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AIRLIFT / TANKER QUARTERLY

SPRING 2020

Volume Number

28

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Force's modern
airlift system

MODERN AIR MOBILITY

Pages 16-19

AIR FORCE LAB TESTING

The USAFSAM
Epi Lab is
currently working
long hours...

SAMPLES OF COVID-19

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A/TQ

AIRLIFT/TANKER QUARTERLY
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On the Cover: Fighting doughboys disembark in the rain from this huge, three-storied U.S. Air Force C-124 "Globemaster" at an airstrip somewhere in Korea. (Air and Space Museum photo).



Chairman's Comments



Gen. Duncan McNabb,
USAF (Ret)

What challenging times we are in. I hope you and all your loved ones are safe and well. I also hope many of you are hunkered down with your family and enjoying some extra time together. Our daughter Katie and husband Dave, who are both fully

employed, are now sharing homeschooling of our grandsons, the three Amigos, (ten, 8 and 6). The initial report: "First day of home school went pretty well but we did have some challenges...we had to suspend two students for fighting and one teacher for drinking on the job." I know many of you are having similar new experiences.

During times like these I have always been amazed how quickly great people come together to confront a crisis. I have watched when the government, industry, and the American people collectively focus on an issue and solve it. I have never seen anything

like the COVID-19 Pandemic, but I have no doubt that with the medical breakthroughs that are in progress, coupled with applying them in innovative ways (new CONOPs), we will get through this sooner rather than later...and learn some important lessons as well.

It also reminds me how proud I am of our Mobility mission and our great Mobility warriors and family. When I commanded AMC and USTRANSCOM, I had to constantly highlight that, by far, the majority of AMC contingency operations were humanitarian or disaster relief related.

We seemed to constantly be speeding critical relief supplies and forces to point of need, that showed our country's compassion and generosity. We are always at the forefront of bringing hope to people in need...as we are doing now supporting FEMA, HHS, and the Coronavirus Task Force. There is no one in the world who does this better than we do. It is in fact part of our DNA. Thank you for all you have done, do now, and will do in the future for our great nation and the world.

I also think of how much our spouses and children, our stay at home patriots, selflessly sacrifice so we can support others...including going into harm's way. They are not only our

wellspring for all we do, they are the bedrock that allows us to help others. We can never thank them enough for their huge sacrifice day-in and day-out to allow us to do what we do. Please pass on a big thanks to them.

Today, many Americans beyond our medical community, our military, and our first responders are experiencing firsthand sacrificing for the collective good, and I believe our country will be much better for it. Just as the greatest generation was created by their shared sacrifice during World War II, this crisis will help us bond as a nation.

Again, given my experience, I think our country will be up and running much sooner rather than later. That said, we are on track for our 52nd Annual Symposium and Technology Expo at the Gaylord Opryland Oct. 29-Nov. 1, 2020.

We have had great support from Gen. Miller and the AMC staff and the Air Force leadership on building on the tremendous success we had last year in Orlando. Our invites are already out to our keynote speakers and many have already accepted. It will again be a great mobility "gathering", and you won't want to miss it. We will have much to talk about, lots of new war stories, and new achievements and great performances to cheer. Until then, please stay safe and be well...we need you.

With great respect,

Gen. (ret) Duncan McNabb, Chairman ■

President's Message



CMSgt. Mike Kerver,
USAF (Ret)

This is an unprecedented time in our nation's history and hope you and your families are safe and doing well. The COVID-19 pandemic has undoubtedly caused great uncertainty in our daily lives and is forcing us to define a new normal.

The impact this disease has had on communities, schools, businesses, and the disruption to our daily routines has been dramatic. As of this article, A/TA has cancelled travel to Andrews Air Force Base, Maryland, for its Spring board meeting, and we will conduct our first ever virtual board meeting May 1-2, 2020.

As a member-based organization, I again want to thank you for your membership and loyalty. We value every one of you, and deeply appreciate your support. Planning is well underway for our 52nd Airlift/

Tanker Association Convention and while we continue watching the news, we fully expect to see all of you at the Gaylord Opryland Resort and Convention Center in Nashville, Tennessee, Oct. 29-Nov. 1, 2020.

My personal thanks to the Golden Bear Chapter and Travis Air Force Base, California, for hosting our Winter Board meeting. We appreciated their warm hospitality and commitment to our Mobility Airmen. We were also honored to host the "Candy Bomber" Col. (retired) Gail Halverson who also treated an audience of Travis Airmen and their families to a presentation followed by a question and answer period.

We traditionally use our Winter Board meeting to deep-dive the previous convention, review current programs and policies, and begin the planning process for our next convention. This meeting was no exception and after a great discussion, wanted to share our 2020 convention theme "Connecting Mobility Warriors in the Digital Age – Big Data/AI and the Roaring Twenties 2.0." We recognize the huge impact technology has on both the mission and the Airmen who execute it, and our goal this year to highlight and connect both. As

planning continues, updates and information concerning registration will be posted to our website <http://www.atalink.org/content/> and through social media.

Our 2020 Hall of Fame (HOF) nomination period closes April 6, 2020 and we hope to announce our recipient in early May 2020. On June 12, 2020, we'll formally induct our 2019 HOF recipient, the Air Transportation Career Field, at a ceremony being held at the Scott Air Force Base, Illinois Heritage Park. All are welcome to attend, and details will be released via social media sites and our website as we get closer.

Within this edition of A/TQ, you'll also notice a separate article announcing and outlining a new Board of Officer position, a recap of our nomination process, and the job descriptions for our upcoming Board position openings. If you're interested in serving on our Board, consider submitting a Candidate Information Worksheet.

I would ask you to look out for each other and we'll soon be through these challenging times.

See you on the turn,
Mike ■

Secretary's Notes



Grace Blevins-Holman

A heartfelt thank you to the Golden Bear Chapter, 60th Air Mobility Wing and the 615th Contingency Response Wing for hosting the A/TA Winter Board meeting Feb. 1-2, 2020. Master Sgt. Paul Garcia, Master Sgt. Mike Smith and Maj. Jennifer Mitchum along with Wing leadership were awesome hosts. Col. (retired) Gail Halvorsen – the Berlin Candy Bomber and great American hero was also there at the same time and provided a great presentation to the base populace and Air Mobility warriors.

Before going any further, I want to give a special shout out to Master Sgt. Paul Garcia for all his hard work coordinating our meeting, base activities, and for escorting Col. Halvorsen. Paul is a former A/TA young leader award recipient and kept both our meeting attendees, a busy agenda, and Col. Halvorsen's visit synced and coordinated.

Well done and thanks again Golden Bears and Travis.

Joint Base Andrews stepped up to host the 2020 Spring Board meeting. Because of the COVID-19 pandemic, we will be holding our meeting virtually. Thanks to Lt. Col. Tyler Tollman and Lt. Col. Ryan Schmid for all their efforts preparing for our visit. Our hats off to you – and we look forward to visiting again in the future.

In this time of social distancing, I have had some time to catch up on my movies. Rarely do the theaters highlight Air Mobility warriors. The Last Full Measure is a drama based on the true story of Vietnam War hero --William H. Pitsenbarger. Airman 1st Class Pitsenbarger saved nearly sixty men in the Army's 1st Infantry Division losing his own life in the process. The title of the movie comes from the Gettysburg Address where Lincoln paid tribute to the soldiers who gave their country "the last full measure of devotion" resolving they would not have died in vain.

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

Thanks for all you do, every day.

Grace

MARK YOUR CALENDARS!

For the 52nd Annual Symposium & Technology Expo



29 Oct - 1 Nov

Gaylord Opryland Resort in Nashville, Tennessee

The Airlift/Tanker Association family lost a beloved supporter and friend Jan. 31 -- Rosalie Mosley Cassidy, wife of former A/TA Chairman and Hall of Fame recipient, USAF Gen. (retired) Duane H. Cassidy



Mrs. Rosalie Mosley Cassidy
9/7/1932 – 1/31/2020

Below is the obituary by Hall-Wynne Funeral services, Durham, North Carolina.

Rosalie Cassidy was born Rosalie Mosley in Mitchell County, North Carolina on Sept. 7, 1932 to Josephine and George Mosley. When she was very young, the family moved to Pittsburgh, Pennsylvania where she grew up and married the love of her life, Duane H. Cassidy. The couple began their nomadic life in the US Air Force that would see them through 32 moves

around the country. She would return to North Carolina, when the couple moved to Chapel Hill, in 2004.

Rosalie was known for her beautiful smile, her grace and profound organizational skills. She was the greatest partner any husband could have. Her support helped Duane reach the rank of General in the U.S. Air Force. As he increased in rank, her work focus shifted from family and raising her four children to ever-increasing support of military families around the world. Although she never left the country until the age of 52, in her role as the First Lady of the Military Airlift Command and U.S. Transportation Command, Rosalie would travel the world with her husband visiting those serving the nation.

On any given week, Rosalie might travel to three countries and host and attend a dozen functions. She was a tireless supporter of military spouses, and worked countless hours in base thrift shops. For more than four years, Rosalie and Duane hosted and entertained royalty and world leaders in her home and around the world. She was beloved and respected by thousands serving in the US military.

Rosalie was devoted to her family and generous to a fault. She raised and is survived by her four children, Diane, Susan, Michael and Patrick. In addition to a stable, loving, immaculate home, all four would receive the great gift of a love for reading and the time in which to do so. Her tireless commitment to her family saw her husband through years of night school and her children through college. When the children were grown, she became a loving and happy grandmother to eight grandchildren, proud of each as they grew up and pursued college and varied careers. At the time of her passing, she was great-grandmother to five young children.

Rosalie was preceded in death by her husband, Duane, her sister Virginia and her brother Hoyt. She is survived by her daughter, Diane and husband Charlie, daughter Susan, son Michael and wife Karen, son Patrick and husband Cyrus and daughter by love and years, Joanne. She is also survived by her beloved siblings, Loretta Hoffman, and her brother George Edward Mosley and his wife Beth, and her sister-in-law Dolores Sasway. Her loving grandchildren Patrick, Matthew, Adam, Samuel, Sara, Emily, Thomas and Rosalie, and their spouses Tricia, Laura, Lindsay, Liz, Jeremy and Kevin, also survive her. Her darling great-grandchildren Rebekah, Eric, Ezekiel, Joshua and Benjamin brought her joy in her final years. She sadly lost her brothers-in-law Joseph Sasway, Robert Hoffman and Leroy Greenberger in previous years.

Gen. Paul X. Kelley, staunch mobility supporter, dies at 91

Compiled by Bob Fehringer, Editor A/TQ

Gen. Paul X. Kelley, the 28th commandant of the U.S. Marine Corps, died Dec. 29, 2019, at age 91. "Gen. Kelley was an outstanding leader, staunch Mobility advocate, and an ATA life member," said USAF Maj. Gen. (retired) Tom Kane.

According to Betty Raab Kennedy in her book *Globemaster III, Acquiring the C-17*, "Marine Corps General P. X. Kelley was a staunch supporter of the C-17 from the get-go. General Cassidy had served as Kelley's commander of airlift forces (COMALF) when Kelley commanded the Rapid Deployment Joint Task Force."

The following biography is from the office of the Commandant of the Marine Corps:

General Paul X. Kelley, 28th Commandant of the Marine Corps, was born on 11 November 1928 in Boston, Massachusetts. He graduated from Villanova University with a Bachelor of Science degree in Economics and was commissioned a Marine second lieutenant in June 1950.

After completing instruction in March 1951 at The Basic School, Quantico, Virginia, he served consecutively as a platoon leader, assistant battalion operations officer and assistant division training officer with the 2d Marine Division, Camp Lejeune, North Carolina. He was transferred to the USS Salem, Flagship of the 6th Fleet, during September 1952, serving as the Executive Officer and then the Commanding Officer of the Marine Detachment for a period of 20 months. He was promoted to captain on 16 December 1953.

He was ordered to Camp Pendleton, California, in July 1954, where he served as a battalion executive officer with the 1st Infantry Training Regiment. Transferred to Japan in February 1955, he served as the Division Training Officer, 3d Marine Division. From August 1955 to June 1956, he served as the Aide-de-Camp to the Deputy Commanding General, and then as Assistant Force Training Officer, Fleet Marine Force (FMF), Pacific, in Hawaii.

Returning to the U.S. in July 1956, Capt Kelley became the Special Assistant to the Director of Personnel at Headquarters Marine Corps, Washington, D.C., until December 1957. Following his assignment in Washington, he completed the Airborne Pathfinder School at Ft. Benning, Georgia. In February 1958, he was assigned to the newly activated 2d Force Reconnaissance Company, Force Troops, FMF, Atlantic, Camp Lejeune, where he served as the Executive Officer and then Commanding Officer.

From September 1960 to May 1961, he was the U.S. Marine Corps Exchange Officer with the British Royal Marines. During this tour he attended the Commando Course in England, served as Assistant Operations Officer with 45 Commando in Aden, and as Commander "C" Troop, 42 Commando in Singapore, Malaya and Borneo. On 1 March 1961, he was promoted to major.

He was assigned to Marine Corps Schools, Quantico in July 1961, and served there as a tactics phase chief at The Basic School; and then Reconnaissance and Surveillance Officer at the Marine Corps Landing Force Development Center. In June 1964, he assumed duties as Commanding Officer, Marine Barracks, Newport, Rhode Island. He remained at that post until August 1965, when he was transferred to Vietnam and reported to the 3d Marine Amphibious Force, FMF, Pacific, as the Combat Intelligence Officer. Following this assignment, he served as the Commanding Officer, 2d Battalion, 4th Marine Regiment in Vietnam. He was promoted to lieutenant colonel on 20 January 1966. During this tour as battalion commander, he earned the Silver Star Medal, the Legion of Merit with Combat "V" and two awards of the Bronze Star Medal with Combat "V".

From Vietnam, he proceeded to the U.S. Army Infantry School at Ft. Benning, where he served from August 1966 to July 1968, as the Senior Marine Corps Representative of the Commandant of the Marine Corps. He then attended the Air War College, Maxwell Air Force Base, Alabama, graduating as a "Distinguished Graduate" in May 1969. For his excellence in politico-military strategy while a student at the Air War College, the Board of Trustees of the National Geographic Society elected him a life member.

He returned to Headquarters Marine Corps in June 1969, as the Military



Commandant of the Marine Corps (CMC) Gen. David H. Berger presents the American flag to Barbara Kelley, wife of 28th CMC Gen. Paul X. Kelley at Arlington National Cemetery in Arlington, Virginia, for the funeral service for retired CMC Gen. Paul X. Kelley, Feb. 13, 2020. (U.S. Marine Corps photo by Sgt. Daisha R. Johnson).

Assistant to the Assistant Commandant. He was promoted to colonel on 1 April 1970, and in June 1970 was reassigned to Vietnam where he commanded the 1st Marine Regiment, 1st Marine Division. Col Kelley redeployed the regiment, the last Marine ground combat unit to leave Vietnam, to Camp Pendleton, California, in May 1971. During his second tour in Vietnam, he was awarded a second Legion of Merit with Combat "V".

Reassigned to the Washington area in July 1971, Col. Kelley served as the Chief, Southeast Asia Branch, Plans and Policy Directorate, Organization of the Joint Chiefs of Staff, where he remained until November 1973, when he was assigned as the Executive Assistant to the Director, Joint Staff. Upon completion of this tour he was awarded a third Legion of Merit.

Following his promotion to brigadier general on 6 August 1974, he was assigned as the Commanding General, 4th Marine Division. In June 1975, BGen Kelley was ordered to the Marine Corps Development and Education Command, at Quantico, where he assumed the duties as Director, Development Center. He then assumed duties as Director, Education Center and was advanced to the grade of major general on 29 June 1976.

In May 1978, Maj. Gen. Kelley was ordered to Headquarters Marine Corps, where he became Deputy Chief of Staff for Requirements and Programs. On 4 February 1980, he was promoted to lieutenant general and appointed by the President as the first Commander of the Rapid Deployment Joint Task Force, (renamed the United States Central Command (USCENTCOM) in January 1983), a four service force with headquarters at MacDill AFB, Tampa, Florida.

Lieutenant General Kelley was promoted to full general and assigned as Assistant Commandant of the Marine Corps and Chief of Staff on 1 July 1981. He became Commandant on 1 July 1983.

General Kelley retired on 30 June 1987 to Northern Virginia.

His personal decorations and awards include: the Defense Distinguished Service Medal; the Navy Distinguished Service Medal; the Army Distinguished Service Medal; the Air Force Distinguished Service Medal; the Silver Star Medal; Legion of Merit with Combat "V" and two gold stars in lieu of second and third awards; the Bronze Star Medal with Combat "V" and a gold star in lieu of a second award; the Joint Service Commendation Medal; Navy Commendation Medal; and the Army Commendation Medal. He is a Marine Corps Parachutist and U.S. Army Master Parachutist.

General Kelley has been awarded honorary doctoral degrees from Villanova University, Norwich University, Webster University, Jacksonville University, and the United States Sports Academy.

He is the recipient of the National Geographic Society's Major General O.A. Anderson Award, the Veterans of Foreign War's National Armed Forces Award, the American Academy of Achievement's Gold Eagle Award, the Navy League's Admiral John M. Will Award, the Ireland Fund's Irishman of the Year for Southern California Award, the Reserve Officers Association's Minuteman Hall of Fame Award, and the Marine Corps Scholarship Fund's Semper Fidelis A. ■

Distinguished A/TA Leadership,

Thanks to members of the Airlift Tanker Association, for sponsoring an incredible set of academic scholarships this year. On behalf of our 3,800 students nationwide...thank you. We absolutely could not do the things we do without your exceptional support.

This year's class of recipients includes two members of our National Staff, a Region Commander, and a cross-section of the best and brightest America has to offer. These students, and many others like them, have already raised more than \$16,500.00 this year for military families, aerospace education, wounded airmen and Puerto Rico earthquake relief.

They are on track for more than 100,000 hours of verified community service in 130 communities across the Nation, even as they maintain astonishing grade point averages in tough schools with demanding fields of study. Each demonstrated financial need and there is no doubt, all will remember the generosity of the Airlift Tanker Association.

Special thanks to Mary Anne Thompson, who is entering her 63rd year serving our great organization, for leading a truly tremendous selection committee. The workload in making these selections each year is very significant and the team does a magnificent job for us.

The team members are; Mary Anne Thompson, Dan Simonsen, Linda Aldrich, Bob Wray and Steve Hiss.

With deepest appreciation,
Dan Woodward

DANIEL P. WOODWARD
Brig. Gen., USAF (Retired)
Co-Executive Director, Arnold Air Society and Silver Wings
202-999-5173

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

To the members of the Airlift Tanker Association,

I would first like to say thank you for this extremely generous award! I feel immensely blessed to receive such a substantial scholarship, named after such an extraordinary officer. His story truly is inspiring, as well as all the work he's done for the ALS community and the Air Force. I would be honored to make a fraction of the impact Brig. Gen. Mikolajcik did during my time in the Air Force.

When my detachment commander, Lt. Col. Mullins, called to tell me that I won the first-place prize, I felt such overwhelming joy and warmth, and immediately called all my friends and family to share my excitement.



I am currently an AS300 at Boston University studying Human Physiology with aspirations of pursuing a career in medicine. When my dad, with prior Army and Navy service, suggested to me to try ROTC in my very first semester of college, I never imagined that I would fall in love with everything about it. When I first joined, like many others, I felt the shock of such a disciplined environment and was scared that this wasn't for me and I would perform poorly. I very quickly realized that I loved that atmosphere and the family that came along with it.

I would be remiss if I did not credit everyone who has helped me grow as a cadet and a person, to reach this point. My cadre, fellow cadets, and family have always been there, supporting and pushing me to achieve bigger and better things, and I am extremely grateful for all they have done for me. I am also grateful to this program and the countless lessons and values I have learned over the years.

Thanks to your generosity, I will be able to take classes this summer, as well as cover the costs of my medical school applications. This scholarship has given me the opportunity to prioritize my academic studies this semester, since I do not have to spend as much time working to save money for this summer. I am excited to continue my studies and prepare my applications, as I approach my final year.

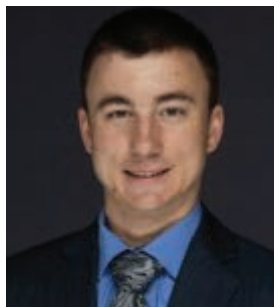
Once again, thank you so much. I am truly honored to have received such a prestigious recognition, and I am excited to accept it at the National Conclave.

Very Respectfully,
Nicole Duegaw
Boston University

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

To the members of the Airlift Tanker Association,

Please accept my deep appreciation to the Airlift Tanker Association for their generous sponsorship of the Maj. Gen. James I. Baginski Academic Scholarship. As a first-generation college student, the opportunity to attend the University of Massachusetts, Lowell, pursue a degree in mechanical engineering and become an officer in the United States Air Force is a dream come true. I am a financially independent student paying for university expenses on my own.



The \$8,000 scholarship is a significant contribution to reducing my student loans and supporting my transition to active duty following graduation. As a mechanical engineering student with a passion for logistics and the impact logistics has on effective air operations, I am honored to receive the scholarship celebrating the lifetime achievements of Maj. Gen. Baginski, supporting airmen and enhancing air operations. I appreciate the opportunity to attend the National Conclave and represent the Arnold Air Society, Capt. John A. Ogonowski Squadron, and the "Fightin' Dogs" of AFROTC Detachment #345.

Very Respectfully,
Jordan H. Shaw, C/Maj, USAF
University of Massachusetts-Lowell

Scholarships continued on page 6 >>>

Recipients of the \$2,500 Academic Scholarship



My name is Braden Hammond and I am a sophomore at Duke University. I am the oldest of eight siblings and live in Houston, Texas. Three years ago, my family was devastated by Hurricane Harvey. We lost our home and had to rebuild completely. My family suffered immensely, and we still feel the effects of Harvey to this day. Being in Air Force ROTC at Duke University has changed my life. It has allowed me to grow in leadership and passion for service more than any other opportunity. Just like Brig. Gen. Mikolajcik provided guidance and direction to Air Force activities on transportation plans, policy, and programs, ROTC has guided me in the direction of my life. I would not be able to be where I am without financial help such as this scholarship provided by the Airlift Tanker Association. You have provided me the opportunity to continue in my education and eventually become a member of the world's greatest Air Force. I will continue to aim high thanks to the Airlift Tanker Association.



To the members of the Airlift Tanker Association,

I am very grateful that you have chosen me to be your scholarship recipient! I am Pre-Medical student at Purdue. This scholarship will definitely help me to keep the financial stress off of my family as I continue working towards my degree and future commission into the Air Force. Your generous scholarships provided to myself and other cadets is greatly appreciated. Thank you!

Very Respectfully,
Jahi Mubarak
Purdue University



To the members of the Airlift Tanker Association,

My name is Haley Rose and I am a junior at UNC Chapel Hill studying Peace, War & Defense and Exercise and Sport Science. Currently, I hope to be an intelligence officer with a focus on strategy or in Space Operations. I cannot express enough how grateful I am for your organization and the tremendous legacy of Brig. Gen. Tom Mikolajcik for this scholarship. This will not only help me pay my rent and continue my studies at UNC, but it will help me continue participating in Air Force ROTC and in the vast opportunities Arnold Air Society provides such as attending Natcon. I also hope to use this money towards an internship this summer to further advance my career aspirations and prepare me as a future Air Force officer. Thank you again for this generous scholarship and making my goals and aspirations possible.

V/R,
Haley E. Rose, C/Maj, AFROTC
The University of North Carolina at Chapel Hill

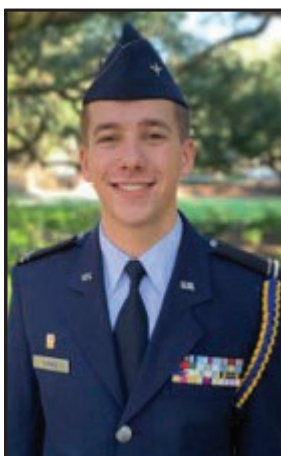


To the members of the Airlift Tanker Association,

I would like to personally thank you for the generous \$2,500 scholarship. This scholarship money will go directly towards tuition for my BA in International Studies and my Political Science minor. Your scholarship has eased my undergraduate financial burden enough for me to pursue a further degree in International Relations following my graduation from the University of Kentucky in December. I appreciate your immense generosity and investment in the success of students like myself. Thank you again.

Very Respectfully,
Julia Giordano
University of Kentucky

Recipients of the \$2,500 Academic Scholarship



To the members of the Airlift Tanker Association,

I can't thank you enough for awarding me an academic scholarship on behalf of your organization. It is a honor and a privilege to receive the award and represent your organization as well as the Arnold Air Society.

I can't begin to describe the impact that this scholarship will have on my life and goals. As a current junior studying aerospace engineering at Rutgers University, academics is my top priority. Outside of school, I am a dedicated AFROTC cadet with aspirations to become a C-17 pilot. I currently hold a private pilot license in both single-engine land aircraft and gliders and love to go flying whenever my schedule allows it! When I am not studying or flying, I love to run and workout. This scholarship will help immensely to offset the costs of school as I work to achieve my goals. Thank you again for your support.

Very respectfully,
Daniel S. Banas
Rutgers University



To the members of the Airlift Tanker Association,

I am sincerely grateful and honored to have been awarded a scholarship. Your support will allow me to continue my studies as a Mechanical Engineering & Physics double major at Yale University. Furthermore, I intend to apply this scholarship toward my upcoming summer education at the University of Cambridge, where I will participate in the International Security and Intelligence Programme. This experience will further develop my technical and analytical skills at one of the world's leading institutions to prepare me to be the best Air Force officer possible upon commissioning. Thank you again for helping me become closer to achieving my academic and Air Force goals.

Very respectfully,
Tyler A. Tavrytzky, C/Captain, USAF
AFROTC Det 009, Yale University



To the members of the Airlift Tanker Association,

I'd like to express my gratitude for selection for the Airlift Tanker Association scholarship. I'm thankful for the hardworking men and women of the ATA who generously sponsor these scholarships for AAS and SW, and for their sacrifice in both time and money to support the nation's freedom.

I've worked hard to help the cadets and community around me and receiving this scholarship will allow me to focus less on work or money and devote more time to Region VIII and the community around BYU.

Very respectfully,
Frank J. Daybell, Cadet, USAF
AAS Region VIII Commander
BYU/UVU Detachment 855



To the members of the Airlift Tanker Association,

Thank you for your generous contribution to the Arnold Air Society. I am extremely excited and grateful to have received this scholarship. I'm currently a sophomore at the University of Massachusetts Lowell pursuing a degree in Pharmaceutical Science. I joined AFROTC as a freshman and immediately joined Arnold Air Society. I play on the rugby team during my free time and have excelled in my studies. With this scholarship I plan to continue my education and possibly pursue a masters degree before commissioning. This scholarship reaffirms my hard work and commitment, and I cannot say thank you enough.

Very Respectfully,
John E. Driscoll, C/3C, USAF,
AFROTC Detachment 345 University of Massachusetts Lowell

Scholarships continued on page 8 >>>

Recipient of the \$2,500 Academic Scholarship



To the members of the Airlift Tanker Association,

I want to thank you all for your generous academic scholarship. Your donation means a lot to me and my squadron. Receiving this scholarship was very exciting and I was extremely appreciative to have learned that I had been selected.

I am an Emergency Management major with concentrations in Logistics Management and Intelligence and Surveillance. I plan on becoming a Logistics Readiness Officer in the U.S. Air Force after graduation. Thanks to your contribution, I will be able to focus more on academics and community involvement.

Thank you for your generosity and for supporting students throughout the country.

Very Respectfully,
C/3C Margaret Blice, AFROTC
University of Omaha

Air Force lab testing samples of COVID-19

By Gina Marie Giardina, Air Force Research Laboratory

The U.S. Air Force School of Aerospace Medicine's epidemiology laboratory is the Air Force's sole clinical reference laboratory, and as such, is testing and processing samples of COVID-19 sent from military treatment facilities around the world.

The lab was authorized by the Defense Health Agency to test samples from Department of Defense beneficiaries for COVID-19 in early March, and received its test kit from the Centers of Disease Control and Prevention shortly after.

"The USAFSAM Epi Lab is currently working long hours, testing and processing samples of COVID-19 that are coming in from MTFs globally," said Col. Theresa Goodman, USAFSAM commander. "If you ask anyone on this team how they're doing, they'll tell you they're fine - that they're just doing their jobs. But I couldn't be more proud of them right now - their selfless and tireless dedication to this mission. COVID-19 testing is our primary mission right now and the members of the Epi Lab are my front line to this fight."

USAFSAM's epidemiology laboratory, nested in the Air Force Research Laboratory's 711th Human Performance Wing, has a long history of testing and identifying various infectious respiratory diseases, including those that occur on a regular basis like influenza, and the ones similar to COVID-19 that become a public health issue, spreading globally. Because of this, the team works closely with the CDC and other agencies.

"We have been in operation for approximately 30 years, and therefore involved with many other infectious disease outbreaks, for example SARS," said Col. Dana Dane, USAFSAM Public Health Department chair.

This laboratory is only authorized to test samples coming in from DOD beneficiaries, but those outside this demographic have the support of their state public health departments for testing purposes. USAFSAM is working closely with public health professionals across the DOD, as well as with the CDC as the situation evolves. Per CDC guidelines, reference laboratories are no longer required to submit samples to the CDC for further testing and final

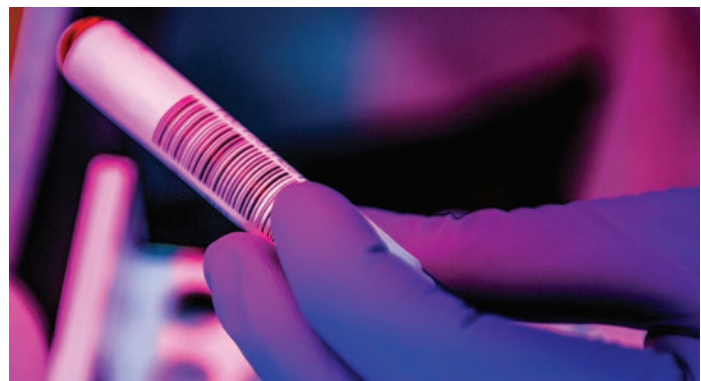
confirmation. If the tests do show as positive, the USAFSAM Epi Lab marks the sample "confirmed positive."

USAFSAM's laboratory is not participating in vaccine development. It also is not the type of laboratory where people go to get blood drawn, nasal swabs, etc., like a clinic at a doctor's office or in a hospital. USAFSAM's epidemiology reference lab is set up to receive these samples from clinics at military treatment facilities. The USAFSAM lab runs the tests on those samples and logs the data.

"We're all sensitive to those around the world who are grieving losses due to this awful virus as well as to others who are just downright scared. Our hearts go out to you," said Goodman. "But just know that our epidemiology laboratory here in USAFSAM is waiting at the door 24/7 for any and all samples that come in from our DOD family."

Goodman also stated that the team is lockstep with public health personnel around the world as well as with our partners at the CDC.

"We truly are all in this together," she said. "Fighting this virus will take all of us doing our part - from those staying at home washing their hands a little more often and checking on neighbors to USAFSAM's public health team testing samples and getting the data where it needs to go."



Between 5,000 and 8,000 blood serum, fecal, urine, viral and respiratory samples arrive six days a week from U.S. Air Force hospitals and clinics worldwide, as well as some other DOD facilities, for analysis at the Epidemiology Laboratory Service at the 711th Human Performance Wing's United States Air Force School of Aerospace Medicine and Public Health at Wright Patterson AFB, Ohio. (U.S. Air Force photo by J.M. Eddins Jr.).



2019 A/TA Year End

Financial Report

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



The Airlift/Tanker Association's 2019 financial statements are published in the Spring Edition of the Airlift/Tanker Quarterly as required by our by-laws. The Statement of Activities are prepared by a Certified Public Accountant as part of our annual financial audit and 2019 income tax submission. The Association's financial status remains strong as we move into 2020. However, this is our third straight loss. We are working hard to reverse this trend and will continue to keep our spending in check and our Financial Committee will continue to look for new ways to bring our expenses in line with our projected revenues. We are optimistic we will continue to grow in 2020.

STATEMENT OF FUNCTIONAL EXPENSES 12-31-19

FUNCTIONAL EXPENSE	PROGRAM SERVICE	MANAGEMENT	FUND RAISING	TOTAL
Awards	\$28,456	\$0		\$28,456
Scholarships & EEG	\$114,000	\$0		\$114,000
Bank Service Fees	\$930	\$0		\$930
Convention	\$1,165,572	\$0		\$1,165,572
A/TA Events	\$54,686	\$0		\$54,686
Depreciation	\$1,064	\$0		\$1,064
Donations	\$1,000	\$0		\$1,000
Insurance Premiums	\$0	\$2,004		\$2,004
Magazine	\$97,967	\$0		\$97,967
Administration	\$0	\$142,052		\$142,052
Postage & Reproduction	\$67	\$0		\$67
Secretary	\$0	\$0		\$0
Logo Merchandise Services	\$0	\$0		\$0
Board Operating Expenses	\$55,106	\$0		\$55,106
Treasurer	\$0	\$29,045		\$29,045
	\$1,518,848	\$173,101		\$1,691,949

STATEMENT OF ACTIVITIES 12-31-19

UNRESTRICTED NET ACCESS

Unrestricted revenues, gains and other support	
Corporate Memberships.....	\$110,144
Individual Memberships.....	\$56,569
Convention Exhibits.....	\$483,417
Convention Registrations.....	\$744,856
Refunds.....	\$15,517
Events.....	\$50,000
Magazine Advertising.....	\$47,481
Dividends.....	\$18,759
Donations.....	\$29,860
Unrealized Gain on Securities.....	\$996
Interest.....	\$834
Total Unrestricted Revenues, etc.....	\$1,558,433
Net Assets Related from Restrictions	
Restrictions Satisfied by Payments.....	\$0
Total Unrestricted Revenues, Etc.....	\$1,558,433

EXPENSES:

Program Services.....	\$1,518,848
Management and General.....	\$173,101
Total Expenses.....	\$1,691,949
Decrease in Unrestricted Net Assets.....	(\$133,516)

TEMPORARILY RESTRICTED NET ASSETS

AMC Museum Donation.....	\$0
Educational Fund Donations.....	\$1,300
Net Assets Released from Restrictions	
Restrictions Satisfied by Payments.....	(\$1,300)
Change in Temporarily Restricted Net Assets.....	\$0
Decrease in Net Assets.....	(\$133,516)

NET ASSETS AT BEGINNING OF YEAR.....\$1,579,298

NET ASSETS AT END OF 4TH QUARTER.....\$1,445,782

STATEMENT OF FINANCIAL POSITION 12-31-19

ASSETS

Cash.....	\$1,305,147
Investments - US Treasury.....	\$50,000
Investments - CSX Stock.....	\$86,532
Property and Equipment.....	\$4,103
Total Assets.....	\$1,445,782

LIABILITIES AND NET ASSETS

Liabilities	
Accounts Payable and Accrued Expenses.....	\$0
Total Liabilities.....	\$0

NET ASSETS

Unrestricted.....	\$437,643
Temporarily Restricted (Reserves).....	\$1,000,000
Temporarily Restricted (Memorial).....	\$8,139
Total Net Assets.....	\$1,445,782

TOTAL LIABILITIES AND NET ASSETS.....\$1,445,782

A/TA Announces Nomination Changes and New Board of Officer Position: Gen. (ret) Walter Kross, Chief Master Sergeants (ret) Mike Reynolds and Mike Kerver

During the 2019 Airlift Tanker Association's (A/TA) annual business meeting held in Orlando, two bylaw changes were approved by our membership. The first enhances the Board of Officer nomination process and the second adds a new Vice President for Strategic Planning and Development board position.

In addition to adding a Vice President for Strategic Planning and Development position, A/TA is also seeking qualified candidates for its Senior Vice President, and Vice President for Programs board positions. During the nomination window of **May 1 – June 30, 2020**, the Nominating Committee will be accepting submissions for all three positions either electronically at ata@atalink.org or by mail at:

The Airlift Tanker Association
c/o 2020 Board of Officer Nomination
7983 Rhodes Farm Way
Chattanooga, TN 37421

As a reminder, ANY member in good standing (dues paid/current) is eligible to serve!

Under current Association bylaws, Board of Officer positions are tied to specific term limits. As an officer nears that limit; decides to step down; or for any reason vacates the office, the Nominating Committee publicly announces

the vacancy and begins soliciting nominations. At the end of the nomination period, the Nominating Committee validates the nominations of members interested in competing for open board position, and presents a slate of vetted and qualified nominees at the annual Business Meeting. After a majority vote by members present at the Business Meeting, the officer is installed.

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

If interested in applying for one of these positions, download and complete a Candidate Information Sheet located here, <http://www.atalink.org/content/about-ata/> and submit via email at ata@atalink.org or mail the provided worksheet following this article **NLT midnight, June 30, 2020**.

See below for position job descriptions, preferred qualifications, and specific job criteria for each position, and direct all further questions to the Nominating Committee Deputy, CMSgt (ret) Mike Reynolds mreynolds@ssai.org. A/TA Secretary Col (ret) Grace Blevins-Holman secretary@atalink.org, or the A/TA President, Chief Master Sgt. (ret) Mike Kerver, president@atalink.org. Thank you for your consideration and interest in serving the Airlift Tanker Association!

SENIOR VICE-PRESIDENT JOB DESCRIPTION

The Senior Vice-President will coordinate all chapter activities including new chapter starts, changes to the Association Handbook, Chapter status, and management/organization of any Chapter visit by a National Board Member. The Senior Vice-President also serves as the Membership Committee Chairman and in liaison with our Chapters, develops new/ongoing membership initiatives. At the discretion of the Chairman and/or the President, the Senior Vice President will serve as an intermediary in addressing issues or coordination items with senior military or civilian representatives of other organizations. To this end, the Senior Vice President will be the coordinating official to contact Wing leaders to set up the quarterly Board meetings.

PREFERRED QUALIFICATIONS

- Working knowledge of AMC and A/TA mission, goals, values, and vision
- Prior senior leadership position experience (Commander, Command Chief, Executive Officer, Group Superintendent, etc.)
- Leadership experience within AMC is a plus
- A/TA volunteer experience (Board of Advisors, local Chapter Officer, Convention or Chartered A/TA committee participation, etc.) is a definite plus

SPECIFIC JOB CRITERIA

- Ability to communicate/coordinate with Wing and Chapter leadership
- Ability to articulate and advocate issues relating to membership and Chapter operations
- Ability to travel as much as 30 days a year for Chapter outreach and conducting board meeting business

VICE-PRESIDENT STRATEGIC PLANNING & DEVELOPMENT JOB DESCRIPTION

The Vice-President for Strategic Planning and Development will periodically review all aspects of the Association's operations and make recommendations to help the Association maintain relevancy, address membership, financial solvency, or other issues as directed by the Board of Officers. The Vice President for Strategic Planning and Development will develop and maintain the Association's strategic road map and work with the Board and Administrators to address, track and develop action plans enhancing the Association's support to the Mobility Mission and Mobility Airmen. Other responsibilities include assisting the Secretary in developing meeting agendas; coordinating marketing/outreach and process improvement actions in liaison with the A/TQ editor and Public Affairs Coordinator; partnering with the Senior VP to address membership and Chapter outreach; leading ad hoc committees as necessary to address issues; and working with the President on annual bylaw reviews and updates.

PREFERRED QUALIFICATIONS

- Working knowledge of AMC and A/TA mission, goals, values, and vision
- Prior senior leadership position experience (Commander, Command Chief, Executive Officer, Group Superintendent, etc.)
- Leadership experience within AMC is a plus
- A/TA volunteer experience (Board of Advisors, local Chapter Officer, Convention or Chartered A/TA committee participation, etc.) is a definite plus

SPECIFIC JOB CRITERIA

- Experience with government and/or corporate strategic planning
- Experience with Organizational and Change Management
- Ability to travel as much as 30 days a year representing A/TA and in conducting Board meeting business

VICE-PRESIDENT PROGRAMS JOB DESCRIPTION

The Vice-President, Programs, is responsible for developing and managing all aspects of the Association's annual convention. This includes researching venues, developing agenda, facilitating with hotel, arranging food and beverage, developing registration fees, managing convention expenses and signing contractual arrangements for facilities and services on behalf of the Association to support the annual convention. It also includes composing and writing all invitations to guest speakers, special guests, and members. This position also serves as the liaison to Air Mobility Command on all convention matters to include interface with AMC leadership and AMC Directors. Other duties include participating in the design and management of the registration website. The Vice President for Programs also chairs the Programs Committee.

PREFERRED QUALIFICATIONS

- Working knowledge of AMC and A/TA mission, goals, values, and vision
- Experience interacting with senior Air Force and Corporate Executive leadership and Legal officials
- A/TA volunteer experience (Board of Advisors, local Chapter Officer, Convention or Chartered A/TA committee participation, etc.) is a definite plus

SPECIFIC JOB CRITERIA

- Experience with the commercial contracting process and risk minimization. Prior financial experience is a plus
- Working knowledge of the hospitality industry, with protocol experience being a plus
- Event scheduling and coordination experience
- Ability to travel as much as 30 days a year representing A/TA for conducting convention/board meeting business

CANDIDATE INFORMATION WORKSHEET

NAME: _____

STREET ADDRESS: _____

CITY: _____

STATE: _____

ZIP: _____

PHONE: _____

EMAIL: _____

A/TA MEMBERSHIP STATUS:

EMPLOYMENT STATUS:

CURRENT JOB DESCRIPTION:

EDUCATIONAL BACKGROUND:

QUESTIONS:

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

FILL OUT FORM & MAIL TO:

The Airlift Tanker Association
c/o 2020 Board of Officer Nomination
7983 Rhodes Farm Way
Chattanooga, TN 37421



TALES ON THE RAMP

By a hairy-legged airplane driver, who wishes to remain anonymous

A NOSE THAT JIMMY DURANTE WOULD BE PROUD OF

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.

Back in the “old days” in the flight room of the 57th Military Airlift Squadron (C-141 Instructor Squadron) at Altus Air Force Base, Oklahoma, one could see some interesting examples of crew-dog journalism added on to postings by the schedulers announcing upcoming static display opportunities. As I remember, this one said something like, “Anyone want to go to Cleveland?”

The Cleveland Air Races has been a Labor Day weekend staple since shortly after WWI. Of course, the comments which were added included those like, “Who would want to go to Cleveland on purpose?” and, “What’s happening at the ‘Mistake on the lake?’”

I’m from Cleveland and had been going to the Labor Day Cleveland Air Races for more years than I could count. Low and behold, there actually was another pilot in the squadron from the Cleveland area and enough enlisted crewmembers that were either from the area, or were overcome by curiosity.

The Air Races/Air Show traditionally began on Saturday morning and finished in late afternoon on Monday (Labor Day). Before opening the aircraft to visitors, we purged all the items that most often get pilfered – fire

extinguishers, first aid kits, heat resistant gloves – you know, the kinds of things that don’t walk away by themselves but manage to disappear anyway. Our C-141 was the largest aircraft at the show and seemed to be full of visitors from open till close.

About noon on Labor Day, one of the officials came by and told us that this show had set a new attendance record and our C-141 had been the most visited aircraft. They estimated that more than 10,000 visitors would tour the aircraft by show end. A large portion of the crowd would normally stick around after the show.

We got to thinking about the opportunity that visitors may have had to plant an explosive device on the aircraft since departure times had been advertised. The more we thought about this, the more uncomfortable we became. I approached a member of the Cleveland Police and asked if they had an “explosives sniffing dog.” I was assured that they did and would relish the opportunity to bring it by and let it go through the aircraft before we left. I got a contact number and found the Cleveland Police more than willing to assist.

Police personnel arrive at the scheduled time and got the dog out of their

vehicle. Let's just say that the dog most certainly didn't fit the image I had of a major metropolitan area police explosives dog. It was a mixed breed with much of the mix being Dachshund. I must admit, my confidence was sinking fast. We nick-named him "Fido."

After a thorough search of the aircraft, the handle came up to the crew and announced, "It's clean." I asked the handler if they would be comfortable flying on the aircraft. That's when the most amazing part of this dog's story came out.

It seems that the POTUS had recently visited Cleveland and had spent the night. The next morning all passenger luggage was undergoing a routine explosives screen by three dogs and Fido was the only dog that alerted on a suitcase.

The security personnel rearranged the luggage and brought the dogs in again. This time Fido alerted on the same suitcase and the other two dogs did not. Security personnel searched the suitcase and found nothing so they mixed up the luggage and ran all three dogs by again. You guessed it, Fido alerted on the same suitcase again. Some of the security agents suggested the recent presence of a Prime Rib Sandwich, but they did a more thorough search. It seemed that owner of the suitcase had some type of cardiac issue and, in his shaving kit, there was a prescription bottle of Nitroglycerine tablets.

That's quite a nose! ■

MY SOLO FLIGHT

By USAF Lt. Col. (retired) Harry E. Heist Archivist, AMC Museum

It was 2300 hours and the alert came just as I crawled into bed. Being on standby for a flight was not the best position to be in as you didn't know when the call would come, and scheduling sleep time was not that easy.

Reporting to Base Operations, we were to find that the first leg of our mission would take us to Lajes Field in the Azores, a group of islands belonging to Portugal about three quarters the distance between the U.S. and the European Continent. From there we would proceed to Chateauroux, France to offload some of our cargo and then fly to our final destination -- Athens, Greece.

Normally after reporting to Operations, we would fill out our flight plan, get our weather briefing, clear the Transport Control Center and Base Ops, proceed to the airplane, check out the plane's systems, takeoff and be on our way. However, this mission did not go that smooth. It appears that we would get a few hours of "ramp time" before departure due to maintenance. I might add that the normal crew duty day was 18

hours. That started from the time we arrived at Base Ops and the arrival time at our destination when the engines are cut.

"Pounding the ramp", a term that seemed to be used more than ever lately, was extremely tiring especially when you were awake most of the day prior to being alerted for the mission. This, my first solo flight as a C-124 navigator, started out by watching the clock, rechecking the length of time enroute on our flight plan to make sure that we would have enough crew duty time to make the first leg of the mission.

Well, with minutes to spare the flight engineer reported that maintenance had fixed the problem and we were ready to go. This was almost 24 hours of awake time before we even got airborne and we were a tired crew. Anyway, off we went headed to Lajes; time enroute, eleven hours.

The weather guy behind the desk at Dover said we should have an easy flight with just a few high clouds over the Atlantic. Well, what the heck did he know. About four hours out we found ourselves headed straight for a cold front with ferocious thunderstorms showing up on the radar with no way to circumvent them. The crew prepared for a bumpy ride.

As the navigator, my job is to get the airplane and crew safely across the pond and to our final destination with the pilots taking over for a safe landing. This mission would take everything I learned about navigating an airplane safely and efficiently.

With all eyes on the instruments and cockpit lights on, we headed into the front. Within in minutes, St. Elmo's fire surrounded the airplane and then a big bang. We were hit by lightning. The airplane went up like an elevator and down with a forceful drop. A check of the crew was done and the loadmaster, in the cargo compartment, reported that the load was secure. Still in the soup, and about an hour later, we got hit again. This time a ball of fire came into the cockpit and rolled down the crew ladder and out the tail end of the fuselage. This one was a big one. Thanks Dover weatherman for your CAVU forecast. The airplane shook like crazy and the pilots were doing everything they could to keep it straight and level.

Finally, after many hours in the extreme weather and with virtually no navigational aids we broke out of what would be the most severe weather that I had ever encountered in my 10,000 hours in the air.

Finally, I was able to get a "fix" to find that we were 350 miles north of our intended course. Well let me tell you, this old boy was working his tail off to get the airplane back on course. Finally, there they were, the Islands of the Azores. However, still a smooth flight was not yet ahead.

Nearing Lajes, we were informed that the field had gone below minimums and we would have to divert to Santa Maria, another island in the Azores south of Lajes. Off we went and had a successful approach and landing. Things were not over yet for our crew. A walk-around of the airplane showed that we had lost the outboard exhaust stacks on number four engine and there were two holes about the size of grapefruits in the vertical stabilizer where the lightning had exited the airplane.

Then a call to the command post at Lajes was made looking for answers as to what we were to do now as there was no maintenance available at Santa Maria. How about a three-engine takeoff with number four caged? OK came the answer and as soon as the weather cleared we were off again with a waiver on our crew duty time. At this point the crew was completely exhausted with just about enough energy to get this bird in the air and on to Lajes.

We finally made it, and off to the "O" Club for a well-deserved beer. Then a call came for the aircraft commander. "What the heck were you people in," asked the maintenance officer. Do you know that you have cracked one of the main wing spars on your airplane? You guys are lucky that you made it. That was it, what a way to end the day. But we were all safe, had a few more beers went to bed and the next day picked up another airplane this time headed to Burtonwood, England, the Gateway to Europe and one of the best crew rests in the MATS system. ■

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EVS-3600 image integrated on HGS-6000



Collins Aerospace

COVER STORY

The Korean War and Modern Air Mobility

By Robert C. Owen, Embry-Riddle Aeronautical University

The Korean War midwifed the birth of the U.S. Air Force's modern airlift system. When the North Korean People's Army crashed across the border into South Korea on the morning of June 25, 1950, theater (then called "Troop Carrier Aviation") and intertheater airlift forces (mainly the Military Air Transport Service) were still organized on a WWII model and they were backwaters of USAF policy and investment. By the time active fighting ended on July 27, 1953, airlift forces had grown in size, were poised to benefit from several modernization programs, and the Defense Department had established the Civil Reserve Air Fleet. While still only a shadow of what it would become, the airlift system at the end of the Korean War was off to a strong start towards the future.

Fighting doughboys disembark in the rain from this huge, three-storied U.S. Air Force C-124 "Globemaster" at an airstrip somewhere in Korea. (Air and Space Museum photo).



Across the Pacific

MATS entered the war in a parlous state. Its primary fleet consisted of about 200 C-54s worn out by service in WWII and the Berlin Airlift. Stringent budgets had reduced manning to one crew per plane and supply stocks that would have seemed lavish only to Ebenezer Scrooge. On average the C-54 fleet could produce only three flying hours per day per aircraft, and only as long as supplies lasted. Consequently, the 60 planes in MATS' Pacific Division could produce only about one sortie per day across the Pacific—each delivering about five tons of cargo or passengers, hardly enough with which to support a war.

MATS leaders rose to the challenge. They immediately reinforced Pacific Division routes with planes and people drawn from throughout the Air Force. Early augmentation came from two Troop Carrier C-54 groups and a squadron of Canadian Air Force North Stars.

When the major airlines rebuffed requests for help—it was tourist season after all—MATS contracted for 60 C-54s from the non-scheduled air cargo industry.

Things got better quickly. By the middle of 1951, MATS was getting 7-8 hours per day out of its aircraft. With civilian augmentation, the Pacific Division was pushing almost 20 planes into Japan and Korea daily. Anyone important and many not so important travelled by air, along with priority medical supplies, delicate electronics, repair parts, munitions, and so on. Moreover, new C-124s were augmenting the Pacific airlift flow. Though their slab sides and bulging front ends put these transports at the top of most people's ugly-airplane list, they were faster than the sleeker C-54s and could carry up to three times their payloads. Wartime funding also put two new turbine-powered aircraft on the drawing board: the big C-133, which was built, and the really big C-132, which did not get past mock-up stage.

In the Theater

As American and allied forces fought to halt the North Korean forces driving southwards in the summer of 1950, they needed a lot of airlift support. Only five days into the conflict, C-54s delivered a battalion-sized blocking force—Task Force Smith—in front of the NKPA spearhead to buy time for the allied buildup further south. Other air-

delivered military units and a growing flow of supplies followed. Moreover, plans for a major counteroffensive, complete with airborne assaults, spoke for even greater demands on the theater airlift fleet.

The commander of Far Eastern Air Forces, Lt. Gen. George E. Stratemeyer, took immediate actions to augment his meager airlift capabilities. Right away, he called on the Air Force for two groups of C-119s and ferreted out a couple of dozen C-47s, C-46s and C-54s assigned in ones and twos to units

throughout the theater. Then, he called in Maj. Gen. William H. Tunner, commander of the Hump and Berlin airlifts, Deputy Commander of Operations for MATS, and the recent commander of combined MATS and Troop Carrier forces during Exercise Swarmer just a few weeks before.

If ever there was a "pro from Dover" hovering around in the Air Force, he was the one and the obvious choice to pull the theater airlift effort

together in a very short amount of time. Stratemeyer gave Tunner an unprecedented degree of independent authority over airlift operations. He set the stage by establishing the Combat Cargo Command (Provisional) to control all airlift operations in Korea, and then gave Tunner independent authority over its operations. Exploiting his authority to the



Flying in close formation with other transport planes near Chungju, a C-119 Flying Boxcar of the U.S. Far East Air Force's Combat Cargo Command drops tons of rations and gasoline to UN troops waiting on a snow-covered battlefield a few hundred feet below. More than 300 tons of supplies were airdropped. (U.S. Air Force photo).



The ever-present C-47 Skytrain proved to be the only multi-engine transport able to fly from the smaller forward airfields in Korea. (U.S. Air Force photo).

Cover Story continued on page 18 >>>

Cover Story continued from page 9

limits, Tunner gathered the remaining transports in the theater, making off with even the staff transports of senior commanders and the U.S. ambassador to Japan.

In a miracle of diplomacy, he got the Marines to give him tasking authority over half of their squadron of C-54s—taking cubs from a she-bear, it was no less than that. Tunner also brought in his personal tribe of skilled planners and operational specialists from MATS to augment local staffs. They and the in-place Combat Cargo staffers became a brain trust of airlift expertise, using that wherewithal to squeeze every ounce of lift from the available fleet.

Over the next several months, the Combat Cargo team opened the door to a new era of theater airlift characterized by operational innovation, flexibility, and efficiency. For the whole story, see Robert Futrell's *The USAF in Korea*, and Annis G Thompson's *The Greatest Airlift: The Story of Combat Cargo*. Tunner's handling of the airborne drops of the 187th Airborne Regimental Combat Team in the area just north of the North Korean capital, Pyongyang, is a prime example of what theater airlift could do when commanded, staffed, and executed by professionals who grasped the full spread of airlift missions.

Determined to minimize the operation's disruption of other missions, Tunner allowed only two days to stand down and prepare the 71 C-119s and 40 C-47s slated for the drops, rather than the two weeks or so thought necessary in

the past. The operation parachuted more than 4,000 troops, vehicles, artillery pieces, and 600 tons of equipment into its objectives. Then, in less than 24 hours, the Combat Cargo team had all of its transports back in the logistics flow.

Combat Cargo's expertise and flexibility underpinned allied success throughout the war. Renamed the 315th Air Division in January 1951 and placed under command of a reservist, Maj. Gen. John R. Henebry, the airlift force performed wonders. During the northward offensive in the fall

of 1950, allied forces depended on airlift to fill the supply gaps created by continual operations and poor road networks. During the subsequent retreat before the intervening Chinese Army, 315AD planes recovered thousands of troops and mountains of equipment and munitions that otherwise would have been lost. Even during the stalemate period of the war, which lasted until July 1953, ground commanders learned for the first time to plan on theater transport aircraft for direct resupply,

even during "routine" tactical operations. Similarly, air commanders at forward fields counted on airlift to keep them supplied when Korea's ghastly winters made already-primitive roads impassable. By war's end, and working with only about 140 aircraft, Combat Cargo had flown some 210,343 sorties, to evacuate 307,804 medical patients, transport 2,605,591 passengers, and move 391,763 tons of freight (18,000 tons of it airdropped).

Catalyzing the Civil Reserve Air Fleet

The Korean War experience also catalyzed establishment



Gen of the Army Douglas MacArthur and his personal pilot Lt. Col. Anthony F. Story await the arrival of Secretary of the Army Frank Pace, Jr., April 9, 1951, at Haneda Air Force Base Tokyo, Japan. (U.S. Army Photo).



Army paratroopers prepare for an airdrop by USAF C-119 Combat Cargo Command aircraft. (U.S. Air Force photo).



The sea of supplies at an airbase in Japan stands ready for loading into C-119 Flying Boxcars for delivery to front-line areas in Korea. (U.S. Air Force photo).

of the Civil Reserve Air Fleet. When the airlines refused to pony up aircraft for the initial lift to Korea, the Defense Department activated a working group under the direction of the former Air Transport Command Chief of Staff, James H. Douglas, to write a new mobilization policy. Douglas' committee produced a plan that took a little and gave a little to the military. The plan assigned administration of the CRAF to the Commerce Department, which the airlines believed would keep their corporate interests in mind better than the Defense Department.

The mobilization concept itself required the government to activate all of the CRAF to get any of its aircraft. Such an all-or-nothing constraint likely would preclude the CRAF ever being activated. The airlines were happy with that; they were building their markets in the 1950s and had no interest in diverting resources to the CRAF or competing with the nonskeds for low-ball peacetime contracts. So, the program languished throughout the 1950s with minimal participation by the airlines. But, while the new CRAF plan gave the military almost nothing in terms of reserve airlift

capacity, it did at least provide a basis for further refinement and established the obligation of the airlines to accept some sort of mobilization in an emergency.



Ammunition and radio equipment, are parachuted out of a C-47 of the 21st troop carrier sq, FEAF Combat Cargo Command, to the men of the 31st Inf Regt, 7th Div. (U.S. Air Force photo).



The World War II-era C-46 continued in service in Korea, where it airlanded supplies and supplemented C-119s during paratroop drops. (U.S. Air Force photo).

Outcomes

Often overlooked, therefore, the Korean experience was a milestone in the development of modern air mobility. Indeed, it also saw the first utilization of air refueling aircraft to support tactical fighters, and the Army's early experiments with battlefield airlift by helicopters. In addition to the C-132 and 133 programs, the war also freed up funding to begin production of the C-123 "assault transport" and development of the still-amazing C-130 medium transport. Finally, airlift's enhanced utility prompted a public showdown between the Army and the Air Force over the composition of the future fleet—a showdown that lingers today. ■

AIR MOBILITY NEWS & VIEWS

Air Force announces 2019 Safety Awards

By Air Force Safety Center Public Affairs

Maj. Gen. John T. Rauch Jr., Air Force Chief of Safety, recently announced the recipients of the Secretary of the Air Force, Chief of Staff of the Air Force Safety Awards and the Air Force Chief of Safety Awards for 2019.

"The Air Force is steadfast in its efforts to maintain safe operations across the service. Nevertheless, the accomplishments of these Airmen and units certainly stood out in 2019," Rauch said. "Effective risk management and mishap prevention are key components of the Air Force Safety Program, but the real impact comes when leadership and Airmen at all levels commit to integrating safety into the daily plans, operations and training throughout the force."

Air Force safety awards recognize outstanding safety acts, achievements and sustained performance of individuals, teams and units for their efforts in mishap prevention.



The Air Force Safety Award winners are:

Secretary of the Air Force Safety Award:
Air Mobility Command (AMC)

Major General Benjamin D. Foulois Memorial Award:
Air Mobility Command (AMC)

Colonel Will L. Tubbs Memorial Award for Ground Safety:
United States Air Forces in Europe and Air Forces Africa (USAFE/AF-
AFRICA)

Koren Kolligian Jr. Trophy:
Capt. Justin W. Sager, 33rd Flying Training Squadron, Vance Air Force
Base, Oklahoma (AETC)

Chief of Staff of the Air Force Aircrew of Distinction Award:
Crew of Blade 11, 582d Helicopter Group, Francis E. Warren Air Force
Base, Wyoming (AFGSC)

Air Force Chief of Safety Special Achievement Award:
Tyndall Air Force Base Support Agency Team, Tyndall Air Force Base,
Florida (ACC)

Safety Civilian Professional of the Year Award:
Mr. Alex Vega, 30th Space Wing, Vandenberg Air Force Base, California
(AFSPC)

Safety Senior Non-Commissioned Officer of the Year Award:
Senior Master Sgt Jacob Q. Kurtz, 480th ISR Wing, Joint Base Langley-
Eustis, Virginia (ACC)

Safety Non-Commissioned Officer of the Year Award:
Tech. Sgt Charles A. Ladnier, 45th Space Wing, Patrick Air Force Base,
Florida (AFSPC)

Safety Officer of the Year Award:
Maj. Daniel L.T. Garrison, 582d Helicopter Group, Francis E. Warren Air
Force Base, Wyoming (AFGSC)

Air Force Chief of Safety Aviation Maintenance Safety Award:
52nd Maintenance Squadron Propulsion Flight, Spangdahlem Air Base,
Germany (USAFE/AFAFRICA)

**Air Force Chief of Safety Outstanding Achievement Award for
Occupational Safety Category I:**
21st Space Wing, Peterson Air Force Base, Colorado (AFSPC)

**Air Force Chief of Safety Outstanding Achievement Award for
Occupational Safety Category II:**
31st Fighter Wing, Aviano Air Base, Italy (USAFE/AFAFRICA)

**Air Force Chief of Safety Outstanding Achievement Award for
Occupational Safety Category III:**
39th Air Base Wing, Incirlik Air Base, Turkey (USAFE/AFAFRICA)

**Air Force Chief of Safety Outstanding Achievement Award for
Occupational Safety Category IV:**
728th Air Mobility Squadron, Incirlik Air Base, Turkey (AMC)

**Air Force Chief of Safety Outstanding Achievement Award for
Occupational Safety Category V:**
Air Force Research Lab Detachment 8, Kirtland Air Force Base, New
Mexico (AFMC)

**Air Force Chief of Safety Outstanding Achievement Award for
Weapons Safety:**
Master Sgt. Victoria L. Yale, 379th Air Base Wing, Al Udeid Air Base,
Qatar (USAFCENT)

Air Force Nuclear Surety Outstanding Achievement Award:
90th Missile Wing, Francis E. Warren Air Force Base, Wyoming (AFGSC)

Air Force Chief of Safety Space Safety Award:
30th Space Wing, Vandenberg Air Force Base, California (AFSPC)

Aero Club Safety Certificates:
Robins Aero Club, Robins Air Force Base, Georgia (AFMC)
Eglin Aero Club, Eglin Air Force Base, Florida (AFMC)

Air Force senior leaders' tri-signed letter

By Air Force senior leaders

To the Men and Women of the Air and Space Force:

The ongoing response to the COVID-19 pandemic is moving at a fast pace. Focus across the Nation remains on the actions we must all take to minimize possible exposure to this virus. Each of us has a personal responsibility to take these actions seriously by exercising the personal hygiene and health protection measures outlined by the Centers for Disease Control and Prevention. Please go to the website at <https://www.cdc.gov/coronavirus/2019-nCoV/index.html> for details.

We are a global service that delivers Global Vigilance, Reach, and Power. While many of these missions must and will continue, our actions will continue to emphasize the safety and security of our Airmen, Space Professionals, and Families while continuing the Air and Space missions in support of the Nation. MAJCOM Commanders are adjusting daily operations to minimize potential impacts to personnel while continuing the mission. Wing and Group Commanders are making needed adjustments to operations at home to safeguard you and your families to include Child Development Center impacts and other support agency changes. Squadron Commanders are maintaining 100% contact across the force to ensure you have the latest information available to protect yourself, your teammates, and your families. This is especially important in our Air National Guard and Air Force Reserve Units where Airmen and Families are not co-located with a main operating base with access to support agencies.

This is a time when we must all work together to weather this storm. Over-communication is a key to success and this begins with our Squadron Commander (and civilian equivalent) cadre. To succeed as an Air and Space Force, we must arm them with information so they can arm those entrusted to their care. Please continue to follow COVID-19 related information at <https://www.af.mil> and click the COVID-19 link where we will post continuous updates.

Every challenge we are handed in life has an embedded opportunity. We have a chance to strengthen our Air and Space Force team as we work together to support our Squadron Commanders to get the mission done safely while taking care of ourselves and our teammates. Every one of us has an important role to play as we apply disciplined urgency to our response actions. Lean on your Command Teams, they have our highest trust and full support.

Barbara Barrett
Secretary of the Air Force

David L. Goldfein
General, U.S. Air Force
Chief of Staff

John W. Raymond
General, U.S. Space Force
Chief of Space Operations

Public-private cooperation to combat the Novel Coronavirus

Press Statement by Morgan Ortagus, Department Spokesperson

In early February, thanks to a joint effort of federal and local authorities and private organizations and companies, 17.8 tons of personal protection equipment and medical supplies were delivered, and more than 800 people were evacuated from Wuhan, China, amidst the Novel Coronavirus outbreak.

A number of organizations, companies, and private entities donated life-saving aid and supplies. Project HOPE received and distributed 101 pallets of personal protection equipment and medical supplies provided by Samaritan's Purse, Boeing, The Church of Jesus Christ of Latter-day Saints, and Intermountain Healthcare. Mr. Kenneth Griffin made a generous monetary donation to support the Department's efforts in responding to the Novel Coronavirus outbreak. The evacuation and delivery missions were safely completed thanks to the professional dedication of the staff of Phoenix Air Group, Inc. and Kalitta Air LLC.

The Department remains committed to partnering with organizations and companies to tackle this deadly virus and promote the welfare of U.S. citizens all around the world.
End of State Department release.

Compiled from online media sources "All travelers (on Kalitta Air) were screened for symptoms at the airport prior to departure, and were subject to Centers for Disease Control (CDC) screening, health observation, and monitoring requirements," an official said.

According to the official, the first flight on Jan. 29, accommodated approximate 200 passengers. The two flights, which departed on Feb. 4, accommodated a total of approximately 350 passengers. The majority of travelers on every flight were U.S. citizens, he said. ■



The Airlift/Tanker Association, Board of Officers, held their winter board meeting at Travis Air Force Base, California, Jan. 30 - Feb 2. (Courtesy photo).

Air Mobility News & Views continues >>>

Patriot Express to begin routine flights to and from Guam

By Master Sgt. Richard P. Ebensberger, 36th Wing Public

The Patriot Express (PE) will begin flying passengers between Andersen Air Force Base, Guam and the Seattle-Tacoma International Airport March 7, 2020.

The PE, also known as the "Rotator" or "Cat B flight", is a Department of Defense contracted commercial charter flight which provides international support to travelers on official duty and their families. The PE also provides Space-Available travel opportunities for eligible members. Flights between Andersen and Seattle will take place twice a month during a six-month Proof-of-Principle scheduled to begin in March. The route will include a servicing stop in Hawaii, but passengers and cargo are not expected to be permitted to on or off-load during transit at that location.

"The Patriot Express will provide a much-needed service to the military families on Guam," said Cindi Boswell, spouse to the 36th Wing commander. "Relying on commercial airfare during a PCS to Guam can be extremely expensive, especially if the family is going to be moving with pets." This commercial charter flight is expected to help defray both government costs associated with PCS travel and personal costs of transporting pets.

Military members and their dependents in PCS or TDY status will make travel reservations through their installation Transportation Office.

Families in PCS status are authorized to transport their pets (cats and dogs only) on the PE for a nominal fee but are limited to two pets per family. Additionally, pet capacity will be limited based on the carrier's cargo configuration. Pet reservations are made through the passenger's installation Transportation Office,



and passengers are responsible for obtaining and meeting all pet shipment requirements, quarantine, and fees associated with the shipment of their pet(s). Pet transportation is not authorized for Space-A travel. Additional information can be found on the AMC Pet Travel Site: <https://www.amc.af.mil/Home/AMC-Travel-Site/AMC-Pet-Travel-Page/>

"Flying back to the states from Guam can be very expensive," said Boswell. "For our junior Airmen, the cost can sometimes be too high to make a trip home for holidays or special events but with the rotator coming through on a consistent basis, we hope that the increased Space-A travel opportunity will open that door for our Airmen and their families to make it home more easily."

Per the Defense Travel Regulation, PE flights will be available for booking 90 days prior to the month in which travel will begin. For example, flights departing in June will be available for booking in March. In the event a flight is not yet available for booking, the dates for PE flights arriving in and departing from Guam are below for your planning purposes.

- | | | |
|---------------|---------------|------------------|
| • Mar. 07, 21 | • Apr. 04, 18 | • May 02, 16, 30 |
| • June 13, 27 | • July 11, 25 | • Aug. 08, 22 |

Those looking to fly Space-Available can make reservations by completing a reservation request form on the AMC Space-A Travel page: <https://www.amc.af.mil/Home/AMC-Travel-Site/AMC-Space-Available-Travel-Page/Space-Available-Email-Sign-up-Form/>

Flight schedules will be advertised on the Andersen Passenger Terminal Facebook page: <https://www.facebook.com/AndersenPassengerTerminal/>

Additional PE travel information can be found on <https://www.andersen.af.mil/Units/Wing-Tenant-Units/AMC-Passenger-Terminal/Patriot-Express/> ■

USTRANSCOM identifies goals for upcoming ULTIMATE GUARDIAN 20 exercise

By U.S. Transportation Command Public Affairs

Beginning early May through the 15th, USTRANSCOM will conduct Exercise ULTIMATE GUARDIAN 20, its Tier 1, cyber-focused exercise in concert with U.S. Northern Command's (USNORTHCOM) ARDENT SENTRY 20, U.S. Cyber Command's (USCYBERCOM) CYBER GUARD, and the National Security Council-sponsored/Federal Emergency Management Agency-hosted National Level Exercise 2020.

UG 20 will challenge USTRANSCOM's ability to protect and sustain the joint force in a degraded operating environment. This annual exercise will also test the cyber resiliency of USTRANSCOM, its component and subordinate commands, and joint deployment and distribution enterprise partners.

Command goals identified for UG 20 are as follows:

- 1.) Increase understanding of threat vectors and JDDE vulnerabilities
- 2.) Enhance comprehension of key cyber terrain and associated resiliency
- 3.) Attain improvements in cybersecurity and mission assurance resiliency

- 4.) Improve coordination with DOD and interagency partners that can respond to cyber-attack/intrusion so as to isolate the threat and preserve mission assurance
- 5.) Develop feasible primary, alternate, contingency, and emergency plans to continue with degraded operations.

To learn more about USTRANSCOM's participation in the UG 20 exercise, please contact Richard "Andy" Kaiser at 618 220-6579. ■



EAGLE program takes flight at CRW

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

At the 621st Contingency Response Wing, Joint Base McGuire-Dix-Lakehurst, New Jersey, operational air movement is an important element in executing full spectrum CR operations.

To execute this task, the 621st Mobility Support Operations Squadron employ the Expeditionary Air Ground Liaison Element, Air Mobility Command and U.S. Transportation Command's enlisted operation extension of Air Mobility Liaison Officers.

The EAGLE program employs career enlisted aviators and aerial port members to provide operational air movement expertise to Joint, Interagency, Intergovernmental, and Multinational partners and falls under the building partnerships and joint integration functions of the Contingency Response Wing.

"AMC's JIIM partners can utilize an EAGLE team throughout mission planning, all the way to mission execution in areas to include airlift requirement validation, load plan optimization, cargo documentation, and cargo preparation to name a few," said Master Sgt. Andrew Vogel, 621st MSOS operations superintendent. "EAGLEs provide JIIM Leaders with a clear understanding of air mobility requirements, while guiding cargo preparation teams through a successful Joint Inspection and on-time aircraft departure."

The EAGLE program was implemented in October 2019 and is a revision of the AMC Affiliation Program.

"The Affiliation Program primarily focused on teaching air load planning but did not effectively address the problem AMC faced with failed cargo joint inspections and aircraft delays when providing airlift for joint partners," said Taylor Gaughf, 621st MSOS EAGLE member. "The EAGLE program set out to focus on integrating with the joint user and provide equipment preparation training and air load planning expertise."

The EAGLE program gives AMC the ability to resolve issues the joint member is facing at the tactical level and adapt to uncertain situations to push mission success.

"Being integrated with the joint user is what makes the program special," Gaughf said. "There is no other Air Force unit that executes this mission in



EAGLE team members properly secure a container to a 463L pallet using top and side netting at Pope Army Airfield, North Carolina, Jan. 10, 2020. The EAGLE team provided support for the 82nd Airborne Division's Immediate Response Force deployment to the Middle East. (Courtesy photo).

deployed locations as well as home station, providing support to Army, Navy, and Marine units. Most members do not have the opportunity to work as closely with the joint user and when members return to primary duty, this is experience can be a force multiplier."

The EAGLE team most recently deployed in support of the 10th Combat Aviation Brigade, where they assessed the unit's capabilities upon arrival and coordinated with AMLOs and the Air Force Joint Inspection team to facilitate the preparation and inspection of all cargo requirements.

"The EAGLE team integrated with the deploying force and trained 46 Soldiers in the proper preparation of cargo and personnel for airlift prior to the joint inspection," Vogel said. "Their guidance eliminated 100% of frustrated cargo requirements and maintained the airlift schedule for more than 60 sorties."

The mission was lauded by AMC for its unprecedented velocity.

The 621st MSOS has also employed EAGLE teams to support Afghan Redux in support of 4,500 U.S. Army and Marines operating at five forward operating bases, and the Immediate Response Force deployment of the 82nd Airborne Division, to aid processing 52 C-5 Galaxy and C-17 Globemaster III aircraft moving 2.9 million pounds of cargo and 3,500 passengers in the U.S. Central Command area of responsibility.

An EAGLE team is also participating in Exercise DEFENDER-Europe 20, an U.S. Army led exercise that began in February, touted as the largest deployment of troops from the United States to Europe in more than 25 years.

The EAGLE program gives AMC and USTRANCOMs the capability to significantly increase the success of air mobility operations, and demonstrates the adaptive and agile expeditionary skills of CRW Airmen. ■

Air Mobility News & Views continues >>>

Most Defense Personal Property Pick-ups and Pack-outs Paused; Deliveries Continue

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

On Saturday, March 14, U.S. Transportation Command issued an advisory to the moving industry to provide Defense Personal Property Program customers and their chain of command decision space in light of the Department of Defense's March 13, 2020, 'stop movement order' halting most permanent change of station moves from March 16 through May 11, 2020.

The advisory directs moving companies to take no action on scheduled pick-ups or pack-outs of household goods until they confirm with the Personal Property Office responsible for the shipment that it should continue. Impacted customers with scheduled pick-ups and pack-outs should be contacted by their provider to inform them of the delay of their pick-up or pack-out. Deliveries of household goods, unaccompanied baggage, and non-temporary storage lots should continue as scheduled.

"This direction to industry gives our customers and their families some breathing room and decision space," said Rick Marsh, director of the Defense Personal Property Program. "As the Department's advisory was released late Friday, we didn't want moving companies showing up at the curb on Monday without providing families time to talk to their chain of command, assess their personal situation, and consider their next steps."

Customers who are impacted by the stop movement order should determine the way ahead in coordination with their chain of command—which may include seeking a waiver

from their leadership to continue the relocation process—and local Personal Property Office. The Department's stop movement order does provide the flexibility for exceptions to allow pack-outs and pick-ups to continue.

"For example, in some cases, where a customer has a lease expiring or has sold their home, household goods may be picked up and placed into local storage until the stop movement order is lifted," said Marsh. "This will be a coordinated decision with the customer, their chain of command, and the local Personal Property Office." Service Headquarters are developing those exception procedures now and existing exemptions for separating or retiring personnel are already in effect.

When household goods shipments are cleared to move, Personal Property Offices and moving companies are ready to support those shipments.

"In addition to our customers and their families, it takes a broad array of stakeholders—the customer's chain of command, human resource specialists, logisticians, financial managers, and industry to make the relocation process happen," said Marsh. "It's important we give them time to plan and give families time to think—particularly in a rapidly developing situation like this. The only reason the Personal Property community exists is to relocate DoD personnel and their families."

Visit move.mil to read the latest guidance for Defense Personal Property Program customers. ■

USTRANSCOM supports State Department in bringing stranded Americans home

By U.S. Transportation Command Public Affairs

U.S. Transportation Command was directed March 27 by the Secretary of Defense to assist the Department of State Repatriation Task Force in the contracting of aircraft to return Americans and lawful permanent residents stranded abroad due to travel restrictions imposed during the coronavirus pandemic.

The State Department will continue to prioritize requests for travel assistance, direct departure and arrival locations, and conduct medical screening. USTRANSCOM will contract aircraft on behalf of the State Department and utilize the command's existing transportation command and control system to efficiently manage the flow of aircraft.

The State Department requested assistance from the Department of Defense when the scale of the effort to repatriate Americans and lawful permanent residents strained the agency's capacity.

The combatant command is uniquely positioned to assist in the contract of commercial aircraft as it oversees the commercial carriers participating in the Civil Reserve Air Fleet, which transport thousands of Department of Defense personnel on a regular basis.

USTRANSCOM has been supporting the Department of Defense's ongoing effort to fight COVID-19, moving personnel and equipment in support of the Federal Emergency Management Agency, and American citizens and lawful permanent residents out of South America as space became available on existing military flights. As a last resort, U.S. military aircraft may be used to repatriate Americans and lawful permanent residents from locations unreachable by commercial contracted aircraft due to COVID-19 access restrictions.

USTRANSCOM expects to continue providing assistance to the State Department for several weeks. The State Department will also continue to contract aircraft in addition to this effort, and offer travelers advice and assistance with commercially ticketed flight options where still available. Americans overseas who feel in need of travel assistance should sign up at the State Department's Smart Traveler Enrollment Program website. ■

U.S. Transportation Command historian has engineered an almost two-decade civil service career documenting operations, strategy, and training that's made history

By U.S. Transportation Command Public Affairs

While attending Iowa State University in the early 1990s, Dr. Joseph Mason, U.S. Transportation Command historian, had clarity of purpose in wanting to pursue a career in history, but he initially took a different path, completing a Bachelor of Science in aerospace engineering, while also earning an Air Force commission.

Deferring his history profession aspirations to serve our nation, Mason put his college degree to use, working as an air combat simulation engineer at the National Air and Space Intelligence Center, Wright-Patterson Air Force Base, Ohio, for four years.

During that timeframe, his zest and zeal for studying the past could not be contained, and he subsequently received a Master of Arts in history from Wright State University, Dayton, Ohio, in 1998, shortly after leaving active-duty military service. Since then, the vocation of history has been present full time in Mason's professional experience.

In 2003, he entered the federal civil service, becoming a staff historian at the Air Force's Air Education and Training Command, Joint Base San Antonio-Randolph, Texas. That same year, Mason, as an Air Force Reserve historian, also supported the U.S. Air Forces Central Command's History Office, Shaw Air Force Base, South Carolina. While participating in this part-time, two-year tour of duty, he researched and documented combat operations proceeding the kickoff of Operation Iraqi Freedom in March 2003.

At the midway point of his five-year AETC civilian assignment, Mason chronicled the Air Force's response to another landmark event, Hurricane Katrina, in late summer 2005. The resultant monograph he authored, focusing on the storm's \$950 million impact to the AETC installation, Keesler Air Force Base, Mississippi, earned him an Air Force Excellence in Historical Publications award in 2006.

"Printed before the 2007 hurricane season, the monograph, made available to military emergency USTRANSCOM historian planners, provided valuable lessons learned to reduce the devastating impacts of future storms. They don't have to reinvent the wheel," said Mason. "We owed it to the military members making sacrifices during Hurricane Katrina to document their incredible efforts. We know what they did because there's a record of it. It's a driving motivation for me."

Another milestone Mason achieved during his initial civilian historian assignment included earning a Doctor of Philosophy degree in history from the University of Iowa in 2004. In addition, while assigned to JBSA-Randolph, he transferred from AETC to the Air Force Personnel Center to reestablish that unit's history program. During the two-year AFPC tour, Mason also participated as a civilian historian in a 120-day

deployment supporting USAFCENT at the Combined Air Operations Center, Al-Udeid Air Base, Qatar. While deployed, he documented the 2009 surge of troops into Afghanistan.

By 2010, Mason had become a staff historian with U.S. Central Command, MacDill Air Force Base, Florida, whose area of responsibility included his deployed location. Stationed at USCENTCOM for two years, he primarily focused on writing about American military assistance to Pakistan after the 9/11 attacks. As one of six history professionals, Mason also chronicled the combatant command's ongoing strategy decisions and operations. With his next duty, beginning in 2012 at Edwards Air Force Base, California, he was finally in the driver's seat as the Air Force Test Center's chief historian.

While leading the AFTC's history office to 2014, Mason gained supervisory experience and was actively engaged in the unit's heritage. For example, he digitalized thousands of reels of film, several on Bob Hoover, a post-World War II civilian test pilot. Mason subsequently provided the restored footage to the producers of the documentary, "Flying the Feathered Edge: The Bob Hoover Project," which was released in August 2014.

"Joe and I went to technical training together when we were first commissioned in the Air Force in 1993. Following training, we both ended up at Wright-Patterson Air Force Base, became friends and eventually classmates in the Wright State University history program," stated William Butler, historian, U.S. European Command, Stuttgart, Germany. "I credit Joe for talking me into pursuing a master's degree in history, and for recommending I take an assignment at the Air Force's archives at Maxwell Air Force Base, Alabama, that basically launched my career as an Air Force historian ... We've sort of run parallel careers

as historians, with our paths often crossing the same jobs, but at different points in time."

Following his almost three years in the Golden State, Mason also relocated to Stuttgart as the second U.S. Africa Command historian. Mason arrived as USAFRICOM was responding to the Ebola crisis in West Africa. Over the next five years, he visited 15 African nations, fulfilled his passion on writing about joint operations, and enjoyed the level of access to some of the DOD's senior leadership. Having to return from overseas, Mason wanted to remain in the joint history program, and fortunately for him, the right opportunity – the USTRANSCOM historian position – opened up at the right time.

Since joining USTRANSCOM in November 2019, he is gaining increased clarity of purpose on the command's History Office.

"I want our office to conduct more educational outreach and bring the history of the command to the team," Mason said. "While assigned at USAFRICOM, I saw the pivotal role USTRANSCOM plays in force projection and sustainment. It's truly a global combatant command. I'm excited about documenting USTRANSCOM's history-making operations in the past and present."

USTRANSCOM exists as a warfighting combatant command to project and sustain military power at a time and place of the nation's choosing. Powered by dedicated men and women, we underwrite the lethality of the Joint Force, we advance American interests around the globe, and we provide our nation's leaders with strategic flexibility to select from multiple options, while creating multiple dilemmas for our adversaries. ■



U.S. Transportation Command Historian Dr. Joseph Mason is pictured reviewing archived historical documents in the organization's History Office, Feb. 11, 2020. (Photo by Stephenie Wade, USTRANSCOM/PA).



MOBILITY HEROES

OUR HERITAGE

By USAF Col. (retired) Paul McVickar

Lt. Gen. Harold L. George earned his wings in 1918 through the enlisted flying cadet program. For the next twenty plus years, he flew bombers in various stateside and overseas assignments. In 1932, he graduated from the Air Corps Tactical School, Maxwell Field, Alabama, then remained on the faculty teaching bombardment, tactics and strategy.

In 1941, he moved to the War Plans Division of the newly created Army Air Corp Air Staff. There he used his strategy and tactics background to help plan the air war over Germany.

In 1942, he assumed command of the Air Corps Ferrying Command, soon re-designated the Air Transport Command. Implementing the plans he helped create, Air Transport Command, became a major factor in winning the war in Europe. Gen "Tooey" Spaatz, the first Air Force Chief of Staff wrote of Lt. Gen. George:

"As Chief of the War Plans Division of the Air Staff, your progressiveness and imagination led to the development of a plan for the air war in Germany, which was so sound that it was utilized as the basic plan on which modifications were made to meet changing conditions . . . your masterful, diplomatic, and successful operation of the Air Transport Command gained not only for you but the

Army Air Forces an international reputation for ability to accomplish the seemingly impossible."



Lt. Gen. Harold George. (Archive Photo).

The air power that grew out of Lt. Gen. George's plan fatally weakened the ability of Hitler's Third Reich to support the Nazi armed forces and brought economic chaos to the German state itself.

In the Pacific, Lt. Gen. George's aircraft moved combat forces to support MacArthur. When a B-29 depot destined for Guam was lost at sea, Lt. Gen. George directly supported the Pacific B-29s from Sacramento. As in Germany, air power was the decisive element in bringing Hirohito's Japanese Empire to unconditional surrender without a costly invasion of the Japanese home islands. After the war, that air power became the primary military instrument for the furtherance of U.S. policy – a policy dedicated to peace and justice.

New applications of air power were the hallmark of Lt. Gen. George, as he helped the War Department plan operations during World War Two, that ensured successful operations of the Allied Powers, and enhanced the role of air mobility, earning his place in the Mobility Hall of Fame. ■

A/TA INDUSTRY PARTNERS

(As of 5 April 2020)

Industry Partner HIGHLIGHTS



Col. Cary Walgamott
USAF (Ret)

The Airlift/Tanker Association Board of Officers are closely monitoring the current coronavirus outbreak spreading across our nation. We hope and anticipate the outbreak will be over with by mid to late summer. Our thoughts and prayers are with our entire mobility family as we work through this!

The Airlift/Tanker Association's 52th Annual A/TA Convention, Symposium & Technology Exposition will take place at the Gaylord Opryland Resort & Convention Center, Oct. 29 – Nov. 1, 2020. Our theme for 2020 is: "Connecting Mobility Warriors in the Digital Age: Big Data/AI and the Roaring 20s v 2.0."

We are planning for another outstanding convention this year. There will be sufficient exhibit space available for our Air Mobility Technology Exposition that will provide exhibitors with a knowledgeable and enthusiastic audience sharply focused on specific mobility issues. This is the place for you to showcase your services/equipment and interact with the individuals who establish requirements as well as build, operate, maintain and make decisions on airlift and air refueling aircraft as well as related systems for the U.S. Air Force.

Exhibit packages with information on how to apply for this year's convention have been emailed to previous Industry Partners, Industry Supporters, Government Supporters and Pro Bono organizations.

If you did not receive an Exhibit Package and desire to participate, please send me a note at IndustryVP@atalink.org. In addition, you can review the most current information on exhibitor registration, floor space layout, and related information on the A/TA website at <http://atalink.org>. Just click the Convention Tab for general attendance information and then click the Exhibitors Tab to see the exhibiting overview. Next, click on the exhibitor package to review all the related documents.

We are always looking to expand our program and increase our number of exhibitors. If you know of any companies or organizations that might be interested in showing their products or services, please let me know. Please note, there will not be any restrictions for military and/or government exhibitor this year. All those interested can participate in the 2020 Technology Exposition!

In conjunction with the annual A/TA Convention, Symposium & Technology Exposition, the Airlift Tanker Association (ATA) is hosting an "Industry Interface" once again! The event was a huge success last year. AMC representatives are planning to provide briefings with a question and answer session, on Thursday, Oct. 29, 2020. More details will be provided later.

This year's Convention, Symposium & Exposition is lining up to be one of the best. We look forward to teaming with all our loyal industry and government supporters once again. We hope to see you all in Nashville.

Cary Walgamott
Industry Vice President

**Thank You All
for Your Support!**

A/TA Industry Partnership remains a bargain at the annual rate of \$1700. Industry Partner benefits include a reduced exhibit rate, opportunity to select your exhibit location (based on established criteria), a write-up with your logo in the convention issue of the *Airlift/Tanker Quarterly* (as well as a listing on our website) and five "free" individual memberships. A new and exciting benefit for our Industry Partners is our Industry Partner News page on our website. This is a place where you can share information about new products/services or company news. Contact Sondra Hart at ata@atalink.org or 423-902-2297 to become an A/TA Industry Partner today.

AIR MOBILITY CLASSICS

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

The 1930s were the height of the “Golden Age of Aviation”. For a society struggling to recover from the depression, following the exploits of daring pilots and marveling at their sleek aircraft provided a welcome diversion. It was also the “Art Deco” age, with its emphasis on streamlining, speed, and modern design. In the mid to late 1930s, no civil aircraft epitomized those characteristics better, or evoked more passion, than the legendary Spartan 7W Executive.

Since 1928, the Spartan Aircraft Company of Tulsa, Oklahoma had produced a series of sturdy, efficient, but thoroughly conventional aircraft. Spartan was owned by parent company Skelly Oil, and Skelly’s president, William G. Skelly, was chairman of Spartan’s Board of Directors. From his acquaintance with fellow oil industry executives, Skelly knew that they desired, and could afford, the fastest and most comfortable air travel available.

But the private aircraft of the day were still relatively slow, noisy, and fabric-covered. Spartan’s new 7W design, aptly named the “Executive”, was specifically intended to cater to the needs of these well-heeled oilmen. What Spartan’s design team rolled out in early 1936 was nothing short of revolutionary.

At a time when the Air Corp’s first-line fighter was a wire-braced monoplane with an open cockpit and fixed landing gear, the Executive was a sleek, all-metal cantilever-wing monoplane with retractable landing gear. Powered by a 450 horsepower Pratt & Whitney R-985 Wasp Jr. radial engine with controllable-pitch propeller, the Executive could transport five passengers over one thousand miles at a cruise speed of 215 mph, all in limousine-like comfort. All the interior ap-

pointments and materials were the finest available. To say it was an aircraft “fit for a king” was not an exaggeration; King Ghazi of Iraq ordered one as his personal aircraft.

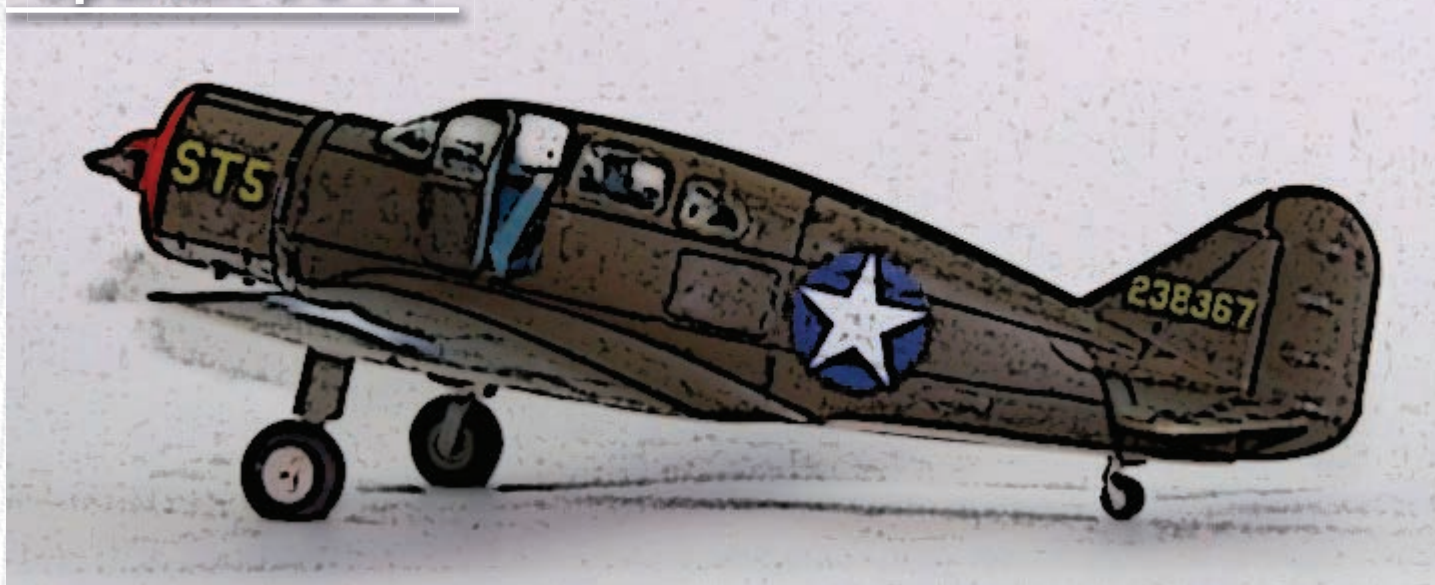
Although it was heralded by the aviation world as a masterpiece of performance, engineering, and luxury, only a relatively few (34) Executives were built. What accounted for such modest production? The depressed economy, a high price, and a limited market were likely all factors.

As expected, the majority of Executives were sold to oil companies, and other businesses. A few went to wealthy sportsman pilots. Three of the five that were exported to Mexico even ended up in Spain, where they were operated by both Republican and Nationalist forces during the Spanish Civil War.

In 1942, the United States government embarked on a program to impress civilian aircraft deemed useful for the war effort. Sixteen Spartan Executives were commandeered and given designations in the Utility Cargo category as UC-71s. Most traded their gleaming polished aluminum finishes for wartime olive drab. They were farmed out to several stateside Army Air Force bases and air depots, where they served as staff transports or station “hacks”. In 1944-1945, all but two, which had been written off in accidents, were returned to civilian use.

Today, the Spartan Executive is one of the most valuable and revered vintage aircraft in the world. Remarkably, approximately 20 remain on the FAA register, many having served as UC-71s. They are prized by their owners for the same qualities of construction, performance and comfort that made them the “Learjet” of their time. ■

Spartan UC-71



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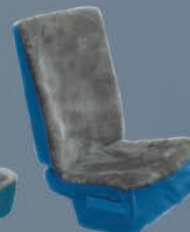
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