chief's Awards, and the Air Education and Training Command Commander's Top Graduate Awards.

From there, her infectious drive carried on into her first duty station at Travis Air Force Base, California with the 60th Aircraft Maintenance Squadron. While there, she displayed her proficiency as a Mobility Air Forces integrated instrument and flight control Systems apprentice for the C-5M Super Galaxy. In 2017, Ramos was hand-selected by the squadron commander to fulfill the position of the unit's security manager, culminating in her being coined by Air Mobility Command's Directorate for superior performance while also earning her Associates through the Community College of the Air Force in addition to the John L. Levitow Award during Airman Leadership School.

Afterwards, Tech. Sgt. Ramos completed a permanent change of station to the 735th Air Mobility Squadron, Joint Base Pearl Harbor-Hickam, Hawaii in January 2019. Here, she mastered a second airframe, the C-17A Globemaster and took the lead as the Composite Tool Kit NCOIC, where she garnered the 515th Air Mobility Operations Wing Inspection Team Outstanding Performer and the 515th Air Mobility Operations Wing Brigadier General Wilma Vaught Visionary Leadership Award.

Upon returning to the flight line, she fulfilled a contingency deployment to the 8th Expeditionary Air Mobility Squadron in Al Udeid Air Base, Qatar in July of 2021 for the Afghanistan draw down, earning her recognition by Boeing engineers and the commander of Air Mobility Command for leading a critical impound during that time. Afterwards, she took on a new role as a flightline expediter in December 2021. In this capacity, she directed 38 military and civilian personnel's maintenance activities, supporting 1,400 transient missions across the Indo-Pacific region. Outside of her daily duties, she once again displayed superior levels of leadership and scholarship, earning her second John L. Levitow award at the Non-commissioned Officer Academy and her Bachelor of Arts in healthcare administration.

In January 2023, she completed another permanent change of station to the 734th Air Mobility Squadron, Andersen Air Force Base, Guam where she has continued to excel as she quickly took on the additional role of team lead, guiding 8 members through 97 missions and Exercise Cope North within her first two months of assignment. In the end, the contributions Tech. Sgt. Ramos has made throughout her distinguished career has made significant impacts beyond her units of assignment, ultimately ensuring the continued success of the Air Force mission.

"Some leaders are born women."

- Geraldine Ferraro

Tech. Sgt. Blake Soule

Tech. Sgt. Blake Soule is an in-flight refueling craftsman assigned to the 351st Air Refueling Squadron as the non-commissioned officer in charge of Squadron Scheduling, Royal Air Force Mildenhall.

He was born in Cheyenne, Wyoming on March 18, 1992, and attended East High School, graduating in May of 2010. After receiving his associate degree, hejoined the Air Force in September of 2012.

After completing Basic Military Training at Lackland Air Force Base, he attended the Materiel Management Apprentice course, also at Lackland Air Force Base. After completion of this course, Soule was assigned to the 87th Logistics Readiness Squadron at Joint Base McGuire-Dix-Lakehurst, New Jersey, where he was the Supply Liaison for the 305th Maintenance Group and Equipment Manager for the 621st Contingency Response Wing. There, he deployed in support of several contingency operations to include Operations INHERENT RESOLVE and FREEDOM'S SENTINEL.

During this time, he earned his CCAF in Logistics Management, and a bachelor's degree in history. In 2018, Tech. Sgt. Soule applied for and was accepted to retrain into the In-Flight Refueling career field and attended Aircrew Fundamentals and the Basic Boom Operator Course at Lackland Air Force Base, then Initial Boom Operator Qualification (BIQ) at Altus Air Force Base, Oklahoma, where he was selected as the Distinguished Graduate for his class.

Upon arriving at RAF Mildenhall in January 2019 as a newly minted boom operator, he assumed the role of A-Flight non-commissioned officer in charge, where he managed the squadron sponsorship and mentorship program. He then was assigned to squadron training, where he took the lead on supervising training programs and events for 150 crew members, while also upgrading to instructor boom operator.

He has deployed in support of Operation JUNIPER MICRON, OCTAVE QUARTZ, INHERENT RESOLVE, and ATLAS GUARDIAN, and been on numerous TDYs across Europe supporting NATO operations. Soule was selected to attend the Inter-European Non-Commissioned Officer Academy, where he worked with personnel from 14 NATO and Partnership for Peace nations and graduated with the Academic Achievement Award.

He currently works as the non-commissioned Officer in charge of Squadron Scheduling, where he oversees the scheduling and execution for the highest priority-1 tasked tanker squadron in the Air Force. During his time at Mildenhall, Soule has won the 2019 Squadron Boom Operator of the Year, numerous squadron and operations group Boom, Non-Commissioned Officer, and Instructor Boom awards, and the 2022 Squadron Non-Commissioned Officer of the Year Award.

Additionally, during his tenure in Squadron Scheduling, his team was awarded back-to-back Team of the Year Awards for 2021 and 2022. Tech. Sgt. Soule is the recipient of the Air Medal, the Aerial Achievement Medal, the Air and Space Force Commendation Medal, the Air and Space Force Achievement Medal, and the Humanitarian Service Medal.

Young Leadership Awards *continued on page 44* >>>


LOCKHEED MARTIN


LMXT
LOCKHEED MARTIN
MEETING COMMITMENTS TODAY...
AHEAD OF READY FOR TOMORROW
ENSURING THOSE WE SERVE ALWAYS STAY
AHEAD OF READY

2nd Lt. Benjamin Taylor

2nd Lt. Benjamin Taylor is a maintenance officer assigned to the 22d Maintenance Squadron, McConnell Air Force Base, Kansas. Taylor was born in Chattanooga, Tennessee on Jan. 8, 1999, and attended Woodland High School where he served as the president of the school's Fellowship of Christian Athletes program and as the Band Captain for his 300-member, nationally recognized high school band program. His efforts in these programs as well as his extensive community service contributions earned him the Modern Woodmen's "Hometown Hero" award, recognizing outstanding civic involvement.

After graduating, 2nd Lt. Taylor went on to be Congressionally nominated and appointed to attend the United States Air Force Academy in Colorado Springs, Colorado. There, he took a special interest in training the lower classes in the profession of arms, culminating in his leadership as a flight commander for Basic Cadet Training class of 2020. His leadership in the unknown frontier of conducting Basic Cadet Training through the regulations of the Coronavirus pandemic earned him the Squadron's "Outstanding Flight Commander" award for the summer training period.

Upon commissioning from USAFA in 2021, Taylor was stationed at McConnell Air Force Base, Kansas where he began his career as an assistant officer in charge for an aircraft maintenance unit in the 22d Aircraft Maintenance Squadron. He then attended the Aircraft Maintenance Officer Course at Sheppard Air Force Base, Texas, where he earned his class's "Top Graduate" distinction in April 2022.

Having demonstrated his capabilities in AMU and at tech school, he was then entrusted with the 22d Maintenance Group's largest flight. 2nd Lt. Taylor now leads the Maintenance Flight where he oversees 162 total force personnel conducting the Isochronal Inspections for the KC-135, A-Check Inspections for the KC-46, and major repairs on flight controls and landing gears.

He is also actively involved in his church where he helps with the youth ministry and serves as a leader in the young adult groups. Additionally, Taylor leads a veteran and active duty support group aimed at teaching resiliency techniques to those who have served and those who continue to serve. His efforts have earned him several Maintenance Group Company Grade Officer of the Quarter Awards, the Maintenance Squadron's Company Grade Officer Maintenance Professional of the Year Award for 2022, and the Lt. Gen. Leo Marquez Award in Aircraft Maintenance, Company Grade Manager Category, for the 22d Air Refueling Wing in 2022.

"A genuine leader is not a searcher for consensus but a molder of consensus."

- Martin Luther King, Jr.

"A leader is one who knows the way, goes the way and shows the way."

- John C. Maxwell

1st Lt. Ryan A. Tolentino

1st Lt. Ryan A. Tolentino is a cyber officer assigned as the Cyber Operations Flight Commander in the 388th Operational Support Squadron at Hill Air Force Base, Utah.

Tolentino was born in Fayetteville, North Carolina, Feb. 18, 1998. He attended Fayetteville State University, graduating with a bachelor's degree in computer science. While pursuing his bachelor's, Tolentino participated in several internships. He worked as a reverse engineer at Johns Hopkins Applied Physics Laboratory and was a graduate of the Air Force Research Laboratory Advanced Course in Engineering.

Following graduation, he continued to work as a reverse engineer at Fort Liberty, North Carolina, until he commissioned in the United States Air Force on Jan. 29, 2019. In continuing to pursue his love of learning, 1st Lt. Tolentino attended the Florida Institute of Technology, earning his master's degree in computer information systems.

Tolentino attended undergraduate cyber training at Keesler Air Force Base, Mississippi entering active duty as a cyber operations officer Oct. 31, 2019. Following graduation from Undergraduate Cyber Training, he was assigned to the 729th Air Control Squadron at Hill Air Force Base, Utah as an officer in charge of the Mission Systems Flight.

Tolentino led 115 personnel and oversaw the maintenance and operations of RADAR, Satellite Communications, and Radio Frequency systems. In October 2021, he deployed for ten months under the 727th Expeditionary Air Control Squadron in support of Operation INHERENT RESOLVE. At this time, Lieutenant Tolentino served as a detachment commander in Baghdad, Iraq.

Through his leadership, his detachment delivered Command and Control for Air Force Central Command, enabling over 18,000 sorties. Upon his return, 1st Lt. Tolentino was assigned to the 388th Operations Support Squadron. He currently leads a 23-person cyber operations flight with a prime cyber mission defense team that serves to secure the 1st combat-coded F-35A Wing.

While at the Operational Support Squadron, he was handpicked to attend Cyber Professional Military Education for Cyber Protect and Defend, graduating top of his class as Distinguished Graduate, qualifying him on the Cyberspace Vulnerability Assessment/Hunter Weapon System. His military awards include one Army Achievement Medal and one Air Force Commendation Medal with a "C" device. ■

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Rolls-Royce Infrared Suppression Systems are built on a legacy of success. Using our unique knowledge and experience working on the world's most advanced engines, our IRS Systems meet the demanding requirements of USSOCOM while having minimal impact on engine performance. From the MH-47 to the AC-130W, the Rolls-Royce IRS is proving itself in combat every day.

Our IRS for the T56 Series III engine is certified and ready to install on ANG and AFRC C-130H aircraft. The AE 1107C IRS variant has flown on the V-22 and our IRS design for the AE 2100D3 engine on the C-130J is ready for production.

Initial designs for C-17 and KC-46 high-bypass engines are also complete.

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A/TA 2023

HUYSER AWARDS

The Airlift/Tanker Association Gen. Robert E. "Dutch" Huyser Awards are presented annually to a Wing/Group level or below Pilot, Navigator, Flight Engineer, Loadmaster, Boom Operator, Flight Attendant and Airborne Mission Specialist for sustained excellence in airmanship.

PILOT
Capt. Joseph M. Carl

Capt. Joseph M. Carl is a C-17A Airdrop instructor pilot and the assistant flight commander of Aircrew Development Flight, 7th Airlift Squadron, Joint Base Lewis-McChord, Washington. In this capacity, he manages the training and professional development of approximately 25 newly assigned pilots and loadmasters for the squadron.

Capt. Carl entered the Air Force in July 2013. He graduated from Undergraduate Pilot Training at Columbus Air Force Base, MS in September 2019 and C-17A Pilot Initial Qualification training at Altus Air Force Base, Oklahoma in September 2019.

Throughout his career, Capt. Carl has been heavily involved in combat operations, amassing 36 combat sorties. His flying has supported Operations IRAQI FREEDOM, ENDURING FREEDOM, FREEDOM'S SENTINEL, RESOLUTE SUPPORT, and INHERENT RESOLVE. Throughout his time at Joint Base Lewis-McChord, he has airdropped over 1,400 parachutists and planned three major exercises, to include SWIFT RESPONSE 2023. Capt. Carl has accumulated more than 1,500 hours in the C-17A, T-1, and T-6.

Capt. Carl most recently planned and executed the first ever remote Integrated Combat Turns for 4th and 5th Generation Fighter Aircraft. In this capacity, Capt. Carl has been pivotal to the tactical and professional development of the 7th Airlift Squadron.

LOADMASTER
Master Sgt. Jeffrey S. Purvis

Master Sgt. Jeffrey S. Purvis is the loadmaster superintendent for the 16th Airlift Squadron, Joint Base Charleston, South Carolina. Master Sgt. Purvis leads 57 loadmasters and six Squadron Aviation Resource managers tasked with executing Air Mobility Command's airlift mission, mentors 91 company grade officers, and manages aircraft qualifications to comply with desired operational capabilities. Additionally, he is the key advisor to the director of Operations on loadmaster training requirements and global mission taskings. Moreover, he reviews the information written in awards, recognition, and enlisted performance reports for quality and accuracy. Finally, he validates and enforces Squadron, Group, Wing, and MAJCOM policies affecting the loadmaster crew force.

Master Sgt. Purvis is a North Carolina native and entered the Air Force in 2007, and graduated loadmaster initial qualification in October 2007. He has held positions in readiness, training, and scheduling as well as serving as a Joint Airdrop Inspector, a Formal Training Unit instructor/evaluator, and Operations Superintendent. His assignments took him to Alaska, Oklahoma, and South Carolina. He has deployed to Qatar in support of Operations INHERENT RESOLVE and SPARTAN SHIELD.

FLIGHT ATTENDANT
Staff Sgt. Cassandra M. Reynolds

Staff Sgt. Cassandra M. Reynolds is a flight attendant assigned to the 344th Training Squadron as a Basic Flight Attendant Course instructor at the Center of Excellence, Joint Base San Antonio, Texas. She is 30 years old.

Staff Sgt. Reynolds was born in Honolulu Hawaii. She attended Corning East High School graduating in June 2011. She enlisted in the Air Force in 2013 after a 120 lbs. weight loss journey and arrived at Lackland Air Force Base, Texas in February for basic military training.

Upon graduation, she attended Security Police Technical School and graduated in June of 2013. She then attended Air Base Ground Defense Level one and 50 Cal Gunner School at Camp Humphries, ROK, and graduated in August of 2013. She then proceeded to her first duty station at Kunsan Air Base, ROK where she performed duties as a Response Force leader, and personnel security Specialist in the 8th Security Forces Squadron. In June of 2014, she received an assignment to McConnell Air Force Base, Kansas. where she performed duties as an armorer for the 931st Security Forces Squadron.

From McConnell she deployed to Al Udeid Air Base, Qatar from Jan-July 2016 where she served as a search team member. In December of 2016, she received an assignment to Altus Air Force Base, Oklahoma where she performed duties as physical security specialist, lead traffic investigator response member, desk sergeant, and NCOIC Resource Protection for the 97th Security Forces Squadron.

In April 2018, she retrained to flight attendant, attending Basic Flight Attendant Course at Joint Base San Antonio, Texas. She was then stationed at Joint Base Andrews, Maryland where she performed duties as a special missions flight attendant instructor, unit deployment manager, and NCOIC of Training.

In 2023 she was selected for her current position at the center of Excellence as a Basic Flight Attendant Course Instructor.

Her military awards include Aerial Achievement Medal, Air and Space Commendation Medal, Air and Space achievement medal, Meritorious Unit Award, Air and Space Outstanding Unit Award, Air Force Good Conduct Medal, National Defense Service Medal, Global War On Terrorism Expeditionary Medal, Global War on Terrorism Service Medal, Korean Defense Service Medal, Nuclear Deterrence Operations Service Medal, Air and Space Overseas Service Ribbon Short, Air and Space Expeditionary Service Ribbon, Air and Space Longevity Service Award, Humanitarian Service Medal, Armed Forces Service Medal, USAF NCO PME Graduate Ribbon, and Air and Space Training Ribbon.

She attends the University of Arizona working toward a bachelor's degree in criminal and social justice. She is married to Staff Sgt. Cody T. Reynolds of Cincinnati, Ohio and they have one child: Henry Reynolds, 3.

NAVIGATOR/COMBAT SYSTEMS OPERATOR
Maj. Blake Woodham

Maj. Blake Woodham is the chief of Safety assigned to the 67th Special Operations Squadron, 752d Special Operations Group, 352d Special Operations Wing, Royal Air Force Mildenhall, United Kingdom. He is 36 years old. Maj. Woodham began his career in November 2005 through basic military training at Lackland Air Force Base, San Antonio, Texas. He then went on to complete the Munitions System Apprentice course and served as an ammo troop at multiple locations.

He then went on to complete Officer Training School at Maxwell Air Force Base, Alabama, and Undergraduate Flight Training at Pensacola Naval Air Station, Florida. From there, he was assigned to the 15th Special Operations Squadron at Hurlburt Field, Florida as an Electronic Warfare Officer.

During this assignment he deployed multiple times in support of Operations IRAQI FREEDOM and ENDURING FREEDOM. He was then one of the first transitions from an instructor Electronic Warfare Officer to Navigator in the MC-130H. Maj. Woodham has been the lead crew on multiple presidentially directed operations in deployed environments, and he most recently served as deputy mission commander for the first-ever operational employment of the Rapid Dragon system on the MC-130J.

Prior to his current position, Maj. Woodham was a navigator and electronic warfare officer crew position chief at the 15th Special Operations Squadron, Hurlburt Field, Florida.

FLIGHT ENGINEER
Tech Sgt. Jonathan Ring

Tech. Sgt. Jonathan Ring is a CV-22 evaluator Special Missions Aviator assigned to the 752d Special Operations Group, 352d Special Operations Wing, Royal Air Force Mildenhall, United Kingdom. He is the group evaluator Special Missions Aviator in the 752d Special Operations Group Standardization and Evaluation office.

Tech. Sgt. Ring attended Naches Valley High School in Naches, Washington, where he lettered each year in baseball and wrestling, and graduated in 2010. After graduating from high school, Tech. Sgt. Ring was employed at John I. Haas, Inc. where he was a production line operator and quality control inspector. He subsequently enlisted in the Air Force in February of 2014. After completion of Basic Military Training

***Huyser Awards** continues >>>*

and the technical training pipeline, Tech. Sgt. Ring was assigned to the 524th Special Operations Squadron, Cannon Air Force Base, New Mexico as a C-146 Special Missions Aviator in December of 2014.

In June of 2017, Ring transitioned airframes and underwent CV-22 Initial Qualification Training at Kirtland Air Force Base, New Mexico. Upon graduation, he was assigned to the 8th Special Operations Squadron, Hurlburt Field, Florida in May of 2018 where he held the positions of non-commissioned officer in charge of supply and resource advisor.

Following his time in Florida, Ring was assigned to the 7th Special Operations Squadron, Royal Air Force Mildenhall, United Kingdom in November of 2020 where he held the position of non-commissioned officer in charge of mobility prior to being assigned to his current duty. Sergeant Ring has deployed in support of Operations FREEDOM'S SENTINEL, INHERENT RESOLVE, and multiple humanitarian relief and contingency operations throughout Europe, Africa, and Asia. His military decorations include The Air Medal with "C" device, the Aerial Achievement Medal, and the Humanitarian Service Medal.

"For to win one hundred victories in one hundred battles is not the acme of skill. To subdue the enemy wihtout fighting is the acme."

- Sun Tzu

BOOM OPERATOR
Staff Sgt. Cameron Miller

Staff Sgt. Cameron Miller is currently an instructor boom operator in the 92d Air Refueling Squadron, 92d Air Refueling Wing, Fairchild Air Force Base, Washington. The squadron performs air refueling, airlift and aeromedical evacuation missions around the world in support of U.S., allied and coalition operations as part of the world's largest tanker wing.

Growing up in Gardner, Kansas, Staff Sgt. Miller enlisted into active duty November of 2014. He started out as an aircraft armament systems technician where he worked on F-22's for four years at Tyndall, Air Force Base, Florida.

In August of 2018, he was selected to retrain into Inflight Refueling career field. Earning his wings in 2019, Staff Sgt. Miller has amassed 650 hours in the KC-135R/T as an Enlisted Aviator. He has operational experience in combat and contingency operations to include a combat deployment, logging 157 flying combat hours in support of Operations INHERENT RESOLVE.

AEROMEDICAL EVACUATION TECHNICIAN
Tech. Sgt. Chelsea D. Rittenhouse

Tech. Sgt. Chelsea D. Rittenhouse is an aeromedical evacuation technician flight examiner at the 60th Aeromedical Evacuation Squadron, Travis Air Force Base, California. Rittenhouse is the senior AET examiner for the Operations Group Standardizations and Evaluations office, where she is a direct liaison to Air Mobility Command Stan/Eval. She manages 13 programs, distributes flight crew information and publication updates to 10 squadrons, ensures squadron examiners evaluate within standards and reports trends and data to the group commander.

Tech. Sgt. Rittenhouse graduated from California State University, Fullerton with a bachelor's degree in knesiology in 2008. She decided to shift her career focus and enlisted into the military as a medical technician in 2010. Starting her career off at Kadena Air Base Station, Japan where she developed her clinical skills working in the Family Health clinic. Tech. Sgt. Rittenhouse widened her experience by working in Flight Medicine and Medical Standards. In 2014, she earned her wings as an AET and joined the 86th Aeromedical Evacuation Squadron. Since then, she has been a member of three flying squadrons, amassed 1,111 flight hours, and 163 combat hours in support of Operations ENDURING FREEDOM AND INHERENT RESOLVE.

Tech. Sgt. Rittenhouse has deployed in the role of non-commissioned officer in charge of her Aeromedical Evacuation crew for an Expeditionary Aeromedical Evacuation Squadron in Bagram, Afghanistan. She deployed to Al Udeid Air Base, Qatar in 2018 and 2021 as the non-commissioned officer in charge of the Aeromedical Evacuation Operations Team. In 2020, She was deployed in less than 24 hours in support of COVID-19 operations as the non-commissioned officer in charge for her aircrew which successfully conducted the first airlift of COVID-19 positive patients using the Transport Isolation System in Kabul, Afghanistan. ■

$5000

MILITARY TRANSITION SCHOLARSHIP 2024 - 2025

If you or someone you know is transitioning out of the military you should look into the Airlift/Tanker Association - ProDIGIQ Scholarship.

Current A/TA Members with a separation or retirement date within the 2024 Calendar Year
OR
Current A/TA Members Who Have Retired Within the Last Five Years are Eligible.*

Scholarship will be paid directly to the Trade School, Certification, Under Graduate, Graduate or Post Graduate Program the member has been accepted into. Scholarship includes offer of monthly Mentorship Sessions with ProDIGIQ and an opportunity to apply for an internship with ProDIGIQ
Details and application guidance are available at the Mission Tab under Scholarships on the A/TA Website: https://atalink.org

ProDIGIQ

*MUST have honorable/general/medical discharge.
If retired, must be retired less than 5 years by 31 December 2024.

You know of someone worthy of Induction into the A/TA Hall of Fame. Nominate them!

The Airlift/Tanker Association established the Hall of Fame award in October 1988 and it is the highest honor the Association can bestow.

Recognizing the achievements of the highly trained men and women who defend our great nation is the Association's highest priority and one of the main reasons that the organization exists. America's unique global and enduring Air Mobility Mission would simply not happen without the unselfish sacrifice and untiring dedication of these Aeronautical Icons.

With that purpose in mind, the intent of the Hall of Fame Award is to recognize individuals or mission groups demonstrating sustained superior performance significantly contributing to the advancement of Air Mobility.

All nominations for the 2024 Hall of Fame should be emailed to the A/TA Administrators at ata@atalink.org no later than 5 April 2024. For complete nomination guidelines click the Mission tab then the Awards Program tab on the Association website at www.atalink.org.

"That some achieve great success, is proof to all that others can achieve it as well."

- Abraham Lincoln

HALVORSEN AWARD

The Airlift/Tanker Association Col. Gail S. Halvorsen Award is presented annually to an outstanding Air Transportation (2T2XX) specialist for sustained excellence in aerial port operations.

Tech. Sgt. Bryan R. Lewis

Tech. Sgt. Bryan R. Lewis is the flight chief, Airlift Control Team Requirements, Air Mobility Division, 613th Air Operations Center, responsible for peacetime and contingency airlift requirements throughout the United States Indo-Pacific Command's Area of Responsibility.

Tech. Sgt. Lewis entered the Air Force in 2007. His background is in Air Transportation where he plans, organizes, directs, coordinates, and controls air transportation activities to determine and justify personnel, equipment, and facilities required to accomplish air transportation functions. He has held many qualifications across his career while also doing a three-year special duty as a defense courier for United States Transportation Command. Prior to assuming his current position, Tech. Sgt. Lewis was assigned to Al Udeid Air Base, Qatar as the non-commissioned officer-In-charge for Passenger Services, in support of Operation INHERENT RESOLVE, Resolute Support Mission, Operation ALLIES REFUGE, and the Bagram retrograde supporting over 5,500 airlift missions and 190,000 passengers.

Tech. Sgt. Lewis is a project manager for AFSA's Habitat for Humanity, participating in the construction of three homes for local families. He is a Youth Soccer Coach for two local communities, supporting four teams and 60 kids, improving youth outreach and development. He is also a project lead for a 20 person team that supports Green Heart Project, rebuilding playground equipment and garden areas for eight schools supporting over 3,000 children's daily fun and fitness. ■

"Too often the ground personnel are taken for granted or overlooked in major air events that are outcome centered..."

- Col. Gail S. Halvorsen, "The Berlin Candy Bomber"

In order to provide our bases with the resources they need, we must control a lot of moving parts. Responsible for securely managing cargo and passengers, Air Transportation specialists ensure that everything and everyone on a military aircraft is transported safely and quickly. From food and medical supplies to helicopters and ground vehicles, these professionals are responsible for coordinating the valuable people and supplies we ship around the world. Qualifications for the job include having a thorough understanding of passenger and cargo movement functions, completion of a basic air transportation course, and experience in functions such as processing cargo and loading and unloading an aircraft. Air Transportation specialists must possess a valid state driver's license to operate government motor vehicles and must have completed 7.5 weeks of Basic Military Training as well as Airmen's Week, and they must be between the ages of 17 and 39.

CARLTON AWARD FOR VALOR

The Airlift/Tanker Association General P. K. Carlton Award for Valor is presented annually to an individual who demonstrates courage, strength, determination, bravery and fearlessness during a combat, contingency or humanitarian mission during the previous calendar year.

Capt. Michael A. Pieschl

Capt. Michael A. Pieschl is the assistant chief of Scheduling and a C- 130J instructor pilot, 37th Airlift Squadron, Ramstein Air Base, Germany. The 37th Airlift Squadron is the sole tactical airlift squadron assigned to the EUCOM and AFRICOM theatres.

As assistant chief of Scheduling, Capt. Pieschl leads a ten-member team that manages a $71 million flight program to meet USAFEAFAFRICA airlift requirements. Capt. Pieschl is also an instructor in the C-130J, instructing pilots in all phases of flight, and commands a four-member crew projecting combat power during joint and combined airlift operations. This includes delivering personnel and equipment to austere locations using airland and airdrop capabilities, while maintaining currency in international flying procedures, as well as all-weather tactical formation flying and night vision goggle operations.

Capt. Pieschl is a 2018 graduate of the United States Air Force Academy. Upon graduation, he was selected for specialized undergraduate pilot training at Laughlin Air Force Base, Texas. As a C-130J pilot, Capt. Pieschl commanded combat support missions throughout EUCOM and AFRICOM. Prior to his current position, Capt. Pieschl served as a central scheduler in the 37th Airlift Squadron, Ramstein Air Base, Germany. ■

"Valor is stability, not of arms and legs, but of courage and the soul."

- Gen. George S. Patton

A/TA 2023

SPECIALIZED MISSION AWARD

The Airlift/Tanker Association Specialized Mission Award is presented annually to an outstanding individual whose performance of duties in support of an aerial air mobility mission is exceptionally noteworthy during crises, contingencies, or humanitarian airlift. This award is presented to career fields not covered by the Huyser Award categories.

Capt. Mark G. Hunkins

Capt. Mark G. Hunkins is a C-130J Weapons Officer assigned to the 34th Combat Training Squadron, Little Rock Air Force Base, Arkansas, as the flight commander of the Mission Support Flight. Capt. Hunkins received his commission from the United States Air Force Academy in 2014 after graduating with a Bachelor of Science in political science and a Minor in German. He attended Undergraduate Pilot Training at Laughlin Air Force Base, Texas, where his peers awarded him the Outstanding Lieutenant Award.

Capt. Hunkins was selected to become a C-130J pilot at Little Rock Air Force Base. His first operational squadron was the 41st Airlift Squadron, where he managed the training and safety programs for 120 personnel. In 2018, Captain Hunkins moved to the 19th Operational Support Squadron to become a Group Tactics Officer. During this assignment, he received several Squadron and Group level awards for his superior work in Mission Planning Cells, supporting four high-vis exercises while simultaneously upgrading to Aircraft Commander. He also managed the 19th Operational Group's Tactical Data Link training program and co-authored the 19th Air Wing In-Flight Guide, revamping local area flying procedures and guidance.

Capt. Hunkins returned to the 41st Airlift Squadron in 2020 as the assistant chief of Resource Advising, managing the squadron budget and resource acquisition program during the height of the COVID-19 pandemic. He was quickly elevated to a flight commander position, where he managed 20 airmen and provided squadron leadership feedback on unit morale and welfare.

Capt. Hunkins was also rapidly upgraded to the status of instructor pilot. He was a vital observer, coach/trainer in two Air Mobility Command exercises (Green Flag Little Rock and Mobility Guardian 2021), where he instructed next-generation combat airlift Tactics, Techniques, and Procedures. During his time with the 41st Airlift Squadron, Captain Hunkins deployed twice to Bagram Air Base, Afghanistan, where he earned four Air Medals over 425 combat sorties.

He also served as the deputy chief of Tactics for the 41st Expeditionary Airlift Squadron, leading mission planning to retrograde United States assets during the Afghanistan draw-down. In 2021, Capt. Hunkins was the Mission Planning Cell Chief for an exercise at Joint Base Charleston when Taliban forces captured Kabul, Afghanistan.

He and his Mission Planning Cell were ordered to immediately stand up the Task Force Gryphon tactics cell and begin planning to rapidly deploy the 82nd Airborne in support of Noncombatant Evacuation Operations at Kabul. During this time, Captain Hunkins and his team coordinated, briefed, and launched 39 C-17 missions that led to securing Kabul airport and evacuating tens of thousands of non-combatants. Capt. Hunkins then moved to the 34th Combat Training Squadron, where he manages a flight in support of Air Mobility Command's only joint-accredited exercise program.

He was the lead Wing Operations Cell observer, coach/trainer for two Green Flag Little Rock Exercises, mentoring twelve squadrons for future combat operations. Capt. Hunkins then attended the C-130 Weapons Instructor Course at the 29th Weapons School in 2022 and graduated as a Weapons Officer. In addition to his distinguished professional career, Captain Hunkins is dedicated to his local community. He has volunteered twice at the annual St. Patrick's Day Parade to provide security for 70 floats and 1,000 civilians. Capt. Hunkins is married to Christina Hunkins. ■

"Wars may be fought with weapons, but they are won by men."

- Gen. George S. Patton

Flying crew chiefs are specially trained maintenance personnel who attend a six-week maintenance special operations course in addition to the hundreds of hours of training it takes to become 7-level maintainer. From fueling the aircraft and checking the oil, to troubleshooting a major system malfunction, flying crew chiefs earn their stripes every day.

KC-46A TANKER

MORE AGILE. UNMATCHED ACCESS.

The KC-46A tanker enables the U.S. Air Force to deploy from more airfields. It can operate from shorter runways and takes up less space on ramps—meaning more booms in the air, faster refueling and dispersed operations for force projection. When winning won't wait, it's time for the KC-46A tanker.

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FOGLEMAN ASAM AWARD

The Airlift/Tanker Association Gen. Ronald R. Fogleman ASAM Award recognizes the top graduate of the Advanced Studies of Air Mobility (ASAM) program, an Air Force-sponsored intermediate developmental education program taught at the USAF Expeditionary Center. The award recognizes excellence across a broad range of criteria, including peer review, leadership, written and oral presentation of research, academic performance and physical fitness.

Maj. Millie A. Hale

Maj. Millie A. Hale is currently the Chief, Mobility Air Forces and Attaché Colonel Assignments at Headquarters Air Force A1, Pentagon, Washington, D.C. In this position Maj Hale is responsible for the matching and assignment process for every Colonel in the Mobility Air Forces, as well as for all Foreign Area Officers in the United States Air Force.

Maj. Hale received her commission from the United States Air Force Academy in May 2010. She earned a Draper Laboratory Fellowship to complete her Master's degree in residence at Rice University, after which she was competitively selected to attend Euro-NATO Joint Jet Undergraduate Pilot Training at Sheppard AFB, Texas. She received a joint spouse assignment to pilot the KC-135 Stratotanker at McConnell AFB, Kansas, where she upgraded to the position of Instructor Pilot. She was then board-selected for Phoenix Reach, Air Mobility Command's premier crossflow program. She retrained to command the C-5M Supergalaxy at Travis AFB.

Maj. Hale deployed seven times and piloted over one hundred and forty combat missions as a KC-135 pilot in support of Operations IRAQI FREEDOM, ENDURING FREEDOM, and FREEDOM'S SENTINAL. She also deployed to Andersen AFB in support of United States strategic interests in the Pacific as well as Moron AFB in support of strategic interests in Africa. Prior to her current position, the major was a student at Advanced Study of Air Mobility, an Intermediate Developmental Education program at the United States Air Force Expeditionary Center, Joint Base McGuire Dix Lakehurst, New Jersey. ■

"Remember that our nation's first great leaders were also our first great scholars."

- John F. Kennedy

The ASAM program is a 13-month course of study in Global Reach concepts, and graduates earn an Air Force Institute of Technology accredited Master of Science in Logistics degree. Prospective candidates for the course go through a highly competitive Central Designation Board process before being selected as students in the program, and the curriculum is comprised of four additional components including Expeditionary Center courses, Air Command and Staff College courses, a Graduate Research Project, and site visits. Upon graduation, students take on assignments serving the Department of Defense, war-fi ghting commanders, Joint Staff, Headquarters Air Force, Air Mobility Command, Strategic Command, Doctrine Centers, the North Atlantic Treaty Organization, Supreme Headquarters Allied Powers Europe, and the United Nations.

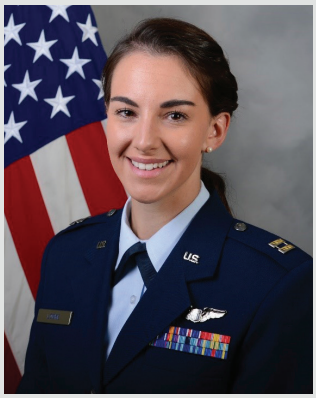
A/TA 2023

Maj. Gen. James I. "Bagger" Baginski

AIR MOBILITY LIASON OFFICER (AMLO) AWARD

The Airlift/Tanker Association Major General James I. (Bagger) Baginski Award is presented annually for significant performance and achievement including specific individual accomplishments, mission impacts and results in support of joint, allied, coalition, partner operations and the global mobility enterprise as an Air Mobility Liaison Officers (AMLO) during the previous calendar year.

Capt. Lindsay T. Locke



Capt. Lindsay T. Locke was commissioned in 2016 after graduating from Oregon State University. She volunteered over 250 hours in Oklahoma during pilot initial qualification, leading high school age youth programs while TDY at Altus Air Force Base, Oklahoma. In her capacity, she mentored Air Force Junior ROTC cadets and instituted everything from a wholistic Physical Training Program revamp to the unit's first Dining In for 200 members and families.

Capt. Lock completed undergraduate pilot training in 2018 and serves as an airdrop aircraft commander in the C-17A Globemaster III. She was selected to be an AMLO for one year serving in the Republic of Korea before returning to the 7th Airlift Squadron, JBLM, Washington.

Some of her prior awards and recognition include the 2021 AMC Doolittle Award, two Air Medals, Air Force Commendation Medal, Army Commendation Medal, Air Force Volunteer Service Medal, Humanitarian Service Medal, Military Outstanding Volunteer Service Medal. Capt. Locke is a basic pilot with 1,249 hours in the C-17A, T-1A, and T-6A. ■

"Competition has been shown to be useful up to a certain point and no further, but cooperation, which is the thing we must strive for today, begins where competition leaves off."

- Franklin D. Roosevelt

Maj. Gen. James I. "Bagger" Baginski served in a variety of leadership roles during his 30 years in the Air Force (1954-1984), he served in a variety of leadership roles, from commander, 374th Tactical Airlift Wing to HQ Military Airlift Command Deputy Chief of Staff for Operations and Personnel. He had a direct, pervasive, and long-lasting influence on air mobility, from the C-5 modernization and C-141 stretch programs to enhanced aircraft and aircrew air refueling capabilities. As Director of Mobility, Joint Deployment Agency, he advanced the services' joint transportation planning policy, systems, and procedures. An Airlift/Tanker Association (A/TA) founding member and Board of Advisors Chairman, he helped lead the A/TA in transitioning from a reunion type airlift organization to a professional air mobility association.

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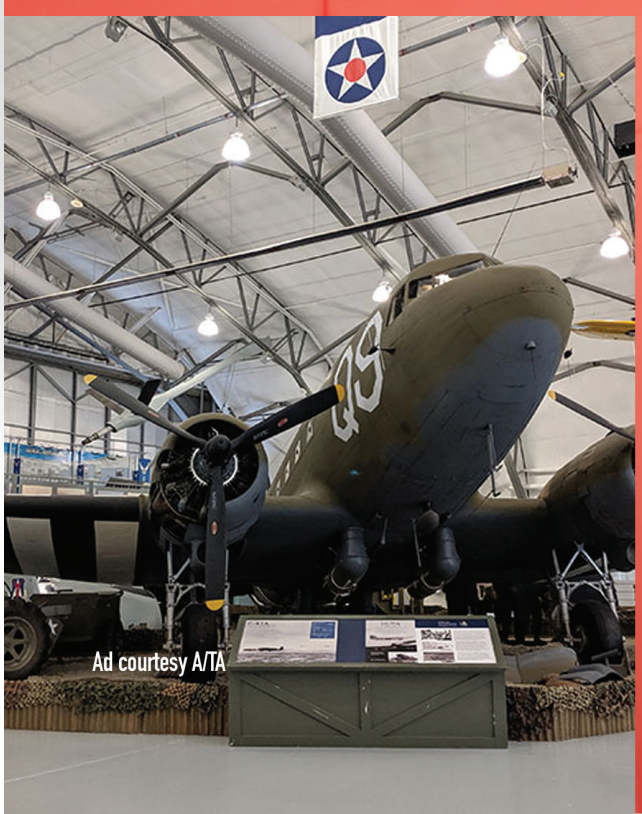

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A/TA 2023

Maj. Gen. Stanley F. H. Newman
ANG OUTSTANDING UNIT AWARD

The Airlift/Tanker Association's Major General Stanley F. H. Newman Air National Guard Award recognizes the most outstanding Air National Guard Wing or Group contributing to overall success of the Mobility Air Force mission. The unit embodies the spirit and essence of the Citizen Airman – balancing the operational demands of today's global mobility operations and maintaining a viable strategic reserve for tomorrow, while embracing responsibilities to their State, civilian employer, community and family.

182nd Airlift Wing

The 182nd Airlift Wing, Illinois Air National Guard, distinguished itself by exceptionally meritorious service from July 1, 2022 through June 30, 2023. The 182 AW led the Air National Guard and Air Mobility Command in pursuit of full spectrum readiness, with over 20 percent of wing members participating in multiple large force exercises, focusing heavily on executing tenets of Agile Combat Employment, Specialized Fueling Operations, and enabling Integrated Combat Turns of Combat Air Forces aircraft.

During this period, the wing acted as the lead planner and U.S. contingent operations director in exercise Air Defender 23 by weaving 2,600 air mobility airmen, 50 wings, and 102 aircraft in multiple combined air operations exercises, bolstering multinational interoperability in NATO's largest deployment exercise in history. More than eighty members from across the wing were activated in support of Operations SPARTAN SHIELD, DEEP FREEZE, INHERET RESOVLE, NORTHWEST AFRICA COUNTER TERRORISM, and EASTERN AFRICA COUNTER TERRORISM ensuring accomplishment of federal missions and domestic operations with zero shortfalls.

In addition to these activations and local training requirements, the Wing conducted its AMC Unit Evaluation Inspection, validating all Major Graded Areas with an effective rating and a highly effective Commander's Inspection Program. The distinctive accomplishments of the members of the 182d Airlift Wing reflect great credit upon themselves, the Illinois Air National Guard, the National Guard Bureau, and the United States Air Force. ■

Maj. Gen. Stanley F. H. Newman was born in Chicago, Illinois, and moved to Oklahoma in 1948 following World War II. He enlisted into the U.S. Army Air Corps in 1942, and become a pilot. He fl ew 57 missions in P-51s while in the Ninth U.S. Army Air Forces, in Europe. After World War II, he joined the Oklahoma Air National Guard, becoming its commander before retirement. His career includes service in Korea and Vietnam. Among his awards are the Distinguished Service Medal, Legion of Merit, two Distinguished Flying Crosses, Meritorious Service Medal and 14 Air Medals.

A/TA 2023

Lt. Gen. James E. Sherrard III
AFRC OUTSTANDING UNIT AWARD

The Airlift/Tanker Association Lieutenant General James E. Sherrard III Award is presented annually to the most outstanding Air Force Reserve wing or group that distinguished itself in the performance and support of the Mobility Air Forces mission. The unit embodies the spirit and essence of the Citizen Airman, balancing the operational demands of today's global mobility operations, maintaining a viable strategic reserve for tomorrow while embracing responsibilities to their civilian employer, community and family.

913th Airlift Group

The 913th Airlift Group, Little Rock Air Force Base, Arkansas, Air Force Reserve Command, distinguished itself by outstanding achievements from July 1, 2021 to June 30, 2022. During this period, the 913th Airlift Group led the total force in developing cutting-edge tactics for C-130 Forward Area Refueling Point and Airfield Marking Pattern-4 operations, authoring multiple Tactics, Techniques, and Procedures, while receiving praise by Air Mobility Command's Commander for herculean efforts in those areas.

Additionally, the unit created Air Force Reserve Command's first group-wide annual Multi-Capable Airmen training exercise, integrating seventy-three Air Force Specialty Codes across four Wings, giving airmen practical experience in Agile Combat Support operations. The unit trailblazed in Total Force Integration Next progress by gathering and analyzing data, then proposing solutions to Major Commands, which led to selection as one of two new Total Force Integration Lead Wings. The distinctive accomplishments of the men and women of the 913th Airlift Group reflect credit upon themselves and the United State Air Force. ■

Lt. Gen. James E. Sherrard III had a most distinguished career – from his early days as a C-130 airlift pilot to his tenure at the highest levels of Air Force Reserve leadership. General Sherrard twice served as vice commander as well as the tenth and longest-serving Chief of the Air Force Reserve and Commander, Air Force Reserve Command. General Sherrard with his leadership and influence has spanned the depth and breadth of the Air Force Reserve Command, including the command of three tactical airlift wings and both air mobility-focused numbered air forces. A true champion of air mobility, among his awards are the Distinguished Service Medal, Legion of Merit, Meritorious Service Medal (3 OLC) and the Armed Forces Reserve Medal with hourglass.

KEY SPOUSE OF THE YEAR AWARD

The primary purpose of the AMC Key Spouse of the Year Award is to recognize an AMC Key Spouse who has diligently worked with unit leadership to plan, coordinate and execute the unit's Key Spouse Program. The program impacts mission readiness and retention by ensuring families have appropriate information and resources to meet their needs. The AMC Key Spouse of the Year is selected by AMC leadership.

Jessica E. Moser

Jessica E. Moser is a Key Spouse for the 660th Aircraft Maintenance Squadron, Travis Air Force Base, California, as well as a proud mother of two daughters. Jessica was born in Hermosillo, Mexico, and moved to Sacramento, California in her early teens.

It was High School where she was introduced to volunteer activities, from mentoring young students to volunteering for the SPCA, and she was also awarded the Silver Viking award for outstanding Seniors due to her achievements in academics, participation is sports, and for holding positions in various student organizations. She is a graduate of California State University, Sacramento with a degree in accountancy. Jessica is currently working as a Materials Coordinator for Vertex Aerospace at Travis Air Force Base in support of the USAF KC-10 Program.

She is an active volunteer for various national and local non-profit organizations in an effort to bring resources to our military families. Some of Jessica's many duties include coordination between the unit's mobility office and the spouses of deployed members, organizing squadron events, participating in training sessions by the Military and Family Readiness Center (M&FRC), participating in monthly meetings with squadron leadership, Team Captain for Operation Homefront, Blue Star Families Social Media Coordinator and Community Program Coordinator, Military Spouse Advocacy Mentor, Travis USO, and many more. Her volunteer work has brought invaluable resources not only to the members of the 660th Aircraft Maintenance Squadron and their families, but to the entire Travis Air Force Base and to our local community. ■

"Be of service...there is nothing that harvests more of a feeling of empowerment than being of service to someone in need."

- Gillian Anderson

Key spouses are specially trained volunteers who promote individual, family and unit readiness. They are a support system that encourages peer-to-peer support year-round. They meet the vital needs of spouses and provide an informal sounding board through an informal network. They are a part of the leadership team in each unit. The AMC Key Spouse program evolved from an idea to develop an organized program where military spouses help other spouses. Key Spouses work closely with the commander, commander's spouse, First Sergeant, and the Airman and Family Readiness Center.

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

EEG CRITERIA:

★ Current Membership in the Airlift/Tanker Association
★ Enlisted Member in Grades of E-1 through E-9
★ Commander's Recommendation
★ Assigned in an air mobility operational and/or support function (an augmentee on a mobility or maintenance support team, for example), OR, anyone directly or indirectly supporting the USAF Airlift or Air Refueling mission.
★ Must be a current member of Airlift/Tanker Association during the entire course which you are using to apply for the grant.
★ Checks will be issued upon completion of a course with proof of a grade of C or better in an accredited degree program.
★ Application must be postmarked within three (3) months of course completion.
★ Individuals are limited to one ETG per 12-month period.
★ Student financial need is not a criterion
★ May not be used for a lower or lateral previously awarded degree

Additional details and forms are available online at www.atalink.org

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

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IN RECOGNITION OF OUR CONVENTION SPONSORS

The Airlift/Tanker Association is extremely fortunate to have outstanding backing from corporate and industry supporters to help us further the Air Mobility mission! We would like to especially recognize those companies who assisted the Airlift/Tanker Association with costs associated in conducting this year's convention.

- MARTY CHAPIN

Those companies as of 9 October 2023:

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SALUTE TO OUR INDUSTRY PARTNERS

America's Aerospace Industry plays an integral role in providing our country's decisive military edge; and, the A/TA's Industry Partners play a vital role in assuring the success of the Association.

(Industry Partners as of 9 October 2023)

Airbus

Airbus Americas, Inc. is the U.S.-based operation of Airbus, a global leader in aerospace, defense, space and related services. Airbus has contributed more than $187 billion in the U.S. since 1990 to the U.S. economy annually and supports over 275,000 American jobs through its network of suppliers. Airbus Americas, Inc., headquartered in Herndon, Va., offers a broad array of advanced solutions to meet U.S. military and commercial requirements, including fixed- and rotary-wing aircraft, homeland security systems, public safety communications, defense electronics and avionics, and threat detection systems.

"The airplane stays up because it doesn't have the time to fall."

—Orville Wright

Abilene Military Affairs Committee

The Abilene Military Affairs Committee (MAC) has supported Dyess AFB and the Air Force for over 50 years by cultivating an outstanding relationship between the community and the military. The most visible example is the "World's Largest Barbeque" held every spring, at which over 4,000 airmen and their families are served a free barbeque meal. The MAC has also completed several upgrades for the base, including DV quarters, the Linear Air Park, Base Ops Lounge, Memorial Park, and has supported countless base events. Abilene won the AMC Outstanding Community Support Award so many times that AMC disqualified the city from further competition and renamed it the "Abilene Trophy", which is now judged every year by the Abilene MAC. In addition, the 300+ volunteers of the MAC engage with senior military leaders and elected officials at local, state, and national levels to advocate for Air Force and community issues.

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A global aviation leader and market innovator, AerSale supplies aftermarket commercial aircraft, engines, and OEM used serviceable material to passenger and cargo airlines, leasing organizations, government entities, multinational OEMs, and independent MROs. AerSale's offerings include Aircraft & Component MRO, Aircraft and Engine Sales and Leasing, Used Serviceable Material sales, and internally developed 'Engineered Solutions' to enhance aircraft performance and operating economics (e.g., AerSafe®, AerTrak®, and AerAware™). The company offers flexible leases, finance, and consignment options for a wide range of aftermarket aircraft, engines, landing gear, and APUs. For more information, visit www.aersale.com.

"Excellence is not a skill. It is an attitude."

—Ralph Marston

Aging Aircraft Solutions

Aging Aircraft Solutions is a small business specializing in data engineering, data science and analytics in the aerospace maintenance and MRO markets. We help modernize data collection applications, improve data quality to enable more accurate data analysis and machine learning applications. From data standardization and cleansing to analytics dashboards and business intelligence, we deliver cutting edge solutions enabling rapid data driven decisions. We help modernize legacy applications and combine siloed data sets to deliver unified and streamlined user experiences.
Learn more at www.agingaircraft.aero

Altus Military Affairs Committee-Altus Chamber of Commerce

The Altus Military Affairs Committee (MAC) was established in 1952 by community leaders to forge a lasting relationship between the community and base. The MAC mission is to sustain Altus AFB as a viable military installation by promoting base growth through community support and protecting one of our nation's most valuable assets. The Committee's vision is "to have the best air force base and community relationship in the U.S. Air Force." To accomplish their mission, committee members engage in a variety of activities including raising financial support, planning and attending community/base functions, building social and professional relationships with base personnel, engaging Senior Air Force leadership, interacting with elected officials and staff at local, state, and federal levels, and serving as a liaison to the community. For the past 60 years, MAC and community members have also organized and attended the annual Altus Quail Breakfast currently hosted by Senator James Inhofe.

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Bangor International Airport (BGR) comprises one of the most experienced, full-service ground handling organizations worldwide. Dedicated to provide customers with prompt and professional service, BGR is renowned for the ability to turn an aircraft quickly and safely.

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BGR's runway of 11,440 feet can accommodate any aircraft flying today including the AN-225 and an A380. BGR has 12 million square feet of open ramp space. BGR is an all-weather CAT III access airport with de-icing services, hydrant and truck fueling, and competitively priced services.

Atlas Air Worldwide

Atlas Air Worldwide is a leading global provider of outsourced aircraft and aviation operating services. It is the parent company of Atlas Air, Inc. (Atlas), and Titan Aviation Holdings, Inc. (Titan), and is the majority shareholder of Polar Air Cargo Worldwide, Inc. (Polar). Our companies operate the world's largest fleet of 747 freighter aircraft and provide customers a broad array of Boeing 747, 777, 767 and 737 aircraft for domestic, regional and international applications. We empower our express and e-commerce delivery, airline, freight forwarder, US military (including the CRAF program), and charter customers to increase fleet flexibility and network efficiency, drive an expanded global presence, and more quickly capitalize on market-growth opportunities. In addition, we are the provider of training for Air Force One pilots and flight engineers. For more information, please go to www.atlasairworldwide.com.

Boeing

Boeing is the world's largest aerospace company and leading manufacturer of commercial jetliners, defense, space and security systems, and service provider of aftermarket support. Boeing's Defense, Space & Security business unit provides solutions for the design, production, modification, service and support of commercial derivatives, military rotorcraft, satellites, human space exploration and autonomous systems. It helps customers address requirements through a broad portfolio that includes the KC-46 aerial refueling aircraft. Boeing Global Services delivers innovative, comprehensive and cost-competitive service solutions for commercial, defense and space customers, regardless of the equipment's original manufacturer. As the leading manufacturer for commercial and defense platforms, Boeing is positioned to provide unparalleled aftermarket support for mixed fleets worldwide. With engineering, digital analytics, supply chain and training support spanning across both the government and commercial service offerings, Boeing Global Services' unsurpassed support keeps the KC-46, C-17, KC-135, and KC-10 operating at high efficiency. Visit us at boeing.com.

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BAE Systems, Inc. and its 33,600 people are part of a global defense, aerospace and security company with 85,800 employees worldwide. We deliver products and services for air, land, sea and space, as well as advanced electronics, security, information technology solutions, and customer support and services. Our dedication shows in everything we create and deliver—from advanced electronic systems to cyber operations and intelligence analysis, from combat vehicles to naval weapons, and from ship maintenance and modernization to vehicle upgrades and services. We push the limits of possibility to provide a critical advantage to our customers where it counts. Learn more at www.baesystems.com.

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Established in 2008, Borsight, Inc. is a Service-Disabled Veteran-Owned Small Business (SDVOSB) located at the Ogden-Hinckley Airport in Ogden Utah. We perform high-quality aircraft modification work for the United States Air Force (USAF), Air National Guard, and Air Force Reserve. We proudly maintain a complete in-house, full-breadth design, manufacturing, integration, and installation workforce, which is largely staffed by former military personnel with aircraft operations, engineering, and maintenance experience. Borsight's business is integrated aircraft solutions. Our solutions are created by providing full-service integration of ready solutions for datalink and voice communications equipment. This includes electronic, mechanical, product, and systems design; software and cybersecurity; and depot management of spares and repairables. We also provide sourcing, manufacturing, kitting, installation, and Field Service Representatives (FSRs) within the continental United States and around the world. Visit us at www.borsight.com.

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CAE is a world leader in the design, development, and delivery of training systems for airlift and tanker aircraft, including having delivered more C-130 training systems than any other company. CAE USA is the prime contractor responsible for both the KC-135 Aircrew Training System (ATS) and C-130H ATS for the U.S. Air Force. In addition, CAE supports Lockheed Martin as a subcontractor on the design and manufacture of C-130J and AC/HC/MC-130J simulators and training devices, and built all the C-5 weapon systems trainers for the U.S. Air Force. Visit www.cae.com to learn more.

CFM International

CFM International (CFM) was formed in 1974 as a 50/50 joint company between GE and Safran Aircraft Engines. Today, the company is the world's leading supplier of engines for commercial and military transport aircraft and the best example of a successful international joint venture.

The first CFM56 engine entered commercial service in 1982 powering re-engined DC-8 Super 70 aircraft. In 1984, the first KC-135R tanker re-engined with CFM56-2 engines (military designation F108) was delivered to the U.S. Air Force. Since then, more than 430 Stratotankers have been re-engined with the F108. The F108-powered tanker can offload up to 50 percent more fuel, is 25 percent more fuel-efficient, and costs 25 less to operate than with the previous engines. It is also significantly quieter.

In addition to tanker aircraft, the CFM56-2 engine powers several applications for militaries around the world, ranging from tankers and transports, to surveillance and command and control applications.

Building on the strong foundation of success, CFM56-7B engines, which power Boeing Next-Generation 737 aircraft in commercial service, power the U.S. Navy's Boeing C-40 Clipper, the 737 AEW&C, and the P-8 Poseidon anti-submarine warfare / anti-surface warfare.

Overall, the CFM56 fleet has logged more than one billion hours of commercial and military service.

"From computers to information technology to airplanes, it has been America's unique blend of republican government and free-market capitalism that has allowed us to surpass all other nations in history."

—George Nethercutt

Collins Aerospace

Collins Aerospace is a leader in technologically advanced, intelligent solutions that help to redefine the aerospace and defense industry. We dedicate our capabilities, comprehensive portfolio and expertise to solving customers' toughest challenges and meeting the demands of the global market. The company employs more than 78,000 people in more than 300 locations worldwide.

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CymSTAR is a premier aircrew training systems integrator offering engineering, training services, and simulation products to the U.S. Armed Forces, Allied nations, and leading organizations in the aerospace industry. With over 20 years of experience, we specialize in modifications, upgrades, development, integration, and sustainment of training systems designed to prepare military personnel for mission readiness and operational success.

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Embraer is a global company with more than 50 years of aerospace expertise. In addition to the A-29 Super Tucano, an advanced training and light attack aircraft, and the C-390 Millennium, a multi-mission military transport aircraft, it offers a complete line of integrated solutions for air, space, sea, land, and cyber systems.

With more than 8.000 aircraft delivered and solutions present in more than 60 Governments and Armed Forces, Embraer offers solutions for land applications such as Command and Control (C4I), sensors, ISR (Intelligence, Surveillance and Reconnaissance), information systems, communication, border monitoring and surveillance, naval combat and management systems, and integration of geostationary satellites for communication and observation. In the cyber area, it provides complete solutions for business protection and defense and security applications.

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Essex Industries is a leader in the design, development, production and support of aerospace, life support and safety products and systems. Our unique product lines include crew oxygen delivery systems; ground-based and airborne med-evac liquid oxygen (LOX) life support systems as well as huge transport and storage systems such as the 500 Gallon LOX and LIN Trailers. Essex manufactures the C-130J Control Wheel conversion kits and hundreds of fixed- and rotary-wing flight control stick, throttle, cyclic and collective grip assemblies and hundreds of other mechanical and electromechanical components and assemblies for aircraft fuel, hydraulic, pneumatic, air and oxygen aircraft systems. For over 75 years, Essex Industries has established a reputation for providing engineered solutions, exacting quality standards and manufacturing expertise, with superior customer service. Essex is a company that can satisfy the toughest application requirements. For news and more information, please visit http://www.essexindustries.com.

Elbit Systems of America

Elbit Systems of America is a leading provider of high performance products, system solutions, and support services focusing on defense, homeland security, commercial aviation and medical instrumentation. With facilities throughout the United States, Elbit Systems of America is dedicated to supporting those who contribute daily to the safety and security of the United States. Elbit Systems of America, LLC is wholly owned by Elbit Systems Ltd. (NASDAQ: ESLT,) a global electronics company engaged in a wide range of programs for innovative defense and commercial applications. Visit us at www.elbitsystems-us.com.

FSI Defense

Governments and military agencies rely on FSI Defense for mission-training programs and proven advanced technology simulators, visual systems and displays designed to enhance safety and ensure proficiency. The company provides training, training systems and support worldwide for all types of aircraft used by military and government organizations.

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Learn more at www.fieldaero.com.

Gander International Airport Authority

Gander International Airport (CYQX) has served as a strategic military staging point and technical stop since 1938. In its role as a joint civilian/military airport, CYQX hosts over 2,000 military aircraft annually ranging from F18s to C5s and everything in between. CYQX is an optimal staging point for military operations with strategic positioning for transatlantic flights and exceptional service on the ground. All services are provided 24/7 with no curfews or abatements. Gander has a proven track record in meeting the high standards demanded by military users and looks forward to accommodating your operation.

Fly Boys – Gear for Pilots (PIVOT Case)

PIVOT is a product division of Fly Boys – Gear for Pilots. Already known for our dedication and understanding of the military pilot needs and operations, PIVOT is considered the new standard not only in commercial EFB but military aviation as well. PIVOT's patented technology features a variety of tablet cases with built-in connectivity to a truly universal mounting plate. Every PIVOT case has and will have the same connection, making PIVOT uniquely future proof. This feature is saving commercial and government users millions of dollars in unnecessary equipment and deployment costs.

Designed by a former military pilot, PIVOT addresses the specific needs unique to EFB in the cockpit. A wide variety of options exist for protecting and mounting devices – allowing for full interchangeability between users and aircraft, anywhere in the world.

The PIVOT system is currently in use at over 80 airlines around the world, helping them to reduce complexities, increase device and data utilization and portability to retain full readiness. These same concepts apply to military operations and as a result PIVOT is the fastest growing solution in the DoD for EFB.

Contact PIVOT and find out more about our concept of #efbmadesimple – flyboys.com — pivotcase.com

Georgia Tech Research Institute

The Georgia Tech Research Institute (GTRI) is the nonprofit, applied research organization of the Georgia Institute of Technology (Georgia Tech). GTRI is a designated University Affiliated Research Center (UARC) and leverages its science and engineering expertise, in collaboration with Georgia Tech, to enhance the impact of our collective research output. We advance technology and provide innovative solutions to:

- Enhance State of Georgia economic development.
- Serve National Security.
- Improve the human condition.
- Educate future technology leaders.

GE Aerospace

GE Aerospace is a world-leading provider of jet, turboshaft and turboprop engines, components and integrated systems for commercial, military, business and general aviation aircraft. GE Aerospace has a global service network to support these offerings.

Global Air Logistics and Training, Inc.

Global Air Logistics and Training, Inc (GALT) is a spirited, non-traditional, SDVOSB defense contractor. We weaponize information at the point of impact by solving the challenges of resilient, high-bandwidth communications and rapidly deployable tactical cloud capabilities. GALT maintains critical competencies for all-domain, battle management and C4ISR Systems including airborne networking, distributed data systems development, communication system optimization, data security, and operational employment. GALT is a blend of seasoned operators, highly qualified engineers and industry leaders tackling multi-domain problems facing warfighters. As a force multiplier, GALT is expert at teaming with small innovative businesses, universities, as well as traditional defense contractors to achieve war-fighter focused results. https://www.galt.aero/

Gulfstream Aerospace Corporation

Gulfstream has served government customers with special mission aircraft since 1967. With advanced technology, extraordinary cruising altitude, impressive range at speed and interior flexibility, Gulfstream airframes are ideal for special missions. Today, more than 200 Gulfstream aircraft support governments in more than 40 countries around the world, including the U.S. Aircraft are configured for priority transport missions, security operations, advanced medevac and research. Gulfstream Customer Support delivers tailored service to special mission clients around the world.

Gulfstream's next-generation aircraft family features a Gulfstream for every mission, including the G400, G500, G600, G700 and G800, and represents industry-leading capabilities and technology in terms of high-speed performance, cruising range, size and cabin configurations.

Learn more, visit www.gulfstream.com/special-missions.

Honeywell

Honeywell Aerospace products and services are found on virtually every commercial, defense and space aircraft. The Aerospace business unit builds aircraft engines, cockpit and cabin electronics, wireless connectivity systems, mechanical components and more. The Connected Enterprise business creates data analytics and performance management software to help operators become more digitalized, sustainable and secure. Together, these hardware and software solutions create more energy-efficient assets and aircraft, more resilient facilities and operations, and safer skies and data systems.

Hilton Software LLC

Hilton Software was founded in 2003 to develop outstanding multi-platform mobile solutions for Commercial and Military operations. Hilton Software is a prime contractor for the United States Department of Defense and the United States Department of Transportation. To date, Hilton Software has won over $50M in Government contracts.

Hilton Software is responsible for developing two advanced mobile software applications, WingX and Aero App. WingX has become a trailblazing application leading the way in game-changing features. Aero App is used throughout the United States Department of Defense and internationally by our United States Government Foreign Partners. Hilton Software has also become a pioneer in moving aeronautical geo-intelligence information to the cloud, providing fast and secure data. Our goal is to build enhanced capabilities and to promote safety through the integration of industry best practices, innovation and quality.

For more information, please visit www.hiltonsoftware.com.

JBT AeroTech

JBT is a leading global supplier of customized solutions and services for high value applications in air transportation. JBT ground support equipment includes Commander, Ranger, Halverson and Atlas cargo loaders, transporters, Tempest de-icers, LEKTRO towbarless tractors, towbar tractors, mobile passenger steps, belt loaders, JetPower ground power units, JetAire pre-conditioned air equipment, Jetway boarding bridges, iOPS asset monitoring systems, together with baggage/facilities operations monitoring and maintenance systems. JBT emphasizes value for its customers with designs featuring ease of operation, ease of maintenance and a low total cost of ownership. JBT – for the perfect aircraft turn.

Knight Aerospace

Knight Aerospace exists at the exciting intersection of aerospace, military, and medical technology. Our mission is to modernize aerospace transportation to be modular, adaptable, and customizable in an ever-changing world. We have established ourselves as the industry leader in providing quality and reliable "Quick-Change/Roll-On Roll-Off" modular and palletized systems. Knight's products allow its customers to quickly adapt their aircraft to fit their current needs. It has longstanding working collaborations with aircraft manufacturers, the U.S. defense community, and foreign militaries. For example, our newest product is an Aeromedical Biocontainment Module that allows for isolated medical transport units to be installed into a cargo aircraft in under one hour.

L3Harris Technologies

L3Harris Technologies is an agile global aerospace and defense technology innovator, delivering end-to-end solutions that meet customers' mission-critical needs. For more than 65 years, L3Harris has delivered superior performance to the U.S. government, our allies and leading corporations throughout the world. L3Harris knows the critical role our products and services play in the protection and defense of freedoms worldwide. L3Harris delivers integrated solutions for global Intelligence, Surveillance and Reconnaissance (ISR) operations, assured communications systems, and provides modernization, upgrade, sustainment, maintenance and logistical support for a wide variety of aircraft and ground systems for military, government and commercial customers. L3Harris is one of the world's preferred sources for highly customized design, integration and certification of mission communication systems and interiors for VIP/Head-of-State aircraft. With 400-plus locations worldwide, customers in over 100 countries with more than 48,000 employees, L3Harris has the capacity to modify and service hundreds of aircraft 24/7, supporting customers and the men and women who proudly serve our country. L3Harris is accelerating innovation and providing affordable solutions to fast forward to tomorrow.

LMI

LMI is a consultancy dedicated to powering a future-ready, high-performing government, drawing from expertise in digital and analytic solutions, logistics, and management advisory services. We deliver integrated capabilities that incorporate emerging technologies and are tailored to customers' unique mission needs, backed by objective research and data analysis. Founded in 1961 to help the Department of Defense resolve complex logistics management challenges, LMI continues to enable growth and transformation, enhance operational readiness and resiliency, and ensure mission success for federal civilian and defense agencies. Learn more at https://www.lmi.org/about-lmi.

Lockheed Martin Aeronautics Company

Headquartered in Bethesda, Md., Lockheed Martin is a global security and aerospace company principally engaged in the research, design, development, manufacture, integration, and sustainment of advanced technology systems, products, and services.

Lockheed Martin Aeronautics is known for building and supporting the finest military aircraft in the world, which include the C-130 Hercules; C-5 Galaxy; P-3 Orion; U-2 Dragon Lady; F-16 Fighting Falcon; F-22 Raptor and F-35 Lightning.

The C-130 Hercules has earned its reputation of a proven workhorse supporting multiple missions around the world. From aerial refueling to search and rescue, fighting wildfires and special operations, the C-130 Hercules stands ready for its next mission. And for whatever the future holds. www.lockheedmartin.com/C130

Leonardo DRS

Leonardo DRS provides customers with the exact solutions they need, exactly when they're needed. Sustainment solutions, such as survivability, liquid logistics and life cycle sustainment, demonstrate their value every day to keep operations running at peak efficiency. DRS Land Systems is a business unit of Leonardo DRS headquartered in Saint Louis, Missouri with a 100-acre heavy equipment manufacturing facility in West Plains, Missouri, providing state-of-the-art engineering for and manufacturing of complex welded structures that meet the demanding requirements of today's Warfighter and commercial customers.

DRS Land Systems is proud of our unwavering support to Air Mobility Command Global Air Mobility Mission. Our system level overhaul, worldwide part supply, and globally positioned field service representatives ensure that both the Tunner 60K and the Halvorsen 25K Aircraft Cargo Loaders are mission ready to aid AMC airman in meeting their global commitments. See the full range of our capabilities at www.leonardodrs.com.

LBS

LBS specializes in operation and maintenance services at large, mission-essential military installations, and transportation facilities worldwide. As a trusted partner to federal government agencies, we provide expertise in aerial port operations, contingency logistics and ground support services, turnkey power and fueling solutions, and heavy vehicle maintenance for defense and security customers. We also provide industry-leading transportation asset maintenance services to state and local customers across the United States. It's our mission and an honor to help clients solve their most complex challenges.

MIL2ATP

MIL2ATP offers a complete training package to help military pilots transition to airline flying. Learn more at mil2atp.com.

LifePort

LifePort pioneers aircraft solutions that have been utilized in some of the most challenging environments that the world has to offer. We use this experience to ensure that our catalog of products meets the most stringent mission requirements of both current and future operations. LifePort products currently serve dozens of military organizations around the world and have included: Lightweight ballistic protection systems, MEDEVAC and CASEVAC systems, customized mission seating, command and control consoles, and other engineered components for military aircraft. LifePort systems have been developed, improved, and refined over years of high-tempo field use, and we are ready to apply that knowledge to any mission – however challenging.

Marshall Aerospace

Marshall Aerospace is one of the largest independent aerospace and defence companies in the world that delivers innovation and excellence in engineering, support solutions and services on civil and military aircraft platforms. Headquartered in Cambridge, UK, and with offices in Canada and in the United Arab Emirates, we have a worldwide customer base.

Marshall Aerospace specializes in the conversion, modification, maintenance and support of civil and military aircraft and the provision of personnel, training and technical advice. Marshall is renowned and respected worldwide for quality of service, engineering excellence, flexibility and reliability. https://marshallaerospace.com

Mass Virtual

Mass Virtual leverages the latest transformative extended reality (XR) capabilities by fostering a customer-involved culture, award-winning team, and enterprise software platform, MassXR, to deliver customer-specific solutions. After fielding hundreds of XR solutions worldwide, Mass Virtual's team has honed its expertise in advanced architecture design, delivering digital solutions that are beyond words. This team continues to evolve the training landscape by utilizing MassXR to digitize training resulting in higher student retention, reduced time to train, and increased trainer availability. Mass Virtual's passionate team's foundation of creativity, ethics, and collaboration results in an empowered workforce ready to solve your challenges. https://massvirtual.com/

Massif

Massif is a leading supplier of flame-resistant, high performance protective apparel to the U.S. military and other professionals who work in extreme environments. Over the past 20 years, Massif has revolutionized the look and feel of flame-resistant clothing with innovative fabrics and forward-thinking designs, offering a new generation of high-end gear that sets the industry standard for protection, performance and comfort. www.massif.com

MatrixSpace

MatrixSpace is re-imagining radar. We are addressing the next generation of AI-enabled sensing so that objects can be identified and data collected in real-time - no cloud access required.

We're building the smallest radar system to provide new levels of integrated outdoor surveillance in 4D (the size, location, and movement of objects in time) – digitizing the outdoors – and making it accessible to a broad range of use cases.

This is real-time AI edge-based sensing with the ability to detect and track multiple types of objects in any situation. Combining industry leading sensing, AI edge processing and RF communication in real-time is a major technology breakthrough that will reinvent business models across multiple vertical market applications.

MatrixSpace Radar is the foundational product of this open architecture sensing platform. www.matrixspace.com.

Mattermost Government Solutions

Mattermost is an open source platform for developer collaboration and secure mission focused chat ops. Mattermost is currently deployed across the DOD in support of critical missions worldwide.

Learn more at https://mattermost.com/solutions/industries/government/

McClellan Jet Services

McClellan Jet Services is a full service FBO open 365/24/7 and is located at the Sacramento McClellan Airport (KMCC). The airport is the site of the former McClellan Air Force Base. We have a 10,600 ft by 200 ft concrete runway with no weight restrictions and ample ramp that can support exercises of all sizes. McClellan Jet Services holds the Government fuel contract and charges no fees. We are also a great stop off before heading across the Pacific.

Merlin Labs

Merlin is a growth stage autonomy startup, building the world's most experienced pilot. The company's technology enables our customers to operate with reduced crew on existing platforms, while enabling uncrewed opreations on future platforms. Primarily backed by Google Ventures, Merlin is dedicationg $150M in research dollars to autonomy for civilian and defense mobility missions. Merlin announced in 2022 that they were selected by Air Force Special Operations Command (AFSOC) to enable single pilot operations on the C-130 via autonomy. The company is based in Boston, with offices in Denver, Los Angles and Auckland (NZ). The company maintains a dedicated flight test facility in the Mojave desert, adjacent to Edwards Air Force

Metrea Strategic Mobility

Metrea Strategic Mobility (MSM) delivers contracted air-to-air refueling services across a wide range of military training exercises. MSM serves as a force enabler, helping customers fulfill under-resourced refueling requirements.

Our KC-135R aircraft are equipped with two wing-mounted Multi-Point Refueling System (MPRS) pods which facilitate refueling with probe equipped Navy, Marine Corps and Allied nation aircraft. They are also equipped with an air refueling boom to refuel receptacle equipped receivers, such as US Air Force aircraft.

As the only company with KC-135s, Metrea offers a refueling service that seamlessly, safely, and professionally integrates into military aviation training and operations. Learn more at www.metrea.aero/msm/

MilKEEP, LLC

Today, every large-scale enterprise maintains critical records in the cloud. The world's greatest Air Force should be no different. Right now, the vast majority of Air Force flight records still exist only on paper. MilKEEP aims to change that.

MilKEEP digitizes and stores military flight records for service members from all branches. It also converts military flight records to airline standards, making the application process seamless.

MilKEEP serves well beyond the individual. Bringing this data to the cloud creates a secure digital backup for government records. MilKEEP harnesses the power of this information unlocking a host of possibilities to gain efficiencies and readiness at the enterprise level. Safe, Secure, Proven. MilKEEP creates time saving tools for America's military!

Learn more at www.milkeep.com

Million Air - An Aviation Services Company

Million Air FBOs are well known throughout all branches of the Armed Forces as the preferred "Military FBO" where the military flight crew always comes first. Million Air has 30 locations, 14 with the DoD fuel contract: KAEX, KGPT, KBUR, KIND, KCWF, KMFR, KMWH, KRIV, KRME, KHSA, KTLH, KFOE, KVCV, and KNYL.

Training does not have to be tedious, performed at a boring destination, or with a business who sees you as just another aircraft and crew. Why not train hard where you are appreciated and pampered at the same time?

You can stay focused on the air-work, and our highly dedicated and trained ground crew will take care of everything after the landing. From seeing you get a real meal, hot fuel, quick-turns, IP/Student rooms for training command flights, to debriefing quarters and start carts... we have your back! In addition, we offer oxygen/nitrogen refills, aircraft and airport security, as well as concierge services, should you have some free time.

Omega Aerial Refueling Services, Inc.

Omega Air remains the only commercial supplier of aerial refueling services to the US Military and its allies. With more than 16 years experience supporting the warfighter, Omega has earned an exceptional reputation by providing highly reliable and cost effective strategic aerial refueling around the globe. Utilizing the aerial refueling expertise of highly qualified military veterans, Omega delivers seamless military support with commercial efficiencies delivering mission completion rates of 99%.

Omega uses highly reliable and thoroughly proven tanker platforms, the B-707 and the DC-10. These workhorses have been modified by Omega to ensure the highest possible redundancy. Omega is able to maximize efficiency by overseeing most of the key components that go into the final product. These specialties include its own FAA 145 engine repair station, engineering support for modifications and R&D, maintenance scheduling, flight line maintenance, supply chain for spare parts and operational aircrews. www.omegaairrefueling.com

Omni Air International

Mission-focused and ready to serve, Omni Air International is a leading provider of worldwide passenger ACMI and charter services supporting U.S. and allied troop transportation, sports teams, subservice for other airlines, humanitarian and evacuation/disaster relief flights. From our start in 1993, we built our airline on safety and reliability, demonstrating our can-do spirit in 150 countries around the world. Our infrastructure, mature processes and extensive international experience enable us to respond to short-notice requests with seamless execution.

Omni Air International is an FAA Part 121 air carrier with flag and domestic authority and is an IOSA registered carrier. We've been a proud Civil Reserve Air Fleet (CRAF) participant since 1995, flying missions into 380 airfields last year alone. Our fleet of fuel-efficient B767-200ERs, B767-300ERs and B777-200ERs features modern cabins and technology, including the latest seatback entertainment and contemporary lighting.

We are honored to provide transportation services to the military community. Learn more about Omni Air International at www.oai.aero

Parker Aerospace

Parker Aerospace is a global leader in flight control, hydraulic, fuel, inerting, fluid conveyance, thermal management, and engine systems and components used on the world's fleet of aircraft and aeroengines.
Phone: 949-833-3000
Website: www.parker.com

PatchPlus Consulting, Inc.

PatchPlus Consulting, Inc. is a Service Disabled Veteran Owned and Woman Owned Small Business (SDVOSB/WOSB) established in 2002. PatchPlus is focused on providing exceptional Intelligence, Surveillance & Reconnaissance (ISR), Space, Cyber, Command & Control (C2), and Air Mobility Operations technical expertise combined with practical operational experience to our customers. With graduates from the USAF Weapons School, Joint National Intelligence University, and National Defense University, PatchPlus is a team of recognized experts in the Intelligence, Targeting, Space, Cyber and Air Mobility operations fields. Our professionals have provided support and advanced training to U.S. and Allied/Partner tactical units and ISR planning to Combatant Commands, conducted high interest studies for senior Pentagon officials, presented government agency views to Congress, and supported Advanced Technology Development for DoD Research and Development (R&D) organizations. Learn more at www.patchplusconsulting.com

Port City Air

Portsmouth International Airport at Pease (KPSM), home to the 157th Air Refueling Wing and the Pease Greeters, has a rich and loyal history of serving and honoring our military. Port City Air (PCA), caretakers on the civilian side of the field continues this tradition by offering exemplary service for all military branches visiting Portsmouth, NH. As awardees of the DoD military fuel contract currently and in the past, PCA welcomes all types of military traffic, from the most basic trainer to the largest of transports with an emphasis on exceeding expectations.

Our mission-friendly, strategically located airport offers an 11,321 foot runway, 24/7 Customs, no PPR requirements, a fleet of complimentary crew cars, concierge service second to none and a ground staff well versed in providing operational support. We are your "boots on the ground" and pride ourselves on doing our part to make each mission an operational success. Please ask about our "Lobstah Run"!

Say "Please" and we'll always say "Thank You" with our dedicated service!

"Technology is nothing. What's important is that you have faith in people, that they're basically good and smart, and if you give them tools, they'll do wonderful things with them."

— Steve Jobs

GO BEYOND

Pratt & Whitney

Pratt & Whitney, a unit of Raytheon Technologies (NYSE: RTX) company, is a world leader in the design, development, manufacture and support of gas turbine engines for military, commercial, industrial and space application. Pratt & Whitney is proud of its more than 90 year association and support of the United States Air Force as it powers key airlift and fighter aircraft applications worldwide as well as the B-21 bomber in development. Our military engines power the Air Force's front line fighters today – the F-15 and F-16 – and our F119 and F135 engines power the only 5th generation fighters in the world – the F-22 Raptor and F-35 Lightning II. Four F117 engines power the Boeing C-17 Globemaster III, the U.S. Air Force's premier airlifter. Pratt & Whitney is also proud to power Boeing's KC-46A, the U.S. Air Force's new aerial tanker with our PW4062 engines. Pratt & Whitney's unmatched record in customer-focused customized maintenance, material, and fleet management programs ensures flight readiness to our partners around the world. Learn more at www.prattwhitney.com

ProDIGIQ, Inc.

Headquartered in California, ProDIGIQ is a technology company focusing on innovative products and services for the aviation industry. Our expertise is in airfield and airline management, situational awareness and reporting.

ProDIGIQ offers innovative products including Airfield Management, Operations Management, Safety Management, Maintenance Management, Asset Management, Training Management and Aircrew Scheduling Systems. ProDIGIQ is honored to be currently supporting the US Air Force and welcomes you to stop by and meet our team.

Learn more at https://www.prodigiq.com/site/aviation-software

QinetiQ, Inc.

QinetiQ's LAST Armor® (Light-appliqué Armor Systems Technology) is a supplemental, protective interior armor solution that provides high performance military ballistic protection. Our LAST Armor is used on a variety of military tactical vehicles including fixed and rotary wing aircraft. Both modular and permanent solutions can be easily installed without any tools. Our armor solution offers superior strength – five times stronger than commercial hook and loop products. LAST Armor has been used on thousands of combat air and land vehicles since its debut in Operation Desert Storm in 1991.

For more information visit https://www.qinetiq.com/en-us/

Recoil Aerospace, Inc.

Recoil designs and manufactures a range of lightweight Tsunami fire suppression systems and ballistically tolerant Zeus auxiliary fuel tanks for military and commercial helicopter operations around the world. Our 1000-gallon carbon fiber composite Utility tank delivers high-volume liquid cargo in a lightweight, durable solution. Compatible with Petroleum, Diesel, Potable Water, Milk, JP8, and Chemical Agents, the U1000 is an ideal solution for multiple mission needs with quick installation and removal times and various ground handling features. This tank does not modify the aircraft therefore certification is not required. Learn more at https://recoil-usa.com

Reliable Robotics Corporation

Reliable Robotics launched in 2017 to bring safe, certified autonomous vehicles to commercial aviation as soon as possible. The company's automation system enables remote operation of any aircraft type and will expand access to more locations. Reliable's vision is to transform the way we move goods and people around the planet with safer, more convenient and more affordable air transportation. The company is headquartered in Mountain View, California and has a distributed global workforce.

Rolls-Royce North America

With more than 16,000 military engines in service with 160 customers in 103 countries, Rolls-Royce is a powerful player in the defense aero engine market. From combat to transport, from trainers to helicopters, our engines and pioneering service solutions ensure that our customers have world-leading engine technology available, whatever the mission demands.

Satcom Direct

Satcom Direct Communications (SDC) provides government and military users with aeronautical, land-mobile, and maritime satellite communications using Inmarsat, Intelsat, and Iridium services. SDC is the leading provider of aeronautical satellite connectivity services to U.S. Military, DOD, and state and local agencies who depend on reliable, global communications. Our team ensures our government users stay connected in-flight, at sea, or in remote locations around the world.

Contact: government@satcomdirect.com; +1-703-549-3009

Scott International Procedures

Scott International is an internal procedures training company that offers both training and tools to benefit the international flying community.

Three types of training are offered to meet the needs of all pilots.

Initial Training: Offers a more detailed and fundamental look at international operations.

Recurrent Training: Reviews a wide array of international procedures while advising on recent and pending airspace and regulatory changes.

Trip Briefings: A specific type of training offered to support a particular flight or mission.

Our training can be taken in three different formats: in-person, remote live classes, as well as our online learning management system which allows maximum flexibility to meet the needs of international operators.

We also offer two comprehensive and high-tech tools to assist crews in their international operations.

The International Cockpit Reference Handbook (ICRH): An iPad-based compendium of information critical to planning flights into international airspace. It also offers airspace contingency procedures to assist in an emergency.

Scott Plot: Our electronic oceanic plotting tool that blends the benefits of technology with increased situational awareness and pilot engagement.

Learn more at https://www.scottipc.com/

Specular Theory, Inc.

We are an award-winning technology company and SBIR firm that develops leading-edge VR/AR/Ai immersive training products for commercial and defense. Current customers include U.S. Air Force, Google, Accenture, and Zodiac Aerospace.

Founded in 2013, Specular Theory is a highly specialized and sought after immersive software company with decades of experience working in Hollywood Visual effects, AAA gaming, and consumer technology. As an early pioneer in this medium, Specular Theory has won more awards across categories than any other company in the space including winning the Walmart V-commerce Competition, the first-ever Streamy Award for Best VR, and Top 10 finalist in Richard Branson's Extreme Tech Challenge.

Our multidisciplinary expertise and deep understanding of how USAF can adopt immersive technologies provides an asymmetric competitive advantage. This is validated by our extensive award-winning track record, our unique background in Hollywood and Big Tech, and our ability to build successful, scalable products and systems.

Learn more at www.speculartheory.com

TLD America

TLD develops, manufactures and supports Aerospace Ground Equipment for both the military and commercial markets. Learn more at https://www.tld-group.com/

The Pilot Network

TPN is the world's premier online aviation networking community. Learn more at thepilotnetwork.com

USAA

USAA Provides insurance, banking, investment and retirement products and services to 10 million members of the U.S. military and their families. Known for its legendary commitment to its members, USAA is consistently recognized for outstanding service, employee well-being and financial strength. USAA membership is open to all who are serving or have honorably served our nation in the U.S. military and their eligible family members.

For more information about USAA, or to learn more about membership, visit usaa.com.

VIASAT

Viasat is a global communications company that believes everyone and everything in the world can be connected. For more than 35 years, Viasat has helped shape how consumers, businesses, governments and militaries around the world communicate. Today, the Company is developing the ultimate global communications network to power high-quality, secure, affordable, fast connections to impact people's lives anywhere they are—on the ground, in the air or at sea.

Learn more at www.viasat.com

Industry Highlights

Brig. Gen. Marty Chapin
USAF (Ret)

Welcome to Texas, and the 55th annual Airlift/Tanker Association Symposium and Tech Expo. I know not everyone reading this is attending the convention, but since this is the annual convention issue of A/TQ, I wanted to give everyone a sense of "being there," even if you can't join us this year.

This will be my second convention as the Vice President for Industry and while I'm not sure I can say I knew what to expect when I took the reins from Cary Walgamott over 20 months ago, I know that I could not have hoped we would continue to grow the Tech Expo as much as we have. To a certain extent, there was a "don't screw this up" aspect to taking over, knowing that A/TA has a rich history of over 50 years of supporting Mobility Airmen with an annual convention. I will humbly offer that we have definitely not screwed this up, based mostly on the support we have received from our Industry Partners and Supporters over these past two years. All of this to say that this year's Tech Expo is going to be even bigger than last year's as we continue to grow momentum.

As I stated last year, I do not judge the success of our efforts simply on the number of exhibitors or the size of the floor. While "bigger is better" is a generally solid axiom for exhibit halls, I continue to be pleased and impressed by the variety of new exhibitors we have joining us, covering a huge variety of industry sectors and AMC mission areas. I can't tell you how many "cold calls" I received this year from companies that have never been part of the A/TA family before and were wanting to join us in some capacity. I'd like to think this is happening because the word is getting out about the convention and the opportunities it brings to reach out to Air Mobility leaders and Airmen. So, if you happen to be walking the floor this year and see a booth you have not seen before, please stop and welcome them to the team.

You will also see a lot more booths sponsored by military and government organizations this year. They too are seeing the opportunities A/TA brings for them to get their messages out. Last year we had 17 military and government exhibitors, and we are already over 27 this year. A/TA has always been a professional development organization, dedicated to "strengthening the bonds of Mobility Airmen" and these exhibits are one very obvious way we enable our Airmen to do just that. While I enjoy visiting all the booths on the floor, I always find that talking to the Airmen in the military unit booths does the most to recharge my enthusiasm for the mission. If you find yourself in need of some "re-bluing," go talk to some of these Airmen and I know you will be as amazed by what they are doing -- I always am.

Also expanding this year is our sponsorship and branding program. This program was largely developed by my predecessor, Cary Walgamott, but initially became a victim of the virtual convention in 2020 courtesy of COVID. Since our first real year of offering sponsorships in 2021, the program has taken off, and this year the sponsorships our industry partners are supporting are making a huge difference in helping A/TA provide a first-class event. As you might guess, conventions are rather expensive to host, and frankly well beyond the means of government per deim rates to pay for. As a result, the income from the exhibit hall, and now the sponsorship program, are literally what makes our annual convention possible. Every time one of our sponsors graciously offers to offset the cost of some aspect of the convention, it pays the way for more of our Airmen to attend. We go out of our way to make sure we recognize these sponsors for their generosity, so when you see a company in the exhibit hall that sponsored some part of the convention, please stop, and say "thank you;" it only takes a second and I know they will appreciate being recognized for their support.

Speaking of saying "thank you," I have promised I will never miss the opportunity to do just that to all our industry partners and supporters. As I said above, these companies being part of our A/TA family and supporting us is fundamental to our ability to bring thousands of Mobility Airmen together every year. In fact, it is absolutely true to say we cannot do it without you – FACT!

As I started with, I know not everyone will be at this year's Symposium and Tech Expo…but I wish you could be! We are going to meet a lot of old friends, make some new connections, celebrate a lot of amazing accomplishments, and have a lot of fun while doing it all. If you can't make it this year, we are already making plans for 2024. If you are joining us this year…I'll see you on the floor.

Marty Chapin, Vice President of Industry ■

A/TA Industry Partnership remains a bargain at the annual rate of $1900. Industry Partner benefits include a reduced exhibit rate, opportunity to select your exhibit location (based on established criteria), a write-up with your logo in the convention issue of the *Airlift/Tanker Quarterly* (as well as a listing on our website) and five "free" individual memberships. A new and exciting benefit for our Industry Partners is our Industry Partner News page on our website. This is a place where you can share information about new products/services or company news. Contact Sondra Hart at ata@atalink.org or 423-902-2297 to become an A/TA Industry Partner today.

Rev. Ann Ritona, bishop suffragan elect for armed forces and federal ministries, speaks during a Department of the Air Force worship service at Washington National Cathedral in Washington, D.C., Sept. 10, 2023. (U.S. Air Force photo by Eric Dietrich).

DAF commemorates Air Force's 76th anniversary, Space Force's 4th anniversary with worship service

By Secretary of the Air Force Public Affairs

The Department of the Air Force commemorated the 76th anniversary of the Air Force and the fourth anniversary of the Space Force with a non-denomination worship service that included the participation of members of several faiths at the Washington National Cathedral Sept. 10.

Secretary of the Air Force Frank Kendall, Air Force Chief of Staff Gen. CQ Brown, Jr., Chief Master Sgt. of the Air Force JoAnne S. Bass and Acting Vice Chief of Space Operations Lt. Gen. Philip Garrant participated in the service, which recognized the contributions of women to service in addition to marking the upcoming Air Force and Space Force anniversary dates.

"Women's impact is not a secondary narrative in our history; it's essential," said Maj. Gen. Randall E. Kitchens, Department of the Air Force chief of chaplains. "From the early days of women aviators who broke both sound and societal barriers, to today's leading generals and leaders crafting the future doctrines and policies, women have been the bedrock of innovation, resilience and strength in our forces."

Members of the congregation reflected on the incessant courage of women who forged a path where none existed, serving with distinction in times of peace and conflict and elevating the mission to heights previously unimagined.

The service also recognized the 75th anniversary of the Women's Armed Services Integration Act, which enabled women to serve as permanent regular members of the military.

Kendall specifically acknowledged the accomplishments of Women Airforce Service Pilots, or WASP, women who served as federal civil service employee pilots prior to women being allowed to serve as regular military pilots.

"Despite their sacrifices during times of war, women have also had to fight for their own equality," Kendall said. "Our history is full of inspiring women leaders who fought through barriers and against headwinds with sheer resolve and determination to put women on equal footing with men."

Kendall also recognized a modern-day trailblazer, retired Maj. Gen. Lorraine K. Potter, the first female chaplain in the Air Force. She was also the first female chaplain of any U.S. military service to be promoted to the pay grade of O-6, the first female Air Force chief of chaplains, and the first woman ordained by the American Baptist churches in the state of Rhode Island.

Potter reflected on the opportunities afforded to her.

"I knew God called me to be a fellow traveler with people struggling with the challenges and uncertainties of life," Potter said. "There were not many places in the late 1960s and '70s for a woman in ministry to serve. But the timing was right; things were changing, and the Air Force Chaplain Service gave me a unique and wonderful place to do ministry." ■

9th AS Airmen conduct Maximum Endurance Operations during Mobility Guardian 23

By 1st Lt. Jackie Noffsinger, 436th Airlift Wing Public Affairs

Airmen from the 9th Airlift Squadron conducted a 35-hour duty day, flying a C-5M Super Galaxy from Hawaii to Australia and back, during Maximum Sustained Tempo operations as a part of Mobility Guardian 23, July 12, 2023.

"This proved that we could make it to the corners of the globe and back within a single duty day," said Maj. Jeff Asper, 9th AS chief of training.

MG23 was the largest iteration of the Air Mobility Command exercise to date, aiming to understand and overcome distance to deliver the mobilization, deployment and sustainment functions that the Joint Force, allies and partners depend on to respond to challenges worldwide.

MG23 allowed Mobility Air Forces Airmen to exercise longer mission durations through Maximum Endurance Operations to overcome the tyranny of distance presented by the Indo-Pacific theater.

"We normally have 24 hours for a maximum duty day, and that's rare," said Asper. "MG23 was really unique because the duty day increased to 38 or 48 hours depending on how the crews were stacked."

Asper served as one of two aircraft commanders for the 35-hour mission, which consisted of two fully augmented crews that swapped out while flying to allow for crew rest. This enabled the C-5 to fly 23.6 flight hours; nearly double the time of standard C-5 missions.

"We had two fully augmented crews, meaning each crew could have done a 24-hour day by themselves," said Asper.

The unique capabilities of the C-5 enabled the mission to be accomplished without the need for aerial refueling.

"The Pacific is definitely where the C-5 shines," said Asper. "We were able to make [it from Hawaii to Australia] in one hop without the need for aerial refueling."

MG23's unique design exercised the maximum capabilities of the Mobility Air Forces across the Indo-Pacific. The new concepts applied throughout the exercise, to include MEO's, created more options for air commanders orchestrating complex and dynamic air movements across the theater.

"The most rewarding part of MG23 was doing what the C-5 was built to do, delivering cargo across long distances without stopping," said Asper. "MG23 unleashed the C-5 to do what it does best." ■

U.S. Marines with Marine Rotational Force – Darwin 23, U.S. Airmen, and Royal Australian Air Force Airmen offload an AH-1Z Viper helicopter with Marine Light Attack Helicopter Squadron 367 from a U.S. Air Force C-5M Super Galaxy with the 436th Airlift Wing at Royal Australian Air Force Base Darwin, Northern Territory, Australia, July 13, 2023. (U.S. Marine Corps photo by Cpl. Adeola Adetimehin).

Air Mobility News & Views *continues >>>*

Statement by Secretary of Defense Lloyd J. Austin III Marking Two Years Since the End of the Afghanistan War

As we mark two years since the conclusion of the U.S. war in Afghanistan, we salute the valor, patriotism, and selflessness of the American service members and civilians who fought and served there over the course of 20 years.

Throughout America's longest war, our troops showed great courage and compassion. My thoughts today are with all of the brave Americans who answered the call to duty after al-Qaeda's terrorists attacked America—including the Pentagon itself—on Sept. 11, 2001. We bow our heads today in memory of the 2,461 U.S. service members who never made it home, including the 13 courageous troops taken from us in the attack at Abbey Gate in the final hours of the war. We also remember the hundreds of service members from allied and partner countries who lost their lives during this 20-year war. And we honor the more than 20,000 Americans who were injured waging war in Afghanistan, including many who still bear wounds that are not visible.

In the war's final days, the United States, along with our allies and partners, safely evacuated more than 124,000 civilians from Afghanistan, in the midst of the pandemic and in the teeth of danger. In recognition of teams that operated and excelled under these difficult and dangerous conditions, I am proud to announce the approval of the Presidential Unit Citation for the 24th Marine Expeditionary Unit, the Special Purpose Marine Air Ground Task Force-Crisis Response-Central Command, and Joint Task Force 82 of the 82nd Airborne Division and its supporting units.

We remain deeply committed to supporting the Afghan allies who fought by our sides and to helping those who are now building new lives outside their troubled homeland. We will continue to push to help resettle our Afghan allies, and I am proud that we have welcomed more than 115,000 Afghans who stood by our side to the United States over the past two years.

Today, our hearts and our prayers are with the brave Americans who volunteered to keep our country safe, with the Gold Star families whose loved ones fell in Afghanistan, with the military families who endured so much over those two decades, and with the veterans who still carry the memories and the scars of war. The war in Afghanistan is over, but our gratitude to the Americans who fought it is unending. ■

DAF selects JetZero to develop blended wing body aircraft prototype

By Secretary of the Air Force Public Affairs

The Department of the Air Force selected JetZero for the next phase of a blended wing body prototype aircraft project on Aug. 16.

The effort aims to mature BWB technology and demonstrate its capabilities, giving the department and commercial industry more options for future air platforms.

With a design that differs from a traditional tube-and-wing aircraft, the BWB blends the aircraft body into its high-aspect-ratio wing, decreasing aerodynamic drag by at least 30% and providing additional lift. This increased efficiency will enable extended range, more loiter time, and increased payload delivery efficiencies, capabilities that are vital to mitigating logistics risks.

"Blended wing body aircraft have the potential to significantly reduce fuel demand and increase global reach," said Secretary of the Air Force Frank Kendall. "Moving forces and cargo quickly, efficiently, and over long distance is a critical capability to enable national security strategy."

Several military transport configurations are possible with the BWB. Together, these aircraft types account for approximately 60 percent of the Air Force's total annual jet fuel consumption.

As outlined in the fiscal year 2023 National Defense Authorization Act, the Department of Defense plans to invest $235 million over the next four years to fast-track the development of this transformational dual-use technology, with additional private investment expected. The effort is the result of collaboration between the Department of the Air Force, the National Aeronautics and Space Administration, and the Defense Innovation Unit, with assistance from the DOD's Office of Strategic Capital.

"It's been a little over a hundred years since a few brave Airmen took to the skies and proved the first aerial refueling capability, extending the global reach of our Air Force. This announcement marks another game-changing milestone for the Air Force in our efforts to maintain the advantage of airpower effectiveness against any future competitors," said Dr. Ravi Chaudhary, assistant secretary of the Air Force for Energy, Installations, and Environment. A former C-17 Globemaster III pilot and engineer, Chaudhary is leading efforts to ensure efficiencies in operational energy to build greater agility for theater commanders.

While the BWB concept has been around for decades, more recent technology advancements in structural design, materials technology, manufacturing, and other areas have made large-scale production achievable.

The commercial industry, including passenger airlines and air freight companies, stand to benefit from development of this technology as well, increasing available cabin or cargo space while decreasing operational fuel costs.

The Air Force Operational Energy Office expects completion of initial flight testing as early as 2027. ■

Shown is a rendering of the blended wing body prototype aircraft. On Aug. 16, 2023, the Department of the Air Force selected JetZero for the BWB prototype aircraft project. The effort aims to mature BWB technology and demonstrate its capabilities, giving the department and commercial industry more options for future air platforms. (U.S. Air Force graphic).

Diversity proved to be key during Pacific exercise

By U.S. Air Force Expeditionary Center Public Affairs

Senior Master Sgt. Rita Mae Hernandez, from the 571st Mobility Support Advisory Squadron and Tech. Sgt. Mika Pajas, 571st Mobility Support Advisory Squadron, are both air advisors who were born and raised in the Philippines prior to moving to the United States. The two Airmen leveraged their language skills and understanding of the nuances of Filipino culture to establish relationships with their Philippine Air Force counterparts. (Courtesy photo).

The value of diversity was on full display during Mobility Guardian 2023, a large-scale multinational exercise in the Pacific theater that occurred in July.

Senior Master Sgt. Rita Mae Hernandez, from the 571st Mobility Support Advisory Squadron and Tech. Sgt. Mika Pajas, 571st Mobility Support Advisory Squadron, are both air advisors who were born and raised in the Philippines prior to moving to the United States. The two Airmen leveraged their language skills and understanding of the nuances of Filipino culture to establish relationships with their Philippine Air Force counterparts.

Lt. Col. Robert Chance, the commander of the 571st MSAS, highlighted the essential role that Airmen with language and cultural competence play in the air advisor community.

He emphasized that while technical competence and job performance are important, what sets air advisors apart is their unique ability to connect with allies and partners on a deeper level, and language skills are key to this connection.

"We build rapport with allies and partners. We connect them to the objective, the mission, and the joint force," Chance said. "We are absolutely force multipliers that leverage allies and partners for the coalition effort beyond imagination."

Senior Master Sgt. Rita Mae Hernandez, from the 571st Mobility Support Advisory Squadron and Tech. Sgt. Mika Pajas, 571st Mobility Support Advisory Squadron, are both air advisors who were born and raised in the Philippines prior to moving to the United States. The two Airmen leveraged their language skills and understanding of the nuances of Filipino culture to establish relationships with their Philippine Air Force counterparts. (Courtesy photo).

Pajas said she felt her language skills helped impact the mission and overall exercise by being able to coordinate efficiently with various Philippine civilian and military organizations.

She provided an example with how she was able to establish rapport with the commander of a Philippine air base, and how it paid off when her team needed his approval for an air drop mission to be executed outside the agreed-upon training time. She said that her contributions to that particular air drop mission was the highlight of her experience during the exercise.

Hernandez also said she was able to improve coordination between her team and their Philippine counterparts.

She said she enjoyed the experience of being able to clarify the details and disconnects that are often lost in translation.

"I was really excited and really proud to bridge the gap and to make a difference in improving the relationship between the two countries," Hernandez said.

This was the first time the Air Force held Mobility Guardian in the Pacific theater, which demonstrates the importance senior leaders are devoting to the region. ■

Air Mobility News & Views *continues >>>*

Thracian Summer 2023: Another one for the books

By Airman 1st Class Jordan Lazaro, 86th Airlift Wing Public Affairs

U.S. Air Force Airmen from the 86th Airlift Wing and 435th Air Ground Operation Wing at Ramstein Air Base, Germany, teamed up with members of the Bulgarian air force during the Bulgarian air force-sponsored field training exercise Thracian Summer 2023, from Aug. 7-17, at Bezmer Air Base, Bulgaria; Cheshnegriovo Air Base, Bulgaria; and surrounding areas.

The goal of the FTX is to enhance interoperability, and maintain joint readiness in a simulated rapid deployment consisting of multiple combat training objectives including heavy equipment and personnel airdrops, U.S. C-130J Super Hercules and Bulgarian C-27J Spartan interflies, and simulated mass casualty scenarios.

"U.S. Air Forces in Europe – Air Forces Africa works side by side with our allies and partners from strategic locations throughout Europe that are critical for timely and coordinated responses," said U.S. Air Force Maj. Joshua McLaughlin, 37th Airlift Squadron director of staff and Thracian Summer 2023 detachment commander. "The ability to employ rapid deployment measures with sustainable operations from great distances is made possible through participating in exercises like Thracian Summer."

The training objectives focused on improving the U.S. and Bulgarian air forces' ability to provide comprehensive logistical support and enhanced interoperability.

"The joint Bulgarian and U.S Thracian Summer exercise enhances the capabilities and interoperability of the Air Force and Joint Special Operations Command personnel while participating in international exercises and operations," said Lt. Col. Plamen Donchev, 16th Air Base, Sofia flight training deputy commander of and Bulgarian commander of the exercise.

This multi-wing exercise also allowed members of the 86th AW and 435th AGOW to work with Bulgarian NATO allies to build relationships and familiarization of each other's processes to ensure timely and coordinated responses. Participating in exercises like this aid in the U.S. ability to to employ Agile Combat Employment which is a proactive and reactive operational scheme of military movements to optimize support in a timely manner and generate air power.

"Agile Combat Employment is a key concept for how U.S. forces can provide support by networks of smaller, dispersed locations, or cluster bases to increase availability, combat adversaries and gain advantage," said Master Sgt. Stephen Baker, 435th Contingency Response Squadron jump master.

Today's global environment requires rapid deployment capabilities with sustainable operational forces from great distances, McLaughlin said. The cohesive efforts with allies and partners allow the U.S. and NATO to provide support to combat and prevent current and future threats.

"Keeping our NATO relationships strong allows us to work together as a team to address security threats in and beyond Europe," said Capt. Kenny Baird, 86th Operations Support Squadron flight commander and Thracian Summer 2023 mission commander. "With a combination of permanent and allocated forces, the U.S. has enabled its forces in Europe to effectively deter threats and defend our allies and partners as needed."

The U.S. continues to enhance tactical skills, professional relationships and improve overall coordination with allies and partner militaries to ensure a united front in times of need. ■

USTRANSCOM welcomes new command senior enlisted leader

By Jonathan Stefanko, U.S. Transportation Command Public Affairs

Air Force Chief Master Sgt. Brian P. Kruzelnick assumed command senior enlisted leader responsibilities for U.S. Transportation Command (USTRANSCOM) in a ceremony today.

Kruzelnick succeeds Navy Fleet Master Chief Donald Myrick, who retired July 7 after 37 years of dedicated military service.

As the command senior enlisted leader, Kruzelnick serves as the principal advisor to the USTRANSCOM commander, Air Force Gen. Jaqueline Van Ovost, and ensures the strategic focus and synchronized efforts of more than 122,000 military and civilian warfighters.

Van Ovost presided over the ceremony and expressed that while the responsibilities Kruzelnick is assuming mirror other commands, USTRANSCOM's global mission requires unique leadership.

"The gravity of USTRANSCOM's and the CSEL's role in supporting the National Defense Strategy is increasing, [and] we will need an equally strong and talented CSEL to help us deliver into the future and prepare us to meet these challenges," Van Ovost said.

"I trust in Chief Kruzelnick — I know he will rise to the challenge as the eighth CSEL for USTRANSCOM," she continued. "He has proven his commitment to the team over the past three decades. Because his purpose, his why, is rooted in his love for his family and for his country."

Air Force Gen. Jaqueline Van Ovost, commander of U.S. Transportation Command, presents a guidon to Air Force Chief Master Sgt. Brian Kruzelnick, USTRANSCOM's new command senior enlisted leader, July 6, at Scott Air Force Base, Illinois. (U.S. Transportation Command photo by Brien Vorhees).

Prior to assuming his new role, Kruzelnick served as the command chief master sergeant at Air Mobility Command, the air component under USTRANSCOM that provides unrivaled airlift, refuel and transport capabilities.

A recording of the ceremony is available at https://www.youtube.com/watch?v=jfE_XPjCe1Y. ■

USTRANSCOM, NORAD-USNORTHCOM discuss enhanced cooperation and advocacy

By Jonathan Stefanko, U.S. Transportation Command, Public Affairs

Greater shared understanding of requirements and areas for mutual advocacy highlighted key outcomes of staff talks between U.S. Transportation Command, North American Aerospace Defense Command and U.S. Northern Command June 27-28, at Peterson Space Force Base, Colorado.

Led by the deputy commanders from all three organizations, the staff talks involved in-depth discussions on enhanced integration of homeland defense and global power projection requirements, advocacy for key infrastructure resourcing, and patient movement responsibilities within the continental United States.

"The commands gain a better understanding of operational requirements from these talks, especially for homeland defense and how USTRANSCOM can more effectively support NORAD-USNORTHCOM," said Army Col. Jason Schultz, USTRANSOM plans division chief and lead planner for the staff talks. "We now have a way ahead for better integrating our planning over the next 12-18 months."

With more than 85 percent of service members and their associated equipment residing stateside, the joint force's ability to mobilize and deploy forces quickly hinges on American highways, rails, seaports and airports. USTRANSCOM staff directors and their NORAD-USNORTHCOM counterparts engaged in detailed discussions that yielded a shared understanding of key power projection nodes and identified several opportunities for mutual advocacy for infrastructure enhancements within current and future budget cycles.

Despite the complexities associated with planning between combatant commands, Army Lt. Gen. John Sullivan, USTRANSCOM deputy commander, was pleased with the outcomes of the two-day talks.

"We approached this not looking to reach nirvana on every topic but to increase our shared understanding of each other's perspectives and requirements going forward," Sullivan said. "I believe we moved the needle on many issues." ■

Air Mobility News & Views *continues >>>*

The North American Aerospace Defense Command and U.S. Northern Command hosts U.S. Transportation Command on Peterson Space Force Base, Colorado, June 27, 2023. (Department of Defense photo by Joshua Armstrong).

Gen. Van Ovost awarded French National Order of Merit

By Jonathan Stefanko, U.S. Transportation Command Public Affairs

French Ambassador to the United States, His Excellency Laurent Bili, presented the French National Order of Merit to Gen. Jacqueline Van Ovost, commander, U.S. Transportation Command, during a ceremony Sept. 14.

The Order of Merit, established by President Charles de Gaulle in 1963, recognizes those who've demonstrated exceptional service to France. Only 300 foreigners receive the award annually.

Van Ovost joined that elite list with honorees, which also includes the 20th Chairman of the Joint Chiefs of Staff Gen. Mark Milley; Gen. T. Michael Moseley; and Gen. John Raymond.

As she received her insignia of merit, a six-armed Maltese asterisk enameled blue, suspended from a wreath of intertwined oak leaves, Van Ovost emphasized that the award is more than a recognition of her efforts but is a "symbol of a strong continued partnership" between the two nations.

"This award is not about my personal action but about our unity in effort and purpose — an enduring alliance," the general said.

She was honored for her accomplishments in 2015 while serving as a one-star deputy director for Joint Staff politico-military affairs for Europe, NATO, and Russia.

During this tenure in European affairs, the general, alongside her friend and colleague then Brig. Gen. Vincent Cousin, French Defense Attaché, navigated a dynamic geopolitical landscape where Russia's annexation of Crimea and the rise of terrorist factions dictated significant policy changes and "threatened shared strategic interests" — a scenario that would serve as a precursor to Russia's subsequent attack in Ukraine.

While these events occurred nearly a decade ago, Van Ovost noted two facts remain true today: "First, close ties, like those between France and the U.S., demonstrate the benefits of cooperation," she said. "Second, France is a cherished friend and a clear leader across our alliance, providing extraordinary military capabilities worldwide."

His Excellency Laurent Bili, French ambassador to the United States, presents the French National Order of Merit to Gen. Jacqueline Van Ovost, commander, U.S. Transportation Command Sept. 14, 2023, at the French ambassador's residence in Washington. (U.S. Transportation Command photo by Auburn Braithwaite).

As the current USTRANSCOM commander, Van Ovost highlighted the significance this enduring partnership has in support of military operations today, from the aid delivered to Ukraine against escalating Russian threats and the two nations' contributions to the Movement Coordination Center Europe, which has greatly augmented strategic airlift, air refueling and surface transport capabilities in the region.

For Van Ovost, the message is clear: unity ensures strength and resilience, and this alliance will "sustain global stability and counter adversaries that seek to undermine a free and open global order."

As the ceremony concluded, the general pointed toward the medal affixed to her lapel, noting that it is more than a symbol but a reminder of these nations' strong cooperation and shared goal for a secure and peaceful future. ■

4 Air National Guard locations chosen for next C-130H to C-130J upgrades

By Secretary of the Air Force Public Affairs

The Department of the Air Force selected 103rd Airlift Wing (Hartford, Connecticut), 120th Airlift Wing (Great Falls, Montana), 133rd Airlift Wing (Minneapolis), and 182nd Airlift Wing (Peoria, Illinois), as the preferred locations to receive C-130J Super Hercules to replace their aging C-130Hs, pending the outcome of environmental assessments.

A total of eight C-130J aircraft will be used to recapitalize the aging C-130H fleet at each location.

This significant series upgrade will require new flight qualification for pilots and loadmasters transitioning airframes. Any excess in manpower due to this shift will be repurposed through the Air National Guard corporate process and will vary by location.

The Air National Guard will analyze each unit to determine the bed down sequencing timelines.

The Department of the Air Force will now conduct an environmental impact analysis at each location, which are expected to be completed in fiscal year 2025 before a final decision is made. ■

DOD Announced Changes to the Special Leave Accrual Policy for Service Members

On Aug. 25, 2023, the Department of Defense announced changes to the special leave accrual (SLA) policy for service members. The DOD Instruction 1327.06, "Leave and Liberty Policy and Procedures," was reissued incorporating change five to implement the provisions of section 701 of title 10 United States Code (U.S.C.) that was revised by section 632 of the National Defense Authorization Act for Fiscal Year 2023.

A service member may retain a maximum of 60 days of annual leave from one FY to the next FY. However, a service member who is assigned to certain duties that prevent he or she from taking annual leave may be eligible for SLA that qualifies the service member to retain more than 60 days of leave at the end of the FY.

The revised provisions of section 701 U.S.C. title 10 reduced the maximum amount of accrued leave that may be retained by a Service member at the end of the FY from 120 days (60 days of annual leave plus 60 days of SLA leave) to 90 days (60 days of annual leave plus 30 days of SLA leave). Also, the timeframe a service member may retain SLA leave was shortened from three FYs to two FYs following the FY in which the SLA qualifying duty ended. Further, a duty assignment in support of a designated contingency operation by itself is no longer a qualifying duty for SLA. These changes went into effect on Jan. 1, 2023.

The revised provisions of law made by the FY2023 NDAA do not negatively impact the unused SLA leave of service members who accumulated SLA leave due to the Coronavirus Disease 2019 or due to other reasons that occurred before FY2023. Service members may continue to use this SLA leave according to the timelines previously established by their Service.

Beginning in FY2023, a service member in a SLA qualifying duty such as an assignment to a designated deployable ship may retain a maximum of 90 days of accrued leave (60 days annual leave and 30 days of SLA leave) at the end of the FY if he or she receives written approval to do so from the first flag or general officer in their chain of command. The service member's leave that is approved as SLA will be forfeited unless used before the end of the second FY following the FY in which the SLA qualifying duty ended. For example, SLA leave that is approved for FY2023 will be forfeited unless used by September 30, 2025.

Service members who have approved SLA leave that caused their accrued leave balance to exceed 90 days as of December 31, 2022 may continue to carry SLA leave that is in excess of 90 days; however, any SLA leave that exceeds 90 days on or before September 30, 2026 will be forfeited. No service member may be authorized additional SLA at the end of the FY2023 if their accrued leave balance exceeds 90 days.

Enlisted Service members who would lose accumulated SLA leave in excess of 90 days may elect to be paid for SLA leave up to 30 days. This election can only be taken once in a career. The sell back counts toward the enlisted service member's cap of 60 days over a career.

Service members are encouraged to review the "remarks" section of their Leave and Earning Statement to monitor their SLA leave balance and to determine the expiration date of their SLA leave to avoid forfeiting days of SLA leave. ■

Air Mobility Classics is a recurring feature contributed by USAF Lt. Col. (retired) Douglas H. Lloyd.

Fairchild UC-88

In the mid to late 1920s, the Fairchild Aviation Corporation was known for its line of sturdy, dependable, and thoroughly conventional high-wing monoplanes. But in the early 1930s, coincident with the company's move from Farmingdale, New York to Hagerstown, Maryland, Fairchild designers set about to produce a small high-speed transport that would appeal to corporations and affluent sportsmen pilots. The "Model 45" was intended to replicate the roominess, comfort, and convenience of a fine luxury automobile. Fairchild appropriately referred to it as the "Sedan of the Air".

The Fairchild 45 was a fully cantilever low-wing monoplane, with a gracefully rotund fuselage that provided seating for five in a roomy cabin. Large doors on both sides of the fuselage provided easy access to the luxurious interior. The designers were also careful to insure that the 45 would have performance to match its opulent accommodations. It was decided that a Jacobs 225 horsepower radial engine would provide the best combination of speed and economy. And emphasis was placed on docile flight characteristics that would permit non-professional pilots to operate the aircraft from smaller airports.

The first flight of the Model 45 took place in May 1935, and despite its satisfactory performance, the potential gains in performance that a more powerful engine might provide were obvious. Consequently, only the prototype would be powered by the Jacobs; subsequent examples were fitted with the 320 horsepower Wright R-760. This definitive version, dubbed the Model 45-A, had a wingspan of 39′ 6″, an overall length of 30′ 1″, and a gross weight of 4,000 lbs.

The 45-A received its type certificate on April 29, 1936. Despite its utility and exemplary flying manners (it was said that every pilot who flew the 45 instantly fell in love with it), the Great Depression was not an optimal time to bring a new aircraft to market, and only 16 examples were manufactured.

Five Model 45-As would eventually serve the United States military. In 1936 the United States Navy ordered one (serial #4006) from Fairchild for use as a staff/command transport. Designated a JK-1, it was given USN Bureau No. 0800, and served progressively at Naval Air Stations Anacostia, San Diego, and Alameda.

During World War Two, two more JK-1s joined the Navy (Bu Nos 34112 and 34113) when civil aircraft were impressed for the war effort. The United States Army Air Force also commandeered examples for use as light utility transports in 1942. Designated UC-88s, they were assigned military serial numbers 42-68675 (ex NC16877) and 42-68677 (ex NC16363). Throughout 1942 they served at various Army Airfields, but by mid-1943 both had been stricken from service.

Parenthetically, several other Model 45-As ended up serving in uniform at some point in their lives. Examples served the Honduran Air Force (2), the Argentine Navy (2) and the South African Air Force (1). Even more surprisingly, three Model 45-As remain active on the US civil register! A testament to the designers and builders of the stately "Sedan of the Air". ■

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