A/TQ

AIRLIFT / TANKER QUARTERLY

SUMMER 2020 | Volume 28 | Number 03

THE ORIGINS OF BATTLEFIELD AIRLIFT

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It is easy today to take for granted the U.S. Army's possession of a powerful battlefield airlift force

THE FIRST GLOBEMASTER

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As it turns out, the C-74 has an interesting, albeit short, history

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

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On the Cover: Too dangerous to land: A UH-1 Huey shows the close integration of Army Aviation with infantry and other combat arms. Besides delivering this squad, it was equipped with door guns to provide last-second fire support. (U.S. Army photo).

A/TA UpFront

Announcements & Stories from, and/or about Association Business, Members and Chapters

Chairman's Comments

Gen. Duncan McNabb, USAF (retired)

We are closing in on our 52nd Annual Airlift/Tanker Association Symposium and Technology Expo at the Gaylord Opryland Hotel in Nashville on Oct. 29-Nov. 1. It promises to be another awesome event. We have our invites out to our keynote speakers, including: our soon to be new Chief of Staff of the Air Force, Gen. Charles Q. Brown Jr.; Undersecretary of the Air Force, Shon Manasco; our new Chief Master Sergeant of the Air Force, JoAnne Bass; our USTRANSCOM Commander, Gen. Steve Lyons; and our Air Mobility Command Commander, Gen. Maryanne Miller. We also will once again have our Total Force leadership, Director of the Air National Guard, Lt. Gen. Rice and the Air Force Reserves Commander, Lt. Gen. Richard W. Scobee give us their perspective on the major issues of the day.

This year we want to build on the outstanding success of last year's convention. From the superb keynotes and seminars to the exhibit hall receptions and interface with our industry partners, to the afterhours comradery in the Heritage Room, we want this to be a great experience for you.

For our Industry partners, we also plan to have another Industry Interface day with AMC, similar to last year's, which by all accounts was a resounding success. We are fully preparing for the convention to be a live event, but of course COVID-19 does have a vote. Whether we will have a live or virtual gathering will obviously depend on how the reopening of the country goes due to the COVID-19 pandemic. Whichever way we go, we will make sure it will be an outstanding event, well worth your time.

I also want to join our President, Chief Master Sgt. (retired) Mike Kerver, in congratulating our 2020 Hall of Fame Inductee, Col. (ret) Rocky Lane. Rocky is a legend in our Air Forces Security Forces, and was a transformational leader in taking our security forces to higher and higher levels…including personally creating our Air Force's Raven program. Rocky is a dear friend and is absolutely worthy of this honor.

Given COVID-19's impact, especially with the limitations that the pandemic places on travel and interaction, Popeye Fafinski and Lt. Gen. Rusty Findley saw a need and the A/TA Virtual Seminar Series was born. We wanted to provide the Mobility Family with professional development they could partake in from the comfort and safety of their living room or office.

A/TA has always been about providing access to Military, Industry and Community leaders. So, we designed the Virtual Seminar Series as a live event where attendees can interact with the presenter and get their questions answered real time. We also realize that many people are still out there working hard taking care of people and making missions happen.

To ensure we don't leave anyone out we open up the Q&A early and make the Seminar recordings available on our A/TA webpage and on YouTube so you can watch when it's convenient for you. Professional development is critical to our ability to do our mission and be worthy of the great airmen we are entrusted with…from our youngest airmen to general officers, we must insure we are creating leaders our airmen deserve.

We have a great lineup of Military, Industry and Community leaders scheduled for the next several months. They will share their experiences, successes, failures, insights and perspectives for 20-30 minutes and then take questions from the audience. We were privileged to kick off the series with the AMC leadership team of Gen. Miller and Chief Greene back in May and we have not slowed down since. A/TA has always used our annual convention to provide would class seminars, networking and professional development, now we do it every two weeks instead of once a year!

Our A/TA Public Affairs (PA) team, led by Trisha Frank, is going above and beyond to promote the Virtual Seminar Series. With an impressive list of past and future guest speakers, the series is an opportunity to learn from distinguished military and industry leaders and pose those questions you have always wanted to ask. Participation is free and past seminars can be viewed on A/TA's website at **www.atalink.org/virtual-seminars**.

Public Affairs is also gearing up to implement a new digital campaign that will provide consistent brand messaging and design throughout its social media and print platforms. Through regular engagement with the A/TA community of military, civilian, and industry partners, PA intends to stimulate chapter involvement, increase membership, and grow the Industry Partner base. Consistent messaging to a broader audience will inform members and potential new members of the organization's values including professional development, military and industry networking and career-building, and educational grants for enlisted members, just to name a few.

By expanding our social media posture, we also hope to foster increased chapter involvement and activities such as virtual series luncheons and chapter-to-chapter competitions. Volunteer PA representatives at each chapter promote their respective chapters by providing social media content, videos, and pictures of their events and activities. If your chapter is interested in hosting future events or becoming a chapter PA representative, we encourage you to contact us at **publicaffairs@atalink.org**. Also be sure to check out our website for more information: **www.atalink.org**.

So, lots going on and we sure are in interesting times. We are looking very forward to our 52nd Annual Symposium and Technology Expo at the Gaylord Opryland Oct. 29-Nov. 1, 2020. Gen. Miller and the AMC staff have provided great support and it should be another world-class event. We have much to talk about and new war stories to share. Mostly, it will be great to get together again and celebrate what we do and how we do it. Stay safe out there and see you in Nashville.

Warmest regards,
Gen. (retired) Duncan McNabb, Chairman ■

Secretary's Notes

Grace Blevins-Holman

Greetings fellow Mobility Patriots. 2020 has definitely been a "New" and "Different" year. The Board held its first "virtual" two-day meeting in May via Zoom. We made the call today that the Summer Board meeting, previously scheduled for Aug. 7-8 at Pittsburgh Air National Guard Base will also be virtual.

Please keep an eye on the website for details. If you are interested and able to attend virtually, it would be great to have you as part of the discussion, as we continue preparations for the 52nd Annual Convention and Symposium.

Thanks to Col. Reba Sonkiss and 89th Wing leadership and the SAM Fox A/TA team, Lt. Col. Tyler Tillman and Lt. Col. Ryan Schmid, for stepping up and making the preparations for the spring meeting until we were all sequestered due to COVID-19.

Another heartfelt thanks to Lt. Col. Ray Hyland for volunteering and stepping out with the preparations. Hopefully we can get there in the next few years.

Well done and thanks to both Chapters.

Invite someone you know (Guard, Reserve, Active, Retired, Civic Leader, aircrew, maintenance, port, support, etc.) to join this great organization and get involved with your local chapter.

Thanks for all you do, every day.
Grace ■

President's Message

CMSgt. Mike Kerver, USAF (retired)

To say we're in challenging times seems to be an understatement. In some way, every American has been impacted by the pandemic and the continual COVID-19 news streams and expert advice makes it difficult to figure out what to believe.

What I do cherish the most is the freedom to make my own health and safety decisions, and I remain optimistic we'll get through what has turned out to be a very difficult year. Up until now, I thought 9/11 and the heartbreak it brought our country would be the one unforgettable and forever impacting lifetime "significant event."

After 9/11 however, we were able to strike back and defeat our enemy. This time, we're battling an invisible enemy wreaking havoc on our health, safety, and livelihood, and the battle is ongoing. Please keep yourself safe and follow The Centers for Disease Control and Prevention (CDC) recommendations.

Planning for our 52nd Annual A/TA Convention, Symposium and Technology Exposition is in progress, and as you might expect, the current COVID-19 environment may create some changes from what you have experienced in the past. At this time, we still plan to do an in-person event at the Gaylord Opryland Resort and Convention Center Oct. 29-Nov. 1 and are excited about the line-up of speakers and seminars. I would encourage you to routinely check our website for the latest news on registration and format.

We've selected our 2020 Hall of Fame (HOF) winner and are very proud to announce Col. (retired) Lawrence "Rocky" Lane as our 32nd recipient. Known as Raven #1, Colonel Lane served 10 years as an enlisted jet propulsion specialist and flight mechanic prior to being commissioned through Officer Training School in 1975.

After graduating from the Air Force Security Police Academy, Col. Lane went on to serve 29 more years as a Security Forces Officer where his contributions to both Air Force and Air Mobility security, force protection, and air base defense shaped the doctrine used by Defenders today.

On Sept. 9, 2020, we plan to permanently mount the bronze medallion honoring our 31st HOF recipient; the Air Transportation Career Field better known as "Port Dawgs," into the Scott Air Force Base Air Mobility Heritage Park. Again, we will be watching the current and local travel guidelines, but are hopefully optimistic we can execute a short and dignified ceremony to formally induct the Port Dawgs. We will post more information concerning format and other protocols as we get closer to the event.

I hope some of you have had the opportunity to experience a new program we were eager to bring our membership. Known as the A/TA Virtual Seminar Series, we are presenting unique opportunities to hear and interact with past and present mobility leaders, members of industry, community leaders and other guests of interest.

Using the Microsoft Teams virtual platform, our goal is to provide some additional professional development options on a bi-weekly basis. Sessions are advertised via email and our website. We also welcome your ideas on future speakers and topics of interest. Tune in and let us know what you think.

On June 30, we closed out the nomination period for our three upcoming Board vacancies. Over the next two months, our Nominating Committee will validate the candidates and present a slate for election at our annual business meeting scheduled during the convention. In addition to normal convention planning, we are also reviewing our bylaws for potential changes and updates.

Enjoy the rest of your summer, thanks for your membership and we look forward to seeing all of you in Nashville.

All the best,
Mike ■

A/TA Loses Mentor and Friend – Maj. Gen. (retired) Donald D. Brown

By Sondra Hart Airlift/Tanker Association Administrator

The Air Force and Airlift Tanker Association community lost a lifelong mentor and friend this weekend, when Maj. Gen. Donald D. Brown died May 8. He was a leader who won the respect of his commanders and all who were fortunate to have worked with him. He remained a staunch supporter of the Mobility mission, culture and history in retirement and never missed a chance to give back or support mobility airmen.

Maj. Gen. Brown's career spanned 32 years. He entered the Air Force through the Columbia University Reserve Officer Training Corps program in 1955. He graduated from pilot training in 1956. He had a brilliant career balancing his operational assignments with broadening experiences in logistics and supply.

He served in MATS, MAC, SAC and Special Ops, to include a combat tour in Vietnam in 1968 – 1969, where he flew 146 combat missions in the C-123. He was a schoolhouse instructor at Tinker Air Force Base, Oklahoma (before the program moved to Altus), a C-141 squadron commander at McGuire Air Force Base, the wing commander at McChord Air Force Base, Washington and the 22nd Air Force commander at Travis Air Force Base, California. All told, he logged more than 10,000 flying hours – more than any other general officer in mobility history.

Maj. Gen. Brown's greatest contribution to Air Mobility likely came during his service in what was then Military Airlift Command (MAC) headquarters from 1979 to 1984. After serving a year as the Assistant Deputy Chief of Staff for Operations (MAC/ADO), he became the Chief of Staff for Plans (MAC/XP) in 1980.

Maj. Gen. Brown and his team crafted the request for proposal (RFP) for the C-X cargo aircraft. After receiving proposals from three companies, Maj. Gen. Brown began the source selection process in concert with Air Force Material Command. Because the cargo airlifter had to support the National Military Strategy, that meant it had to satisfy all U.S. Army Requirements to deploy combat brigades to Europe and/or the Pacific.

Additionally, the aircraft had to perform airdrop of soldiers and equipment. Maj. Gen. Brown wisely selected a U.S. Army colonel to co-chair the source selection committee. This proved to be a brilliant decision and led to support and buy-in from the U.S. Army along the way. After months of extensive briefings to DOD, the services and congressional committees, the decision was made to award McDonnell-Douglas the C-X (C-17) contract to produce 210 C-17s to meet the 66-MTM military strategy requirement.

Unfortunately, competing priorities delayed production of the C-17 for several years. In 1984, Maj. Gen. Brown and AMC Commander Gen. Tom Ryan appealed to the Chairman and the Joint Chiefs of the Services to write a letter to the House and Senate Armed Services and Appropriations Committees signaling their support for the C-17.

Maj. Gen. Brown leveraged his earlier relationship with the new Commandant of the Marine Corps, Gen. P.X. Kelley who became the outspoken champion and advocate for the C-17. The other service Chiefs of Staff and the Chairman readily signed the letter of military necessity and won Congressional support to begin procurement in 1988. The rest is history; the first operational C-17 was delivered to Charleston in 1993. Maj. Gen. Brown went on to serve as the 22nd Air Force commander from 1994 until his retirement in 1997.

Maj. Gen. Brown is survived by his wife of 65 years, Joan. She is the author of *Move – And Other Four-Letter Words*. The book is a great read and highlights the challenges of nomadic life that all military families experience. Joan played a great roll in here husband's career success and journey--his contributions were a true team effort. The Browns are role models for generations of mobility families.

"General Don Brown left us a huge legacy," said Gen. (retired) Duncan McNabb. "He was a tremendous and tenacious champion of Air Mobility and was a primary architect of our current force structure. He was also a great friend and mentor to countless mobility airmen, including me. And he and his lovely wife Joan absolutely love (sic) A/TA. He will be sorely missed." ■

MOBILITY HEROES

OUR HERITAGE

By USAF Col. (retired) Paul McVickar

Maj. Gen. Cyrus Rowlett Smith, better known as 'CR' started his career in the business world, working in the airmail and the airlines businesses, culminating as the president of American Airlines. He started his military career at the age of 41, with a direct commission to colonel in the Army Air Corps. Using his business background and experiences, he shaped the way to strategic airlift operated during World War II, and many of those principles remain in effect today.

Smith started his aviation career in 1924 after graduating from college with a degree in business administration and law. His first job was with an airmail airline, Texas Air, which merged with several other airlines to form Southern Air Transport.

Col. Cyrus Rowlett Smith. (Archive photo).

Southern Air was acquired by Aviation Corporation, which developed it into a national airline with Smith developing transcontinental routes. After yet another merger, Aviation corporation became American Airways, again combining several smaller operating units into a single airline. Smith became the vice-president, of the new American Airways. In 1934, American Airways became American Airlines, with CR Smith taking the helm as president. His straight-forward management philosophy is credited with making American the leading domestic airline in the country.

In 1942, Smith resigned as president and director of American Airlines to enter the Army with a direct commission as a colonel in the Army Air Corp Ferrying Command. Shortly after joining the command, it was re-designated the Air Transport Command (ATC), with two divisions – ferrying and air transportation.

Col. Smith was named the Chief of Staff of the Air Transportation Division. In October 1942, he was promoted to brigadier general and charged with providing all air transportation for the War Department – cargo, personnel and mail – to, from, and between theaters, as well as, within the continental United States. Additionally, he was tasked to provide air transportation for other government agencies and the United Nations.

Brig. Gen. Smith is the creator of centralized control of strategic mobility assets, controlling assets from a centralized command, while they passed through several theaters of operations. During his tenure in ATC Headquarters, Brig. Gen. Smith supervised the operations providing supplies to the China Theater for the Burma Hump. He mapped many of the ATC's new routes, locating and developing many of its airports. By the end of 1943, the command was operating air routes in the United States totaling more than 35,000 miles and 95,000 miles of overseas routes.

Brig. Gen. Smith was promoted to major general in 1944, and retired from active duty shortly after V.E. Day, in 1945. While in the Army Air Corps, he received the Distinguished Service Medal, with citation from Gen. Hap Arnold, recognizing him as "one of the world's greatest contributors to the development of military and global air transportation."

Centralized control and decentralized execution have been hallmarks of mobility for decades. Maj. Gen. Smith's vast business background in commercial aviation led to the development of mobility command and control that we continue to use today. Smith's lasting contribution to the mobility organization and execution led to his induction into the Mobility Hall of Fame for 1992. ■

A/TA Announces 2020 Hall of Fame Inductee – Col. (retired) Lawrence "Rocky" Lane

By Sondra Hart Airlift/Tanker Association Administrator

The Airlift Tanker Association is proud to announce the selection of Col. (retired) Lawrence "Rocky" Lane as its 32nd Hall of Fame inductee. Known as Raven #1, Col. Lane served 10 years as an enlisted jet propulsion specialist and flight mechanic prior to being commissioned through Officer Training School in 1975.

After graduating the Air Force Security Police Academy, Col. Lane went on to serve 29 more years as a Security Forces Officer where his contributions to both Air Force and Air Mobility security, force protection, and air base defense shaped the doctrine used by Defenders today.

Col. Lane served our Air Force and Nation for almost four decades and epitomizes the very best of who we are as Mobility Airmen. He is a Vietnam War veteran, earning the Bronze Star and Purple Heart.

Retired Col. Lawrence "Rocky" Lane, Raven number one, former Air Mobility Command security forces director and founder of the Phoenix Raven course, talks with class 2011D of the Phoenix Raven Training Course in the U.S. Air Force Expeditionary Center's Grace Peterson Hall at Joint Base McGuire-Dix-Lakehurst, N.J., on Sept. 22, 2011. (U.S. Air Force photo by Tech. Sgt. Paul R. Evans).

Col. Lane's career is the story of an inspirational leader whose uncompromising integrity, selfless personal sacrifice and enduring commitment to mission excellence motivated a generation of Airmen who continue to pay it forward.

Col. Lane's selfless-servant leadership character and philosophy first honed on the flight line, developed into a no-nonsense approach and work ethic winning him the respect and trust of superiors, peers, and subordinates alike.

While Col. Lane's impact on the Air Mobility mission was immeasurable, his most significant contribution, and perhaps his proudest achievement was the creation of the Phoenix Raven Program. To date, this high-profile, high-speed program has produced 3266 Ravens who provide 24/7/365 protection for Air Mobility missions and aircrews worldwide.

Ravens are called upon over 1400 times a year to provide security in support of the global mobility mission and Raven #1's DNA flows in the hearts of each and every one of those elite defenders.

Col. Lane was without question, both the Department of Defense and U.S. Air Force's most respected first responder and the foremost anti-terrorism and force protection leader of his generation.

Col. Lane's exceptional leadership sustained superior performance, and outstanding contributions advanced and permanently impacted Air Mobility security culture and is deserving of induction into the Hall of Fame. Col. Lane will be formally honored and recognized at the A/TA National Convention scheduled for the Opryland Hotel in Nashville, Tennessee, Oct. 29 – Nov. 1.

The A/TA Hall of Fame was established in 1988 and is the highest honor the Association can bestow upon an individual or mission area demonstrating superior or sustained performance in the advancement of air mobility and refueling. As a lasting tribute to his legacy and achievements, a bronze bust depicting Col. Lane will be permanently mounted in the Air Mobility Heritage Park located at Scott Air Force Base, Illinois. ■

TALES ON THE RAMP

By USAF Col. (retired) Paul McVickar

YOUNG AND FEARLESS- THE TYPHOON CHASERS

This forum is intended to provide a venue for those funny events, anecdotal happenings and "Old War Stories" from tanker and airlift operations throughout the years. We've all got some and now here's an opportunity to share them with our members. We're not just talking about flying stories, but virtually anything related to air refueling and airlift operations – from 35 thousand feet, to the flight line to the MPF (CBPO for you more experienced members) and anywhere in between. Don't worry about ratting anyone out. The A/TQ staff will edit out any incriminating evidence to protect the not-so-innocent, including the author's name. Please take a minute to recall some of your best stories and attach them to an email addressed to ataeditor@yahoo.com. We need your participation to make this a fun feature for all our readers.

I started flying into typhoons in the fall of 1974. Stationed at Andersen Air Force Base, Guam, the 54th Weather Reconnaissance Squadron had 7 WC-130 Hercules aircraft – basically normal C-130s with weather instrumentation and crew positions for an Aerial Reconnaissance Weather Officer (ARWO) in the cockpit (where the bunk is on a normal C-130) and a Dropsonde Operator (enlisted forecaster) in the rear of the aircraft (near the right paratroop door).

Our mission was to penetrate the eye of tropical storms and typhoons to gather data – location, atmospheric pressure, humidity, temperature, and wind velocity, largely provided by data from a radio dropsonde released in the storm center. In other words, fly into the worst weather known to man – something normal aviators avoid at all costs. All flight planning was computed manually, there were no computer programs at that time for other than standard strategic routes between major cities.

We actually filed to a point where the storm was predicted to be with a request for clearance from surface to 10,000 feet in an area within a radius of 250 nautical miles from the center coordinates, loitering there for up to six hours. We aimed the trusty "Herk" into the storm on a cardinal heading (90, 180, 270 or 360 degrees magnetic), flew into the eye, took measurements, flew out the opposite side of the eye to a hundred miles or so, then turned to intercept the next cardinal heading and return to the eye.

Each flight normally included three eye penetrations. For the flyers of the crowd, we flew at 65 knots above stall speed about 220 knots. To find the eye, we turned the aircraft to keep the wind off the left wing (true air speed, equal to ground speed), letting the wind guide us into the center. The old radar on the C-130 (standard issue APN 59) was very poor in severe thunderstorms and heavy downpours, and that's what you find near the eye and in the wall cloud.

We flew a pressure altitude and measured the absolute altitude in the eye with a radar altimeter. In English, we set the altimeter to 29.92 and let the autopilot keep the altimeter reading 10,000 feet. In actuality, we would descend into the low-pressure center "the eye," and measure the absolute altitude (could be as low as 6,500 feet). The weather officer computed the central pressure based on

the actual radar altitude reading and recorded it in millibars (standard day 29.92 equaled 1012.5 millibars).

So much for the physics of how the flights operate – now on with the story. It was November 1975, almost the end of the typhoon season. Typhoon June started east of Guam, skirted the island on the south and turned north. The Joint Typhoon Warning Center (our customer) was really worried about June, because in 1962 Super Typhoon Karen had formed in the same location also skirted the island to the south and then looped Guam and struck the island from the east with 200 MPH winds and torrential rains.

June was kicking up crosswinds on Guam, so we deployed three aircraft and four crews plus about 40 maintenance personnel and our First Sergeant to Clark Air Base, Philippines five hours to the West. Clark was a major en route base for Military Airlift Command (MAC) aircraft.

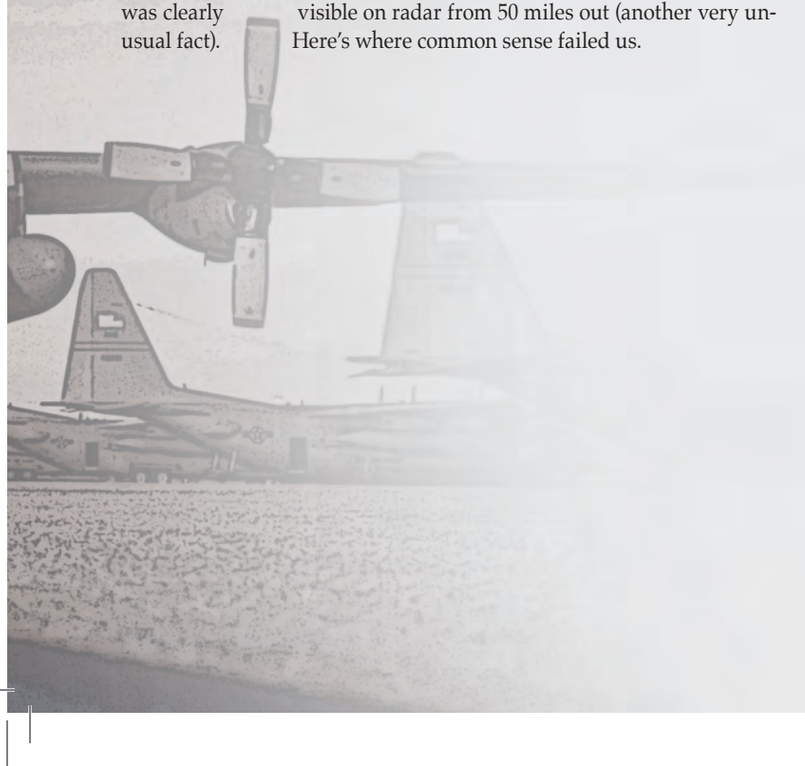
While MAC was our parent command, as C-130 crews we were considered "Little MAC" and the Command Post didn't pay much attention to us. We took our own Reconnaissance Task Force Coordinator (RTFC – nicknamed the Ratfink) to manage our crews, aircraft, maintenance, etc. Basically, we took care of ourselves, from flight planning, to flight following, to mission planning, and filing our passenger manifest (when we carried passengers – and that did not include flights into typhoons, especially super typhoons).

Our flight was scheduled to be a midnight fix on June, located a couple of hundred miles west of Guam. The Typhoon Warning Center asked that we fly directly to the storm, penetrate it and then fly overhead Guam and return to Clark at 18,000 feet (they were looking for a weakness in the winds that could indicate future movement). That trip would take us a little more than 12 hours. We were to depart Clark about 7 p.m. local, returning at 7 a.m.

Our First Shirt (George) was on the flight line with us griping about never getting to fly a typhoon mission with us. Well now, let's see the flight was going to be an overnight flight, George was technically off duty, so I suggested he climb on board and go for the ride – after all who would know the difference? We didn't tell the RTFC and certainly did not file a passenger manifest.

George thought it was a great idea and jumped into the left scanner's seat (the WC-130Hs had previously been configured for rescue operations with a large Plexiglas window on each side and comfortable crew seats.) We gave George a headset and he settled in and probably took a nap for part of the five hours it took to get from Clark to June's current position.

En route, we talked with another Typhoon Chaser aircraft as they exited the storm after their "fix." They reported severe turbulence in the storm, a four mile eye (extremely small) and a central pressure of 877 millibars (less than 26 inches of mercury), and indicated that the center was clearly visible on radar from 50 miles out (another very unusual fact). Here's where common sense failed us.



Severe turbulence, a good radar image and a recommendation to not penetrate should have been enough to convince us to grab a quick radar fix, head for Guam and return to Clark, but we were young and fearless. Our weather officer, Frank, was a history buff and almost before the radio silenced, he announced that 877 millibars was a new world record for a storm and he thought we could find a lower reading – then we would hold the world record!

We polled the crew and decided to go for the record. By this time, we were about 100 miles from June, and setting up for our eye penetration. The Drop double checked all the equipment to ensure anything that could move was well tied down. We positioned the aircraft to enter the storm heading northeast on a heading that would then take us overhead Guam. We tightened our seatbelts, slowed to penetration airspeed and headed in. The wind was unbelievable, crabbing into it was extremely difficult as the winds just kept increasing requiring an almost continual turn to keep the wind off the left wing. Lightning was evident in all quadrants around the aircraft as we neared the wall cloud.

I think we had forgotten our guest George, but he broke the silence, on intercom, "Wow, this is the neatest sight I've ever seen," he said. The copilot shouted back on the intercom "Shut up George, you're about to die."

Timing could not have been worse, because just as the co uttered those words, we hit the wall cloud and found the severe turbulence. The airplane started a descent that was basically a free fall, riding that pressure altitude down (from 9,500 feet outside the eye to 6,500' in the center), at that point all we could do was pull the power to flight idle and hold on for dear life. At about 6,500' we hit bottom and shoved the power back in.

Fortunately, the autopilot held and the Herk actually started to climb. Back in the wall cloud the turbulence was subsiding, so we leveled off to gain some composure and try to get clear of the thunderstorms. After what seemed like an eternity, we finally found some clear air and started taking stock of our conditions and recording all the instrument readings that we couldn't see during the turbulence.

At first look, I thought the compass must have something wrong; we were heading southwest, 180 degrees from the direction that we entered the storm! Nobody turned the aircraft. Later, we figured out that we must had entered the eye in such a crab that we actually slid through the wall sideways, then hit the winds on the opposite side and got flipped around in the turbulence.

Whatever the explanation, we were not interested in going back. We set a course for Clark, called the next crew heading to the storm and recommended that they not penetrate because of turbulence. About 30 minutes later, the Dropsonde Operator provided his sonde readings to the weather officer; central pressure on Super Typhoon June was recorded as 876 millibars – about 25.87 inches of mercury – a new world record.

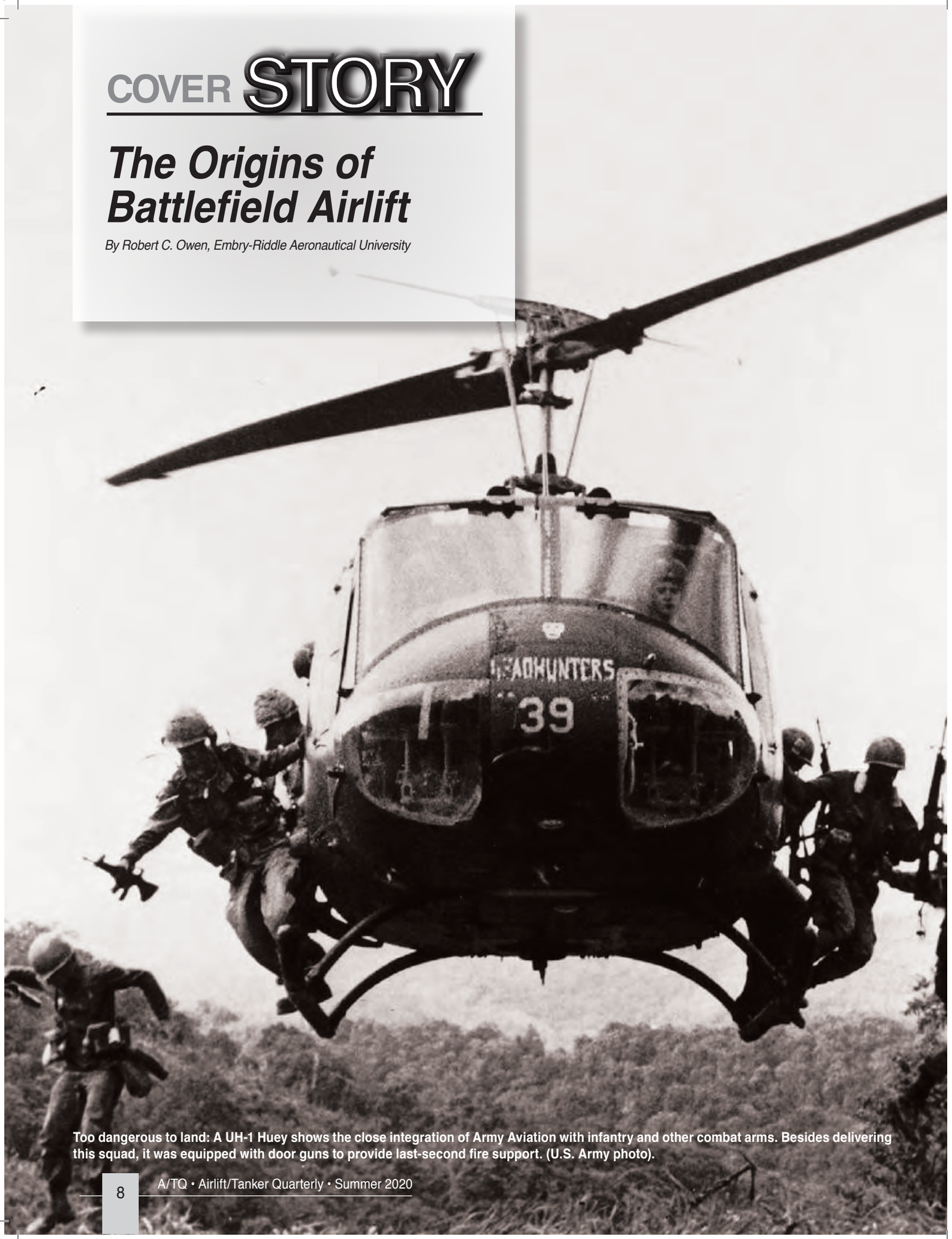
That record in fact, stood for four years, until Super Typhoon Tip smashed the record with a low pressure of 870 millibars in October 1979. (By comparison, the lowest pressure ever recorded on an Atlantic Hurricane was Hurricane Wilma in September 2005 at 882 millibars.)

After the turbulence quieted down we spent the rest of the flight chatting among the crew, about our new world record and how to make our submission to the Guinness Book of World Records. We completely forgot about our extra passenger in the back of the plane. As we prepared for descent and landing, the drop checked George to ensure he was strapped in. He called out "the Shirt is white as a ghost and won't let go of the seat." He was still that way after we landed. We had to pry his hands off the arms of the seat and help him off the airplane; he was almost too wobbly to walk. We got him back to his room and put him to bed. The next day, he told us he thought he was going to die and was hanging on for his life – for more than five hours. George never, never, ever, asked to fly on another typhoon mission for the rest of my Typhoon Chaser career. In fact, we had difficulty getting him on an aircraft to return to Guam. I went on to fly two more storm chasing tours in the Hurricane Hunters, Keesler Air Force Base, Mississippi, but never encountered severe turbulence or a storm that strong again. ■

COVER STORY

The Origins of Battlefield Airlift

By Robert C. Owen, Embry-Riddle Aeronautical University



Too dangerous to land: A UH-1 Huey shows the close integration of Army Aviation with infantry and other combat arms. Besides delivering this squad, it was equipped with door guns to provide last-second fire support. (U.S. Army photo).

It is easy today to take for granted the U.S. Army's possession of a powerful battlefield airlift force. But, it wasn't supposed to be that way. Until the late 1950s, American defense policy assigned the entire airlift mission and associated aircraft to the U.S. Air Force. Under those same policies, the Army's aviation arm consisted of a few dozen light aircraft and helicopters in each division to cover "organic" missions; such as directing artillery fire, casualty evacuations, wire laying, and limited transportation of people and supplies. Early Army thoughts on acquiring more and larger aircraft were stymied by the USAF's control of national aviation production capacity and refusal to countenance any expansion of the Army's assigned aviation roles. The Air Force did suggest that it could activate "assault" helicopter squadrons to support the Army, but took no concrete actions until 1954.

The Army had reason to be impatient with the Air Force's dog-in-the-manger stonewalling. When the two services divorced in 1947, the Air Force identified the Tactical Air Command as the Army's go-to for close air support and airlift. But, almost immediately after breaking away from the Army, the Air Force downgraded TAC to a planning headquarters, sent all its fighters to the air defense command, and reduced its troop carrier element to just a few wings. The Air Force had also ignored the Army's preferences for new "assault" air transports. In a fly-off competition run in 1949, ground commanders preferred the remarkably rugged, three-engine C-125 *Raider*, and were okay with the C-122 *Avitruc* candidate. Both aircraft carried about five tons of cargo and operated on rough forward airfields. But, the Raider could take off and land in about 800 feet, which the Army liked a lot, while the Avitruc needed 1500 feet, which the Army liked not so much. Focused on gross lift requirements and its desire to save manpower, however, the Air Force went for the C-123, biggest of the three aircraft. The *Provider* was a fine aircraft, but its 2,000 feet take-off roll and limited rough-field capabilities did not maximize the operational flexibility wanted by the Army.

So, the Army chartered studies. Most important, its 1952 Project Vista study assessed the Army's new challenge of fighting and surviving on future atomic battlefields. To avoid seeing its maneuver units targeted and incinerated by one of the thousands of tactical nuclear weapons about to

With 4,200 h.p. of lift and a front loading ramp, the CH-37 was a major step forward in the Army's ability to move light vehicles, firepower, and supplies around the battlefield. (U.S. Army photo).

***Cover Story** continued on page 10 >>>*

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become available to the U.S. and Soviet Union, the study concluded that a single corps would require the support of 800 C-123s and 400 C-124s for maneuver and resupply. The Air Force had no plans to buy so many of either aircraft. In other studies, the Army determined that it would need hundreds of helicopters to pick up dispersed units from their tactical positions, concentrate them rapidly at key objectives, and then disperse them again before enemies could respond with atomic attacks. Still, the Air Force continued to stonewall, neither believing in the Army's need or right to acquire so many aircraft, nor willing to divert money and manpower to provide such capabilities itself.

The Korean War (1951-1953) broke the funding and roles-and-missions logjams. The tactically invaluable and life-saving abilities of helicopters to move supplies and people over the challenging terrain of Korea was obvious. Soon, the Army had helicopter units moving soldiers, supplies, and the wounded in ever increasing numbers. For the future, Army leaders successfully pressed for relief from any weight restrictions on their helicopters, and got permission to acquire some larger transport airplanes on an experimental basis. The aviation budget also increased by tenfold in the first year of the war. By 1953, the Transportation Corps had 12 helicopter transportation battalions operating about 750 aircraft, and the Army as a whole was planning for a force of 1,800-2,200 helicopters. Initially, the largest helicopters available were 10-passenger H-19s, but

Clockwise from top left: A CH-37 Mojave helicopter lifts off with a UH-34 helicopter that was mortared when it came to resupply troops in 1966. The men of "F" Company, 2nd Battalion, 9th Marines, were engaged in heavy fighting. (U.S. Marine Corps photo). A CH-47d- Chinook. (U.S. Army photo by Sgt. Keven Parry). A YC-125-b. (U.S. Air Force photo).

they were being replaced by significantly more capable H-21 *Shawnees*, CH-34 *Choctaws*, and CH-37 *Mojaves*. The *Mojaves* were a milestone in aviation capabilities, since their two 2,100 horsepower engines and front-loading ramps allowed them to move light vehicles, towed howitzers, Honest John rockets, up to 28 troops, or many other useful impedimenta of war over an operational radius of about 60 miles. Consequently, a battalion of 51 CH-37s could concentrate and then disperse a regimental combat team over tactically useful distances in a day or less.

Focused on their own visions of future wars, Air Force leaders put up a fading resistance to the Army's reestablishment of an air arm. After losing the bureaucratic battle to restrict the size of the helicopters and airplanes the Army could acquire, the Air Force in 1954 and 1955 activated four troop-carrier, assault, rotary-wing squadrons flying H-21s and assigned them to regular troop carrier groups to test their ability to provide the vertical lift the Army wanted. Air Force leaders also complained about Army experimental helicopter units attached to the artillery, armor, and infantry schools. In the run-up to the very large Sagebrush exercise in 1955, the Air Force's exercise commander attempted to block the Army's test of a "sky cavalry" unit using helicopters to transport battlefield intelligence personnel, gather intelligence with airborne television cameras, and transport platoon-size blocking units to key road junctions and bridges. Once again, the Air Force lost the bureaucratic fight and, in the next year, was told by the Army that the services of its rotary-wing assault squadrons were no longer required.

Thereafter, to use a pun, Army Aviation took off. In the late 1950s, the Army upgraded its aviation capabilities with acquisition of thousands of new turbine-powered helicopters (mainly UH-1s and CH-47s) and 159 CV-2 (later C-7) *Caribou* light transports. At their full gross weight of 28,500 pounds, the 'Bou could take off and land routinely in less than 800 feet. As an outcome of the milestone Howze Report of 1960, the Army also reactivated the 11th Airborne Division (test) to experiment with the airmobile concept, in which the entire unit depended on helicopters for mobility. The success of the tests led to establishment of the 1st Air Cavalry Division, which went on to fame in Vietnam. Indeed, by the end of the war, the Army maintained over 4,000 helicopters on the line in Vietnam. In the midst of the war, the two services finally agreed on the cultural lines between aviation and air force. Given the profound differences between the two in basing, logistics, and combat engagements, the 1966 Johnson-McConnell agreement essentially gave helicopters to the Army and all large transport airplanes to the Air Force, including the Army's C-7s.

In the years since, Army battlefield airlift has become a formidable segment of our national air mobility system. In 1983, aviation became a full-fledged combat branch of the Army, with all that meant in terms of funding control, modernization, officer professional development, and co-equal integration with the other combat arms. Presently, the core of Army Aviation consists of 12 active and eight Army National Guard combat aviation brigades, each of about 130 helicopters, four smaller ARNG theater aviation brigades, and a scattering of fixed- and rotary-wing aircraft in training and other roles—around 4,000 aircraft in all. The most obvious shortfall is the continuing absence of a true assault airlift aircraft that can usefully connect inbound strategic airlift or sealift movements to far-forward landing strips, from which helicopters can operate efficiently or delivered forces can go more-or-less directly to their objectives. Apart from several promising starts in developing such an aircraft, the Air Force abandoned the mission altogether in the early 1980s and never came back to it. But, that interesting story will have to wait for a later installment of this series.

Some Useful Reading

For those of you who would like to develop their understanding of what the Army brings to the air mobility world, or who are just wondering if I make up all this stuff, here are some useful sources.

- Of course, my book, *Air Mobility: A Brief History of the American Experience*, remains the only comprehensive discussion of the development and interactions of all elements of the American air mobility system.

- For some thoughts on the capabilities and shortfalls in the present air mobility system, see my more recent studies: *Launching the Workhorse: Vertical or Super-Short Takeoff Capabilities for the Next Theater Airlift Aircraft (https://www.airuniversity.af.edu/Portals/10/AUPress/Papers/FP_0026_OWEN_LAUNCHING_THE_WORKHORSE_VERTICAL_OR_SUPER-SHORT_TAKEOFF_CAPABILITIES_FOR_THE_NEXT_THEATER_AIRLIFT_AIRCRAFT.PDF);* and *Shaping Air Mobility Forces for Future Relevance* (https://media.defense.gov/2017/Jun/19/2001765023/-1/-1/0/AP_2017-1_OWEN_AIR_MOBILITY_FORCES.PDF).

- Some well-done histories of Army Aviation are Richard P. Weinert, Jr., *A History of Army Aviation--1950-1962* (Ft. Monroe, VA: U.S. Army Training and Doctrine Command, 1991), James W. Williams, *A History of Army Aviation From Its Beginnings to the War on Terror* (New York: iUniverse, 2005, and John J. Tolson, *Air Mobility 1961-1971* (Washington, DC: Department of the Army, 1973), 20-25. I like Williams' study best, but the Weinert and Tolson books are free from the Army Center of Military History.

- Also, if you haven't seen it, catch the Mel Gibson movie, *We Were Soldiers Once and Young*, for a look at what air mobility Army-style was all about. ■

ADVANCING JADC2 AND ABMS: CONNECT AND COMMAND THE BATTLESPACE

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Douglas C-74 Globemasters. (U.S. Air Force photo).

The First Globemaster

By U.S. Air Force Col. (retired) Craig Koontz

PROLOG

For a number of years, I had the privilege of giving a presentation to the Air Mobility Operations Course at McGuire-Ft. Dix-Lakehurst. TDY funds were tight and, coming from Scott, it was difficult but doable, to leave early in the morning, fly to Philly, rent a car, get to the building, give a two-hour presentation and then retrace my route and be back at Scott in time to get up and go to work the next day. Unfortunately, that put me on stage as the first speaker after lunch. After the first trip, it was obvious that I desperately needed some kind of attention step to keep the class (as well as myself) from nodding off.

What better attention getter than announcing there would be a quiz. I devised a one question quiz that I threw in at about the mid-point. Let's see how well you do on that quiz question.

Question: Most of us know that the C-17 has the nickname "Globemaster III." What aircraft was the first to have the name "Globemaster?"

A. C-82
B. C-124
C. C-74
D. C-97

If you chose C you are correct. If you chose B you took the head fake – that was Globemaster II.

I had never heard of the C-74 until I saw one on the ramp at Milan Italy one night in early 1972. Taxiing in, the lights illuminated an old aircraft sadly sitting there in total disrepair. I commented over the interphone that there was an aircraft parked on the ramp that I'd never seen before. One of the flight engineers who was very senior and, no doubt, frustrated by flying with teenage transport pilots, promptly remarked, "That's a Douglas C-74 – the original Globemaster.mI haven't seen one of those in years."

GLOBEMASTER

As it turns out, the C-74 has an interesting, albeit short, history. As the U.S. entered World War II, it quickly became apparent that we desperately needed a large capacity, long-range cargo aircraft to tackle the magnitude of cargo and vast distances associated with trans-oceanic airlift requirements, especially in the Pacific Theater. A Douglas Aircraft Company design team, the C-74 Project Group, at their Santa Monica CA division, started with their DC-4 aircraft and concentrated on enlarging its capabilities.

The group's philosophy was to build a "no-frills" aircraft which would be capable of carrying much of the Army's large equipment including light tanks, two 105mm howitzers with their towing vehicles, two angle bulldozers and a variety of smaller utility vehicles. The Air Corps signed a cost-plus contract with Douglas on June 25, 1942 for 50 aircraft at a total cost of $50 million. Later, with the need for military aircraft greatly reduced by the end of World War II, the order was canceled in January 1946, after the production of only 14 aircraft.

The first C-74 rolled off the assembly line in July 1945 and flew two months later on Sept. 5, 1945. At the time of its first flight, the C-74 was the largest land aircraft to enter production with a maximum gross weight of 172,000 lbs. It was able to carry 125 soldiers or 48,150 lbs. of cargo over a range of 3,450 miles. Possibly the most notable feature of the C-74 was its cockpit arrangement with two separate twin bubble canopies over the pilot and copilot. The separate canopies made communication and cooperation between the pilot and copilot very difficult and this arrangement was very unpopular with the flight crews.

A conventional and more traditional cockpit design, with a single windscreen, was retrofitted to most of the aircraft during the course of the aircraft service life. Shortly after delivery of the aircraft, the radial engines were also upgraded to the 3,250 horsepower Pratt & Whitney R-4360 engines which would later used on the C-124 and B-36. At a length of 124′ 2″, the C-74 was 31 feet longer than the C-54 Skymaster and would be 24 feet longer than the upcoming C-118 Liftmaster.

Called Globemaster because of its ability to circumnavigate the world with minimal refueling stops, the C-74 was designed for self-sufficiency. A combination of features enabled it to operate into and out of locations which were not a part of the established airlift network at that point in time. Self-contained electrical power enabled the crew to change engines, if needed, and to load and position cargo through the use of two internal overhead cranes.

The aircraft featured a laminar flow wing with full-span Fowler flaps. The wing was large enough to permit access via a catwalk passageway to the engines while in flight. Aircrew members had the capability to accomplish minor maintenance on the engines in flight as well as to replace or pad generators. This wing proved to be so functional that it is essentially the same wing that was used by Douglas on the C-124.

Douglas C-74 Globemaster. (U.S. Air Force photo).

The C-74 was flown by the United States Army Air Forces Air Transport Command (ATC), and later by the United States Air Force Military Air Transport Service (MATS). It had a basic crew of five; pilot, copilot, navigator, flight engineer and radio operator. A loadmaster was included based on mission requirements.

On July 1, 1947, the C-74's moved to Brookley Field, Mobile, Alabama, where they subsequently operated in the Atlantic Division with six primary overseas mission routes. The Panamanian; between Brookley Air Force Base and Albrook Air Force Base, Panama. The Puerto Rican; between Brookley and Ramey Air Force Base, Puerto Rico. The Hawaiian; between Brookley and Hickam Air Force Base, Hawaii, with a stop at Travis Air Force Base, California. The Johnathan; between Brookley, Kelly Air Force Base, Texas, McClellan Air Force Base, California, McChord Air Force Base Washington and Elmendorf Air Force Base, Alaska. A route was developed from Brookley to Cassablanca-Anfa Airport French Moroco and Wheelus Air Base, Libya. An additional route from Brookley to Keflavik Airport, Iceland and RAF Manston, England also evolved.

Additionally, C-74s flew logistic support flights for the Strategic Air Command (SAC) and the Tactical Air Command (TAC) saw the Globemaster in North Africa, the Middle East, Europe, the Caribbean, and within the United States. TAC used C-74s to support the first F-84 deployment to Japan and SAC continued to use them to rotate B-47 Bombardment Groups on temporary duty to and from England and Morocco. Even with the high operations tempo, the C-74 proved to be maintainable and reliable beyond forecast expectations.

But the ops tempo got even higher with the Soviet blockade of all the land routes into and out of Berlin which started the Berlin Airlift. The first C-74 landed at Rhein-Main Air Base, Germany on Aug. 14, 1948. Three days later, it landed at Gatow Airfield in the British sector of Berlin carrying 20 tons of flour.

Over the next six weeks, Globemaster crews flew 24 missions into Berlin carrying 1,234,000 lbs. of supplies. On Sept. 18, 1948 (the first anniversary of the USAF) one C-74 crew flew six round trips into Berlin carrying 250,000 lbs. of coal – setting a new Task Force record. Experience with the Berlin Airlift demonstrated that the new USAF needed a heavy strategic airlift capability from more than 11 aircraft, which directly led to the development of the C-124 Globemaster II.

The invasion of the Republic of Korea by North Korea in 1950, began another supporting mission requirement for the C-74. From July to December 1950, the C-74s logged over 7,000 hours. They flew from the CONUS to Hawaii carrying troops and high priority cargo westbound towards Korea. They then backhauled east with retrograde cargo and wounded GIs. During the seven months between July 1950 and January 1951, the Globemasters transported just under one million pounds of cargo westbound. Coming back, they airlifted 2,486 patients, 550 passengers and 128,000 lbs. of cargo from Hickam Air Force Base, Hawaii to the CONUS.

By late 1952, the C-74 was getting tired and experienced a shortage of spare parts and increasing maintenance problems. In 1954, the USAF began planning for the retirement of the fleet. In the first three months of 1956, the 11 C-74s were officially removed from the MATS inventory and were flown to Davis-Monthan Air Force Base, Arizona for long-term storage and disposition. Most of those aircraft were scrapped in 1965, but four wound up in civilian hands, owned by Aeronaves de Panama. Those aircraft ended up flying cattle and other goods throughout Europe and the Middle East and by October 1963 none remained in service. The last surviving Globemaster, having been grounded for many years, was dismantled at Milan, Italy in August 1972.

Although not produced in large numbers, the C-174 ably filled the need for a long-range strategic airlifter as a stop-gap aircraft until the subsequent development of the C-124 Globemaster II. Of the 14 C-74s built, only 11 actually saw operational service.

Of the remaining three, one was destroyed in a test flight accident, one was used as a prototype for the C-124 and the remaining one was used as a static test article where virtually every component was tested to failure. Many of those C-74 components ended up being used in the C-124, and the failure data was extremely valuable. While the small number of C-74s built meant that the aircraft's service was limited, the C-74 gave the Air Force critical and vital experience with the operation and utility of large heavy lift transport aircraft.

AIRCRAFT COMPARISON

	C-74	C-124	C-17
First Flight:	5 Dec 45	27 Nov 49	15 Sep 91
Wingspan:	173′ 3″	174′ 1.5″	169′ 9.6″
Length:	124′ 2″	130′ 5″	174′
Max weight:	172,000lbs	194,500lbs	585,000lbs
Max speed:	328 mph	304 mph	520 mph
Ceiling:	21,000 feet	21,800 feet	45,000 feet
Range:	3,450 miles	4,030 miles	2,400 miles
Power plant:	R-4360 3,250 hp	R-4360 3,800 hp	40,400lbs.
Pressurization:	No	No	Yes
Built by:	Douglas	Douglas	Douglas/McDonnel Douglas/Boeing

EPILOG

As I was putting the slides together for the Airlift Operations Course "quiz", I was selecting several C-74 photos for the answer slide. One of my co-workers happened to be walking through our work area, looked at my monitor and remarked, "The old C-74. We bought 14 of those, but only got to use 11. It was a bit heavy on the ailerons, but it flew pretty well for such a big aircraft considering its time. Nothing like you folks are used to now, but it flew well and was reliable. Loved those engines."

I turned around to see Maj. (retired) Ed Kelley standing there. Kelley, who had flown the Hump in WWII, stayed in the USAF until after Korea and had been a GS employee in AMC/XP since then. Kelley was a walking history book of most everything USAF. I asked him if he ever flew the C-74 and he responded, "Just a few times. I've got about 1,000 hours in it." He said that he was stationed at Brookley Air Force Base, Alabama and got to fly to some really exotic places from there. From doing research for this article, I now I know what he meant. And, if you've gotten this far in this article, so do you.

Douglas C-74 Globemaster. (U.S. Air Force photo).

Lt. Gen. Jacqueline Van Ovost nominated to be next AMC commander

By Air Mobility Command Public Affairs

As Gen. Maryanne Miller, Air Mobility Command commander, prepares to retire after a 39-year career, Lt. Gen. Jacqueline Van Ovost, AMC deputy commander, has been nominated as her successor.

Lt. Gen. Jacqueline Van Ovost. (U.S. Air Force photo).

Van Ovost and Miller marked the first time in history that an Air Force Major Command has been led by both a female commander and deputy. If confirmed, Van Ovost will pin on her fourth star, assume command of AMC, and, upon Miller's retirement, become the highest-ranking female in the United States military.

"I am honored and humbled by the nomination to serve as the next commander of Air Mobility Command," said Van Ovost. "I look forward to the opportunity to build upon the incredible work of Gen. Maryanne Miller and the commanders who served before her, ensuring the success of the Air Mobility enterprise and its people who make up the heart of our Global Reach mission every day."

Van Ovost has led at all levels of the Air Force and her technical expertise as a pilot ranges from heavy airlift aircraft to nimble fighter jets. She began her Air Force career flying the C-141 Starlifter, became a test pilot, and subsequently flew over 30 different aircraft, accumulating more than 4,200 hours of flight time.

She commanded a refueling squadron at McConnell AFB, Kansas, served as vice commander of the U.S. Air Force Expeditionary Center, and commanded the 89th Airlift Wing at Joint Base Andrews, Maryland, responsible for one of the Air Force's no-fail missions: safely transporting the president and our nation's most senior leaders.

"I have no doubt Lt. Gen. Jacqueline Van Ovost will be an extraordinary leader for our Mobility Airmen," said Miller. "She has served exceptionally, most recently in direct support of our Air Force Chief of Staff and Secretary, and I am excited for the future of AMC with her at the helm."

Van Ovost is nominated to offer her broad leadership and expertise to AMC during an unprecedented time in our nation's history. AMC provides rapid global mobility every day, no matter the circumstances, and is at the forefront of the DOD's effort to support American and global needs in the ongoing COVID-19 pandemic, moving patients, delivering life-saving supplies, and developing new technologies to execute the mission safely. ■

618th Air Operations Center welcomes new commander

By By Staff Report, 618th Air Operations Center

Brig. Gen. Daniel A. DeVoe took command of the 618th Air Operations Center from Brig. Gen. Jimmy R. Canlas during a change of command ceremony at Scott Air Force Base June 12.

Gen. Maryanne Miller, Air Mobility Command commander, presided over the ceremony.

"At every turn, this team has pushed the mission and provided critical mobility solutions for a very unique time in our history," said Miller. "There's no doubt our AOC, our leadership and our teams within the AOC will be able to tackle whatever comes their way. They always do."

A graduate of the United States Air Force Academy, DeVoe previously served as the vice commander of the 618th AOC. During his tenure, DeVoe oversaw implementation of the largest, full-scale organizational transformation in nearly 30 years to better ensure AMC is postured to meet the requirements of the National Defense Strategy.

"Dan, I have watched you learn, grow and lead in this very demanding environment. I have full confidence in your ability as the next leader of this organization," Miller continued.

In this role, DeVoe will be responsible for enhancing the AOC's ability to sustain the Joint Force ensuring the mobility community is resourced and ready to better support the Air Force efforts of Joint All-Domain Command Control (JADC2).

"I am incredibly honored and humbled to assume command of the 618th AOC," said Devoe. "I know your capabilities and commitment. You will get the same from me."

The 618th AOC is responsible for operational planning, tasking, executing and assessing a fleet of approximately 1,100 aircraft in support of combat delivery and strategic airlift, air refueling and aeromedical operations around the world. ■

Brig. Gen. Daniel A. DeVoe speaks to the audience after taking command of the 618th Air Operations Center, June 12, at Scott Air Force Base, Ill. (U.S. Air Force photo by Senior Airman Soloman Cook).

CRW Airmen exercise, upgrade skills using COVID-19 scenario

By Tech. Sgt. Luther Mitchell, 621st Contingency Response Wing Public Affairs

Members of the 621st Contingency Response Wing participated in a readiness exercise to demonstrate the capability to operate during COVID-19 conditions while also accomplishing upgrade training June 4-11 at Joint Base McGuire-Dix-Lakehurst, New Jersey.

The exercise focused primarily on training for Contingency Response Element leaders, Mission Planning Cell and Tactical Operations Cell members. Airmen from additional career fields and skillsets also participated in the exercise, as well as Airmen from the 621st Air Mobility Operations Squadron to ensure the exercise was accurately executed.

"Those are some of the key positions that we need when we are in real-world operations, so it's focused on those areas to get more experience in those lanes," said Maj. Stephanie Bukowski, 621st Contingency Response Support Squadron director of operations and CRE commander for this exercise.

Before a member can become qualified to lead a real-world contingency, they must complete a certain number of exercises, called "rides."

Ride one members observe the exercise to understand how a Contingency Response Group operates, and progressively participate in more exercise scenarios until finally the members have earned their position to lead.

"For me, this is ride one to complete my qualification out of four rides," Bukowski said.

This exercise scenario was developed by the MPC to simulate a COVID-19 support request from an ally country to receive Army cargo to facilitate building a medical facility and evacuate American citizens -- a relevant topic happening now across the world, according to Bukowski.

As the only contingency response wing in the Air Force, CRW Airmen must be ready to respond to different disaster relief and humanitarian aid operations anywhere, anytime.

"Exercises like these are extremely beneficial, because we have multiple Air Force Specialty Codes and CRE upgrades to accomplish, and this provides a controlled scenario to ensure they are prepared to execute the mission," said Tech. Sgt. Margaret Verica, 621st CRG Group unit deployment manager section chief and exercise evaluator.

To Bukowski, this exercise has set a new precedent for readiness training at the CRW.

"This is the first time that we've done a home-grown exercise to this extent," Bukowski said. "Normally our exercises have been a few hours and more tabletop discussions of different scenarios. This is probably the most robust exercise we have ever created as a CRG. The experience has been great. It's as real world as we are going to get where we are not actually deploying and going into the field." ■

NPC, NPC-L ready to save lives

By Air Mobility Command Public Affairs

On June 24 the first Negatively Pressurized Conex ready for operational use touched down at Ramstein Air Base, Germany, with 16 experts from Joint Base Charleston and three members of the program office team to stand on alert status and train additional Airmen on the NPC.

The NPC is configured for the C-17 Globemaster III and C-5 Super Galaxy aircraft to safely transport up to 28 passengers or 23 patients, including ambulatory and litter, around the globe, while the Negatively Pressurized Conex-Lite is a smaller variation configured to be used aboard the C-130 Hercules.

The NPC-L system was certified to be fully operational, June 25.

Air Mobility Command and Air Force Materiel Command leaders joined forces early April to invite creative materiel and non-materiel solutions to address a Joint Urgent Operational Need to move large numbers of COVID-19 patients should the need for that capability arise.

"In less than 30 days, the NPC went from an idea on a napkin to a proven concept ... and only 88 days from that idea to the delivery of an operational system" said Lt. Col. Paul Hendrickson, Air Force Life Cycle Management Center CBRN Defense material leader. "This was made possible by a team comprised of the Air Force CBRN (Chemical, Biological, Radiological and Nuclear) Defense Systems Branch working with the Joint Program Executive Office for CBRN Defense and partnering with teams across the Air Force and Department of Defense."

After putting the proof of concept NPC system through rigorous testing that ran from 21-30 April; the first NPC-L was delivered June 1, at Joint Base Charleston, followed by the first NPC on June 7, to begin testing and operational utility evaluation.

"Teams from across the country led by the Program Executive Office for Agile Combat Support (PEO ACS), gathered at Joint Base Charleston to assess the NPC and ensure it met four main requirements," said Hendrickson. "The NPC must: one, be able to contain the virus from aircrew and the aircraft, two, be usable for aeromedical teams, three, have the potential to be certified airworthy and four, have the potential to be safe to fly. The NPC has proven capable of satisfying all of those requirements."

When the Coronavirus outbreak began the Air Force increased

In-flight testing is conducted to certify a Negatively Pressurized Conex prototype at Joint Base Charleston, S.C., April 30, 2020. (U.S. Air Force photo by Staff Sgt. Chris Drzazgowski).

training on the Transport Isolation System, an isolation chamber developed during the 2014 Ebola outbreak, but never used in operations until April 10, when it transported COVID-positive patients from U.S. Central Command to Ramstein for medical treatment.

To date, the TIS has successfully transported more than 80 patients. However, it offers AMC and the Air Force limited capability, as each TIS can transport only two to four patients. The NPC will increase AMC's capacity for patient transport, both now and in support of future requirements.

"The NPC is crucial to readiness as it not only protects our aircrews, aircraft, and aeromedical evacuation teams as they transport patients, but it also protects the readiness of the locations we will move patients from," said Lt. Col. Timothy Mach, AMC Requirements Division chief. "We need to take care of the individual infected by the virus and mitigate the chance of it spreading. The NPC allows us to perform those life-saving movements in only hours." ■

Air Mobility News & Views *continues >>>*

U.S. Transportation Command assisted Americans stranded abroad – due to heightened COVID-19 travel restrictions – return stateside

By Michael P. Kleiman, USTRANSCOM Public Affairs

Since its formation on March 27, 2020, the U.S. Transportation Command's Repatriation Coordination Cell organized the stateside return of more than 3,900 Americans stranded abroad due to tightened COVID-19 travel limitations imposed by numerous countries.

Supporting the Department of State's efforts to bring American citizens home as the pandemic spread across the globe, the USTRANSCOM unit, which stood down in mid-May, contracted 14 separate commercial charter airlift missions, transporting many thousands back to the U.S. from five different African and Asian nations.

The process to achieve these repatriations began with the command's Repat Coord Cell receiving a request from DOS' Repatriation Task Force. Following validation of DOS' requirement, they verified the number of passengers and provided the information to USTRANSCOM's Directorate of Acquisition for commercial air carrier response. Next, after confirming mission details with DOS, the Repat Coord Cell, comprised of a dozen core members, submitted the finalized package to USTRANSCOM's air component, the Air Force's Air Mobility Command (618th Air Operations Center), for further synchronization with the contracted charter airlift.

"Leading the Repat Coord Cell has been a unique and rewarding experience, as I had not worked with the command's Directorate of Acquisition or any of the commercial air carriers before. I also learned how DOS attacks problems from the whole-of-government approach," said U.S. Army Col. Aaron Angell, chief, Joint Operational Support Airlift Center Division, USTRANSCOM's Operations Directorate. "During the cell's seven-week existence, our priority was administrative oversight of the command's repatriation operations, as well as to serve as a link between USTRANSCOM and DOS."

During the workweek, the Repat Coord Cell normally operated from 6 a.m. to 8 p.m., but also executed its duties on the weekend, when required. To ensure unity of effort, they participated in two daily teleconferences – morning and afternoon – with DOS' Transportation Cell and attended another midday phone session with USTRANSCOM. A majority of the Repat Coord Cell's primary participants also continued to serve in their regular jobs, and in this capacity, they provided the expertise and experience for the command's assistance to DOS.

"USTRANSCOM's Repat Coord Cell quickly formed with command and AMC professionals who provided DOS with responsive commercial airlift supporting movement from different parts of the globe," stated U.S. Air Force Maj. Christopher Moyano, Commercial Industry Branch, USTRANSCOM's Operations Directorate. "The combined efforts of USTRANSCOM, AMC, DOS, and commercial industry saw the safe return of over 3,900 Americans on chartered airlift, overcoming an unprecedented restricted environment."

USTRANSCOM-contracted, commercial charter airlift supporting DOS' repat endeavors consisted of Atlas Air, Delta Air Lines, and Omni Air International. Occasionally, the command's Repat Coord Cell also organized military aircraft transport of Americans from overseas locations. To date, approximately 522 U.S. citizens returned stateside via gray-tail opportune airlift.

"The emerging requirements associated with the COVID-19 global pandemic highlighted the importance of USTRANSCOM's long-standing relationship with U.S.-flagged, Civil Reserve Air Fleet carriers and also showcased their unmatched flexibility and keen responsiveness throughout," said U.S. Army Maj. Keith Shanklin, Commercial Industry Branch, USTRANSCOM's Operations Directorate.

Throughout April 2020, commercial airlift missions, administered by USTRANSCOM's Repat Coord Cell, departed from Abuja and Lagos, Nigeria; Yangon, Myanmar; Dakar, Senegal; Dhaka, Bangladesh; as well as Islamabad and Karachi, Pakistan, transporting 3,915 Americans and lawful permanent residents stateside to Dulles International Airport, Dulles, Virginia.

"DOS undertook a herculean effort to repatriate tens of thousands of Americans, and working with them to do our part was rewarding. This experience showed how quickly the team of professionals at USTRANSCOM can adapt operations to support another agency's effort," stated Angell. "This team of teams came together and accomplished the mission despite the challenges of operating in a COVID-19 environment." ■

NPC completes first operational patient movement

By Air Mobility Command Public Affairs

Less than 100 days from an idea on a napkin to its first real-world, aeromedical evacuation, the Negatively Pressurized Conex completed its first operational mission July 1, moving 12 patients from the U.S. Central Command area of responsibility to Ramstein Air Base, Germany, to receive higher level of care at the Landstuhl Regional Medical Center.

The NPC is the latest isolated containment chamber developed to transport individuals with infectious diseases, like the novel Coronavirus.

This operation brings the total number of patients retrieved by the Mobility Air Force using an isolation containment chamber to more than 100 across 18 missions since the COVID-19 pandemic began.

At the onset of the outbreak, in anticipation of the need to transport individuals afflicted with the Coronavirus, Air Mobility Command increased training on the Transport Isolation System, an isolation chamber developed during the 2014 Ebola crisis, but never operationalized.

The TIS was first used April 10, 2020, to transport three COVID-positive patients, and has since been used to perform 16 additional aeromedical evacuations.

However, the TIS offers limited capability, as each was designed to transport two to four patients. So, in early April, AMC and Air Force Materiel Command leaders joined forces to invite creative materiel and non-materiel solutions to address a Joint Urgent Operational Need to move large numbers of COVID-19 patients.

The answer was the NPC, which was made possible by a team comprised of the Air Force Chemical, Biological, Radiological and Nuclear Defense Systems Branch working with the Joint Program Executive Office for CBRN Defense and partnering with teams across the AF and Department of Defense under the direction of the Program Executive Office for Agile Combat Support as the JUON lead for the AF.

The NPC offers a significant capacity increase, capable of safely transporting up to 28 passengers, 23 ambulatory patients, or 8 litters. Multiple configurations are available to accommodate combinations of ambulatory and litter patients, as dictated by the situation.

On June 24, only 88 days after the idea was introduced, the NPC arrived at Ramstein AB from Joint Base Charleston, South Carolina, to stand alert.

"Watching the team come together to train on this system in theater and then fly its first mission shows what can be accomplished when whole-of-government and industry partners work selflessly, sacrificing long hours and personal time in order to produce a solution that save lives," said Capt. Alexis Todaro, NPC program manager who delivered

Air Mobility News & Views *continues >>>*

the NPC to Ramstein for training and site activation. "It took a team of teams to get NPC from a concept to operational in under 100 days."

It was called to action less than one week later aboard a C-17 Globemaster III assigned to the 437th Airlift Wing, JB Charleston.

"I'm impressed with how quickly this idea became a fully functioning system," said Brig. Gen. Dan DeVoe, 618th Air Operations Center commander. "Our planners and controllers expertly handle aeromedical evacuation missions on a regular basis, but the increase in capability the NPC offers is a great advantage to have available for our operations in the COVID-19 environment and beyond."

This was a demanding lift as it required use of the brand new isolation system, multiple stops, and critical care procedures.

"This was definitely not your typical patient movement mission," said Maj. Benjamin Weaver, bioenvironmental engineer and 10th Expeditionary Aeromedical Evacuation Flight NPC support team lead. "It was a long 22 hours for everyone involved, but the NPC and team performed exceptionally well to make it happen."

While on the ground, The 521st Air Mobility Operations Wing at Ramstein AB was essential to the success due to their role in training the NPC personnel, loading the system onto the C-17, and sanitizing the aircraft and NPC for the next mission.

The NPC is certified to fly on a C-17, and testing for certification on the C-5M Super Galaxy aircraft is underway. The NPC-Lite, a smaller variation configured to be used aboard the C-130 Hercules, was certified for operational use June 25.

"This milestone and the process of getting the system into the hands of our Aeromedical Evacuation teams and aircrew is proof that we can do business at the speed of need," said Lt. Col. Timothy Mach, AMC Requirements Division chief. "That effort is already saving lives and is crucial to Joint readiness in remote locations." ■

Fairchild SFS Airman leads the way by completing Ranger school

By Senior Airman Lawrence Sena, 92nd Air Refueling Wing Public Affairs

U.S. Army Ranger School is one of the most rigorous 62 days of military training across the Department of Defense, and is responsible for producing elite soldiers to the Army's fighting force. Those who survive the strenuous tests, physical challenges and prove to be true leaders, are awarded the right to wear the highly sought after Ranger tab, solidifying their place in a prestigious club as one of the military's best.

Joining that club is one of Fairchild's own, Staff Sgt. Joseph Pace, 92nd Security Forces Squadron installation patrolman, completed the grueling 62 day course in April after starting in November 2019. This combat leadership course is divided into three phases that focus on small-unit tactics, realistic fieldwork and sound leadership under stressful conditions, such as fatigue and hunger. Only about 300 Airmen have completed the course.

"Living out in field conditions during Ranger school, you have some terrible times," Pace said. "You're tired and hungry to the point of hallucinating and you're freezing, but eventually, you become accustomed to the worst and mold into a decisive leader for strenuous situations."

Pace joined the Air Force in 2014, where he began his career as a Survival, Evasion, Resistance and Escape specialist candidate but he unfortunately fell short of the standards. Instead of quitting, Pace pressed on, guiding him to the security forces career path. The diverse opportunities security forces provides, such as military working dogs, combat arms, investigations, RAVEN and police officer, excited Pace when offered a spot upon reclassification.

"I was then given the opportunity to become a security forces member, and my first thought was, 'I can have a job that works and trains with weapons? - YES!' and I immediately took it," Pace said.

U.S. Air Force Senior Airman Joseph Pace, 92nd Security Forces Squadron installation patrolman, participates in the road ruck-march of the German Armed Proficiency Badge competition Nov. 18, 2018, at Eastern Washington University in Cheney, Washington. (U.S. Air Force photo by Airman 1st Class Lawrence Sena).

Security Forces Airmen are the Air Force's first line of defense and it is their job to maintain the rule of law on all Air Force bases and installations while ensuring the safety of all base weapons, property and personnel from hostile forces.

"You have to have a calm approach when working in this career field, especially in high stress environments," Pace said. "You learn to keep your cool through repetition, being knowledgeable, and for me, the ability to remain calm and cool in those environments was one of the gains from Ranger school."

Prior to Ranger school, Pace also participated in the highly competitive 2018 Defender Challenge where he represented Fairchild as a member of the Air Mobility Command defender team. The Defender Challenge is a three day competition, comprised of different events testing basic military skills, land navigation, weapons firing, simulated combat, first aid and more.

"The competition was fun and showcased our skills as to how we operate as a team," Pace said. "I cherished the training before the competition with my team the most. It presented the biggest challenge in having to prove your worth to your peers and cadre."

Pace helped push the team to claim first place in the dismounted operations challenge, third place in combat endurance and earning the Sadler Cup, a trophy presented only to the teams who placed first in an event.

"He never shies away from a challenge," said Master Sgt. Brandon Geeslin, 92nd SFS operations superintendent and Pace's flight chief. "He attacks problems head on and carries that outside of work as well by helping his fellow Airmen with physical training or leading flight events for morale."

Pace also competed to earn a German Armed Forces Proficiency badge in 2018, where he earned the highest achievement possible with a gold badge. The GAFPB is a decoration of the Bundeswehr, the unified armed forces of the Federal Republic of Germany, and is one of the few approved foreign awards authorized to be worn on uniforms, making it a very sought after achievement. Participants must complete a variety of events covering both basic fitness and military training in order to earn the badge including a sprint test, chin-up test, 1,000-meter run, 100-meter swim in uniform, removing a uniform in water, pistol qualification and a ruck march.

"I have always enjoyed things that have tested my limits," Pace said. "I completed my first Tough Mudder in Düsseldorf, Germany, in 2015, and have also competed in ruck marches all throughout the military. In doing so, I have found that you need discipline to train and exceed the standards, not just meet them."

The idea and value of 'never quitting' is something Pace embraces passionately and uses to uphold himself to standards and to exceed them exponentially, Geeslin said. His success in Ranger school brings additional capabilities to the unit and has helped Pace become a better leader.

"The reason I continue to put myself in the ringer is not only to push my limits and see what grit I have, but so that I can show others what they are capable of," Pace said. "I want everyone to know that it doesn't take something special to accomplish anything you want -- it just takes commitment." ■

Air Mobility News & Views *continues >>>*

Departing U.S. Transportation Command director advanced solutions to cyberspace challenges

By Michael P. Kleiman, USTRANSCOM Public Affairs

Since joining U.S. Transportation Command two years ago, U.S. Air Force Brig. Gen. Robert Lyman, director, Command, Control, Communications, and Cyber Systems Directorate, TCJ6, has emphasized enhancing cyberspace mission assurance.

His engaged advocacy contributed to USTRANSCOM's Cybersecurity Service Provider team receiving the National Security Agency's 2018 Frank B. Rowlett Trophy for Organizational Achievement last September for setting the standard – within the federal government – in securing, safeguarding, and strengthening the command's cyber networks.

Next month, Lyman departs USTRANSCOM for the Pentagon, Arlington, Virginia, to become the Air Force's Assistant Deputy Chief of Staff for Cyber Effects Operations, AF A2/A6. His impact, however, will resonate in TCJ6 and the command well into the future.

For example, while also serving in a dual-hatted position as the Deputy Director for Cyberspace Operations, Operations Directorate, TCJ3, Lyman helped create the Joint Fires and Coordination Cell. Residing within TCJ3, this cyber-focused effects team, a first for USTRANSCOM, integrates offensive and defensive effects. In addition, under his leadership, TCJ6 initiated an Enterprise Data Environment prototype, which migrates command information, systems, and analytics into cloud-computing architecture.

"Leading the TCJ6 team the past two years has been both a rewarding and learning experience. For most of the two-year assignment, I've been focused on integrating cyber thinking into USTRANSCOM's processes, functions, operations plans, and exercises," said Lyman. "The command has made significant progress in this arena, particularly in incorporating cyber into exercises. We need to keep the momentum moving forward."

As the TCJ6 director, Lyman has led the planning, integration, operations, and maintenance of USTRANSCOM's C4 systems. He has also held the position of the command's chief information officer, spearheading the investment strategy for all information technology resources. And Lyman directed USTRANSCOM's cyber mission assurance and cyber effects efforts as the Deputy Director for Cyberspace Operations in TCJ3.

In his endeavors to advance solutions to the command's cyberspace challenges, he worked in tandem with USTRANSCOM's Chief of Staff, U.S. Army Maj. Gen. Deborah Kotulich.

"Brig. Gen. Rob Lyman has done an incredible job advancing a host of initiatives that support General Lyons' (USTRANSCOM commander) number one priority of warfighting readiness, in addition to cyber mission assurance and advanced decision support, stated Kotulich. "He has really driven his team to create capabilities that are consequential to both the operation and protection of the Joint Deployment Distribution Enterprise."

A 27-year career airman, Lyman has completed 17 different assignments, including tours in logistics, combat communications, space operations, joint special operations, and on headquarters staffs at major command, HQ Air Force, sub-unified joint command, and joint task force-level. He has also held command positions at the squadron, group, and wing levels. His duty at USTRANSCOM represents one of eight joint postings he has participated in.

"During my tenure at USTRANSCOM, I have been witness to an incredible, professional team taking on the command's toughest challenges. They have challenged our status quo, partnered with like-minded innovators across the DOD, and brought implementable solutions to bear," Lyman said. "It's been a privilege to be on their team." ■

U.S. Air Force Brig. Gen. Robert Lyman, director, Command, Control, Communications, and Cyber Systems Directorate, TCJ6, pictured center, meets with U.S. Air Force Col. Mark Bradley, TCJ6 deputy director, on Tuesday, June 9. (USTRANSCOM photo).

Two new squadron commanders assume command

By Captain, Henrik Gebhardt, Public Affairs Officer, Swedish Air Force

Lt. Col. Benjamin Wood (USAF) assumes command of the Command and Control Squadron (C2S) by accepting the C2S Guidon from the hands of HAW Wing Commander, Col. James Sparrow (USAF). (Photo by Capt. Henrik Gebhardt, Swedish Air Force).

June 19, 2020 – Papa, Hungary--Lt. Colonel Benjamin Wood, U.S. Air Force and Mikael Tormalm, Swedish Air Force have, been appointed as commanders of the Command and Control Squadron, and the Heavy Airlift Squadron respectively. The official change of command ceremony took place on June 18, at Papa Air Base, Hungary.

The two lieutenant colonels assumed command from their predecessors, Tormalm from Lt. Col. Linda Thierauf, U.S. Air Force, and Wood from Lt. Col. Aasmund Naavik, Royal Norwegian Air Force.

The two new squadron commanders are already familiar faces in the Heavy Airlift Wing, sincew they previously served in the Heavy Airlift Squadron.

Prior to joining the Heavy Airlift Wing in 2014, Lt. Col. Tormalm was assigned to the Swedish Armed Forces Headquarters where he was responsible for procurement and training of pilots for the SAAB 39 Gripen fighter system. He has also been assigned to the 21st Fighter Wing in Lulea, flying all versions of the SAAB 37 Viggen fighter, and the SAAB 39 Gripen fighter.

After completing his assignment as fighter pilot, he served as instructor at the Swedish Air Force Pilot Training School, specializing in tactical flying training. Lt. Col. Mikael Tormalm is a C-17 instructor pilot, with 2,000 flying hour in the C-17 and a total of 4,000 flying hours.

Lt. Col. Wood joined the Heavy Airlift Wing in 2018. Prior to that he was stationed at the Deployable Air Command and Control Centre, NATO AIRCOM, Poggio Renatico, Italy as chief Support Plans. Lt. Col. Wood has also been squadron weapons officer and deputy chief, wing tactics at the 437th Airlift Wing, Joint Base Charleston, South Carolina, and squadron weapons system officer and chief, squadron Standardization Evaluation, at the 17th Airlift Squadron, Joint Base Charleston, South Carolina. Lt. Col. Benjamin Wood is a senior pilot with more than 4,300 flying hours in the C-17.

Lt. Col. Mikael Tormalm (SWE AF) assumes command of the Heavy Airlift Squadron (HAS) by accepting the HAS Guidon from the hands of HAW Wing Commander, Col. James Sparrow (USAF). (Photo by Capt. Henrik Gebhardt, Swedish Air Force).

About the Strategic Airlift Capability

Strategic Airlift Capability (SAC) established in 2008, is a multinational program that provides its 12-member-nations with assured access to military airlift capability by owning and operating three Boeing C-17A Globemaster III long-range cargo aircraft.

SAC is based at the Hungarian Defense Forces (HDF) Papa Air Base, Hungary.

The SAC nations are the NATO members Hungary (Host Nation), Bulgaria, Estonia, Lithuania. the Netherlands, Norway, Poland, Romania, Slovenia and the United States and NATO Partnership for Peace nations Finland and Sweden. Each participating nation own a share of the available flight hours of the SAC C-17As to serve the needs of their national defense, NATO, EU or UN commitments and humanitarian relief efforts.

SAC consists of the 12-nation Heavy Airlift Wing (HAW) and the NATO Airlift Management Programme Office (NAM PO). The HAW is the operational unit and the NAM PO, an integral part of the NATO Support and Procurement Agency (NSPA), is the acquisition and sustainment authority of the SAC C-17A weapon system.

NAM PO contracts with the U.S. Government, via Foreign Military Sales (FMS) Agreements with the USAF, for SAC C-17 Technical and integrated Product Support, Flight Crew Training and operational data services. The USAF in turn sub-contracts many of these services to Industry; notably Boeing and Pratt & Whitney. ■

INDUSTRY PARTNER SPOTLIGHT

Stephenville Airport Corporation

Stephenville Airport is located 1.5 nautical miles southeast of Stephenville, Newfoundland and Labrador, Canada. It was the largest U.S. Air Force Base outside of continental United States of America and operated as Ernest Harmon Air Force Base from 1941-1966.

The base was used as a refueling stop for transatlantic military flights. In addition, Harmon supported three Air Defense Command units. Following closure of the base the Canadian Department of Transportation constructed an airport terminal to accommodate Trans-Canada Air Lines (now Air Canada). Today the Stephenville Airport if a full-service fixed base operation 24 hours a day, providing quick turn refueling, ground handling, catering and a host of other services to corporate, military and general aviation. The team at Stephenville Airport are committed to offering priority in servicing the logistical needs of the USAF Air Mobility requirements during national and international missions.

Industry Partner HIGHLIGHTS

Col. Cary Walgamott
USAF (Ret)

The Airlift Tanker Association team is in the final stretch with preparations for the 52nd Annual A/TA Convention, Symposium and Technology Exposition in Nashville. Another world-class program has been planned and preparations are coming together nicely. Once again, we anticipate an outstanding lineup of senior Air Force speakers including the Under Secretary of the Air Force and the Air Force Chief of Staff as well as an impressive list of seminars on a wide variety of mobility topics are at the heart of the symposium program.

We will again have several industry-focused seminars including panel discussions and specific speakers focused on industry matters. In addition, the Chairman's Luncheon -- always a very popular event – will feature a key senior Air Force leader, to address industry specific subjects.

Also, the "Second Industry Interface", a huge success at last year's convention, will be held on Thursday, Oct. 29 from 0800-1600, before the Airlift/Tanker Association Symposium. More details about the "Second Industry Interface" will be announced as they become available either by email or in my early September update letter to the exhibitors. If your company is interested in attending the all-day event, ensure you plan your travel and hotel reservations accordingly. To register for the event, please go to the A/TA website at **https://www.atalink.org**.

New this year is a vastly expanded list of sponsorship and branding opportunities! All of these items are listed on the ATA website at **https://www.atalink.org** under convention. Companies that sponsor these events/activities will receive additional recognition in the following manner:

1. The name of the company and event supported will be listed on a large banner posted at the convention registration. 2. Each company will also receive additional recognition in the A/TQ Quarterly Magazine provided in each convention attendee's registration package. 3. Companies participating in support of these events/items will be recognized from the stage during A/TA events in the ball room. 4. In addition, sponsors will be recognized by categories (Platinum, Gold, Silver, and Bronze) depending on the amount of their sponsorship contribution. If you are interested in sponsoring any of the events/activities or branding items, please contact Tom Cost at tmcost@att.net or by cell phone at (618) 975-9473.

A reminder to all military organizations and units! The partnership agreement between the Airlift/Tanker Association and Air Mobility Command has changed. Due to this, there is no longer a restriction on Air Force organizations exhibiting at the convention. If you are interested in displaying your unit's mission or recruiting in support of that mission, contact me at **IndustryVP@atalink.org** for exhibit booth applications.

When you go to the Airlift/Tanker Association website to register for this year's event, you will also find something new. Our IT team and A/TA administrative staff have been working diligently since last year's convention to further streamline and enhance the registration process so it's more customer friendly. Their efforts have been exemplary and we hope your registration goes very smoothly.

As a reminder to all exhibitors, in addition to your exhibit booth reservation, you must individually register for the convention as well. This is accomplished on our ATA website at https://www.atalink.org. Individual convention registration opened in July.

This year our convention will be at the beautiful Gaylord Resort & Convention Center in Nashville, Tennessee. At this time, we still plan to do an in-person Convention, Symposium and Technology Exposition, Oct. 29 – Nov. 1. However, we are keeping a very close eye on the COVID-19 situation. Should it become necessary, the Board of Officers are developing a virtual option to the in-person convention. We will continue to keep you updated should there be any changes to our current format. The 52nd Airlift/Tanker Association Convention will be an historic event – come and be part of history.

Warm Regards,
Cary Walgamott
Vice President Industry ■

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

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Thank You All for Your Support!

AIR MOBILITY CLASSICS

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

For most of us, the name Fokker conjures up visions of World War I and the Red Baron…and rightly so. Many of Germany's most successful fighter aircraft in that conflict came off the drawing board of the gifted Dutch aircraft designer Anthony Fokker. Among them; the Eindecker monoplane, whose dominance early in the war was acknowledged by the Allies as the "Fokker Scourge," the Dr. I Triplane, made famous by the war's highest-scoring ace Manfred von Richthofen, and the excellent D.VII, widely regarded to be the finest fighter of the war.

What is not so well known is the postwar history of Fokker, and the transport designs that were to have an equally profound effect on commercial aviation. In fact, the 1920s were actually Fokker's "glory years." By the end of the decade, Fokker was the world's leading aircraft manufacturer. Even less well known, is the fact that Fokker lived in the United States for most of the 1920s when he established an American subsidiary of the company. It was called the Netherlands Aircraft Manufacturing Company of Amsterdam, and initially was only a sales and marketing entity for the Fokker aircraft produced in Europe.

Within a year, however, it was renamed the Atlantic Aviation Company, with factories located at Teterboro Airport and Hasbrouck Heights, New Jersey. The American arm of the company, while obviously benefiting from existing Fokker design philosophy, was free to create their own designs; the highly successful "Universal" being the best-known result. The company prospered, with an additional factory opened in Passaic, New Jersey, and in 1927 was reorganized and renamed the Fokker Aircraft Corporation of America.

As brilliant a designer as he was, Fokker was not as gifted a businessman. In 1929, his decision to take the company public and sell shares resulted in General Motors Corporation becoming the major stockholder. Within a year, GMC renamed the company the General Aviation Manufacturing Corporation. Fokker became increasingly unhappy with his perceived subordination to General Motors management. In 1931 he resigned and returned to Europe.

It was at the height of Fokker America's success, however, that the company debuted the world's first monoplane amphibian at the Chicago Exhibition of 1928. Designated the F.11A, it was a trim, high-wing cantilever monoplane, with a fully enclosed, all-metal "flying boat" hull. The wing was of normal wooden construction, covered with veneered plywood sheeting. Power was provided by a nine-cylinder Wright "Cyclone" radial engine of 525 horsepower, mounted on a tripod above the wing in a pusher configuration, and driving a three-bladed propeller. Streamlined sponsons served to stabilize the aircraft when on water, and mounted the retractable landing gear for land operations. These proved unsatisfactory, however, and were soon replaced by conventional wing floats and retractable wheels.

The cabin provided seating for seven passengers. The F.11A was marketed as an "Air Yacht" for the sportsman-pilot or as an "Air Ferry" to shuttle passengers from the waterfront to town.

The aircraft did live up to its flying yacht image. Two were purchased by wealthy owners H.S. Vanderbilt and Gar Wood, and featured appropriate amenities. But in the end, the F.11A was not a commercial success, and only six were built. It carried a hefty $42,000 price tag (equivalent to over $708,000 today) at a time when the country was struggling with an economic depression.

The final two aircraft (serial # 905 and 906) were fitted with higher-powered Pratt & Whitney Hornet B engines of 575 horsepower and were known as F.11AHB. Serial # 905 was acquired by the United States Army Air Corps in the early 1930s and tested at Wright Field. It was evaluated for use as an amphibious staff and cargo transport for use at coastal and island bases, with a secondary mission as an observation aircraft. The aircraft was given the military designation Y1C-16, denoting a service prototype.

Although some sources refer to the aircraft's "purchase," it is more likely that the aircraft was bailed (loaned) to the Army by General Aviation for the period of the testing. In any event, it was found unsuitable, and the aircraft's subsequent fate is unknown. No photos are known to exist of the Y1C-16 in military markings, if indeed it ever wore any. ■

General Aviation (Fokker) Y1C-16

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