

A/T/Q

AIRLIFT / TANKER QUARTERLY

SPRING 2022

Volume	Number
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A/TA MOURNS THE PASSING OF

It is with tremendous sadness that we share that our dear friend Col Gail S. Halvorsen passed away Feb 16, 2022

COLONEL GAIL S. HALVORSEN - THE BERLIN CANDY BOMBER

Pages 14-16

TANKERS IN THE MIX IV: CONFRONTING AND OVERCOMING LIMITS

Page 20-25





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A/TQ

AIRLIFT/TANKER QUARTERLY

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CONTENTS

ASSOCIATION NEWS

- 02-03** Chairman's Comments
- 03** Secretary's Notes
- 04** Life Celebration & Spouse Program Announcement
- 06** A/TA Announces Upcoming Board of Officer Vacancies
- 08-10** Arnold Air Society & Silver Wings 2021-2022
Academic Scholarship Recipients
- 11** 2021 Year End Financial Report

FEATURES

- 34** Mobility Heroes
Our Heritage
- 20-25** Tankers in the Mix IV: Confronting and Overcoming Limits
This is the fourth installment of what we thought would be a three-part series on air refueling history

COVER STORY

- 14-16** A/TA Mourns the Passing of Colonel Gail S. Halvorsen the Berlin Candy Bomber

DEPARTMENTS

- 26-33** Air Mobility News & Views
- 35** Industry Partner Highlights
- 36** Air Mobility Classics

On the Cover: "Candy Bomber" Retired Col. Gail Halvorsen greets attendees at the Berlin Airlift 70th anniversary event June 10, 2019, on Clay Kaserne. (U.S. Army photo by Emily Jennings).



Chairman's Comments



Gen. Duncan McNabb,
USAF (Ret)

Hello from Arlington, Virginia. Hope this finds everyone getting ready for a beautiful spring. That said, our hearts and prayers go out to the people of Ukraine as they fight valiantly against the Russian invasion. I know we have a lot of mobili-

ty airmen engaged and speeding our troops and equipment to the area...and helping deliver massive humanitarian relief to the Ukrainian refugees. God bless them all.

You're A/TA team is in the middle of planning our 54th National Convention/Symposium/Technology Expo at the Gaylord Rockies, Aurora, Colorado on Oct. 27-30, 2022. This is our first time at the Gaylord Rockies and it is spectacular...and we will have almost the whole hotel to ourselves. It promises to be another outstanding convention...it will be a "HAPPENING" and you will want to be there. Registration will be opening the beginning of July.

We have invitations for our keynotes out and our Air Force Vice Chief of Staff, Gen. Dave Allvin, our Chief Master Sergeant of the Air Force, Chief Master Sgt. Joanne Bass, our AMC Commander, Gen. Mike Minihan, and AMC Command Chief, Chief Master Sgt. BK Kruzelnick, have already accepted and are looking forward to joining us. We also have invites out to our Secretary of the Air Force, Secretary Frank Kendall, and our USTRANSCOM Commander, Gen. Jackie Van Ovost, along with our Total Force Teammates, the commander of the Air Force Reserve, and the director of the Air National Guard.

We lost a great friend and an American Hero when Col. (retired) Gail Halvorsen, the Candy Bomber, passed away on Feb. 16. I had the honor of representing A/TA at his funeral, and the outpouring of support by his family, friends, neighbors, U.S. and German dignitaries, and his church was overwhelming. What a difference he made. He demonstrated that one person's kindness can indeed change the world.

In light of Col. Gail Halvorsen's passing, the Association has decided to postpone inducting an individual or mission area into the Hall of Fame for 2022. Instead, we will honor Col. Halvorsen's life and his many

contributions to the world and mobility nation...culminating with a celebration of Col. Halvorsen at our convention's Saturday night banquet. We look forward to HoF nominations in 2023 and appreciate your support of this valuable program.

We're excited to be back with a live Technology Exhibition and receptions again this year. Last year was a big success and we fully expect to have an even better event this year. Our sponsorship and branding program continues to gain momentum and we are excited to see how many of our Industry Partners are finding new ways to support A/TA through this program. If any company is interested and hasn't already received our Sponsorship and Branding Brochure, please contact our Vice President for Industry, Marty Chapin, IndustryVP@atalink.org.

AMC will again host an expanded Industry Interface Day on Thursday, Oct. 27. This will provide a dynamic environment for information exchange among our Industry partners and our MAF senior leaders. Gen. Minihan and his team are going to continue to find ways to improve on an already A+ event. The feedback from last year was excellent and they continue to work with Industry Partners on how best to shape the event for maximum benefit for both AMC and Industry.

The Heritage Room will continue to be the EVENING PLACE TO BE. We will have the Abilene and Tampa Bay Trophy Presentations for our outstanding civic leaders, live Entertainment, Mobility Trivia, ongoing cornhole play and our world renown Airdrop Cornhole Tournament. Lots of stories to be told and friends to meet...you just have to be there to be a part of it.

I couldn't believe how many of our young airmen got to talk to and get a picture with our Air Force Chief of Staff, Gen. CQ Brown, and our USTRANSCOM Commander, Gen. Jackie Van Ovost. It is always an absolutely great pleasure to watch this all take place. Please come join us and have some fun.

I mentioned in my last couple of articles to you that we are very excited about our revamped Spouses' Program. All spouses of registered guests will be able to attend all keynotes, seminars, and the heritage room free of charge. We still encourage our registered guests to fully participate in the Tech Expo and receptions and a daily fee to cover the food will be available for spouses who also want to attend.

We are also planning some exciting

seminars specifically for the spouses that promise to be very informative. Also planned are events to meet and greet other spouses in attendance. We would like to thank USAA for their sponsorship to assist in getting our spouse program up and running. Be sure to stay tuned to all the upcoming details by liking our spouse page on Facebook at <https://www.facebook.com/AirliftTanker-Association-Spouses-Program-107157981893263> and check out our website at www.atalink.org for upcoming details and registration process/prices. For questions, please contact Patti Cost, vice president for Programs, at programsvp@atalink.org

We have a lot going on this year proceeding the convention. A/TA is pleased to be a part of a celebration of life for Col. Halvorsen that will be held on May 20-21 in Provo Utah, featuring highlights of the Candy Bomber's life. The team is planning a two-day event on Friday evening and Saturday morning. The goal is to remember and celebrate Col. Halvorsen's life and inspire and challenge people to learn from his example of service and continue his legacy of hope. Distinguished guests, speakers, entertainers, and the community will also join together for a groundbreaking event for the new Halvorsen Heritage Center. For more info or ways you can support his Legacy of Service and Hope read the article in this edition of the A/TQ or reach out to Col (ret) Mike Cassidy at mike.cassidy@atalink.org or Col. (retired) Jim Stewart at docstew@thecandybomber.org.

Our basic blocking and tackling continues to go on. We will hold our spring Board Meeting on May 23-24 at Scott Air Force Base, Illinois. A special thanks to AMC, 375th AMW and the Huyser A/TA Chapter for their support. In conjunction with that meeting, on Wednesday, May 25, we will honor our 33rd Hall of Fame Inductee, Maj. Gen. Don Brown, with a ceremony at Scott Air Force Base. Maj. Gen. Don Brown was one of Air Mobility's most distinguished and inspirational leaders. As a lasting tribute to his legacy and achievements, a bronze bust depicting Maj. Gen. Donald D. Brown will be permanently mounted in the Air Mobility Heritage Park at Scott Air Force Base, Illinois. I hope you can join us along with Maj. Gen. Brown's Family as we celebrate this momentous occasion.

We are always looking for ways to provide value to our A/TA members. A/TA has three primary Strategic Objectives, and I am very pleased to report that your Association continues to support each objective in an increasingly robust manner. I will tell you that it is only through your active A/TA participation, volunteer support, donations, and annual dues that we

remain a vibrant association and have the ability to successfully support our strategic objectives.

Objective # 1, to *Strengthen Air Mobility Bonds*, is directly supported through our annual convention, local chapter activities, the A/TQ magazine, golf tournaments, and other annual activities.

Objective # 2, to *Preserve Air Mobility Heritage, Culture and Values*, is directly supported through our A/TA Hall of Fame inductions, Heritage Park busts and associated activities; the A/TQ magazine; through the Heritage room at the A/TA Convention; and through special events such as the upcoming Celebration of Life at the A/TA Convention for Col. Gail Halverson. Over the past years we have also developed a new A/TA scholarship program that will honor our mobility heroes through named scholarships.

What I am most excited about, is our progress to significantly increase our commitment to our strategic objective # 3, to *Support and Develop Mobility Airmen*. This past year A/TA passed a significant milestone by cumulatively providing more than 1 million dollars directly to our Airmen in the form of Enlisted Education Grants.

Additionally, our new scholarship program also directly supports our Airmen by providing scholarships to the children and grandchildren of our A/TA members. In addition to our decade long funding of the Brig. Gen. Mikolajcik and Maj. Gen. Baginski scholarships through Arnold Air Society and Silver Wings, we have recently added four Maj. Gen. Don Brown scholarships, and two Lockheed Martin Scholarships for 2022. We are pursuing additional named scholarships for 2023 and beyond.

Finally, as I mentioned earlier, for this year and the future we are developing a robust A/TA Spouses program for the A/TA Convention. We kick it off this year with spouse centric seminars, activities and free admission to keynote addresses, seminars, and the heritage room. Again, please look for highlighted spouse information when you register for this year's convention on our website...and bring your spouse. They and you will have a most excellent time.

Lots going on...lots to celebrate and lots of challenges for Mobility Nation to meet. Air Mobility continues to be one of our military's key asymmetric advantages...and it is our air mobility warriors who make it so. Our "GATHERING" on Oct. 27-30 allows us to celebrate our mission and our great airmen...and also enjoy one another, renew friendships, recharge, and have some fun. We sure hope to see you there.

My warmest personal regards,
Gen. (ret) Duncan J. McNabb, Chairman ■

Secretary's Notes



Lt. Col. Tom Cost,
USAF (retired)

Another winter season behind us and looking forward to better weather. And, if the activity at the 2022-1 Board meeting is any indication, we are also looking forward to a better Association. The 2022-1 (winter) Board meeting was held at Hurlburt Air Force Base, Florida. This allowed the board members to reconnect with the AFSOC community and the Air Commando Association. The board looks forward to expanding the interactions between AFSOC, ACA, and ATA to include greater convention attendance. We were pleased to receive briefings from the 24 SOW and the 492 SOW.

Above all, a huge thanks to Master Sgt. Grace Ruiz, Master Sgt. Joshua Fike, Tech. Sgt. Jason Hargrove, Senior Airman Jeffrey Campbell, Senior Airman Kristopher Johnson, and Ezekiel Isais for their assistance in providing the conference room along with breakfast and lunch. A special thanks to Tom and Peggy Rice, owners of the Magnolia Grill, for hosting a delicious dinner. Not only was the meal incredible but the upstairs museum was a great place to gather and review Tom's slice of military history.

A key discussion item was on how to best strengthen the Association's financial position. A large part is to get better at fund raising

at both the local and Association levels. For the Association, this means we are looking to hire a Director of Development for fund raising. Initially, we plan to hire part time to gauge how effective the position can be. At the Chapter level much of the initiative comes from our new Board of Advisors Chairman, Tom Kane. His briefing outlined several areas where he hopes to energize existing Chapters and support new ones both inside and outside of AMC.

The other significant discussion was on selecting a theme for this year's convention. Maj. Alex "Sherpa" Durstein presented several options from AMC. After spirited discussion, the theme "Rapid Global Mobility: The Fight to Get to the Fight...Let's Go!" was chosen.

Microsoft Teams remains in the forefront of our efforts to support chapters. Each chapter president has a Teams account and can add members using the member's personal email address. The Teams site also hosts archives of past board meetings and our Leadership Series videos. Contact Thomas.cost@atalink.org with any Teams questions.

For a detailed look at the meeting, the minutes and slides are located on the ATA's Teams site: Airlift Tanker Association Team; 2022-1 Board Meeting channel; Files. Our next board meeting will be held at Scott Air Force Base, Illinois May 23-24, 2022. Our Hall of Fame dedication is planned for the May 25 (as of this writing). Hope to see you there. Also, if you order through Amazon use smile.amazon.com and select the ATA as your charity.

Tom Cost ■

54TH ANNUAL SYMPOSIUM & TECHNOLOGY EXPO

MARK YOUR CALENDARS!



Gaylord Rockies Aurora, Colorado

Col. Gail Halvorsen Life Celebration Set for May 'Berlin Candy Bomber' Takes Final Flight

By USAF Col. (retired) Mike Cassidy



1st Lt. Gail Halvorsen.
(U.S. Air Force photo).

Col. Gail Halvorsen, who forged a lasting legacy of hope over the skies of Berlin during the 1948-1949 Berlin Airlift, has flown west. Gail died Feb 16 at Utah Valley Hospital in Provo, Utah, at age 101. He was inducted into the A/TA Hall of

Fame in 1999. In the week leading up to his death he spoke to two elementary school classes via 'Zoom' – he was serving right to the end.

On the evening of Friday May 20 and the morning of Saturday May 21 in the Provo, Utah area we will have a chance to remember and celebrate the Candy Bomber's story. Importantly we aim to inspire and challenge those who know and don't know his story. We want to ask this question; one man changed the world, with a simple act of kindness, will you?

A special program featuring highlights of Halvorsen's life will be presented during the event. In addition, distinguished guests, speakers, entertainers, and the community will join together for groundbreaking for the new Halvorsen Heritage Center.

Livestreaming and recorded highlights will be available online.

The event is being organized by the Halvorsen Aviation Education Foundation, with the Utah Wing of Civil Air Patrol supporting. Additionally, a team of A/TA volunteers are working closely with the Halvorsen Foundation to make his celebration a world class event.

For more information or options to support the event and/or the Halvorsen Education Foundation please visit www.thecandybomber.org.

You can also contact Col. (retired) Mike Cassidy at mike.cassidy@atalink.org who is leading the A/TA team or contact Col. (retired) Jim Stewart at docstew@thecandybomber.org, Col. Stewart is the Executive Director of the Halvorsen foundation. ■



By Patti Cost, vice-president for
Programs Airlift/Tanker
Association

We are excited to announce we are planning a Spouse Program this year as part of our Annual Airlift/Tanker Association Symposium and Tech Expo.

We are busy lining up informative, fun, and exciting spouse-centric seminars. Stay tuned to our Facebook page at <https://www.facebook.com/AirliftTanker-Association-Spouses-Program-107157981893263> and check out our website at www.atalink.org for upcoming details and registration process/prices.

As always, we appreciate your feedback and solicit your inputs into the program. Please feel free to message us on Facebook with any questions about our upcoming program or contact Patti Cost, vice -president for Programs, at programsvp@atalink.org.

We look forward to seeing you in Denver at the Gaylord Rockies Convention Center. ■

*2022-2023
Airlift/Tanker Association
Lockheed Martin
Educational Scholarship*



LOCKHEED MARTIN

**Two \$5,000
Airlift/Tanker·Lockheed Martin
Undergraduate Scholarships
are available for
School Year 2022-2023**

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/university for the 2022-2023 school year. Details and scholarship application guidance are available at the Mission tab on the A/TA Website: <https://www.atalink.org/>

A/TA Announces Upcoming Board of Officer Vacancies

The Airlift Tanker Association A/TA is seeking qualified candidates for its treasurer board position. Submissions will be accepted from **May 1 – June 30, 2022** either at ata@atalink.org or by US Postal Service mail at:

**The Airlift Tanker Association
c/o 2022 Nominating Committee
7983 Rhodes Farm Way
Chattanooga, TN 37421**

Any member in good standing is eligible to serve in any position of the Association; however, members of the Armed Services (active-duty military) are not eligible to fill Board of Officer positions or serve as Chairman of the Board of Advisors. Federal employees are allowed to serve upon completion of an appropriate ethics review and recommendation by their supervisor and the nominating committee.

The Nominating Committee will accept nominations to include “self-nominations” through the use of a nomination worksheet for each advertised Board of Officers vacancy. Incumbents do not need to submit a formal nomination worksheet and past experience will suffice for job qualification.

A/TA is an all-volunteer organization, and each advertised position incurs both a personal time commitment and an Association sponsored travel obligation. Beyond being a member in good standing, basic qualifications for these positions include having the ability to serve an initial three-year term, and the desire to support Mobility Airmen.

If interested in applying for position of treasurer, download and complete a Candidate Information Sheet located here, <http://www.atalink.org/content/about-ata/> and submit via email at ata@atalink.org or mail the provided worksheet following this article NLT midnight, June 30, 2022.

Position job descriptions and preferred qualifications are listed below. All further questions should be directed to the Nominating Committee Deputy, Chief Master Sgt. (retired) Mike Kerver 97chief@gmail.com or the A/TA President, Chief Master Sgt. (retired) Larry Williams, president@atalink.org.

Thank you for your consideration and interest in serving the Airlift Tanker Association! ■



TREASURER

JOB DESCRIPTION

The Treasurer is responsible for the financial affairs of the Association and deposits/disburses Association funds as the Board of Officers directs.

The Treasurer prepares and maintains adequate financial records; maintains and manages Association accounts in financial institutions; and files the annual Federal Income Tax return. The Treasurer has a sponsorship/donation discretionary limit of \$1000 per event/donation not to exceed \$6000 per year without Board approval. The Treasurer also provides quarterly financial reports, in writing, to the Board of Officers for approval at each Board meeting.

Financial reports consist of the “Statement of Financial Position” and “Statement of Activities.” The Treasurer prints and publishes a financial report for the benefit of all the members in the spring issue of the Airlift/Tanker Quarterly magazine. The Treasurer is Chairman of the Finance Committee which provides financial guidance for the Association.

PREFERRED QUALIFICATIONS (not mandatory):

- Understanding of Air Mobility Command (AMC) and A/TA mission, goals, values, and vision. Prior AMC leadership experience a plus
- Previous A/TA volunteer experience (Board of Advisors, local Chapter Officer, Convention or Chartered A/TA committee participation, etc.)
- Understanding of Generally Accepted Accounting Principles
- Prior experience managing non-profit accounts



CANDIDATE INFORMATION WORKSHEET

NAME: _____

STREET ADDRESS: _____

CITY: _____

STATE: _____

ZIP: _____

PHONE: _____

EMAIL: _____

A/TA MEMBERSHIP STATUS:

EMPLOYMENT STATUS:

CURRENT JOB DESCRIPTION:

EDUCATIONAL BACKGROUND:

QUESTIONS:

1. What got you interested in A/TA and why do you want to be considered for a position on our Board of Officers?
2. What unique skills or experience do you have that qualifies you for the position you're interested in being considered for?
3. What are the top three (3) issues you might recommend to A/TA to improve its relevancy, viability, and future direction?
4. A/TA is a non-profit 501c organization that operates with volunteers. What is your definition of volunteerism and the commitment you're willing/able to make?

FILL OUT FORM & MAIL TO:

The Airlift Tanker Association
c/o 2022 Nominating Committee
7983 Rhodes Farm Way
Chattanooga, TN 37421



ARNOLD AIR SOCIETY AND SILVER WINGS 2021-2022 ACADEMIC SCHOLARSHIP RECIPIENTS

A/TA congratulates these outstanding young men and women



Recipient of the \$10,000 Brig. Gen. Tom Mikolajcik Academic Scholarship

To the Family of Brig. Gen. Mikolajcik and the men and women of the Airlift/Tanker Association,



My name is David Gallagher and I was honored to be the recipient of the Brig. Gen. Tom Mikolajcik Academic Scholarship this year. I want to sincerely thank each of you for supporting the scholarship program and my aspirations of becoming a U.S. Air Force officer.

I am a senior at Yale majoring in chemistry and economics. As an Air Force ROTC cadet, I am an active member of the Arnold Air Society, and most recently served as the detachment's field exercise director of training. Outside of ROTC, I work in a materials chemistry lab, studying carbon utilization and am involved in our school swim club. This May, I will commission as an acquisitions officer. I am interested in how new technologies are changing the Air Force and hope to make an impact on the future of Air Force technical systems through working in acquisitions.

I have had the great privilege to learn about Brig. Gen. Mikolajcik's impact on the Air Force and the people around him. I was impressed by the many roles in which Brig. Gen. Mikolajcik made an impact, including serving as a pilot, an advisor to the Chief of Staff, the Air Force component commander in Somalia, and as a community leader. Additionally, I learned how Brig. Gen. Mikolajcik's tireless advocacy for others' lives on today, especially through his successful advocacy to ensure that veterans with ALS receive disability benefits. Brig. Gen. Mikolajcik's impact on the communities he was a part of truly serves as a personal and professional inspiration to me.

This scholarship will help alleviate the financial burden of college room and board costs and offset the cost of continuing education once I commission. I also appreciate the scholarship program because it raises awareness about pressing challenges in the Air Force and forces us to reflect on them early on in our careers. I want to thank you again for supporting my goals and the scholarship program. I hope to one day give back to the Air Force community in the tradition of Brig. Gen. Mikolajcik and the Airlift/Tanker Association.

Very Respectfully,
David J. Gallagher, C/1st Lt
USAF / Yale University

Recipient of the \$8,000 Maj. Gen. James I Baginski Academic Scholarship

To the family of Maj. Gen. Baginski and the men and women of the Airlift/Tanker Association,



I would like to express my gratitude for the opportunity you are giving me with this \$8,000 scholarship. I am a sophomore at Liberty University and recently obtained my private pilot's license. I have had a love for flying and the military since I joined the Civil Air Patrol in high school. After realizing my love for flying, I decided to attend Liberty, pursue military aviation, and join Air Force ROTC. I have enjoyed every step of flying and am excited to continue this career. My current plan is to complete my bachelor's

degree and commission into the Air Force, preferably as a pilot. I have always had a love for cargo aircraft and my dream is to fly C-17s in the military. This scholarship will allow me to do just that.

As seen in the life of Maj. Gen. Baginski, working for excellence and knowledge takes time and dedication. He was dedicated to flying with thousands of flight hours and received multiple medals.

The characteristic I found that I most admired about Maj. Gen. Baginski was his pursuit of knowledge and his work ethic. He obtained a master's degree, as well. He also attended advanced training at different bases during his time in the Air Force.

He had endurance that disciplined his mind in both studies and as a soldier. I admire his endurance and pursuit of excellence which was clear in every situation he was presented with. That is what made him such a remarkable Air Force officer. I likewise desire to pursue excellence and allow that to define me as an officer worthy to follow in Maj. Gen. Baginski's footsteps.

I have been blessed with several opportunities for funding during my education thanks to the Air Force, but aviation training is expensive. I have and will continue to pay for my own flying experience. This summer would have been filled with multiple jobs to continue on this career path, and I would be willing to work multiple jobs in the summer if it meant I could serve the Air Force in the same way that Maj. Gen. Baginski did. Because of this scholarship, however, the work will be alleviated and allow me to allot more time to aviation and studies. I couldn't be more honored to receive a scholarship with his name attached to it. Thank you again for allowing me to pursue knowledge and pursue my aviation career like he did many years before me.

Very respectfully,
Moriah Hersch
Liberty University

Recipients of the \$2,500 Academic Scholarship

Dear Men and Women of the Airlift/Tanker Association,



I sincerely appreciate your generosity in granting me scholarship funds for my college tuition. I'm currently a senior at Embry-Riddle Aeronautical University located in Daytona Beach, Florida. I'm pursuing my Bachelors in Homeland Security with minors in Terrorism Studies and Military Science. I was selected for Vice Wing Commander at Detachment 157. I'm extremely excited to work on Wing

Staff and develop my strategic leadership skills. After college, I plan to commission into the Air Force as an Intelligence officer. I haven't received my AFSC yet because I'm going to be a 7/800. Other than studying hard, I enjoy geocaching and mixing music in my free time.

Your generosity is sincerely appreciated. Both of my parents are not currently working, so the large burden of paying for college has been put on my shoulders. My mother has Type 1 diabetes and cannot be employed otherwise her insurance will no longer cover the extreme cost of her life-saving insulin. My father was just recently declared 100% service-connected disabled and is not currently going to work because he is in rehabilitation. So, your scholarship means the world to me. Without the ability to pay for college, I would never be able to accomplish my life-long dream of commissioning into the world's greatest Air Force. Thank you for lending a helping hand in completing my college education.

Very respectfully,
Kayla M. Faircloth
Embry-Riddle Daytona

To Mrs. Elise Morley and the Men and Women of the Airlift/Tanker Association,



My name is Jacob Cann and I am a second-year student majoring in Mechanical Engineering with a minor in Leadership and Aerospace Studies at New Jersey Institute of Technology. On campus, I am a cadet in the Air Force ROTC program, an officer in Arnold Air Society, the Treasurer for the Newman Catholic Club, and a member of Tau Beta Pi Engineering Honor Society.

I am employed as a Math tutor at New Jersey Institute of Technology's Math Tutoring Center and was a Teaching Assistant for the MSI Program. I am a volunteer for Mastery Hour where I assist lower-income students with homework, primarily related to mathematics and a certified buddy at TOP Soccer where I assist children with disabilities to participate in activities revolving around the sport. In my free time, I am an avid runner and I enjoy reading books relating to the military or leadership.

Once I was notified that I received the \$2,500.00 Academic Scholarship IHO Lt. Col. Bill Morley through Arnold Air Society, I was truthfully speechless and immensely grateful. It feels amazing that

someone else notices your hard work and dedication to furthering your education and I cannot put into words how appreciative I am of receiving the donor's support as it also motivates me even more to work harder and continue to challenge myself while breaking any predetermined limitations, I placed on myself.

I cannot put into words how thankful I am for your generosity, and I will always keep Lt. Col. Bill Morley in my thoughts and prayers during my career hoping to make him proud.

After graduation, I plan to commission into the Air Force as a second lieutenant and aspire to be either a pilot, a Combat Systems officer, a Tactical Air Control Party specialist (TACP), or a developmental engineer.

At this time, my hope is to create a career in the Air Force by serving for at least twenty years with the ambition to surpass the amount of flight hours my grandfather earned over his time in service. Again, I am truly grateful for this scholarship courtesy of the entire Airlift/Tanker Association as I am left without words in regard to the impact this will have on my future, academically and professionally.

Very Respectfully,
Jacob T. Cann, C/1st Lt, AAS
New Jersey Institute of Technology

To the Men and Women of the Airlift/Tanker Association,



I am writing this letter to tell you how thankful I am for being selected to receive the academic scholarship.

To tell you a little about myself, I have lived in Colorado my whole life. I love seeing the mountains every day and trying to plan hiking trips with Colorado's temperamental weather. My mom and dad have taught me to love any outdoor activity, especially water skiing. Although being in a land-

locked state it is slightly difficult to find lakes large enough to ski, but that makes it all the more worth it.

I have a passion for animals, medicine, and flying. I enjoy volunteering at therapeutic riding centers and working on huge horse ranches training horses and repairing machinery, such as an old 1923 Model T Ford transmission.

In my time at Colorado State University, my calling to be in the Air Force has only grown. Currently, I am excited about the Field Training Prep semester and being able to be a trainer during the same semester for Arnold Air Society. During my freshman year at CSU, I was selected for a job position at the Translational Medical Institute, where I enjoy preparing animals for and assisting with preclinical trials for new medical devices. Recently I was able to assist with a spinal surgery on a rabbit and thoroughly enjoyed being in the operating room.

Ever since I was five years old I knew that I have a passion for animals and medicine. I would tell everyone that I was going to be a veterinarian. In college, having the opportunity to work in the Pre-Clinical Research Lab has only increased my love for medicine.

During my sophomore year in high school, my family and I watched a TV series called The Last Ship. I have an unwavering

Scholarships continued on page 10 >>>

calling to be in the military. Specifically, the Air force. I followed in my mother's footsteps and earned my Private Pilot's license while still in high school. My current career mission is to expertly combine my love for medicine and flying in the Air force by becoming a Rescue Pilot.

Thank you for your generous gift. I cannot begin to tell you just how much it means to me. It is an honor to have been chosen to receive an academic scholarship from the Airlift/Tanker Association. With this generous gift, I will be able to further my studies in medicine and in the Air Force ROTC Program.

Upon completion of my schooling, I eagerly look forward to my commissioning date and my first assignment as a pilot in the Air Force. I so much appreciate the assistance with paying for my education in the form of this scholarship. I hope to be just as impactful to future ROTC cadets as you have been for me. It is my highest honor to have been chosen to receive this scholarship and to have the opportunity to serve our great country.

Thank you again for your thoughtful and generous gift.

Very Respectfully,
Lauren H. Morgan
Colorado State

Dear Men and Women of the Airlift/Tanker Association,



I am writing to thank you for your generous contribution to the Arnold Air Society Academic Scholarship. I am sincerely honored to be one of this year's recipients.

I am currently a junior aerospace engineering major on the astronautical track at Worcester Polytechnic Institute. I am staying for a fifth year to attain a master's degree in engineering. Some of my interests include drawing, painting, running, and

hiking. I have a fascination for space, which initially sparked my interest in aerospace engineering and my plan to become a 13S Space Operations Officer in the United States Space Force upon graduation. I also plan to work for an aerospace company like NASA or Raytheon to aid in developing future spacecraft capabilities for exploration and national defense.

I am beyond grateful to receive one of this year's Arnold Air Society Academic Scholarships. With myself and my siblings in college simultaneously, college fees have become a financial burden for my parents. This award will help alleviate some expenses for my undergraduate education and allow me to pursue a graduate degree. Once again, this is truly an honor, and I sincerely appreciate all of your generosity and support.

Very Respectfully,
Erika Varady
Worcester Polytechnic Institute

The Men and Women of the Airlift/Tanker Association,



As a matter of introduction, my name is William Sasson and I am entering my final semester at the Rochester Institute of Technology, in Rochester, New York. I am pursuing a master's in Engineering Management and a bachelor's in Industrial Engineering. Outside of school and Silver Wings, I am an ice hockey official, and have interests in Aviation, 3D printing and photography.

I would like to thank you for your generosity for the Academic Scholarship I received through Silver Wings. I sincerely appreciate your recognition of my hard work towards my academics.

I am looking forward to my last semester at the Rochester Institute of Technology and looking forward to maintaining or improving on the academic level I was recognized for.

Very Respectfully,
William Sasson, Silver Wings
Rochester Institute of Technology

The Men and Women of the Airlift/Tanker Association,



Thank you for the opportunity to earn an academic scholarship. With your help, I will be able to further pursue my degree in accounting at Baylor University. This coming semester I will be admitted into Baylor's Hankamer School of Business. This marks the admittance into the Accounting Program. The degree in accounting, which covers business administration, will help me to gain

the skills and background I need to become a future Medical Service Corps, Acquisitions or Contracting officer in the Air Force.

Growing up I played a few sports, which sparked my interests in many different sports. I enjoy watching football, soccer, track & field, and basketball. While I am a current sports fan, I also enjoy playing intramural sports at Baylor. In recent years, I have also gained an interest in powerlifting. I will be competing in a lifting meet soon. Along with sports, I enjoy the outdoors. This includes fishing, hiking and body boarding. Growing up in Hawaii allowed for plenty of opportunities to do all three of these activities.

Again, thank you for the blessing and opportunity to receive this academic scholarship.

Very Respectfully,
Hunter A. Copp
Baylor University



2021 A/TA Year End Financial Report

Maj. (retired) Pete Mastroianni, A/TA Treasurer



The Airlift/Tanker Association's 2021 financial statements are published in the Spring Edition of the Airlift/Tanker Quarterly as required by our by-laws. The Statement of Activities are prepared by a Certified Public Accountant as part of our annual financial audit/review and 2021 income tax submission. The Association's financial status is stable as we head into 2022. As we move forward, we need

to concentrate on increasing membership, donations and sponsorships in order to offset the continual loss of income we have seen over the past few years. Our reserves and assets will continue to support both our program services as well as our management expenses for the years to come. We are working hard to maintain this trend and will continue to keep our spending in check and will continue to look for new ways to support our membership. We are enthusiastic we will continue to grow in 2022. ■

INCOME JAN. - DEC. 2021

INCOME

Donations	\$3,105.00
Convention Income	\$1,381,719.58
Memberships	\$164,373.54
ATQ Advertising	\$54,145.33
Miscellaneous	\$5,737.75
ATA Events	\$4,500.00
Logo Sales	\$685.00
Investments	\$1,008.00
TOTAL INCOME	\$1,615,274.20

EXPENSES JAN. - DEC. 2021

EXPENSE

Admin Expenses	\$156,682.71
ATQ Magazine	\$92,792.39
Chapter Event	\$3,200.00
Awards	\$9,778.86
Awards - HOF	\$18,253.17
Convention Expense	\$1,405,375.67
Event Sponsorship	\$6,150.00
General Donations	\$19,425.00
Official Travel	\$26,147.01
Scholarships	\$40,000.00
Refunds Expense	\$5,430.00
Enlisted Education Grants	\$118,420.00
TOTAL EXPENSE	\$1,901,654.81
Net Ordinary Income	\$-286,380.61
NET INCOME	\$-286,380.61

FINANCIAL POSITION JAN. - DEC. 2021

ASSETS

Current Assets	
Checking/Savings	
Checking Account	\$221,272.14
DWS Money Fund	\$880,622.90
Total Checking/Savings	\$1,101,895.04
Accounts Receivable	
Accounts Receivable	\$1,000.00
Total Accounts Receivable	\$1,000.00
Other Current Assets	
Accrued Interest Receivable	\$833.67
Total Other Current Assets	\$833.67
Total Current Assets	\$1,103,728.71
Fixed Assets	
Convention Equipment	\$11,066.17
Accumulated Depreciation	\$-7,859.17
Total Fixed Assets	\$3,207.00
Other Assets	
Investment - US Treasury	\$50,000.00
Investment - CSX Stock	\$124,584.00
Total Other Assets	\$174,584.00
TOTAL ASSETS	\$1,281,519.71

LIABILITIES AND EQUITY

Liabilities	
Current Liabilities	
Credit Card Payable	\$1,646.00
Total Credit Cards	\$1,646.00
Other Current Liabilities	
Deferred Convention Revenue	\$5,000.00
Deferred Membership Revenue LT	\$22,638.00
Deferred Membership Revenue	\$83,216.00
Total Other Current Liabilities	\$110,854.00
Total Current Liabilities	\$112,500.00
Total Liabilities	\$112,500.00
Equity	
Restricted Funds	
Restricted MG Brown Scholarship	\$20,140.00
Restricted HOF Memorial	\$8,139.00
Restricted Grapevine	\$216,000.00
Total Restricted Funds	\$244,279.00
Unrealized Gains	\$38,206.27
Change in Securities Value	\$12,276.00
Unrestricted Net Assets	\$1,158,789.05
Restricted 2021 Convention	\$850.00
Net Income	\$-285,380.61
Total Equity	\$1,169,019.71
TOTAL LIABILITIES AND EQUITY	\$1,281,519.71

Airmen innovation helps optimize cargo loading with simple technology

By Lt. Col. Robert Marshall, Air Force Operational Energy

In partnership with Air Mobility Command, Air Force Research Laboratory, and Air Force Operational Energy, Airmen are conducting operational testing on prototypes of the Vertical Pallet Stacker for multiple mobility aircraft to enable more optimized and effective cargo-loading and transport per pound of fuel used.

Originally developed by the now-defunct Air Expeditionary Force Battlelab at Mountain Home Air Force Base, Idaho, and currently managed by the Air Force Research Laboratory, the Vertical Pallet Stacker (previously known as the Bi-Level Airlift Loading System) significantly increases the amount of cargo a mobility aircraft can move at one time.

Designed and certified for C-17 Globemaster III, C-5 Galaxy, and C-130 Hercules use, the VPS is an aluminum frame that provides a second level of storage on top of a standard cargo pallet, enabling up to 3,000 pounds of cargo per pallet space to be placed on the top pallet.

This allows Airmen to take advantage of the often-underutilized vertical space in an aircraft's cargo bay, increasing cargo capacity and decreasing required transport sorties.

Ed Clark, Aviation Program Lead for the Future Force Energy and Power division at the Air Force Research Laboratory, is one of the key contributors to bringing the VPS from concept to operational capacity and is overseeing its production and distribution to multiple Air Force mobility units.

"The meetings we've held regarding the VPS have the most interest and attendance I've seen in ten years. It just makes sense," said Clark.



Members of the 147th Attack Wing test a vertical pallet stacking system at Ellington Field JRB, Houston, Texas Jan. 5, 2022. (Air National Guard Photo by Sean Cowher).

The idea for stackable pallets has been considered as far back as the 1970s; however, it was not fully developed until the AEF Battlelab took on the challenge in 2003. With the help of Al Vatcher, an engineer with the 812th Aircraft Instrumentation Test Squadron at Edwards Air Force Base, California, they built the first prototype, but it never flew or gained traction in operational units.

Eventually the idea lost steam and was shelved until roughly a decade later, the VPS concept was revived by retired Col. Adam Reiman, who at the time was a doctoral student in logistics at the Air Force Institute of Technology. Subsequently, Brad Anderson, then an Assistant Professor of Logistics Management at the Air Force Research Laboratory, helped get it the attention it deserves by submitting it to an Air Force Operational Energy AFWERX Challenge.

There are only a handful of VPS units in existence today, but that will change as the Texas Air National Guard's 149th Fighter Wing out of Joint Base San Antonio starts a small production line.

Their goal is to create 20 units each year for the next two years, costing approximately \$27,000 each. According to Clark, any squadron can build their own VPS or have a local certified welding shop make one from the available plans.

One logistics unit out of Joint Base Anacostia-Bolling estimated that on specific missions the VPS can save over \$16,000 per sortie and decrease their pallet position requirements by 50%. In an Air Force Institute of Technology research paper, Capt. Nathan Carlson of the 28th Logistics Readiness Squadron at Ellsworth Air Force Base, South Dakota, estimates "up to \$1.6 billion in savings if the VPS was maximized throughout our logistics network," which includes semi-trucks.

Those cost savings also mean less fuel burned per pound of cargo moved and more agile and rapid deployment of combat material or humanitarian aid at a moment's notice. All thanks to the ingenuity and tenacity of our Air Force team. ■

AMC's Longest Flight: 24.2 hours in a KC-46A

By Airman Brenden Beezley, 22nd Air Refueling Wing Public Affairs, McConnell Air Force Base, Kansas

Airmen from the 22nd Air Refueling Wing completed a 24.2-hour flight on a KC-46A Pegasus May 5-6, 2022, to and from McConnell Air Force Base.

The KC-46 is Air Mobility Command's newest aerial refueling platform, and now after completing the 24-hour flight, holds AMC's record for the longest duration flight in its history.

The flight was for more than just bragging rights and getting in the history books, this was a crucial test of the capabilities

of aerial refueling, a key factor of the United States Air Force's global reach.

This flight took several weeks of planning, requiring collaboration from AMC, Boeing and various squadrons around the 22nd ARW.

In the weeks leading up to the flight, the planning teams had to remain flexible, balancing current operational needs, local extreme weather and logistical challenges that arose from the unprecedented nature of this flight.

Safety measures were at the forefront of the flight. The physical and mental well-being of the aircrew was closely monitored by an on-board physician assistant.

The Karolinska Sleepiness Scale, a detailed questionnaire on the crew members current fatigue levels, was administered to the crew throughout the flight in conjunction with

the Psychomotor Vigilance Task test, a test developed by NASA that monitors fatigue levels by measuring cognitive function in comparison to a preflight baseline. Additionally, the Fatigue Avoidance Scheduling Tool, a software that develops an optimal inflight schedule for the pilots, was implemented for this endurance mission to mitigate the effects of fatigue.

"In flight medicine, our goal is to preserve not only the health and safety of the aircrew, but also to preserve the safety of the missions those aircrew perform," said Maj. Cory Henderson, 349th Air Refueling Squadron aeromedical physician assistant. "For this mission, we've tried to do that from the start of planning and now through the execution phase."

The aircrew consisted of six pilots, three boom operators, a photojournalist, and a physician assistant. Two pilot teams rotated on and off four-hour shifts. A backup pilot team, ready to step in as needed, focused on gathering data and taking extensive notes. The rotating shifts ensured adequate time for rest and the safety of the mission.

During the 24 hours in flight, the McConnell KC-46 performed dry contacts with another McConnell KC-46, refueled four Marine F-35s, and was refueled by another McConnell KC-46. The flight flew along both of the U.S. international borders as well as along a majority of both of the coasts before ultimately landing back at McConnell, traveling over 9,000 miles, and completing the longest duration flight in AMC history.

The data collected from this will be used to determine the feasibility, limitations, potential risks as well as unique benefits of the KC-46 for long-duration flights.

"This 24-hour sortie is a critical step in the operational evolution of tankers, and the role the KC-46 plays in that," said Col. Nate Vogel, 22nd Air Refueling Wing commander. "This sortie helps mobility forces identify how best to operate on long-duration sorties from human, to machine, to mission aspects. Long-duration flights are inherently full of risk, and conducting this operation now allows us to identify those risks, and then build and apply mitigations in a more controlled environment. The Joint Force, our allies, and our partners rely on our capability to project combat power globally...we need to be ready to execute anytime, anywhere. This 24-hour sortie is a huge step in realizing that vision." ■



The aircrew from the 22nd Air Refueling Wing's 24-hour flight pose for a group photo May 5, 2022 at McConnell Air Force Base, Kansas. (U.S. Air Force photo by Airman Brenden Beezley).



\$400 Grants to encourage you to **Soar like an Eagle!**

The A/TA Enlisted Education Grant Program is designed to help A/TA enlisted members achieve their education goals. Recipients are free to use their \$400 Enlisted Education Grant money for tuition, books, transportation, etc...

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

EEG CRITERIA:

- ★ *Current Membership in the Airlift/Tanker Association*
- ★ *Enlisted Member in Grades of E-1 through E-9*
- ★ *Commander's Recommendation*
- ★ *Assigned in an air mobility operational and/or support function (an augmentee on a mobility or maintenance support team, for example), OR, anyone directly or indirectly supporting the USAF Airlift or Air Refueling mission.*
- ★ *Must be a current member of Airlift/Tanker Association during the 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*



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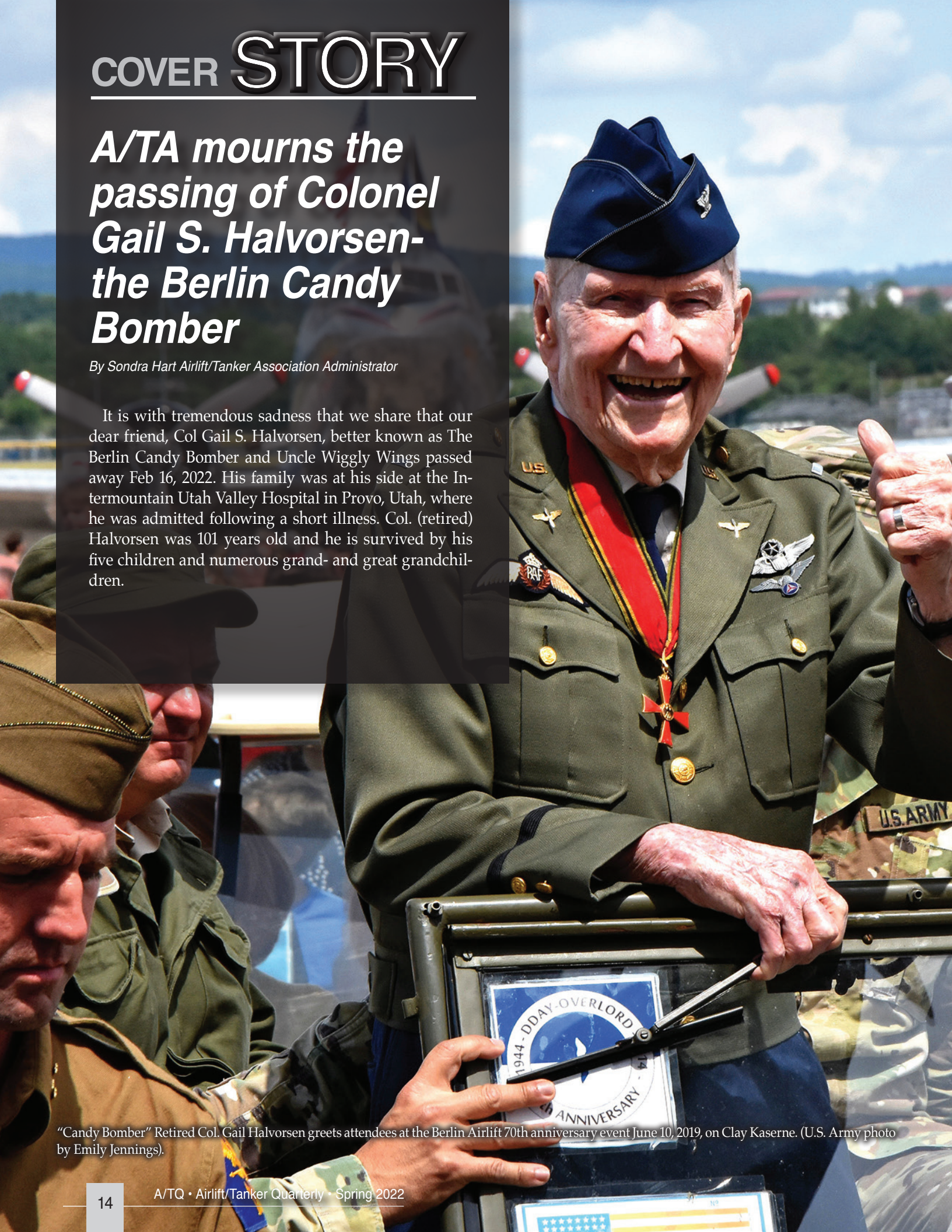
*Working to Improve
America's Air
Mobility Force.*

COVER STORY

A/TA mourns the passing of Colonel Gail S. Halvorsen—the Berlin Candy Bomber

By Sondra Hart Airlift/Tanker Association Administrator

It is with tremendous sadness that we share that our dear friend, Col Gail S. Halvorsen, better known as The Berlin Candy Bomber and Uncle Wiggly Wings passed away Feb 16, 2022. His family was at his side at the Intermountain Utah Valley Hospital in Provo, Utah, where he was admitted following a short illness. Col. (retired) Halvorsen was 101 years old and he is survived by his five children and numerous grand- and great grandchildren.



“Candy Bomber” Retired Col. Gail Halvorsen greets attendees at the Berlin Airlift 70th anniversary event June 10, 2019, on Clay Kaserne. (U.S. Army photo by Emily Jennings).

Col. Halvorsen, a Utah native, began his flying career when he earned his private pilot's license in 1941 through a Civil Air Patrol program. His passion for aviation led him to join the Army Air Force in 1942 flying transport aircraft. In 1948, peace in Europe was threatened as the Soviet Union blockaded all ground access to war-torn West Berlin. Then, Lt. Halvorsen, a member of the newly formed United States Air Force, began flying humanitarian airlift missions to starving West Berliners.

During one mission, he paused to share two sticks of gum with nearby German children who were watching the aircraft and busy flightline. Two sticks of gum did not go far and he promised the children he would be back the next day to drop candy from his airplane, telling them, you will know it is me when I "wiggle" my wings.

That simple act of kindness and compassion led to "Operation Little Vittles" and, in all, more than 23 tons of candy were dropped from Allied aircraft. His impact spread beyond the smiles of German children. He brought visibility to the plight of the German people and put a human face on their suffering—Americans now saw the Germans as humans, not enemies. Strategically, the Allied resolve strengthened, and West Berlin's freedom was secured without a single shot fired and his act of kindness forged the strong bond between America and Germany that endures today.

After hanging up his uniform Col. Halvorsen continued his life of service by inspiring youth and adults around the world to a life of service. As we mourn his passing we must remember and celebrate his legacy. In the coming days, week and years we will work tirelessly to honor the impact of a Mobility Airmen and how "One man changed the world through an act of kindness."

Col. (retired) Halvorsen was married to the former Alta Jolley of Zion National Park, Utah, who passed away in January 1999. Halvorsen has five married children and 23 grandchildren. Three of his grandchildren have attended the Gail S. Halvorsen Elementary School at Rhein-Main Air Base, Frankfurt, Germany.

According to the Gail S. Halvorsen Foundation, long before Halvorsen's passing he asked that donations be made to the following organizations as a memorial to him: The Gail S. Halvorsen Aviation Education Foundation, Primary Children's Hospital of Salt Lake City.

Your donation will be memorialized by the foundation of your choice, and your gift will help perpetuate the great work these organizations perform.

If you want to learn more about Gail Halvorsen and the Berlin Airlift, read the book, *To Save a City - The Berlin Airlift, 1948-1949*, by Roger G. Miller.

Cover Story continued on page 16 >>>



An interview with “The Candy bomber

By USAF Col. (retired) Paul McVickar

I had been producing video projects for the Airlift/Tanker Association for more than 15 years, when they asked me to start working on a documentary to celebrate the A/TA's 50th anniversary in 2018. The A/TA is the fraternal organization, dedicated to celebrating the Air Mobility mission, awarding scholarships to enlisted airmen, and advocating for improvements in mobility aircraft, enroute airfields, and ground support equipment.

My first interview was with a true mobility hero, no, an American hero – USAF Col. (retired) Gail Halvorsen. Gail became famous during the Berlin Airlift, when he started dropping Hershey candy bars to German children living near the Tempelhof airport. His small act of kindness, turned into a National obsession, as more pilots gave up their chocolate ration, dropping them to waiting children.

The interview took place at the Puma Air Museum, Tucson, Arizona, May 18, 2015. The temperature was 97 degrees, in the shade of the C-54 wing – Halvorsen's aircraft during the Berlin Airlift. I was pleased for the visual effect when Gail arrived wearing his Berlin Airlift wool flight suit, but worried about the heat affecting the interview – my worry was unfounded as he sat for an hour-long interview.

Halvorsen, born in Utah on Oct 10, 1920, is still going strong, looking forward to the century mark birthday this fall. Growing up on a farm, he watched planes from a nearby airport, wishing that he could learn to fly someday. His wish came true when received a scholarship leading to his private pilot's license. His flying career nearly ended soon after he received his license, as he buzzed his house, scaring his mother and the farm animals – he laughs about it now, but his mother was dead set against his flying.

After the attack on Pearl Harbor, Halvorsen joined the Army Air Corp. Stationed in Mobile, Alabama, he was flying supplies to bases throughout Central and South America. When the Berlin Airlift began, June 24, 1948, a close friend received orders to Germany, however the friend was married and didn't want to go. Halvorsen volunteered to take his place, and was soon on his way to Rhein Main AB, Germany.

An amateur photographer, Halvorsen took an opportunity to ‘catch a hop’ into Berlin during a day off. He borrowed a Jeep and made his way to the end of the runway to photograph the operation. He became aware of about 30 kids on the other side of the barbed wire watching him. He approached them. Surprised that some spoke English, Gail was amazed that they did not beg, in fact, one asked him to ‘not give up on us, we can live with little food, but don't want to give up our freedom.’ Halvorsen turned to leave, then realized that the kids had not asked for anything. “I reached in my flight suit pocket, I had two sticks of Wrigley's Doublemint Gum ... I turned around and went back, and boy they were up against the barbed wire, took out those two sticks, broke

them in half . . . they were very polite . . . the kids that had the gum tore off the outer wrapper and tin foil and passed to the kids that didn't get anything. Kids that got a piece of paper, put it up to their nose and smelled it.”

I heard myself saying . . . come back tomorrow at the same place between the bombed-out building and the barbed wire and I'll drop enough chocolate bars, if you'll share – that's the magic word. “Jawohl, jawohl we'll share it, we'll share it. As I turned to leave, they were yelling at me, “come back, come back,” I went back and said “what's the matter?” “We've got to know what airplane.” Halvorsen said, “When I come over the beacon, I'll wiggle the wings.” That led to one of many Halvorsen nicknames – ‘Uncle Wiggly Wing.’

Back at Rhein Main, Halvorsen talked several of his fellow pilots into donating their chocolate rations. Using handkerchiefs as parachutes, Gail dropped candy the next day, continuing to do so until chocolate was getting in short supply, but a story in Stars and Stripes, helped fix that problem as chocolate and handkerchiefs started arriving from American people. Over the next year, more than 20 tons of chocolate, gum and other treats were delivered by Halvorsen and other pilots flying in the Berlin Airlift.

Halvorsen told one poignant story that truly sums up this great humanitarian gesture. After the Berlin Airlift ended, he visited Germany often. During one visit, a man approached him and said, “you saved my life.” He had lost his parents to WWII and was living wherever he could find to sleep, and find something to eat. He was on the verge of giving up, when one of Halvorsen's chocolate bars landed at his feet. He told Gail, “I took that chocolate bar with me, but I didn't eat it, instead, I put it under my pillow, because it gave me hope. You can live with very little food, but without hope, your soul dies. You gave me hope.”

Candy Bomber remembrances

By USAF Col. (retired) Craig Koontz

While stationed at Rhein Main Air Base, Germany, I would occasionally meet my wife for a cup of coffee and a brotschen at the cafe in the Aerial Port hotel about 1000. One morning when we met there was only one other person in the place. A spry looking older gentleman sitting by himself. We invited him to join us and spent the next 45 minutes chatting with USAF Col. (retired) Gail Halverson. He was in town for a Berlin Airlift event. We were impressed with what a genuinely nice person he was and how humbly he talked about his “Candy Bomber” days.

Years passed and the next time our paths crossed was at an A/TA Convention. He was there promoting his book and, by then, my wife had become the director of the Scott Air Force Base Library. She approached him with the story of our breakfast together and he began to fill in blanks of the story. When he found out that she was from the Scott Library, he promptly donated one of his books with a warm personalized message for all the Scott personnel. He was a great citizen, soldier, patriot and humanitarian. ■



2022 Airlift/Tanker Association Major General Don Brown Scholarships

*\$2000 to a student accepted into a 4-year Undergraduate College Program
\$1500 to a student accepted into a 2-year Undergraduate College Program
\$1000 to a student accepted into an Undergraduate Trades Program
\$500 to a student accepted into an Undergraduate Certification Program*

*All Applicants Must Be a Child or Grandchild
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Details and Scholarship Application Guidance
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TANKERS IN THE MIX IV:

Confronting and Overcoming Limits

By Robert C. Owen, Embry-Riddle Aeronautical University



In a scene repeated thousands of times during Allied Force, a USAF KC-135E tanker from the 940th Air Refueling Wing refuels an F-16 from the 555th Fighter Squadron based at Aviano Air Base, Italy. (U.S. Air Force photo by Tech. Sgt. Mike Buytas).



THIS PAPER IS THE FOURTH OF A THREE-PART HISTORY OF AIR REFUELING AFTER WORLD WAR II.

Before starting this discussion, let me state the obvious; this is the fourth installment of what I thought would be a three-part series on air refueling history and thought. But, as my research has led me to a fuller appreciation of the richness and scope of the air refueling experience, I now expect that this particular series will stretch to five and maybe six installments. Even then, there will be more left to say. – Rob Owen

So, to begin: In the years between the First and Second Gulf Wars (1991-2003), the air refueling community found itself another victim of the “closet syndrome,” something that their airlift brethren had been dealing with for decades. Basically, the closet syndrome expresses the immutable truth that, no matter how many closets you put in your house, you will need more. During this decade, the air refueling fleet’s span of responsibilities finally expanded to its natural limit—support of just about everything.

Tankers in the Mix IV continued on page 22 >>>

Moreover, it entered a period of wars and crises that demanded near maximum effort, sometimes more, from it and its people on a continual basis. At the same time, the KC-135 fleet began to shrink in numbers and reveal its age, with a host of components and systems suddenly requiring unexpectedly heavy and costly maintenance to keep working. Of necessity, tanker personnel operated at or near their limits, always seeking ways to fix the materiel problems and to get a little more from themselves without breaking their morale and families. Still, whatever efficiencies or breathing spaces their innovations and disciplines produced, new emergencies or missions seemed always to emerge to demand those as well. The entire tanker community was at war, and it felt like it.

At the end of the First Gulf War, every mission involving fixed-wing aircraft and some helicopters in combat had come to depend on air refueling support. At any one time, 30 percent of the KC-135 fleet still stood alert with the Strategic Air Command bomber fleet. Much of the rest were engaged in supporting the training and rotational deployments of Air Force fighter and bomber forces.

Tanker missions also included refueling strategic reconnaissance aircraft, including SR-71s, occasional U-2s, and surveillance models of the C-135. The KC-10s and a small number of air-refuelable KC-135s also performed extended-range missions, including transportation of special operations forces. Meanwhile, U.S. Navy and Marine Corps requests for Air Force refueling support went from occasional to daily events as the Navy adjusted its strategic visions to the post-Cold War era. Having recognized that the fall of the Soviet Union in 1991 had shifted its primary role from open-ocean fleet engagements to participating in Joint contingency operations in and beyond the ocean littorals, the Navy's new "From the Sea" strategy explicitly recognized that it would be heavily dependent on Air Force aerial refuelers to extend the reach of its aviation forces. As RAND Corporation air warfare expert Ben Lambeth pointed out in a 2008 Naval War College Review article, the Air Force embraced the Navy's vision and took cooperative steps to make it happen.

The two services conducted several studies just after the Gulf War (in one of which I participated) on the operational leverages that Air Force air refueling could provide naval air strike assets operating in exceptionally remote regions. They also greatly expanded their Joint air refueling

training program for naval aviators. The Air Force also installed wing-mounted drogue pods on 20 KC-135s, which joined the 20 KC-10s that already had them. Oh yeah, when tanker crews weren't particularly busy, they also moved cargo and people for the Military Airlift Command, which became the Air Mobility Command in 1992.

Not surprisingly, the overall demand signal for Air Force tanker support became unpredictable, complex, and always heavy. Perhaps the best example of unpredictability

was the termination of bomber and tanker nuclear alerts in 1993. The Air Force had acquired the KC-135 fleet to support bombers on alert and in war. So, the ongoing drawdown of the B-52 fleet and termination of the alert mission released around half of the time commitments of the tanker fleet and its crews. Simultaneously, other tanker-user communities were shrinking rapidly as the country tried to reap a "peace dividend"

from the dissolution of the Soviet Union. As the bomber fleet shrank from 422 to 198 aircraft, the Air Force fighter force went from 4,500 to 3,000. But any expectations that these changes would ease the total demand for tanker support were quickly dispelled by strategic and operational changes that increased the day-to-day demands coming out of the remaining user communities.

Strategically, the United States had entered an era of continual conflict composed of wars in Bosnia (1995), Kosovo (1999), Afghanistan (2001), and Iraq (2003). Also, on the air refueling plate were repeated large-scale peace enforcement deployments to the Middle East (1997-8), and large-scale humanitarian operations in the Balkans (1992-6), Somalia (1992-3), Rwanda (1994), and many lesser ones. Each of these major operations involved hundreds, even thousands, of tanker sorties. It did not ease the burden that the naval air arms were becoming more and more dependent on tanker support, and the services had or were in the process of replacing longer-range aircraft, like F-4s, F-14s, FB-111s, B-52s, and C-141s with more air refueling dependent F-16s, F-18s, B-2s, and C-17s. Finally, the tanker force was in the midst of its own drawdown, shrinking from a high of 698 on the line prior to the First Gulf War to 610 by 1994, and on down to about 500 in the mid-2000s. Fleet utilization during that time went from the well-established 300-350 hours per year per aircraft during the Cold War to about 500 hours per year on average, with some individual aircraft flying much more.

Operation Allied Force, the North Atlantic Treaty



Combined force tanking: USN F-18s refuel from an RAF Tristar during Enduring Freedom. French, Dutch, and Italian tankers also participated. (U.S. Navy photo by Cmdr. Erik Etz).

Organization's air campaign to break Serbia's brutal hold on its province of Kosovo in 1999, exemplified the unpredictably heavy demands being levied on the fleet. NATO leaders expected this operation to be short—a matter of days. Instead, the Serbs proved resilient and wily at hiding their vehicles and positions, so Allied Force extended to 78 days and became a test of NATO's resolve, unity, and military effectiveness.

In order to contribute its part to the unexpected demands of the war, the USAF committed over 30 percent of its strength in combat aircraft and nearly 50 percent of its tankers not otherwise caught up in heavy maintenance and training--151 KC-135s and 24 KC-10s. In comparison, the USAF had deployed a peak of only 92 KC-135s during the Vietnam War and 224 tankers, about 30 percent of the then-available fleet, for the larger First Gulf War, which confronted a much more dangerous enemy than Serbia. Finding bed-down airfields with suitable parking and runways of necessary length and strength obliged theater commanders to operate some tankers from as far away as Britain and Spain, which reduced their on-scene productivity and increased crew fatigue problems.

Addressing the fatigue challenge, the Air Force drew flight crews from many stateside tanker squadrons to boost the fleet in Europe from a norm of about one crew per plane to 1.8 per plane. Thus, an operation that was expected to be small, consumed half of the air refueling fleet and over half of the crews available worldwide.

The use of so many tankers during Allied Force raised several troubling strategic concerns. A number of Defense Department leaders and later analysts wondered if these deployments were not "excessive" and perhaps could have been mitigated through more efficient use of scarce assets. The concentration of so many tankers in Europe could have delayed American responses to new crises in places that mattered far more than Serbia strategically, such as Korea. Delays there, in the event of a surprise North Korean offensive, likely would have translated into thousands of U.S. and Korean soldiers dying who otherwise would have lived. Allied Force also provided clear proof that the USAF did not have enough tankers to support two major theater wars simultaneously, as called for in contemporary U.S. strategy.

The shortage of suitable parking spaces for the types of tankers in the fleet, even in the developed and unthreatened airfield network of Europe, highlighted the maybe impossible challenges of moving large numbers of tankers into less-developed regions under threat. The absence of any "tactical" tankers in the fleet able to utilize less-developed airfields exacerbated the problem. Likewise, the crew force was too thin for the demands of major conflicts involving sustained high-intensity operations. There also was the question of survivability in contested environments against regional enemies that could send their air forces out to shoot down tankers or bomb them in their highly predictable parking spots.

And then the middle-aged KC-135 fleet seemed to step over a maintenance cliff. Prior to the 1990s, the Air Force planned on sending each KC-135 into 153 days of depot-level overhaul every five years. Things were pretty predictable in those halcyon days, when "depot" largely meant cleaning, repainting, replacing wear items, and repairing dings, dents, and broken wires.

But, in the 1990s, more and more aircraft were coming in with major aging-aircraft problems, including skin wrinkling; fatigue cracks in floor beams, bulkheads, engine struts, and other critical parts; miles of embrittled wiring; and cockpits full of obsolete and no-longer-in-production cockpit instruments. Indeed, the Air Force Chief of Staff later reported of these times that the residual powder of corroded aluminum often fell like smoke from the bottoms of KC-135s when depot

mechanics removed panels for inspections. Very quickly, KC-135 depot stays went from an average of 158 days in 1991 to 245 days in 1995.

Only a few aircraft met the 153-day goal, and some were in the shop over 300 days. Actual mechanic hours invested in an average overhaul reached 32,000 hours, against a planning bogie of 16,000. From 1997 through 2001, approximately 30 percent of the Air Force's KC-135s were in depot or broken with major problems at their home stations at any

one time and not readily available for mobilization in the event of a major crisis. Under these circumstances, Air Force and Air Mobility Command leaders were starting to consider the possibility that discovery of a widespread and catastrophic mechanical issue could cripple the tanker fleet for months, even years.



The essence of global power, a B-2 nudges up to a KC-135 refueling boom. This is a photo of a peacetime training mission (B-2 strikes usually happened at night), but it illustrates the marriage of tanker and bomber that enabled global strike missions during Allied Force and Enduring Freedom. (U.S. Air Force photo by Master Sgt. Mark C. Olsen).

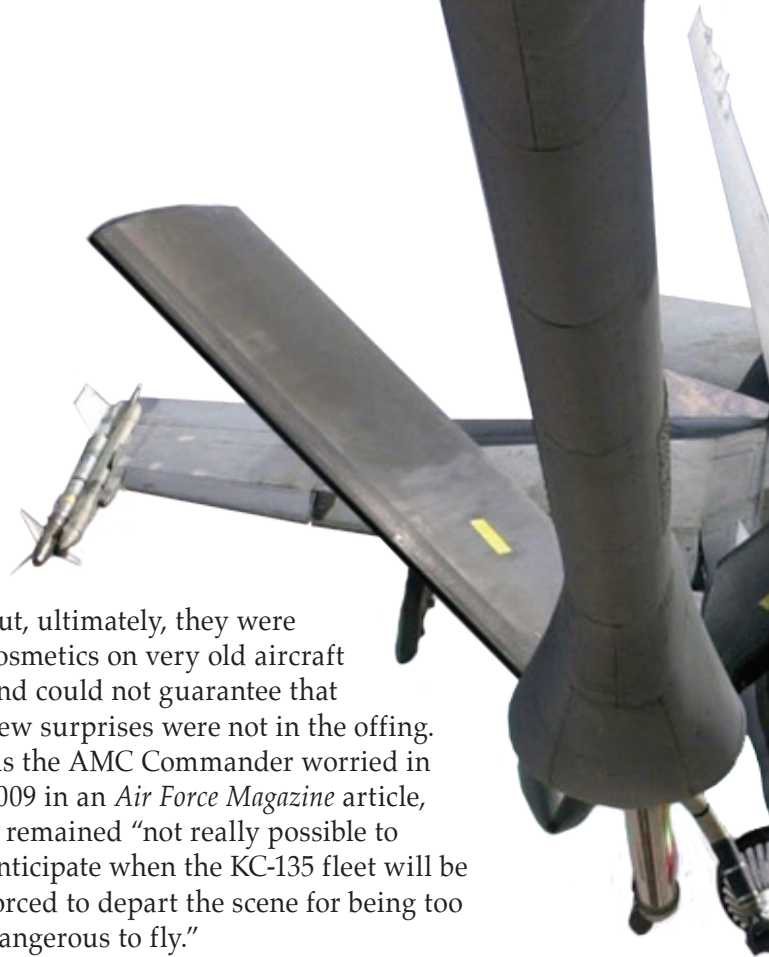
Tankers in the Mix IV continued on page 24 >>>

Studies during this period expressed increasing alarm over the state of the tanker program but differed over what to do about it and when. In 1993, the General Accounting Office assessed that the Air Force had utilized the tanker fleet deployed to the Gulf War inefficiently, largely as a consequence of limited crew training and equipment to service tactical aircraft, particularly the nearly half of the fighters available that were equipped only for probe-and-drogue refueling. As did contemporary reports by the RAND Corporation and the Congressional Research Service, the GAO recommended improving future efficiency by converting more tankers to multi-point refueling by putting drogues on each wing, increasing the training of the naval air arms in the use of Air Force tankers, and even of converting Air Force fighters to drogue refueling.

Finding that the “long-term serviceability of the KC-135 is questionable,” the GAO recommended in 1996 that the Air Force should begin studies to replace aging C-5As and KC-135s with a dual-use, large tanker-transport aircraft. That same year, the CRS argued that the Air Force should begin replacing its KC-135s “expeditiously.” As the already over-strapped, future bill payer for all these ideas, the Air Force was cautious about making commitments, arguing that, with proper logistical support, the KC-135 fleet could soldier on until as late as 2040. The Air Force buttressed its position with aging-aircraft studies from several sources, culminating in a KC-135 Economic Service Life Study released by AMC in 2001. That same year, however, a RAND Tanker Requirements Study revealed that the Air Force expected to have only 507 KC-135s on hand of the 607 aircraft required by current strategy, and only 840 of 1033 crews. One did not have to be an alarmist to sense that a catastrophe could be lurking somewhere out in a murky future of the KC-135.

In the midst of these studies and counter studies, the Air Mobility Command began doing something concrete to improve the condition of the tanker fleet. Starting in 1999, the KC-135 depot at Tinker Air Force Base, Oklahoma, began the Pacer CRAG (Compass, Radar, and GPS) “Block 30” program to modernize obsolescent and high-maintenance systems in all Stratotankers and, as a collateral “benefit,” to obviate the need for navigators on their crews.

The depot also began to replace the underwing skins and other dangerous corrosion items on these aircraft. The Pacer CRAG Block 40.6 program improved the fuel management system, while Block 45 modernized the flight management system and cockpit instruments to comply with looming global air-traffic management requirements. These changes definitely reduced maintenance requirements and increased tanker availabilities.



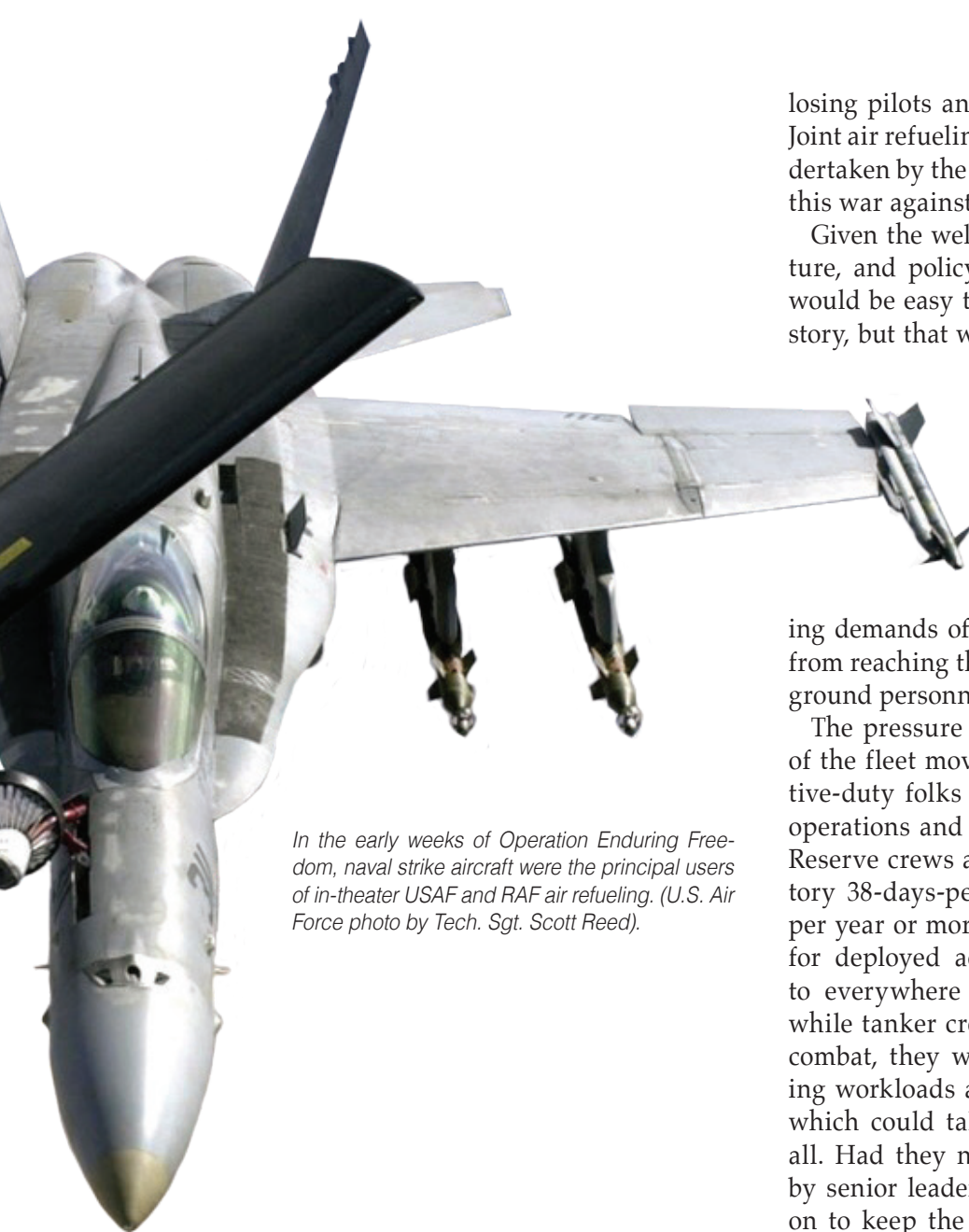
But, ultimately, they were cosmetics on very old aircraft and could not guarantee that new surprises were not in the offing. As the AMC Commander worried in 2009 in an *Air Force Magazine* article, it remained “not really possible to anticipate when the KC-135 fleet will be forced to depart the scene for being too dangerous to fly.”

Then came 9/11 and another opportunity for the tanker fleet to make a vital contribution to the U.S. and Allied invasion of Afghanistan in Operation Enduring Freedom to destroy Al Qaeda and push the Taliban government from power. Although combat operations did not commence until Oct. 7, 2001, AMC began positioning tankers all over the world two weeks earlier. The deployed tanker fleet grew quickly, and the Defense Department ultimately chopped 255 of AMC’s tankers to the U.S. Central Command conducting the war. Additionally, AMC committed dozens of its own tankers to the “tanker bridges” that supported combat aircraft deployments and B-2 bomber strikes launching from Whiteman Air Force Base, Missouri.

Those strikes were 40-plus hours in duration and involved at least five refuelings from tankers climbing out of bases in the continental U.S., Hawaii, Guam, Singapore, and Diego Garcia. By the end of the first phase of operations on Dec. 18, Air Force tankers had connected to over 42,000 receiver aircraft in 13,000 sorties and delivered over a billion pounds of fuel. One particularly positive bit of news was that Pacer CRAG was working—tanker readiness reached 80 percent during the war, whereas it had been in the 60s only a few years before, and the depot maintenance backlog had shrunk from 160 to just 80.

In a new but not unexpected development, the U.S. Navy became the principal consumer of in-theater air refueling support during the first weeks of the war.

With Iran astride the direct air routes between the USAF



In the early weeks of Operation Enduring Freedom, naval strike aircraft were the principal users of in-theater USAF and RAF air refueling. (U.S. Air Force photo by Tech. Sgt. Scott Reed).

bases on the Arabian Peninsula and Afghanistan, aircraft carriers positioned off the coast of Pakistan became the most efficient launch bases into the combat zone. Even then, the average strike distance was around 600 nautical miles, well beyond the unrefueled range of an F-18. Dwelling missions to provide on-call close air support or overwatch of Taliban escape routes averaged over five hours in length, with a few stretching out to 10 hours.

So, the Navy committed six carriers to the region and flew 70 percent of the daily strike sorties (4900 of 6500), with each on-station ship launching about 40 sorties per day. To get these planes to their targets and bring them home, the Air Force and Royal Air Force kept about a dozen tankers overhead the battle zone on a 24/7 basis. They were backed up by S-3 buddy tankers operating relatively near their home carriers. Tanker “saves” were daily events under these circumstances, when emergency hookups meant the difference between recovering or

losing pilots and their aircraft. The previous decade of Joint air refueling training and materiel preparations undertaken by the Navy and Air Force paid off in spades in this war against a terrorist government.

Given the welter of air refueling strategic, force structure, and policy issues between the two Gulf Wars, it would be easy to overlook the human component of the story, but that would be a mistake. No tankers were lost to enemy action during this period, or even put at severe risk. But it also was the period when the crew force was brought several times to the point of general exhaustion, requiring several AMC-wide attempts at “reconstituting” or resting them and their planes. But the unceasing demands of the time prevented any of these efforts from reaching their conclusions, leaving tanker air and ground personnel and their loved ones to just push on.

The pressure on them increased further as over half of the fleet moved into the Reserve forces. This left active-duty folks to pick up a larger load of short-notice operations and deployments. But the shift also obliged Reserve crews and supporters to shift from their statutory 38-days-per-year training obligations to 100 days per year or more of active service, picking up the slack for deployed active crews and deploying themselves to everywhere their full-time counterparts went. So, while tanker crews weren’t facing the shot and shell of combat, they were risking it and toughing out crushing workloads and stressed-out spouses—the latter of which could take the most dedication and courage of all. Had they not done those things, all of the efforts by senior leaders, staff officers, depot workers, and so on to keep the fleet together and to employ it intelligently would have been no more than academic efforts to maintain museums of tankers sitting on the eroding ramps of empty bases. On the other hand, had those leaders, staffers, and wrench benders not done their jobs, the crew force would have been at a loss for things to do. It took a team.

Additional Reading

If you want a succinct discussion of the woes and achievements of the USAF air refueling program during this period, I can do no better than recommend that you peruse the archives of Air Force Magazine for the always excellent articles of relevance that it published once or twice each year. Also, see RAND analyst Benjamin Lambeth’s perpetually excellent and numerous discussions of air warfare during this period, particularly *NATO’s Air War for Kosovo: A Strategic and Operational Assessment (2001)*, *American Carrier Air Power at the Dawn of a New Century (2005)*, and *Air Power Against Terror: America’s Conduct of Operation Enduring Freedom (2005)*, all of which are free on the web and contain useful insights into how air refueling fit into the big pictures. ■

AMC Commander releases 'strategy to win'

By Air Mobility Command Public Affairs

Gen. Mike Minihan, commander of Air Mobility Command, announced March 29 his "strategy to win" to more than 260 total force Mobility Air Forces leaders during the Spring Phoenix Rally at MacDill Air Force Base, Fla., March 29-31.

In conjunction with releasing his strategy and priorities, Minihan engaged leadership in discussing force resiliency and how to work together to ensure the MAF is prepared to deliver rapid global mobility in a peer-competitor fight.

"Warrior culture is required to make this strategy possible...unleashing and empowering incredible Airmen and families biased toward action, unencumbered by bureaucracy, and intentionally disruptive to the status quo," Minihan said. "We will tolerate nothing less."

Minihan outlined his four fundamental vectors within the strategy as Develop Ready Airmen and Families, Advance Warfighting Capabilities, Project and Connect the Joint Force, and Ensure Strategic Advantage.

"I need you bothered, like me, to work harder, move faster, and passionately enable our operational wings to make our missions and people more successful," Minihan said.

Additionally, Minihan described three specific ways AMC will move forward with what he referred to as "a foundation of unrepentant lethality."

AMC will hone its tactics, techniques and procedures to make best use of its current force.

AMC will extract maximum value out of existing capabilities and rapidly field them to further strengthen its force.

AMC will develop the decisive mobility force of the future unbound by traditional structures, approaches and technologies to dominate any enemy.

The strategy identified a victorious end state as one in which mobility forces can communicate, navigate and maneuver at the tempo required to win inside the Indo-Pacific area of operations and anywhere else.

Minihan emphasized that AMC Airmen must project, maneuver, connect, and sustain the Joint Force with an unrelenting drive to accelerate winning results now and in the future.

"Let me be crystal clear: Victory will be delivered on the shoulders of Mobility Airmen, and victory starts now," Minihan said. "I am honored to serve beside you. Bring your courage. Let's go." ■

Deputy Secretary of Defense Releases Workplace Guidance for Reentry of Department of Defense Civilian Personnel to DOD Workplaces

MARCH 17, 2022

Today Deputy Secretary Kathleen Hicks issued guidance on the reentry of Department of Defense employees to their normal workplaces as the coronavirus disease 2019 (COVID-19) pandemic wanes.

The impact of COVID-19 continues to have a lasting effect not only on our country, but on the Department in the way we work to accomplish our mission. Whether working from home or remaining at the worksite, our workforce has repeatedly proven its tenacity, resiliency, and dedication.

"As we look at our reentry to the workplace, we can't expect to return to 'business as usual,'" said Deputy Secretary of Defense Dr. Kathleen H. Hicks. "Throughout the pandemic we learned a lot about how we can embrace telework and flexible schedules to achieve new efficiencies in the workplace. We will continue to embrace successful practices to promote a more resilient and productive workforce that can attract new talent and retain our top performers."

Since the beginning of the pandemic, some DOD civilian employees have been on full-time telework. Other employees have had schedules that differ from their organization's regular schedules, such as shift work, in order to maintain physical distancing. This updated guidance does not direct a "one size fits all" plan to return to the workplace, rather it directs supervisors to begin discussions

with civilian employees in these categories to plan for a return to the workplace or arrange for working on an adjusted schedule. Specific reentry plans will be dependent on organizational needs, the Health Protection Condition framework, and force health protection guidance. Additionally, absent an urgent and compelling mission need, DoD components are required to provide 30-days advance notice in writing prior to recalling or adjusting DOD civilian employee work schedules for these categories of employees.

Prior to issuing this new direction, the Department conducted listening sessions to learn from the experiences of the Total Force. Participants expressed a desire to continue practices which promote a safe and healthy work environment, as well as a desire for leaders to reimagine the "future of work" and an inclusive culture regardless of worksite or status. As a result, the Under Secretary of Defense for Personnel and Readiness is reviewing and incorporating flexibilities such as telework into the Department's civilian employee human capital strategies and personnel policies.

"I encourage our components and supervisors to take this opportunity to review available workplace flexibilities they may wish to incorporate in the 'future of work,'" said Deputy Secretary Hicks. "These last two years have not been easy, but our workforce has consistently risen to the challenge to achieve our mission requirements - we should seek to incorporate those lessons learned as we carry our workforce past this phase and into the future." ■

Travis Air Force Base delivers aid to Ukraine

By Air Mobility Command Public Affairs, Feb. 23, 2022

Under the direction of U.S. Transportation Command, the 60th Air Mobility Wing supported the 621st Contingency Response Wing during the movement of security assistance cargo to Ukraine via commercial cargo aircraft. The Defense Security Cooperation Agency coordinated the effort. ■



U.S. Air Force Airman 1st Class Chase Smith, 8th Airlift Squadron loadmaster, marshals a K-loader toward a C-17 Globemaster III assigned to Joint Base Lewis-McChord, Washington, at Travis Air Force Base, California, Feb. 14, 2022. (U.S. Air Force photo by Senior Airman Karla Parra).

Fairchild refueling wing deploys Airmen, KC-135s to Germany

By 92nd ARW Public Affairs Office, March 9, 2022

Approximately 150 personnel from the 92nd Air Refueling Wing, Fairchild Air Force Base, Washington deployed four KC-135 Stratotankers to Spangdahlem Air Base, Germany.

The aircraft arrived at Spangdahlem today to augment existing U.S. forces in theater, improve readiness, enhance NATO's

collective defense posture, and further capabilities with allied and partner nations. The deployment is with the full cooperation of the German government.

"We are always ready," said Col. Cassius Bentley, 92nd Air Refueling Wing commander. "Our Airmen and aircraft are always prepared, working hard to ensure that we are ready to support when called. This deployment proves we can provide rapid global mobility, reach, and power."

The 92nd Air Refueling Wing is the Air Force's largest active duty air refueling wing, warranting the title "Super Tanker Wing." Fairchild directly supports Air Mobility Command's mission, providing global reach airpower and deploying expeditionary combat support forces in support of worldwide contingency requirements.

"These are purely defensive forces," chief Pentagon spokesman John Kirby said. "These additional personnel are being positioned to respond obviously to the current security environment caused by Russia's unprovoked invasion of Ukraine, and certainly to help reinforce and bolster deterrence and defense capabilities of the NATO alliance."

This deployment was conducted in full coordination with host nations and NATO military authorities, and although temporary in nature, they are prudent measures to increase readiness and enhance NATO's collective defense during this period of uncertainty.

The 92nd ARW capability of aerial refueling enhances the Air Force's ability to accomplish its mission of projecting the joint force with rapid global mobility. ■

19th AW focuses on strategic thinking during KingFish ACE exercise

By Airman 1st Class Maria Umazor Guzman, 19th Airlift Wing Public Affairs

The 19th Airlift Wing, Little Rock Air Force Base, Arkansas, participated in a multi-day tabletop exercise, known as KingFish Agile Combat Employment, Feb. 28 - March 4, to further prepare Airmen for tomorrow's fight.

KingFish ACE is a board game focused on the planning, deployment, and execution of Multi-Capable Airmen supporting ACE concepts. The game is intended to help military planners and Airmen understand the relationships between task, threat, capabilities, time and the complexities of ACE.

According to KingFish ACE designer, Lt. Col. Troy Pierce, the game is focused on a hypothetical contingency in the Western Pacific within the 2020-2030 timeframe.

Pierce said the board game is designed to accelerate the learning process by providing Airmen a fun, challenging, and competitive game to better understand how to successfully employ forces within a complex expeditionary environment.

"The purpose of creating this game was to allow people to understand these concepts in a way that they can visualize it, learn from it and understand it," Pierce said. "I want our Airmen to really get a feel for all of these ideas in a more tangible fashion."

During the exercise, Airmen of all ranks were distributed into teams and worked together to mission plan and explore various concepts to overcome system variables while



Capt. Mark Hunkins, 34th Combat Training Squadron, picks up a card from the game board during a KingFish Agile Combat Employment exercise at Little Rock Air Force Base, Arkansas, March 2, 2022. Airmen assigned to the 19th Airlift Wing participate in a KingFish Agile Combat Employment exercise at Little Rock Air Force Base, Arkansas, March 2, 2022. (U.S. Air Force photos by Airman 1st Class Maria Umazor Guzman).

avoiding prescriptive processes to enable maximum creativity and learning.

Simply stated, the game is designed for multiple courses of action to achieve mission success, meaning players are not confined to a singular avenue to "win." Moreover, KingFish ACE deliberately showcases various Air Force mission sets, allowing Airmen to see firsthand how their career field duties fit into the Air Force's larger strategic picture.

"Each Airman needs to understand where they fit in and how they fill a critical role," Pierce said. "Whether they are an aerial porter, maintainer, or a security forces member, they need to understand how potential strategic threats and variables can impact their operations and how they can overcome those challenges."

Participants of the exercise said it was an "eye-opening experience," adding that prioritizing teamwork and strong leadership was paramount in order to accomplish the mission.

"This exercise gave us an overall look on

specific conflicts when analyzing multiple scenarios to figure out what's needed and how to respond," said Staff Sgt. Stafford Hampton, 19th Force Support Squadron manpower analyst. "If you look at how we are accelerating change, this training makes our Airmen more flexible and flexibility is the key to air power."

It's important for Airmen to be able to understand and adopt the mindset and doctrine that ACE brings to the Air Force as a whole, Hampton continued.

"Our National Defense Strategy has identified certain competitors as our pacing threat and this game was designed with that in mind," Pierce said. "The game also addresses a significant amount of complexity associated with that environment. Change comes from our innovative Airmen and experimentation at the lowest possible levels, which is what's driving change in the Air Force." ■

Air Mobility News & Views continues >>>

KC-46A Pegasus Participates in Exercise Ultimate Caduceus

By Abigail Cole, Air Mobility Command Public Affairs

A McConnell Air Force Base KC-46A Pegasus joined more than 370 military and civilian personnel for Ultimate Caduceus 2022, Feb. 28 - March 5 at Joint Base San Antonio, Texas.

Exercise Ultimate Caduceus is a U.S. Transportation Command-led annual patient movement field training exercise designed to assess the capabilities of and provide field training to aeromedical evacuation teams, critical care air transport teams, medical staging functions and reception and onward movement functions for global patient movement.

"This is the first time KC-46 was exercised supporting CONUS patient distribution, which tests capabilities in the continental U.S. to distribute patients coming from a large-scale contingency," said Lt. Col. Reynel Garcia, Air Mobility Command's Aeromedical Evacuations Operations and Training Branch Chief. "The KC-46 simulated patients coming from overseas and moving them to long-term and advanced care centers in the U.S."

Aeromedical evacuation plays a significant role in the nation's global capabilities as it provides time-sensitive and mission-critical patient care during transport to their home installations for follow-on care.

"The KC-46 was incorporated into UC22 to validate the ability to move critical patients, familiarize ground personnel, and evacuate large patient loads," said Garcia. "Additionally, the AE enterprise is moving toward incorporating the KC-46 into Aeromedical Evacuations universal airframe qualifications."



Members of Brooke Army Medical Center unload medical equipment off a KC-46 Pegasus transport aircraft during Ultimate Caduceus 22 Mar 1, 2022 at Kelly Air Field. (Photo by Tristin English).

The KC-46 accommodates three times more cargo pallets and can hold about 30 percent more aeromedical evacuation patients than the KC-135 Stratotanker. The aircraft also brings increased comfort for patients due to the lighting, climate control, and noise level. These comforts allow for better communication with patients and the ability to quickly address patient needs.

"Ultimate Caduceus gives our military medical personnel an excellent opportunity to practice their operational skill-sets and joint interoperability in a contingency environment," said Maj. Noah Wood, Air Mobility Command Surgeon General's lead exercise planner.

This year's Ultimate Caduceus participants include U.S. Air Force Aeromedical crews and Critical Care Air Transport Teams, En Route Patient Staging Systems, a Federal Coordinating Center, and interagency partners.

"This exercise has given us the opportunity to work with the Federal Coordinating Center here at Joint Base San Antonio," said Wood. "The FCC here has a

robust relationship with their local community, which gives us a better understanding of how they operate and what we can expect if the support is ever needed."

USTRANSCOM is the combatant command charged with moving Department of Defense's ill and injured patients to appropriate levels of medical care. UC22 will validate the readiness of the command's patient movement enterprise to scale up forces and deploy sufficient medical assets to provide care in a contested environment.

"This exercise allows our Airmen to experience operating in an environment outside their day to day roles," said Wood. "It helps prepare our medics to do what they do best; save lives whether it is in the air or on the ground." ■



Members of the Brooke Army Medical Center prepare to transport simulated patients off a KC-46 Pegasus transport aircraft Mar 1, 2022 at Kelly Air Field during Ultimate Caduceus 22. Ultimate Caduceus is an annual patient movement exercise which assesses the capabilities of and provides field training to aeromedical evacuation teams, critical care air transport teams, medical staging functions and reception and onward movement functions for global patient movement. (Photos by Tristin English).

62nd AW Remembers Operations Babylift, New Life

By Erin Lewis, 62nd Airlift Wing History Office

Forty-seven years ago, Military Airlift Command (MAC) carried out one of the most heart lifting and heartbreaking airlifts in Air Force history. As with many airlifts during and after the Vietnam War, the 62nd Military Airlift Wing (MAW) played a major part.

In April 1975, North Vietnamese communist forces advanced into South Vietnam and pushed towards Saigon, sending thousands scrambling to leave the country. On April 3, 1975, U.S. President Gerald Ford announced military and civilian planes would transport hundreds of Vietnamese and Cambodian orphans from Southeast Asia to the U.S. The operation became known as Operation Babylift.

The first military Babylift flight ended with heartrending tragedy on April 4. A C-5 Galaxy assigned to the 60th MAW at Travis Air Force Base, California, took off from Tan Son Nhut Air Base in Saigon with more than 300 passengers, 230 being orphans. Fourteen minutes into the flight, an explosive decompression blew out the rear cargo doors and damaged flight controls in the tail. Though the pilot tried to return to Saigon, the loss of steering forced him to crash land at about 269 knots in a marsh two miles short of the runway at Tan Son Nhut. During the impact and skidding, the cargo compartment totally disintegrated. In all, 138 people died in the crash, including 78 orphans. The Air Force grounded C-5s, but continued to operate with C-141 Starlifters and C-130 Hercules.

Due to Operations Babylift and New Life (the evacuation of Saigon), MAC put three 62nd MAW crews on Bravo alert on April 18 and the



The U.S. Air Force Galaxy C-5A crash site located just outside of the Tan Son Nhut Airfield in Saigon, Vietnam, April 4, 1975, resulting in 135 fatalities and 178 survivors. (Courtesy photo from U.S. Air Force retired Col. Bud Traynor/Released).

first crew left home on April 22 in route to Clark Air Base, Philippines. It is interesting to note, the first 62nd MAW aircraft (C-141 50243) to return to McChord Field carrying South Vietnamese orphans on April 29, was also the first McChord aircraft to land in Hanoi in 1973 to return U.S. prisoners of war during Operation Homecoming. On board this historic aircraft were 65 children, all under the age of five, and their escorts. More children would arrive at McChord in the following days.

Spouses and children of McChord personnel volunteered to assist with the arrival of the children and even cared for them before they were placed with their new families. Those who could, donated clothing, food, toys and money to aid with the orphan program. Even the McChord Brownies Troop pitched in and collected clothing and food.

From April 4 to May 6, MAC airlifted 1,794

Babylift passengers while another 884 orphans flew out of South Vietnam on private, non-contract planes. Most of these children found homes in the U.S. Out of the more than 2,500 children flown to the U.S., the 62nd MAW airlifted more than 400.

During this special airlift, the 62nd MAW also participated in Operation New Life, flying South Vietnamese refugees out of Saigon and to various locations around the world. Many Vietnamese who fled from Saigon worked for U.S. agencies or belonged to families of those who did and feared the new government would threaten their lives. Others sought to escape because they did not want to live under a communist system. Still others were wives or children of U.S. citizens, who had served in South Vietnam, either in the military or as civilians. Some New Life refugees came to McChord where, once again, families volunteered to collect food, clothes and other items. These volunteers also helped bridge communication gaps with immigration authorities and assisted with paperwork, shopping and finding new homes.

By the end of Operation New Life, more than 130,000 Vietnamese refugees traveled from Pacific-island camps to the U.S. Though the numbers are uncertain, it is estimated MAC assets airlifted more than 50,000 of these refugees to the U.S. The Vietnamese evacuation airlift operations demonstrated the utility of a single theater airlift manager, the effectiveness of integrating strategic and tactical airlift resources, and above all, the critical contribution of ground support personnel to mission success.

Sources: 62 MAW 1975 History

"Operation Babylift & New Life" Daniel L. Haulman, Air Mobility Command Museum ■

Air Mobility News & Views continues >>>



Interior views of first "Operation Babylift" flight. Volunteers held the babies and children in their laps during flight. (Photo courtesy of U.S. Militaria Forum).

109th Airlift Wing builds 3.5 engine for LC-130 Hercules

By Staff Sgt. Madison Daquelente, 109th Air Wing Public Affairs
Schenectady, New York, March 17, 2022

LC-130 Hercules aircraft will have a smoother take-off from Antarctica and Greenland thanks to the 109th Maintenance Squadron.

Propulsion specialists with the 109th assembled the first Air National Guard-built T56 3.5 turbo engine. The 3.5 modification is part of an Air Force initiative to update C-130 aircraft.

The 109th's engine is the first to be assembled in-unit by Airmen.

This 3.5 engine is the finishing piece to modernizing the 109th's legacy fleet into a more powerful and eco-friendly force.

Operating the Defense Department's only ski-equipped LC-130 Hercules aircraft, the 109th MXS deploys annually to the austere environments of Greenland and Antarctica in support of the National Science Foundation.

Occasionally, the aircraft have trouble taking off from icy surfaces of these areas of operation due to heavy cargo loads or friction lock under the skis.

Traditionally, jet-assisted takeoff bottles are used to create extra thrust to get the aircraft off the snow or ice and into the air. JATO production, however, officially stopped in 1991.

Maj. Jim Roth, 109th MXS commander, explained the increasing challenges using JATO.

"They are depleting, and every time we use them, we have to shoot eight off at a time, and it begins to present a real logistical concern when it comes to the decreasing supply," Roth said.

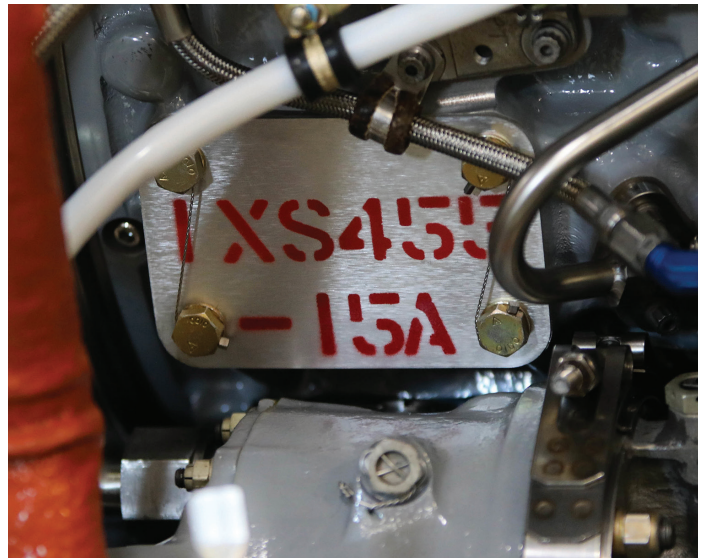
The new T56-8-15A 3.5 engines, combined with the LC-130H's NP2000 eight-bladed propellers, are the answer to beginning to shift away from JATO bottles.

"The updated features allow the aircraft to create the same thrust as JATO bottles but at lower operating temperatures, making them more eco-friendly," said Staff Sgt. Jason Candido, a propulsion specialist with the 109th. "We're looking at an efficiency of about 20 percent more fuel efficiency compared to the 3.0 engine."

The aircraft will also be able to carry heavier cargo loads to remote polar regions.

"We are the only heavy airlift able to reach these remote polar camps. These new engines allow for greater range and capacity. We're advancing the Arctic Strategy that much more," Roth said. "It's the expertise and abilities of 109th Airmen like Jason Candido that drive us forward."

Candido, who has been at the 109th for more than 10 years, was one of the Airmen who assembled the new engine.



The T56 3.5 engine, built by propulsion specialists at the 109th Airlift Wing, is part of an Air Force-wide initiative to update C-130 aircraft. This enhancement is estimated to extend the life of aircraft by decades. (U.S. Air National Guard photo by Staff Sgt. Madison Daquelente).

"This is the exact same engine that we've been using for years. Just the internals are different," Candido said. "The updated engine uses different types of metal in the turbine and compressor that have better heat retention, giving us the same power at lower temperatures."

Assembling the 3.5 engine is a two-person job that took approximately a month to complete, he said.

"This is exactly what the National Guard is all about. It's about retaining key talent and having an experienced workforce. Bringing that to the table allows us to do this stuff," Roth said.

"For me, there's a lot of pride in putting this engine together," Candido said. "A lot of people just look at the engine, but I look at my work. It's like art."

The improved engines will also cut down on frequent maintenance and inspection.

When the LC-130Hs finished the transition from four to eight-bladed propellers in 2018, Candido said there was a noticeable difference in maintenance time.

"Whenever we had a seal leak in Antarctica, you couldn't replace that one blade. You had to do the entire process to put a brand new one back on," Candido said.

The eight-bladed propellers, however, are designed for a simpler fix in the event of a seal leak.

"We went from having an engine with a day-and-a-half downtime to maybe two hours, and then it's flying again," Candido said.

The 109th propulsion shop has the approval to assemble the rest of the 3.5 engines, some in Little Rock, Arkansas.

Members from the 109th MXS will attend a conference at the end of March to discuss a timeline to outfit all LC-130Hs with the 3.5 engines.

"We are plowing ahead with our own builds to help supplement the force. We are building ours quickly, so we're ready to go as soon as possible," Roth said. ■

AMC Commander Visits Dyess AFB and Celebrates the 317th AW's 80th Anniversary

By Airman 1st Class Ryan Hayman, 7th Bomb Wing Public Affairs

Gen. Mike Minihan, Air Mobility Command commander, visited members of the 317th Airlift Wing and joined in celebrating the wing's 80th Anniversary at Dyess Air Force Base, Texas, March 4-5, 2022.

During his visit, Minihan engaged with Airmen in the virtual reality lab and learned how the 317th AW is leveraging this capability for advanced aircraft maintenance training techniques. At the isochronal inspection hangar, he received a demonstration of their new capabilities, including the bench stock program and new snap on automated toolboxes.

"It's incredibly inspiring and confidence-building to see how far this wing has come while continuing to provide airlift around the globe," said Minihan. "It's phenomenal to be back at Dyess."

Minihan expressed his appreciation for the many outstanding Airmen who continued the mission after he served at Dyess as the Operations Officer and Commander of the 40th Airlift Squadron between 2003 and 2006.

"You display a whole lot of drive, and you are out there leading the charge," Minihan



Gen. Mike Minihan, Air Mobility Command commander, congratulates star performers from the isochronal inspection hangar at Dyess Air Force Base, Texas, March 4, 2022. (U.S. Air Force photo by Senior Airman Sophia Robello).

said. "Thanks for getting after it when nobody is looking."

Minihan also met with dedicated Airmen who are working toward diversity, inclusion, and resilience initiatives for the entire wing. The team provided an update on current efforts to ensure all Airmen know they are a valuable part of the Dyess Team.

To finalize his base visit, Minihan served as the keynote speaker at the 80th Anniversary Gala, commemorating the 317th AW's legacy and honoring the community and civic leaders.

"To the Dyess Air Force Base community, you truly are the best," said Minihan. "Thank you for what you do for this base and for our Airmen."

Wing leadership spoke about the incredible

historical accomplishments of the 317th AW, including the combat airdrop operations during the Pacific War, flying more than 100 daily missions during the Berlin Airlift, and acting as a key component in the Vietnam War.

The wing celebrated peer-voted award winners and enjoyed live music and historical displays. They also presented a heritage video to honor their past accomplishments and look toward the future of the 317th AW.

"Every ounce of our heritage, duty, and honor will be needed and tested," said Minihan. "The 317th AW Airmen will do nothing short of adding to the legacy of the Jungle Skippers as they secure the peace and prosperity of this great nation." ■



Gen. Mike Minihan, Air Mobility Command commander, tests out the virtual reality lab capabilities with Staff Sgt. Tyler Hicks, 317th Maintenance Group research and development extended reality innovation team chief, at Dyess Air Force Base, Texas, March 4, 2022. (U.S. Air Force photo by Senior Airman Sophia Robello).

Air Mobility News & Views continues >>>

Van Ovost delivers command posture statement to Senate Armed Services Committee

By U.S. Transportation Command Public Affairs

U.S. Air Force Gen. Jacqueline D. Van Ovost, commander, U.S. Transportation Command, testified before the Senate Armed Services Committee today to present the command's annual posture statement.

In her opening remarks, Van Ovost said the command is in lockstep with U.S. Air Force Gen. Tod D. Wolters, commander, U.S. European Command, in providing critical aid to Ukraine. She stated TRANSCOM coordinates the Joint Deployment and Distribution Enterprise, creating a strategic comparative advantage through logistics that no other nation can achieve.

"TRANSCOM operates an agile and resilient logistics enterprise comprised of our military components, commercial partners, and industry teammates delivering for our nation, our allies, and our partners around the world," said Van Ovost. "We project and sustain the world's most capable military force. The speed and reliability at which we can execute these missions demonstrates our nation's resolve and serves as a deterrent to our adversaries. However, the world is evolving, and the complex contested environment that is emerging will test the future readiness of our enterprise, and challenge TRANSCOM's ability to deliver a decisive force when needed."

She then discussed the current strategic environment, saying "This complex new security environment will test the future readiness of our Joint Deployment and Distribution Enterprise (JDDE), and challenge TRANSCOM's ability to deliver a decisive force for high-end conflict when needed."

"Every operation the Joint Force participates in starts and ends with TRANSCOM and is facilitated through the global networks and nodes made available to us through the JDDE," Van Ovost said. "Our commercial partners are essential to our ability to move the 85 percent of the force based in the continental U.S. to locations around the world, in cooperation with our allies and partners."

To counter the contested environment, Van Ovost said, "TRANSCOM's focus is on a more agile, resilient force while relying on integration, both internally and externally, with commercial industry as well as our allies and partners. This will ensure the JDDE remains united in effort and purpose as we illuminate the need for change necessary to defeat the pacing threat."

She said the success of the Department of Defense's (DOD) power projection capability is contingent on three critical elements of TRANSCOM's organizational warfighting framework: Global Mobility Posture; Global Mobility Capacity; and Global Command, Control, and Integration.

"Global Mobility Posture is the foundation of power projection, enabled by a deep bench of allies and partners, which includes access to

global transportation networks maintained by industry to support our nation's ability to mobilize and deploy," said Van Ovost. "While this provides the U.S. a comparative advantage, it must be continually assessed and refined, as necessary, to meet the evolving geopolitical landscape."

Further, she said, "Our Global Mobility Capacity includes conveyances and platforms that move troops, supplies, fuel, and equipment through global transportation networks, such as rail, motor transport, sealift, air refueling, and airlift."

She stressed while DOD's programmed resources maintain the command's readiness and preserve strategic decision space, continued Congressional support for the mobility recapitalization efforts is crucial to effectively operate in a future contested logistics environment.

"By 2032, approximately 70 percent of government-owned surge sealift ships will approach the end of their service life and must be replaced; the air refueling fleet remains our most stressed fleet under wartime conditions; and given the U.S. asymmetric advantage in strategic airlift, coupled with the continued high demands placed on this fleet, we should anticipate the need to recapitalize and modernize this strategic capability," Van Ovost wrote in her submitted statement.

Addressing Global Command, Control, and Integration, she said it remains central to TRANSCOM's ability to align scarce mobility resources with the highest strategic priorities.

"Our ability to command and control mobility forces is enabled by a portfolio of information

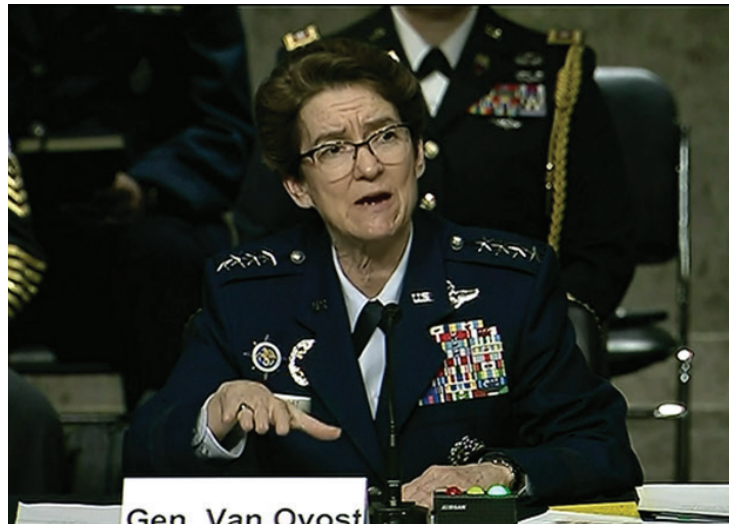
technology (IT) systems and is contingent on secure networks and continuous digital modernization efforts," said Van Ovost. "Cyber resiliency and digital modernization initiatives will remain a top priority for the command. As we are inextricably linked to commercial industry, we remain focused on strengthening partnerships with our transportation providers to mitigate cyber vulnerabilities."

She also noted the command's effort in reforming the Defense Personal Property Program (DP3), saying TRANSCOM, on behalf of the DOD, continues to lead the DP3 overhaul by re-awarding the Global Household Goods Contract (GHC) last year and developing MilMove, a new IT system, to replace the legacy system.

"By transitioning to a single move manager, GHC fundamentally restructures DOD's relationship with the household goods moving industry to deliver not only the high quality our service members, DOD employees, and their families deserve, but also the accountability Congress demanded," said Van Ovost.

In closing, she highlighted the leading role the men and women of TRANSCOM play in underwriting the lethality of the Joint Force, advancing American interests around the globe, and providing our nation's leaders with strategic flexibility while creating multiple dilemmas for our adversaries.

"While I know TRANSCOM is ready, our mobility enterprise will continue to modernize to meet the challenges of tomorrow, so we will not rest on the achievements of the past. We will continue to accelerate our momentum to ensure we can surge the entire enterprise at any moment, to anywhere," said Van Ovost. "We remain dedicated ... to fight, deliver and win!"



U.S. Air Force Gen. Jacqueline D. Van Ovost, commander, U.S. Transportation Command testifies before the Senate Armed Services Committee March 29, 2022, in Washington, D.C., to present the command's annual posture statement. (US-TRANSCOM image).

USTRANSCOM patient movement exercise strengthens aeromedical skills, partnerships

By Laura Fogerty, U.S. Transportation Command Public Affairs

U.S. Transportation Command conducted Exercise Ultimate Caduceus (UC22) Feb. 23 – March 8 at Joint Base San Antonio, Texas.

The annual field training exercise is designed to test the ability of USTRANSCOM to move a large number of medical patients by air from overseas locations to treatment centers in the U.S.

“Our ability to safely and rapidly transport injured or sick service members from overseas theaters to world-class medical facilities is second to none,” said U.S. Air Force Gen. Jacqueline D. Van Ovost, commander of USTRANSCOM.

“Exercises like UC22 enable military and interagency partners to work together to train and improve upon current capabilities. And this exercise affords us opportunities to train on new platforms and ensure readiness across the spectrum of conflict,” Van Ovost said.

One of those new platforms in this exercise was the U.S. Air Force’s KC-46 next generation air refueling aircraft. Aside from its primary air refueling role, it was designed to accommodate a mixed load of passengers, aeromedical evacuation (AE) patients, and cargo.

“We purposely requested this airframe for participation in UC22. The more AE crews we train on this aircraft, the better prepared we’ll be for actual missions,” said U.S. Air Force Col. Rudy Cachuela, USTRANSCOM’s command surgeon and director of Global Patient Movement Operations.

To sustain the amount and type of patients requiring care, the Air Force moved away from a dedicated aircraft to aircraft of opportunity. Any available cargo or refueling aircraft can be configured with standardized medical equipment. AE teams (two nurses and three medical technicians) are taught how to configure this equipment and utilize power in each type of aircraft.

Critical Care Air Transport Teams (CCATTs), which are specialized medical teams comprised of one doctor, an intensive care nurse, and a respiratory therapist, also trained in UC22. CCATTs assist AE as a rapidly deployable resource by treating critically ill and injured patients who require continuous stabilization and advanced care.

“Our AE and CCATT teams are amazing. They have to understand a patient’s condition and stabilize them for what could be a trip from the other side of the globe to a hospital in the U.S.,” said Cachuela.



U.S. Air Force Staff Sgt. Charoyce Grier assigned to Brooke’s Army Medical Center provides patient care during U.S. Transportation Command’s (USTRANSCOM) Exercise Ultimate Caduceus 2022 held Feb. 23 – Mar. 8. (U.S. Air Force Photo by Tristin English).

Cachuela explained UC22 was conducted within a contested environment training scenario. “We wanted to reset the approach to patient movement training so that we respond with skillsets anticipated in future campaigns and contingencies.”

“The UC22 scenario simulated receiving injured troops from overseas, triaging them to a U.S. base, then moving them to longer-term and advanced care centers known as Federal Coordinating Centers,” said Cachuela.

“Getting our ill and injured service members to the best level of care is complex. It can involve multiple government and civilian agencies,” he said. “We’re training on that interagency coordination piece in this exercise. It’s as important as training and assessing AE crews.”

Approximately 370 military and civilian personnel supported UC22, including U.S. Air Force, Army, and Navy active-duty and Reserve members, and representatives from the Department of Health and Human Services, the Department of Veterans Affairs, the Defense Health Agency, and the Texas Department of State Health Services.

“At the end of the day, this is about saving the lives of our warfighters. Every ill or injured service member should know that under the care of the world’s finest medical professionals, we will move mountains to bring them home as expeditiously as possible,” Van Ovost said. ■

Global Household Goods Contract transition period begins

By Andre Kok, U.S. Transportation Command Public Affairs

The Government Accountability Office’s recent denial of protests made against the award of the Global Household Goods Contract (GHC) allows for U.S. Transportation Command and HomeSafe Alliance LLC to begin contract performance and a planned nine-month transition period.

The contract, awarded on Nov. 4, 2021, provides complete door-to-door global household goods relocation transportation and warehouse services for Department of Defense (DOD) personnel, U.S. Coast Guard members, and other federal employees.

The transition period will include HomeSafe Alliance LLC developing and testing interfaces with the government’s information technology (IT) system, establishing customer service support capabilities, and

providing necessary training on the contractor’s IT system. The current schedule calls for the transition period to run to December 2022.

“We’re excited to begin implementing the contract to improve the household goods shipment process for service members, civilians and their families,” said Air Force Gen. Jacqueline Van Ovost, USTRANSCOM commander. “The stability, capacity management, and accountability delivered through GHC will benefit our people and the moving industry.”

The GHC is expected to deliver quality, on-time packing, shipping, and delivery of customers’ household goods, along with modern digital tools to improve communication between the move manager and the customer through new, improved centralized management of the DOD’s approximately 325,000 annual household goods shipments.

“Moving is an adventure but also an inherently stressful process. We expect the GHC to be a major step in DOD’s efforts to improve the relocation experience for our service members and families,” said Air Force Brig. Gen. Joel Safranek, director of USTRANSCOM’s Defense Personal Property Management Office. “We are focused wholly on delivering an improved relocation experience for DOD employees, service members, and their families.” ■



AIRLIFT/TANKER

Hall
of
Fame

MOBILITY HEROES

OUR HERITAGE

By USAF Col. (retired) Paul McVickar

Gail Halvorsen started his flying career with a private pilot's license in 1941, before entering the military. In 1944, he received his Army Air Corp Wings from the Royal Air Force Flying Training School, in Miami, Oklahoma. For the next three years, he was a C-47/C-54 pilot with flying assignments in the South Atlantic theater. In 1947, he completed the Air Tactical School and in 1948, he volunteered to join Operation Vittles – the Berlin Airlift.

During 1948 and 1949, he flew C-54s delivering food, coal, and other supplies to the Soviet Blockaded City of Berlin. During these flights, Lt. Halvorsen became affectionately known as the Candy Bomber, the Chocolate Pilot, the Raisin Bomber, and Uncle Wiggly Wings, after he started dropping small candy-laden parachutes to the children of Berlin. His small act of kindness blossomed into a unique activity within the "Big Lift" nicknamed operation little vittles. After a trip back to the United States on behalf of Operation Little Vittles, the operation became a national crusade supported by several towns and cities and by the U.S. Candy companies. He and other volunteers even dropped goodies to the children of East Berlin, until the Soviets protested.

Following his tour in Germany, Halvorsen returned to the U.S. attending the University of Florida, as an Air Force Institute of Technology student, where he received a bachelor's and master's degree in engineering. After graduation, he reported to the Wright Air Development Center at Dayton, Ohio, as a research and development engineer for cargo aircraft.

In 1957, he moved into the Space Program, working as a research and development engineer at the Space Systems Division of the Air Force of Air Force Systems Command in California. There he worked

on numerous space vehicles, including major contributions to the Titan Two Launch Vehicle.

From 1962 to 1974, Col. Halvorsen continued working in Space related activities with assignments in Germany, California, and the Pentagon.

In February 1974, Col. Halvorsen returned to Berlin as the Commander of the 7350th Air Base Group at Tempelhof Central Airport – The very same airfield he flew into during the Berlin Airlift, and the same location he formulated his Candy Airdrop plans after meeting several German children at the end of the runway.

His final assignment was as Inspector General, Ogden Air Material Center, Hill Air Force Base, Utah, where he retired in August 1974.

Following his retirement, Col. Halvorsen remained active in public service, as an educator at Brigham Young University and as a senior statesman for Airlift and the United States Air Force. He has made appearances in Germany and Berlin numerous times as a goodwill ambassador and as a participant in ceremonies commemorating both the Berlin Airlift and honoring his fellow airmen who gave their lives so Berlin could remain free. He reenacted his Candy Bomber airdrops on many occasions including one on September 1989 when he flew over Tempelhof with a crew from Good Morning America Commemorating the 40th anniversary of the last Berlin Airlift Flight.

Col. (retired) Gail Halvorsen's life was a history of a boy's love of flying and service to his country. Over the years he has represented airlift and his country as a statesman of the highest caliber. As an educator, church leader, and airlift veteran, he has inspired a generation of young people to serve others. His lifelong accomplishments earned him a place in the Mobility Hall of Fame. ■



Lt. Gail Halvorsen. (U.S. Air Force Photo).

A/TA INDUSTRY PARTNERS

(As of 6 April 2022)

Industry Partner HIGHLIGHTS

I'm excited for my first Airlift/Tanker Association Convention, Symposium and Technology Exposition as the newly elected A/TA Vice-President for Industry. This year we will be at the Gaylord Rockies Resort and Convention Center near Denver, Colorado from Oct. 27 through 30. Not only is this my first year in my new position, it's also the first year that A/TA will be at the Gaylord Rockies, and we are in for an outstanding event. Our theme this year is "Rapid Global Mobility: The Fight to Get to the Fight...Let's Go!"

While many things are new for 2022, one thing is not -- our enduring focus on making the Technology Exposition a showpiece of the overall convention and something to which both our attendees and exhibitors look forward. We want to build on last year's outstanding successes by welcoming back our long-time A/TA industry partners as well as welcoming new corporate and government supporters from a wide variety of backgrounds. We will always remain focused on Air Mobility, but Air Mobility is extremely diverse, and we want to attract companies and individuals from the entire mission spectrum, at all levels, from the flightline to the headquarters.

Our annual Exhibitor Reservations Packages are sent out in early April every year which is the start of the process to reserve space for the Technology Expo. We automatically contact all past exhibitors, but if you are new to A/TA or have not received a package for 2022 in Denver, please reach out to me at industryvp@atalink.org and I'll be more than happy to help. We also have the same information contained in the Exhibitor Reservation Packages posted on the A/TA website at <http://atalink.org>.

As with the last few years, we will once again host an "Industry Interface Day." This event has been one of our most highly rated events by our Industry Partners and Supporters, giving them insights into current trends and plans inside the Air Mobility mission, and access to very senior decision makers on a one-on-one basis. We will be providing more details about this year's Industry Interface Day as we get closer to the convention.

Speaking of this year's A/TA Convention, it's going to build on our record-setting event from last year in Orlando -- we fully expect to max-out the Gaylord Rockies Hotel and Convention Center for 2022. As with last year, we expect robust support from the Air Force and Air Mobility Command to ensure we attract military audiences from our newest Airmen to our most senior Air Force and AMC leaders. This year we are also adding a focus on military spouses, looking for ways to provide value to them both professionally and personally at the convention.

I'm excited for this year, both as the new Vice-President of Industry, but also as a long-time A/TA member. This is going to be an awesome educational, informative and fun event, and I look forward to meeting new acquaintances and reconnecting with old friends. I'll see you "on the floor" and in the Heritage Room!

Marty Chapin
Vice-President of Industry

**Thank You
All for Your
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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.

AIR MOBILITY CLASSICS

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

The 1920s...the first decade of that inter-war period known as "The Golden Age of Aviation". Although in many ways commercial aviation was still in its infancy, the world seemed to sense that the airplane heralded a bright new future. And in that seminal decade, no name was more well known than that of the Fokker Aircraft Corporation.

Although today the name Fokker is more likely to conjure up visions of World War I fighters and the Red Baron, in the late 1920s the company was the world's largest aircraft manufacturer...the "Boeing" or "Lockheed-Martin" of its day. And Fokker aircraft were constantly in the public eye as a result of their association with epochal flights... first to cross the United States non-stop, first to fly from the mainland to Hawaii non-stop, first to cross the Pacific Ocean, pioneering flights to the North and South Poles.

Never one to rest on his laurels, in 1929 Anthony Fokker unveiled his most ambitious design to date...the majestic F-32. Billed as "the world's largest air transport", it was intended to be the ultimate in air transportation. The F-32 provided luxurious accommodation for 32 passengers (hence the designation) in four separate compartments, at a time when the standard airliners of the day (Fokker and Ford Trimotors) carried 12-15.

The aircraft was equipped with every comfort and convenience feature of the day; a full galley to serve hot food, complete lavatory facilities, cabin heat and passenger-adjustable ventilation and lighting, fold-down tables, balsa wood soundproofing, even alligator skin seats.

With a wingspan of 99 feet, and a length of just over 70 feet, the F-32 had a gross weight of 24,250 lbs. In all respects other than size, the aircraft exhibited traditional Fokker design; a high-mounted cantilever wooden wing and a fuselage and tail of metal tubing with fabric covering.

To power this behemoth, four 450HP Pratt & Whitney Wasp engines were fitted in a unique tandem arrangement, with the forward engine swinging a metal two-bladed propeller, and the rear "pusher" engine fitted with a three-bladed prop to provide additional ground clearance.

Rolled out of Fokker's New Jersey factory and test flown in the late summer of 1929, the prototype F-32 was presented to the public with great fanfare at Teterboro Airport on 27 September 1929. It wore the markings of the Universal Airline System, who had ordered five of the super transports. Unfortunately, the aircraft crashed just weeks later when both port engines failed on takeoff. Universal backed out of their contract. Fokker realized the F-32 needed more power, and subsequent

aircraft were fitted with 575HP Pratt & Whitney Hornet B engines. The extra 500HP gave the F-32 quite respectable performance for an aircraft its size.

The only other airline to operate the F-32 was Western Air Express, who had originally ordered five, but only took possession of two in March 1930. Initially used on Western's Los Angeles to San Francisco route, it soon became apparent that customer demand was not there to fill the available seats.

A short time later, Western merged with Transcontinental Air Transport to form Transcontinental and Western Air (T.W.A.). T.W.A. doggedly hung in there with its proud flagships, but the economics just weren't there, and they were withdrawn from service in June, 1931.

In January 1930, the second production F-32 (c/n 1202) rolled out of Fokker's Teterboro factory. Originally intended for Western Air Express, it was never purchased by the airline. Finished in the airline's colors, but with a Fokker rather than a W.A.E. logo on the side, it remained in Fokker's possession and received civil registration 130M (later revised to NC130M). It was this aircraft that was bailed to the Army Air Corps in 1930 to evaluate its suitability as a troop transport. NC-130M was delivered to Wright Field for the tests, and one change made to the aircraft prior to the testing was the fitting of Townend ring cowlings to the forward engines.

The aircraft was assigned the military designation YC-20, which is a bit of a mystery. Usually when the Army tested an aircraft under a "Bailment Contract" (where the aircraft is the property of the manufacturer and will be returned at the conclusion of testing), no military designation was given. No military serial number was assigned to the YC-20, and she wore her civilian colors throughout the test.

In any event, the aircraft was deemed unsuitable by the Army testers, who criticized the tandem engine layout for causing cooling and propeller efficiency issues for the pusher engines. They also cited high maintenance costs and mediocre performance. NC-130M went back to Fokker, where she was disassembled and stored in the fall of 1931, and junked the following year.

A mere seven F-32s were built. After the last production aircraft was withdrawn from service and dismantled in 1934, the fuselage was acquired by an enterprising individual who converted it to a house trailer. It survived until January 1937, when it was destroyed in a flood...a humiliating end for a majestic and innovative airplane. ■

Fokker YC-20



Courtesy photo

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C-130J ANR Model
 Low Impedance
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KC-135
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