

# A/TQ

AIRLIFT / TANKER QUARTERLY

SUMMER 2019

Volume	Number
27	03

## KROSS HONORED AT SCOTT'S

Former Air Mobility  
Command and U.S.  
Transportation Command  
Commander

# A/TA

## WALK OF FAME

Pages 8-10

## THE YEAR OF

This year marks the  
90th anniversary of the  
Question Mark's historic flight

# AIR

## REFUELING: 1929

Page 22





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# A/TQ

**AIRLIFT/TANKER QUARTERLY**  
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On the Cover: Gen. Walter Kross. (USAF photo).



## Chairman's Comments



Gen. Duncan McNabb,  
USAF (retired)

Hope all of you and your families are having a great summer. Lots of exciting things are going on including the delivery of KC46s to McConnell Air Force Base and Altus Air Force Base. The A/TA Board visited our Keeper of the Plains Chapter at McConnell Air Force Base in May, and it included a tour of the new KC-46. Wow...it is truly spectacular, and will be a keystone to our ability to project power around the globe. Much like the C-17 changed the game in the airlift world, the KC-46 will do the same in our air-refueling world. As it gets into the hands of our great airmen and they unleash its full capabilities, it will undoubtedly lead to new concepts of operation and bring new agility and resilience to our Nation's ability to fight and win.

Capt. Ev Dolson and Master Sgt. Danielle Campos and the Keeper of the Plains Chapter took wonderful care of us during our visit. It was great to be with our McConnell A/TA members and the Wichita Civic Leaders who take such marvelous care of our Airmen. We had an excellent board meeting and I wanted to share some of the highlights.

First, I want to congratulate our Air Transportation Career Field, our "Port Dawgs", as this year's selection as the 31st recipient of our Hall Fame Award. They are most deserving and are one of the cornerstones of our Air Mobility enterprise. True unsung heroes, they work magic in keeping things moving...and coming up with new and better ways to deliver anytime, anywhere. We look very forward to celebrating them on the final night of the convention on Oct. 25. A shout out to our President, Chief Master Sgt. (retired) Mike Kerver, for leading our process. Mike goes into more detail in his article.

For our Association, membership, and chapters, A/TA is finalizing new partnerships that are going to be amazing. Our first three, The Pilot Network, MIL2ATP and Mil-KEEP are all veteran-owned small businesses founded by A/TA members with products that are of interest to our membership. These partnerships will provide our members with discounted or free access to these company's products while at the same time supporting our veteran members' small businesses. We continue to pursue more of these types of partnerships to serve our entire membership base and will be making formal announcements

soon. Thanks to our own Popeye Fafinski for leading this effort.

We also welcome our new Public Affairs Coordinator Trisha Frank, who is also vice-president for Government Affairs at OMNI Air. Joining Trisha as her deputy is Maj. Jason Pravitz from our Keeper of the Plains Chapter, who is a KC-46 Pilot. They will be a marvelous addition to the team.

We also decided to help support the Gail Halverson Education Center in Utah. Gail is one of our greatest Mobility heroes of all time, and his work as the "Candy Bomber" literally changed the world. Mike Cassidy goes into more detail in his article, but please visit our website for more information and donate as you can to this most worthy cause.

Finally, we discussed at length our 51st Annual A/TA Symposium and Convention at the beautiful Orlando Marriott World Center. It will be the place to be Oct. 23-26, 2019, so y'all come, and bring your spouses and family and enjoy beautiful Orlando.

As I mentioned in my last quarterly message to you, we are working closely with Gen. Miller and her Air Mobility Command staff to update how we do the symposium to allow more of our Mobility, Total Force and other MAJCOM airmen to attend our "Best in Class" professional development forum. All is on track and registration began July 1 this year. There promises to be a lot more slots for our Airmen to hear directly from our Chief of Staff and Acting Secretary of the Air Force, and from our USTRANSCOM, Air Mobility, and Total Force Leadership, including Gen. Miller's state of the command. A big part of our convention is always the outstanding seminars, being with old

friends, and celebrating our mission and its heritage...and having great, great fun.

For our industry partners and contributors, we will have a full industry Interface forum on Wednesday, Oct. 23, to give our industry partners and our AMC leadership an opportunity to share and dialogue on future requirements and the "art of the possible" in smartly dealing with them. Another real plus this year for our military, industry and government interface is there will be no restriction for military and government exhibitors...so please come, one and all.

In June we also had the unveiling of Gen. Kross' Bust as our newest Hall of Famer in our A/TA Walk of Fame at Scott Air Force Base. Master Sgt. Clint Montoya and the Huyser Chapter did an outstanding job with the ceremony honoring Gen. and Mrs. Kross. The Huyser Chapter made a day of it with a golf tournament and food festival. It was a great day and great fun. A special thanks to Chief Kerver, Larry Strube, and Tom Kane for all the work behind the scenes to make it all come together.

On a very sad note, our hearts and prayers go out to Gen. (retired) Ron Fogleman and Miss Jane on the loss of their dear son Bill, to Gen. (retired) John Handy on the loss of his beloved wife Mickey, to Lt. Gen. Bob Springer for the loss of his dear wife Bonnie, and to Gen. (retired) Dewey Everhart for the loss of his father. Please continue to keep them and their families in your hearts and prayers.

In closing get ready for the "Gathering" of Mobility Nation in Orlando Oct. 23-26, 2019 for a truly outstanding A/TA Convention and Symposium. I promise you it will be a "most excellent experience", worthy of our mission and of your time. I look very forward to seeing all ya'll there.

Warmest regards,

**Gen. (retired) Duncan McNabb, Chairman** ■

**REGISTRATION IS OPEN  
FOR THE 2019  
A/TA CONVENTION  
23-26 OCTOBER  
IN ORLANDO,  
FLORIDA!**



## Dear Airlift/Tanker Association Members and Friends,

2018 was an incredible year for our Airlift/Tanker Association (A/TA), culminating with the 50th Anniversary in Grapevine, Texas. Since then, the A/TA Board has been busy developing plans and programs that continue to advocate for and support our mobility airmen. At the annual business meeting, the Board committed to support one very special project: The Gail S. Halvorsen Aviation Education Center in Provo, Utah. Specifically, the "Candy Bomber-Humanitarian Airlift" exhibit.

The Halvorsen Aviation Education Center is a \$5 Million project with an impressive and growing list of corporate and business supporters. The Halvorsen Foundation earned a 2018 Gold Seal of Transparency on @GuideStarUSA, based on its exceptional vision and mission, management, programs, stated goals, strategies, capabilities, achievements, and progress indicators. Check out <https://www.guidestar.org/profile/81-2879837>.

Col. Halvorsen has dedicated his life to aviation education, to mentoring youth and responding to the emergency needs of those around him. At 98 he is still going strong. He has been with A/TA every step of the way, attending more than 27 Conventions, participating in seminars and inspiring generations of mobility airmen with his stories of hope. In 1999 Col. Halvorsen was inducted into the A/TA Hall of Fame for his incredible lifetime impact on Air Mobility; for more info go to A/TA's web site: <http://www.atalink.org/content/1999/11/01/1999-colonel-gail-s-halvorsen-usaf-ret/>.

Gail and Col. James "Pops" Stewart, chairman and executive director of the Foundation requested A/TA support and the Board committed to raise \$30,000 to help furnish and support displays spotlighting mobility airmen and their selfless humanitarian and disaster relief operations.

To commemorate Gail's 99th birthday this October, I am asking you to join me and your fellow mobility airmen to support our goal. It's time for us to support Gail's legacy and

contribute to this worthy cause.

Please contribute at the following: <https://myata.atalink.org/donate> or by mail to A/TA Admin, 7983 Rhodes Farm Way, Chattanooga, TN 37421. If you have questions, please feel free to contact any member of the Board of Directors.

Respectfully,  
**Duncan J. McNabb**



## President's Message



CMSgt. Mike Kerver,  
USAF (retired)

As we prepare to gather at one of our favorite and familiar locations, I look forward to seeing you in Orlando for our 51st annual Convention and Symposium. Scheduled for Oct. 23-26, 2019, this year's convention follows a Wednesday through Friday format versus the "traditional"

Thursday through Saturday. This change helps deconflict CORONA activities and allows convention attendance by senior Air Force leadership, and happy to report we have commitments from most of them.

We're also excited to hear Air Mobility Command is bringing back the Spark Tank. Registration has opened and we encourage you to attend all associated convention activities to include our Technology Exposition. You can find additional registration information within this issue of A/TQ, but the best way to stay current would be through our website at [www.atalink.org](http://www.atalink.org) by clicking "My ATA" link and establishing an account. You do not need an account to register for the convention, but having one allows you to receive emailed updates about not only the convention, but Association news as well.

We've selected our 2019 Hall of Fame (HOF) winner and very proud to announce the Air Transportation Career Field as our 31st recipient. With an extensive and decorated 70+

year history beginning with the United States Army Air Forces Air Transport Command and now with today's super ports and contingency support wings, Air Transportation Specialists...widely known to many as Port Dawgs...are the backbone of our nation's ability to respond to crisis anywhere in the world. The aerial port community has long been the silent power behind the thunder of air power and is fully deserving of induction. We will fully recognize them on the last night of the convention at the HOF banquet.

On June 14, 2019, we honored our 2018 HOF recipient, Gen. (retired) Walt Kross by permanently mounting his bust within the Scott Air Force Base Air Mobility Heritage Park. This short and dignified ceremony was part of a full day of activities known as Founders' Day celebrating Gen. Robert E. "Dutch" Huyser's birthday.

In what we hope is the first of many Founder Days, we'd like to extend our grateful thanks and appreciation to the Huyser Chapter President, Master Sgt. Clint Montoya and his team for not only organizing Gen. Kross' ceremony, but for the golf tournament, food trucks, and concert enjoyed by many Scott Air Force Base personnel. Founders' Day was a developed and intended as a way to reflect on our heritage and history, enjoy some comradery, and even raise money for the scholarship fund. A great day was had by all, and we're already looking forward to next year. Gen. Huyser was our 1994 HOF recipient and the namesake for our Scott Air Force Base chapter.

I'd like to echo our secretary's thanks to the 22nd Air Refueling Wing and "Keeper of the Plains" chapter for hosting our Spring Board meeting. We thoroughly enjoyed our visit to McConnell AFB and also the opportunity to

see our newest tanker, the KC-46 Pegasus. We appreciated Team McConnell's warm hospitality and especially Master Sgt. Campos for her hard work putting everything together.

As I mentioned in our last A/TQ, your Board of Officers is actively working your many ideas and suggestions to help increase the value of membership. Among those include discounted training and certification for military pilots seeking an FAA Airline Transport Pilot commercial pilot certificate as well as a similar program for Airframe and Powerplant certification discounts. Our Board of Advisors has been reenergized and now led by Lt. Gen. (retired) Rod Bishop and Chief Master Sgt. (retired) Mike Reynolds. One of their newest initiatives is a chapter mentorship and outreach program to further enhance our professional development efforts. We welcome anyone who would like to help out and if interested, send us a note at [ata@atalink.org](mailto:ata@atalink.org).

In addition to normal convention planning, we are also putting the finishing touches on a few bylaw changes that we will introduce to our members for review at the end of August 2019. Some of the highlights include an enhanced nomination process, a new vice-president position to help with strategic planning, and a deep dive into Board of Officer and key volunteer position job descriptions. We're also going to a top to bottom review of our membership committee and process looking at ways to make it better.

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

All the best,  
**Mike**



## Secretary's Notes



Col. Mike Cassidy,  
USAF (retired)

them daily and hope you can take a minute to do the same.

With that thought in mind, whether you are active duty, Air National Guard, Air Force Reserve, Civil Service, industry, international team-mates, civic leaders or retired members of our Air Mobility community, thanks. Thanks for what you do, or have done, to make Air Mobility a key element to our way of life.

If you have not already, please help the association exceed our goal of raising \$30,000 to support the Gail Halvorsen Education Center. Read the articles about Gail on our web site and then donate. I tell people who do not know Gail's story that he is living proof that one man can change the world through a simple act of kindness.

Air Mobility Heroes – it is already turning into a hot, humid summer in North Carolina. I hope everyone has the opportunity to spend time with family and friends. But at the same time there are still a lot of folks deployed or on the road. I think of them and pray for

Planning is underway for our Summer Board meeting. The board members and key volunteers will meet at McGuire Air Force Base, New Jersey on Aug. 2-3. Master Sgt. Alex Carrancho, chapter president of the Tommy B. McGuire chapter along with other members of the McGuire team will be hosting us for this meeting. If you are a member of A/TA and live in the local area please join us for the meeting. The details are being finalized so keep an eye on the web site. The best way to keep up to date is to subscribe to the web site so you receive an email when new information is posted.

During our summer meeting we will continue work begun at the winter and spring meetings much of which was started at our last annual business meeting held in conjunction with the 2018 convention. The main areas of discussion will be updating our by-laws, preparing for the 2019 convention and several specific projects which will add value to A/TA membership.

A big thanks to Capt. Ev Dotson and especially Master Sgt. Danielle Campos, from the Keeper of the Plains chapter and 22 ARW for hosting our spring board meeting at McConnell Air Force Base, Kansas on May10-11. It was a busy couple of days but very productive. It was great to see the KC-135 team and the KC-46 folks who will make sure that aircraft is fully operational.

The 2019 convention registration should be opening up very soon (hopefully before this

A/TQ edition is published), our admin and technical teams have worked hard to update the registration system to make it simple and effective. We're looking forward to the updates and also for your feedback.

I am very happy to announce the board selected a new Public Affairs Coordinator. Gen. McNabb and a few other board members already met with Trisha Frank. Trisha is the vice-president of government affairs at Omni Air International, a long-time convention attendee and member of the association. In addition to Trisha we selected a deputy public affairs coordinator. Major Jason Pravitz is a KC-46 pilot at McConnell. I know Trisha and Jason will do a great job helping us get the word out on this superb professional organization. We're still seeking a few more consistent public affairs contributors. We'd like these contributors to come from all walks of the Air Mobility community, active duty, ANG, AFRC, Civil Service, Industry and retirees. If you're interested, please let me know.

Keep an eye on our Web and Facebook sites for details but feel free to send me an email at [secretary@atalink.org](mailto:secretary@atalink.org).

Remember, invite someone you know (guard, reserve, active, retired, civic leader, aircrew, maintenance, port, support, etc.) to join this great organization and get involved with your local chapter.

Thanks for all you do, every day.

Mike

## Huyser Chapter Golf Tournament

Following Gen. (retired) Walter Kross' induction into the Airlift/Tanker Association Walk of Fame, A/TA members, friends and commercial partners participated in the Huyser Chapter Golf Tournament, June 14, at Scott Air Force Base, Illinois.



Pictured here, left to right - Master Sgt. Clint Montoya, president, Huyser Chapter of the Airlift/Tanker Association thanks the commercial partners who contributed to the golf tournament, while Gen. (retired) Walter Kross, past chairman of A/TA, Maj. Gen. (retired) Tom Kane, Huyser Chapter secretary and Gen. (retired) Duncan McNabb, chairman A/TA, look on. (Photo by Paul McVickar).

## A/TA President Presents the Core Values Award

The Airlift/Tanker Association-sponsored Core Values Award, established in 2003, is based on leadership and character development through the performance of community service. With over 3,000 hours of service, the 112 cadets of Tiger Ten are the well-deserving recipients of our 2019 award.



A/TA President Chief Master Sgt. (retired) Mike Kerver with Cadet Squadron 10 Fall and Spring Squadron Commanders, Cadet Erica Barnett and Cadet Ryan McKenna. (Courtesy photo).



# MOBILITY HEROES

## OUR HERITAGE

By USAF Col. (retired) Paul McVickar

The first mobility hero to be inducted into the Hall of Fame was Lt. Gen. William H. Tunner. He is best remembered for his contributions to mobility during World War II when he was in command of the India-China Division of the Air Transport Command, the famous “Hump” airlift, and for his mobility contributions to the Berlin Airlift.

While these historical achievements are monumental in their importance to our history and heritage, many of Lt. Gen. Tunner’s principles led to the mobility system we enjoy today.

For example, during World War II, Lt. Gen. Tunner was named commander of the Ferrying Division, which evolved into the Air Transport Command (predecessor of the Military Airlift Command and Air Mobility Command). During this command, Lt. Gen. Tunner established new standardization qualification levels for pilots, the forerunner of our current standardization and evaluation system. Additionally, he developed a “Pony Express” operation to speed the delivery of planes to the theater, known today as the aircrew stage system. Finally, he realized that the airlift system should be operated by professional airlifters, an idea he promoted throughout his career.

Toward the end of World War II, the general directed the China Burma “Hump” operations where he pushed the tonnage delivery totals to the highest levels ever achieved in air operations. Airlifters operated in mountainous terrain and often adverse weather conditions. Yet, his emphasis on safety reduced aircraft accidents eight-fold and remains a hallmark of rapid

global mobility operations – both on the ground and in the air.

The Berlin Blockade provided a challenge that mobility air forces solved in the largest airlift ever undertaken, at that time. While his leadership in directing a combined force of British, French and American airmen is well known, lesser known is his development of the “Straight-in Approach” which enabled a doubling of the aircraft landing over the previous system.



William H. Tunner at his desk in 1943. (Archive photo).

During the Korean War, Lt. Gen. Tunner commanded the Combat Cargo Command, providing airlift for the Inchon Invasion, subsequent paratroop operations and complete airlift to the U.S. Eighth Army Forces. During this command he developed the concept of “the Single Manger for Airlift,” a concept later embodied in the Military Air Transport Service and the Military Airlift Command. The concept continues to be employed in Air Mobility Command, today. Finally, Lt. Gen. Tunner recognized the importance of returning injured personnel to medical treatment facilities away from the fighting, using airlifters in their early aeromedical evacuation role.

Lt. Gen. Tunner assumed command of Military Air Transport Service following the Korean War, when defense cuts and congressional meddling threatened the command’s future. Through his efforts, Congress authorized funding for a much-needed increase in airlift capability.

Lt. Gen. William H. Tunner, a mobility pioneer, is recognized as the “Father of Airlift.” With this in mind, he was the first mobility hero inducted into the Mobility Hall of Fame. ■



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

## LIKE FLYING WITH MCHALE'S NAVY

**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](mailto:ataeditor@yahoo.com). We need your participation to make this a fun feature for all our readers.**

**A**s a C-141 copilot just about ready to upgrade to aircraft commander, I thought I'd seen just about all I needed to know to be an AC. That was until I got to fly with Capt. X. He and his wife lived just down the street from us in base housing and I had seen him walking his kids and dog on numerous occasions. He seemed like a very likeable person – and as it turns out, he was.

We were scheduled for a Southeast Asia mission together and the day before we were to leave, he called me and asked if I wanted him to stop by and pick me up on the way to the squadron after we were alerted. When I agreed, he said that he'd come by 10 minutes after alert. That was 50 minutes before show time and I wondered why he needed the extra time.

I found out the next day when he picked me up and we turned off base instead of going to the squadron. When I asked him where we were going, he commented that he had a mission essential errand to run and it wouldn't take very long.

We soon pulled up to a large fruit and vegetable stand which was not far from the main gate. He asked me to come in with him because he needed help to carry. He had apparently called in an order

because it was waiting for us.

We started with four large bags of Idaho potatoes and then loaded two large bags with eight dozen ears of corn in each. We finished off with four flats of strawberries. He saw that I was a bit curious, to say the least, and explained that we would be going places where members of the command post staffs and their families couldn't get stateside fruits and veggies.

We arrived at Elmendorf and loaded everything into the crew bus. As we walked into the command post, the senior controller immediately stopped what he was doing and said, "Hi Capt. X. Did you bring us anything?" X replied, "Yep. Sweet corn and strawberries." The entire command post staff was very appreciative. Capt. X gave them the receipt and they came out to the crew bus and unloaded the corn and strawberries.

We got alerted on time going to Yokota and loaded the potatoes on the crew bus. When we went in to the command post at Elmendorf, everyone thanked us for the fresh corn and one of the troops said he had brought strawberry shortcake for lunch.

Upon beginning our descent into Yokota, the AC told me to call the command post and pass our block time,



maintenance status and that we had a couple of hundred pounds of special cargo that would need to be offloaded into the command post vehicle. As we entered the command post, there were hearty greetings and thanks.

Next leg took us to Utapao Thailand. Upon arrival, Capt. X informed me that we were going shopping at James Jewelers. After a MAC shower (spray of deodorant) and a meal, we headed over to James Jewelers on base.

Upon entering, Capt. X was greeted like he was some long-lost brother. James gave him a hug so big I thought he was going to end up with a hickey. From the inner most confines of his wallet, Capt. X produced a shopping list. The bill was tallied up and Capt. X paid it from the corn, potato and strawberry money.

As we walked out without any merchandise, I inquired how we were going to get all the stuff. Capt. X said that it would be boxed up and would be waiting for us at the command post when we got alerted.

Sure enough, when we showed after crew rest, there it was, along with several boxes of Thai Pineapples. If you've never tasted Thai Pineapple, it is about 2/3 the size if Hawaiian Pineapple and at least twice as good. That brought me to the subject of what Capt. X was going to do with all that Thai brass stuff and a gentle reminder that we couldn't bring fresh fruit back into the States at latitudes between 50 degrees North and South.

He explained that the Thai stuff was for the Officers' Wives Club Gift Shop at Kadena, Okinawa, and if we got alerted to any destination except Elmendorf, we'd just leave the pineapples at Kadena. If we were going back to Elmendorf, they were above 50 degrees North so it was legal.

As we entered the command post at Kadena, Capt. X pulled out a scrap of paper from his wallet and made a phone call. After clearing the command post we went to billeting and there were met by a couple of guys in a pickup. We loaded the Thai merchandise and they took us to the OWC Gift Shop where the ladies reimbursed him for the stuff and gave each of us a brass candlestick.

When we got alerted for Elmendorf after a 24 hour crew rest, we loaded the pineapples and took them to Elmendorf. The folks in the command post there were just as happy to get the pineapples as they had been to get the corn and strawberries. As they were reimbursing him, I noticed that Capt. X had kept precise records of expenses and "contributions."

When we finally got to home station, we checked in at the squadron and Capt. X went directly to the admin shop where the squadron fund monies were locked. It seems that everyone who paid him, rounded up and even kicked in a bit extra. Because of his impeccable record keeping, he knew exactly how much extra there was and donated that to our squadron fund.

No wonder everyone in all the command posts we visited throughout the system seemed to know and like Capt. X. His real name wasn't McHale – but it could have been. ■

# The A/TA Enlisted Education Grant Program

*Designed to help you reach your educational goals.*

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

The A/TA Enlisted Education Grant Program  
is designed to help A/TA enlisted  
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Recipients are free to use their  
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Airlift/Tanker Association Enlisted Education  
Grants are available to Air Force, Air National  
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### EEG CRITERIA:

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

Additional details and forms  
are available online at  
[www.atalink.org](http://www.atalink.org)

If you meet the criteria,  
apply today!  
The A/TA wants to help you  
continue your education.



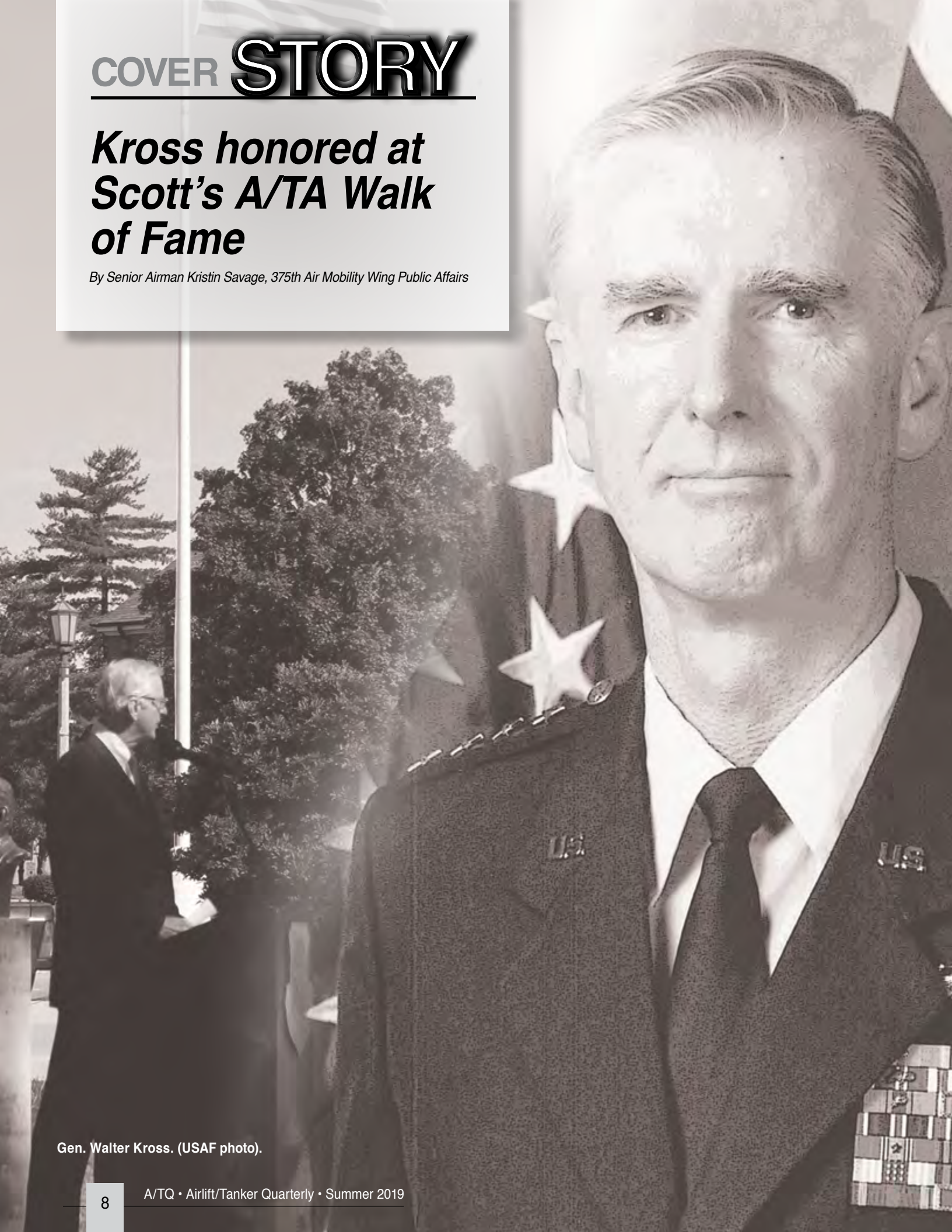
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Air Mobility  
Forces



# COVER STORY

## *Kross honored at Scott's A/TA Walk of Fame*

*By Senior Airman Kristin Savage, 375th Air Mobility Wing Public Affairs*



Gen. Walter Kross. (USAF photo).



The Airlift/Tanker Association honored retired Gen. Walter Kross, former Air Mobility Command and United States Transportation Command commander, during an unveiling ceremony June 14 at its Walk of Fame on Scott Air Force Base, Illinois.

Kross was the 30th Airman presented with either a bust or medallion at the location, which serves as a way to honor mobility Airmen for their contributions and their service to the nation.

“Kross’ record personifies accomplishments of the highest caliber. Many of his achievements not only shaped our command, but still characterize how we do business today,” said Gen. Maryanne Miller, AMC commander.

“Our headquarters building didn’t even exist when he started. In these roles, he was uniquely poised to forge our air mobility culture, which for the first time, included the functions of airlift and tankers together. He branded the term that is still used today, ‘Mobility Airmen,’ infusing it with the values of inclusiveness and pride.”

Kross, originally from Bronx, New York, commissioned



*U.S. Air Force General Walter Kross, (right) Commander in Chief United States Transportation Command and the Commander of Air Mobility Command (AMC), unveils the new Air Mobility Command emblem and U.S. Air Force Lieutenant General James E. Sherrard III, Vice Commander, Air Force Reserve Command, Robins Air Force Base, Georgia, unveils the Air Force Reserve Command emblem. (USAF photo).*



*Retired Gen. Walter Kross, former Air Mobility Command and United States Transportation Command commander, addressed during the Airlift/Tanker Association Walk of Fame Induction Ceremony at Scott Air Force Base, Illinois, June 14. (USAF photo by Staff Sgt. Michael Cossaboom).*

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in December 1964 after receiving a Bachelor of Science degree in Chemistry from Niagara University.

During his 34-year career, he flew both fighter and airlift aircraft. During the Vietnam War, Kross flew 100 combat missions over North Vietnam in the F-4 Phantom and he later transitioned to flying the C-141 Douglas. He went on to serve as a commander at the wing, numbered Air Force, major command and combatant command levels.

During the ceremony, Kross said that he was grateful for the career he had, and to be honored among the other great names on the Walk of Fame that he looked

up to throughout his career.

During his time in uniform, he oversaw the deployment of one million troops and 900 tons of cargo during Desert Shield and Desert Storm. He also managed the modernization of the Tunner 60K and Halvorsen 45K loading systems, which ultimately led to the successful deployment of troops following 9/11 and the War on Terror.

Miller finished by saying, "Kross considered Airmen to be the most valuable resource, and his talent, energy, and character vectored them to success, every day. General Kross, on behalf of all of us here today, as well as the countless Airmen who have served under your command, thank you." ■



Clockwise from top left: The distinguished guests of the HOF Bust dedication. Seated L-R, A/TA President Chief Master Sgt. (retired) Mike Kerver, 2018 HOF Inductee, Gen. (retired) Walter Kross, AMC Commander, Gen. Maryanne Miller, A/TA Chairman, Gen. (retired) Duncan McNabb. (Photo by Jerry McCrave); Gen. Stephen R. Lyons, commander USTRANSCOM chats with Kay Kross, wife of Gen. (retired) Walter Kross. (Photo by Bob Fehringer); (From left) Gen. (retired) Duncan McNabb, Gen. (retired) Walter Kross, and his wife, Kay, Chief Master Sgt. (retired) Michael Kerver, and Gen. Maryanne Miller, unveil Kross' statue at the A/TA Walk of Fame induction ceremony at Scott Air Force Base, Illinois, June 14. (USAF photo by Staff Sgt. Michael Cossaboom).





*Clockwise from left: Gen. (retired) Walter Kross' bust. (USAF photo by Staff Sgt. Michael Cossaboom); A/TA, Huyser Chapter President Master Sgt. Clint Montoya, master of ceremonies for the 2018 HOF Dedication. (Photo by Jerry McCrave); USAF Gen. (retired) Walter Kross addresses the audience after his induction into the Airlift/Tanker Association Hall of Fame, June 14 during a ceremony on Scott Air Force Base, Illinois. (Photo by Bob Fehringer).*

THE INSCRIPTION ON THE BUST READS:  
GENERAL WALT KROSS  
3 OCTOBER 1942 –

GENERAL KROSS' VISIONARY LEADERSHIP MOLDED AMERICA'S GLOBAL REACH FOR THE 21ST CENTURY. YET HE ALWAYS CREDITED THE TEAM. AS USTRANSCOM'S DIRECTOR OF OPERATIONS, HE MANAGED THE DEPLOYMENT OF U.S. COMBAT POWER TO THE MIDDLE EAST DURING THE PERSIAN GULF WAR. IN 1992, HE STOOD UP AIR MOBILITY COMMAND, THEN SERVED AS ITS FIRST VICE COMMANDER. AS COMMANDER UNITED STATES TRANSPORTATION COMMAND AND AIR MOBILITY COMMAND, HE KEPT THE C-17 PROGRAM ON TRACK. HE MODERNIZED THE C-5 AND KC-135 FLEETS TO MEET GLOBAL AIR SPACE DEMANDS. HE ADVANCED CARGO OPERATIONS BY FIELDING THE 60K TUNNER AND 45K HALVORSEN LOADERS. HE WAS RELENTLESS IN RECOGNIZING THE IMPACT OF BOTH THE TOTAL FORCE AND, EVEN MORE, THE ENLISTED FORCE IN GLOBAL MOBILITY OPERATIONS. GENERAL KROSS' NOTEWORTHY ACCOMPLISHMENTS WERE INSTRUMENTAL TO TODAY'S MOBILITY ENTERPRISE.

AIRLIFT/TANKER ASSOCIATION  
HALL OF FAME INDUCTEE - 2018

# SMOOTH TRANSITIONS

*Smooth Transitions is a recurring feature highlighting the interesting work, stories or adventures, of Mobility Airmen outside or after their 'traditional' service. Col. Mike Cassidy, USAF (retired), the A/TA Secretary, is in search of more of these great stories, please contact him at [secretary@atalink.org](mailto:secretary@atalink.org) with your adventures.*



*A Brazilian Air Force KC-390 participates in a low velocity airdrop (LVAD) as part of the certification program. (USAF photo).*

## Thanks Gen. Moore

*By USAF Master Sgt. (retired) Mark Hefflin*

I've had the privilege of meeting and working with some incredible people during my career as a military and commercial aviator. What never ceases to amaze me after several decades of traveling the globe is how you seem to bump into people from your past in some of the most bizarre situations or remote locations.

Volant Rodeo 1983 was the catalyst to such an encounter for me. Volant Rodeo was the Military Airlift Command's (MAC) international airdrop competition which later expanded to become the Airlift Rodeo. Eventually it became the Mobility Rodeo and has now morphed into Air Mobility Command (AMC) Exercise Mobility Guardian.

I was a young staff sergeant and member of the crew from the 62nd Tactical Airlift Squadron (TAS), 314th Tactical Airlift Wing (TAW) competing at Pope Air Force Base, North Carolina in 1983. Our crew won the Gen. William Moore Trophy for Best Wing, Best C-130 Crew Trophy and Bullseye Airdrop Award. The thrill of walking up on that stage once to receive an award was pretty amazing, but three times in total was just incredible.

In 1979 Gen. Moore revived the concept of an airdrop-based competition. Initially it was only for MAC units. However, Volant Rodeo

took on a truly global flavor in 1980 when the first international Air Force teams arrived to compete. By 1983 there were multiple international competitors, including a C-130 crew from the 1st GTT (1st Troop Transport Group), Força Aerea Brasileira (FAB); the Brazilian Air Force.

The Brazilians competed in all events that year and made a lasting impression because of their enthusiasm and professionalism. Their performance set the stage for continued participation and they have competed in every Rodeo since 1983.

At the conclusion of the competition we returned victorious to Little Rock and prepared to settle back into our normal routine of instructing new C-130 students in the finer arts of combat airdrop. But that was not to be.

Within days of returning our squadron commander received a message from MAC advising the Brazilian Air Force specifically requested our crew participate in an interfly with the 1st GTT for 10 days at Afonsos Air Base, Rio de Janeiro, Brazil. For those who aren't aware a 3-year tour as an instructor at the C-130 school house meant no TDY; None. Going to Pope had been a big deal for us, but a TDY to Brazil; Wow. Then just when we thought things couldn't get any better, we



*Crew at Volant Rodeo, Pope Air Force Base, North Carolina in 1983. (USAF photo).*





*A Brazilian Air Force KC-390 returns after participating in a low velocity air-drop. (USAF photo).*

were advised that we'd be staying at a hotel on the Copacabana, directly across from Ipanema Beach.

During my 22 years of military flying I've had some terrific TDYs and only a few stinkers (thanks Saddam Hussein). But the 10 days spent in Rio flying with the Brazilians was without a doubt the best ever. We flew just about every day to multiple locations conducting airdrop and air-land missions under simulated combat conditions. In the true tradition of combat airlifters, we worked hard and played hard. The friendship and hospitality we received was amazing.

Everyone we met went out of their way to make us feel welcome and treated us like celebrities. It was almost overwhelming.

Fast forward 35 years to March 2018.

I retired from active duty in 1997, worked in the private sector for 4 years, then served as a Dept. of the Army civil servant for 17 years before retiring in 2017. In 2018, I was seeking new work for the aviation consulting business I'd started and was competing for the contract to provide flight test airdrop subject matter expertise to Embraer SA for the KC-390 airdrop certification program.

During the initial online video interview, I noticed someone sitting at the back of the conference room located in Brazil who looked familiar. Although I couldn't quite place him there was no opportunity to ask any questions since it was not a social call and I was online to answer questions and hopefully win the contract; which I'm pleased to say I did.

My first trip to the Embraer Engineering Facility located outside Sao Jose dos Campos, Brazil was in May 2018 and I was introduced to the 2 KC-390 Flight Test Loadmasters: Magno Ney Felipe and Alexandre Carlos Ferreira. Both Magno and Carlos are retired FAB C-130 loadmasters and had been hired by Embraer because of their extensive knowledge and experience.

When Magno started talking about competing in Volant and Airlift Rodeos I suddenly realized that he was the guy at the back of the room that looked familiar and the reason was because we'd first met each other at Pope and then again during my 10-day trip to Brazil in 1983.

We proceeded to get reacquainted, relive old memories and embellish a bit on the truth; as crew members tend to do. For the past year Magno and I have been working together on the KC-390 Low Velocity Airdrop (LVAD) Certification Program along with Carlos and the Cargo Handling System, Flight Test and Systems Safety Engineers. Phase 1 was successfully completed in May 2019 and Phase 2 will follow in late 2019, early 2020.

The original Computed Air Release Point (CARP) Rodeo and Combat Airlift

Competitions were established to "gauge the level of MAC aircrew proficiency and refine airdrop techniques." Volant Rodeo took things to the next level by including overseas competitors. By doing this Rodeo (now MOBILITY GUARDIAN) not only retained the link to the original concept of the competition, but most importantly opened up new sources of knowledge and information from around the world to expand tactics and techniques.

Whatever Gen. Moore had in mind when he revamped the competition, I never imagined that competing in Volant Rodeo 83 would have such a tremendous impact on my career which 35 years later would include re-connecting with an old friend. ■



*Alexandre Carlos Ferreira, Mark Heflin and Magno Ney Felipe (USAF photo).*

**About the author:** Mark Heflin is a USAF Master Sgt. (retired), military and commercial loadmaster, with 6500+ flight hours on 10 different versions of the C-130 to include: A, E, H, HC-H, HC-N, HC-P, J, K, MC-H and L-100. He is the executive director of Talon Solutions LLC.

## Flew from fighter to cargo: Pilot gains rare breadth of knowledge

By Airman 1st Class Helena Owens, Joint Base Charleston Public Affairs

On April 17, 2018, Maj. Jonathan “River” Mahan, an Air Force fighter pilot, took off from Kadena Air Base, Japan, in an F-15C Eagle for the final time.

The following day, his life and career changed for good as he, his wife and three children boarded a commercial aircraft headed to Joint Base Charleston, South Carolina. Years of flying fighter aircraft had taken a toll on his body and Mahan decided to change airframes to the C-17 Globemaster III.

“Imagine cutting your teeth as a new aviator in the world’s greatest air superiority fighter, the F-15C Eagle with a 104-0 kill ratio, and in the prime of your tactical career suddenly switching to the Air Force’s most capable transport aircraft,” said Mahan, now a co-pilot assigned to the 14th Airlift Squadron. “It was a jarring and unexpected career change.”

As a fighter pilot, Mahan flew multiple combat missions in Southwest Asia and participated in one of the first POTUS-directed “show of force” operations involving fighters north of the 38th parallel, east of the Korean Peninsula during a period of high tensions in September 2017.

According to Mahan, flying fighters can be very stressful on the pilot’s body due to the amount of G-forces they exert. For example, the F-15 is capable of pulling 9G’s, which is equal to nine times the pilot’s weight, or 1,800 pounds of downward force on a 200lb pilot.

“F-15C pilots fly three times a week on average, and sometimes fly three sorties a day up to five days a week,” he explained. “Pulling 9G’s was a daily occurrence in the Eagle. As a result of having that much force on my body for six years, my spine took a beating, and I also developed an inner ear problem.”

Mahan underwent three surgeries to try and fix himself and keep him in the F-15. But as the procedures got more invasive, he decided it was best for his family to let go of the Eagle and transition to a gentler aircraft.

“Fortunately, my injuries weren’t severe enough to prevent me from flying altogether, and I became medically coded for ‘non-high performance, multi-place aircraft,’” he recalled.

Mahan was given a couple of months to choose his next airframe, and he spent every day trying to figure out what he wanted to do.

“It was a big decision,” said Mahan. “During the short time I had, I called everyone I knew – and many I didn’t – in every aircraft in the Air Force. After some careful deliberation and some brotherly persuasion, the C-17 Globemaster III became the clear choice.”

It wasn’t the first time Mahan relied on his family for career advice and inspiration. His family has a long history of military service, including both of his grandfathers in WW2 and his uncle as an Army Warrant Officer in the AH64 Apache helicopter.

He had his doubts about military service before joining the Air Force, but after some meaningful discussions with his brother Lt. Col. David Mahan, a former C-17 Pilot in the 15AS, those concerns were quickly put to rest.

“Growing up, I always wanted to do something meaningful and aviation is something that always fascinated me,” said Mahan. “I initially began by flying humanitarian support with Missionary Aviation Fellowship in Uganda, Africa. After that short time and a lot of discussion with my brother, he convinced me that joining the military was a far better way to become an experienced aviator while leading a purposeful life.”



Maj. Jonathan Mahan, a C-17 Globemaster III pilot assigned to the 14th Airlift Squadron, fastens his seatbelt as he assumes control of the aircraft May 14, 2019, during flight training operations over the Gulf of Mexico. (USAF photo).

Mahan said his journey becoming a fighter pilot was one where his smile just perpetually got bigger.

“I got to start off with the T-6 Texan and that was glorious with all the spins and multi-ship formation flying,” he said. “I then got selected for the T-38 Talon, which is a supersonic aircraft. That really prepares you as an aviator to keep your mental cadence way out in front of the aircraft. Things happen quickly at Mach 1.4.

“The first time I flew the Eagle solo was simply unreal,” he continued. “The amount of power and maneuverability it had, and the freedom I felt was indescribable. That day, I finally understood what John Gillespie

Magee, Jr. meant when he wrote in his poem *High Flight*, one of my favorites, ‘[I’ve] done a hundred things you have not dreamed of; slipped the surly bonds of Earth...and touched the face of God.’”

Mahan, a motorcycle racing adrenaline seeker who has been fascinated with speed and flight since age four, confessed that leaving fighters was something he wouldn’t have chosen for himself, but he’s grateful to still be an Air Force aviator.

“My journey in the C-17 is still unfolding,” he said. “But the more time I spend in the C-17, the more I appreciate it. The C-17 and members of the 14AS have already made me a better person and I’m certain that I will learn to love and respect the C-17 like I did the F-15C. I’m continually impressed by the nimble characteristics of such a large aircraft.”

Transitioning from a single seat fighter jet, with no one else at the controls, to a crew aircraft with significant Crew Resource Management challenges presented a jarring culture shift for Mahan. He said this CRM shift, along with carefully identifying what F-15C skills and concepts can, and should, be meaningfully implemented in the C-17 are his biggest challenges.

“I’m a born and bred fighter pilot, so I think like a fighter pilot,” he said. “To someone who’s spent his life as a hammer, I find many C-17 issues look like nails. I’m still learning the C-17 mission, and I’m certain I’ll determine how someone with my unique and drastically different perspective can improve C-17 operations.”

Mahan explained how his experience in both communities enables him to bridge the gap of tactical and strategic thinking between the combat and mobility Air Forces.

“If there is a very large integration exercise – or real-world operation – involving fighter assets, they need someone who is knowledgeable on



both sides and that's where I come in," he said. "We just participated in a two-week exercise in May called 'Checkered Flag 19-2' in the Gulf of Mexico with more than eighty 4th and 5th generation fighter aircraft. Ten pilots and five loadmasters got some invaluable integration training on surviving in a contested environment."

Lt. Col. Kari Fleming, 14AS commander, said the knowledge Mahan brings as a fighter pilot to the C-17 helps the C-17 community nationwide sustain and execute rapid global mobility. She noted how he recently acted as a student fighter liaison at a two-week Mobility Air Force training course and fine-tuned the training curriculum with the experience he brought as a graduate of the Nellis Air Force Base fighter equivalent course.

"The diversity of thought Mahan brings with him from Combat Air Force helps our young aircrew members to learn by proxy," said Fleming. "We gain valuable instruction on how best to integrate in the air with our CAF partners."

Mahan acknowledged that career paths like his are a rarity for most Air Force aviators and said he is grateful for the opportunities afforded to him.

"I'm truly honored to be at Joint Base Charleston, the largest active duty C-17 base in the Air Force, and the premiere airlift squadron: the 14th Airlift Squadron 'Pelicans,'" he said. "I hope that as we continue to grow as a C-17 community, we never forget that there are a myriad ways to solve problems we face as an Air Force family."

"Through collaboration and integration with communities we don't normally interact with, we

can gain a broader perspective and discover new and innovative solutions to chronic problems," he added. "Only through challenging cultural and tactical norms will we be able to succeed in the dynamic conflicts we have been tasked to prepare for. To all my fellow airmen around the globe, don't be afraid to ask the 'why' questions, and introduce new ideas. Similarly, I hope our civilian and military leaders continue to encourage and provide the space needed for these discussions."



Maj. Jonathan Mahan, a C-17 Globemaster III pilot assigned to the 14th Airlift Squadron. (USAF Photo).

## Interactive classes for defense logisticians on tap for this year's National Defense Transportation Association - U.S. Transportation Command Fall Meeting

*By U.S. Transportation Command Public Affairs*

A unique blend of military, government, industry, and academic professionals will instruct seven separate courses on the impact of information technology and cyber on defense logistics during the National Defense Transportation Association-U.S. Transportation Command Fall Meeting, Oct. 7 to 10, 2019, Union Station, St. Louis.

These interactive classes and workshops, along with more than 60 other educational offerings, comprise the event's Transportation Academy. Since its initiation in 2014, the Academy has become the foundation of this world-class, defense logistics conference.

Titles of planned IT and cyber courses include: "Achieving New Military Readiness Standards Through Cloud-Based Platforms," "It's All about the Data," "Sharing Threats, Indicators, and Warnings between USTRANSCOM, Whole of Government, and Industry," and "Partners in Strategic Maneuver Capability Development: New Strategies for Globally-Contested, Multi-Domain Operations against Peer/Near-Peer Actors," which features a multi-member panel discussion.

"Technology and its impact on defense logistics will continue to be highlighted at Transportation Academy. For example, the explosive

growth of Blockchain technology, along with its pros and cons, will be discussed during one of the scheduled IT and cyber instructional sessions. Other technology classes will cover subjects such as autonomous vehicles, cloud-based platforms impacting military readiness, and unmanned aerial vehicles," said Irvin Varkonyi, coordinator, Transportation Academy, and president, Supply Chain Operations Preparedness Education, Washington, D.C. "Transportation Academy is the place to be to gain insight into logistics developments today and tomorrow."

In addition to the seven Transportation Academy classes, IT and cyber will be addressed during one of the three Fall Meeting general session roundtables. Tom Musante, senior director of IT governance, Atlas Air, Purchase, Harrison, New York, will moderate a panel discussion titled "Cyber Challenges to the Global Distribution Network."

Those interested in attending the Fall Meeting can register at <https://www.ndtahq.com/events/fall-meeting/> and they also have the option to "register now/pay later."

"During Transportation Academy's IT and cyber courses, we will discuss various programs and efforts to improve the timely exchange of threat information (cyber and physical), cybersecurity, resilience, recovery, and mission assurance across the transportation enterprise," said U.S. Air Force Major Chris Moyano, Operations and Planning Directorate, TCJ3, USTRANSCOM. "The intent is to increase our organization's security and solicit input from commercial industry regarding how USTRANSCOM can better partner with them to enhance physical and cyber security."

USTRANSCOM conducts globally-integrated mobility operations, leads the broader Joint Deployment and Distribution Enterprise, and provides enabling capabilities in order to project and sustain the Joint Force in support of national objectives.

*Air Mobility News & Views continues >>>*

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# U.S., Australia new C-17 maintenance arrangement enhances readiness, cooperation

*By Air Mobility Command Public Affairs*

U.S. Air Force and Royal Australian Air Force officials recently implemented a new maintenance arrangement for the C-17 that will improve strategic airlift efficiency and fleet readiness.

The C-17 Aircraft Repair and Maintenance Services Implementing Arrangement advances U.S. and Australian interoperability. Previously, U.S. and Australian Airmen could only assist one another with C-17 aircraft repairs. Now, Airmen from either nation are able to perform full, interoperable cross-maintenance on U.S. or Australian C-17s at mission critical times on a global scale, improving aircraft availability and decreasing aircraft maintenance downtime and maintenance recovery expenses.

"Partnerships are vital in the mobility enterprise," said Brig. Gen. Steve Bleymaier, Air Mobility Command Director of Logistics, Engineering and Force Protection. "Mobility Airmen are always ready to deliver strength and hope anywhere in the world at any time, and we are most successful when we work with valued partners like our Australian counterparts."

The arrangement increases the C-17's strategic readiness, vital to executing the global mobility mission and absolutely critical in the vast Indo-Asia-Pacific region. Strategic airlift assets like the C-17 are vital to ensuring the U.S. can operate rapidly in and overcome the challenges associated with operating in a region known for its 'tyranny of distance.'

"This maintenance arrangement strengthens the alliance between the United States and Australia. The ability to conduct maintenance, a level of interoperability not previously achievable, on each other's C-17s

provides opportunities to share maintenance best practices," said Jim Silva, Deputy Director for HQ PACAF Logistics, Engineering, and Force Protection. "Bottom line: this action improves operational resiliency, capability and cooperation. Even in Australia, this arrangement is held up as the example of the benefits of common support logistics arrangements and how they enhance operational capability."

New opportunities may be realized as well, including establishing combined and integrated C-17 maintenance organizations in deployed environments and the potential for integrating the capability into our new adaptive and agile basing concepts.

"This level of aircraft maintenance interoperability is unprecedented and opens the door for a new strategic mindset," Bleymaier said.

The C-17 ARMS IA signals our continued commitment to interoperability with Royal Australian Air Force (RAAF) under the U.S. and Australian Enhanced Air Cooperation Agreement.

Air Vice-Marshal Steve Robertson, Air Commander Australia, said the arrangement would provide much-needed flexibility during joint operations.

"Our C-17A workforce regularly shares a tarmac with American C-17As, whether we are on exercise together at home, or deployed across the globe," Air Vice-Marshal Robertson said.

"Whilst a USAF C-17A is no different from a RAAF C-17A, our air forces have different maintenance workforce structures, which is what makes an arrangement like this essential."

"By making it easier to help one another, this arrangement provides flexibility and mission assuredness for USAF and RAAF C-17A missions."

The RAAF operates a fleet of eight C-17As from RAAF Base Amberley in Queensland, Australia.

The C-17 IA is the first with a high potential of adding additional airframes to the ARMS arrangement construct between the U.S. and one of our chief allies in the Indo-Asia-Pacific region.

Future IAs involving the mobility fleet may include the C-130J Hercules. The U.S. and Australia –partners in the Joint Strike Fighter program – also have potential plans to develop an arrangement for F-35 Lightning II maintenance in the future. ■



Maintainers from the 15th Maintenance Group and members from the 36th Squadron from Royal Australian Air Force Base Amberley, perform maintenance on a C-17 Globemaster on Joint Base Pearl Harbor-Hickam, Hawaii, July 12, 2017. (USAF photo by Tech. Sgt. Heather Redman).



# Keeping up with aircrew safety

By Airman 1st Class Kristine M. Gruwell,  
19th Airlift Wing Public Affairs

Pilots and loadmasters are some of the first Airmen who come to mind when thinking about the safe execution of agile combat airlift. The 19th Operations Support Squadron Aircrew Flight Equipment Flight, Little Rock Air Force Base, Arkansas, is responsible for maintaining all in-flight safety equipment, ensuring aircrew are properly trained in the event of an emergency.

The numerous pieces of equipment AFE Airmen work with include chemical flight equipment, deflated life rafts and parachutes. They stay up-to-date on equipment inspections relieving that responsibility from the aircrew so they can focus on the aircraft and the mission.

"I've been told by a couple of aircrew members that they feel safer with our equipment there," said Staff Sgt. Niall Spradley, 19th OSS AFE craftsman. "It's one less thing they have to worry about maintaining themselves, and it's there if needed."

C-130J pilots and loadmasters do not require regular use of AFE while in-flight, however the gear is vital to staying safe during emergencies. The 19th OSS AFE Airmen verify aircrew are trained on how to use the equipment for the rare instance it will be necessary.

"On training days, we prepare equipment



U.S. Air Force Airman 1st Class Isiah Echevarria and U.S. Air Force Senior Airman Collin Shipman, 19th Operations Support Squadron Aircrew Flight Equipment journeymen, pack adult-child life preservers at Little Rock Air Force Base, Arkansas, June 19, 2019. (USAF photo by Airman 1st Class Kristine M. Gruwell).

for aircrew and assist them with donning, stepping and recovery procedures in a simulated-contaminated environment," said Airman 1st Class Stephanie Reamer, 19th OSS AFE journeyman. "Upon return to base from the exercise area, we'll address any issues they faced and make the proper repairs."

One of the newest type of chemical gear used by aircrew is the aircrew eye and respiratory protection system gear, which enable them to operate in contested environments. With readiness at the forefront for the 19th Airlift Wing, AFE Airmen verify aircrew are always prepared for exercises as well as real-world,

high-risk events while operating with this new chemical equipment.

"What they do is vital to our mission," said Capt. Bryan Maynard, 61st Airlift Squadron pilot. "They maintain essential equipment that enables the Herk to accomplish combat airlift wherever it's needed. I just returned from a training mission to drop jumpers from greater than 10,000 feet in the mountains, and we needed our oxygen masks at those altitudes to complete the mission."

Spradley also mentioned a similar situation where completing his daily work tasks potentially saved an A-10 pilot's life.

"An A-10 [Thunderbolt II] pilot ejected with a parachute I packed with a coworker of mine," Spradley said. "After that, it sealed the deal that my job is important. Having his wife come up to me at the hospital and thank us was an eye-opener. I was only 18 or 19 years old and just doing a job."

Safety is a high priority for all Airmen, but the AFE flight is regularly there to train and support the aircrew in the event they need to make a decision in an emergency situation while accomplishing the mission in any number of environments around the world.

"If we don't maintain their oxygen masks properly, they won't be able to breathe," Reamer said. "Without parachutes, they wouldn't have something to fall back on in crises. We exist to maintain equipment in place for emergencies that leave aircrew confident making split-second decisions while helping them arrive safely at home station." ■

Air Mobility News & Views continues >>>



U.S. Air Force Airman 1st Class Colton Ortego, 19th Operations Support Squadron Aircrew Flight Equipment apprentice, and U.S. Air Force Airman 1st Class Stephanie Reamer, 19th OSS AFE journeyman, inspect aircrew chemical gear at Little Rock Air Force Base, Arkansas, June 19, 2019. (USAF photo by Airman 1st Class Kristine M. Gruwell).

# 457th Airlift Squadron inactivates, celebrates history

By Senior Airman Chad Gorecki, 375th Air Mobility Wing Public Affairs

As members both past and present watched the 457th Airlift Squadron's guidon be rolled up and stored away at Joint Base Andrews, Maryland as part of an inactivation ceremony on June 14, they knew a proud and storied history went with it.

"Getting to command a squadron as impressive as the 457th AS has been amazing, but to have it cut short due to inactivation is hard," said Lt. Col. Royce Lippert, 457th AS commander.

"Serving as a squadron commander of a flying squadron has been fantastic and knowing I won't get to serve in this capacity again is tough. My family will miss the 'hustle harder' attitude that we've seen with each of every member of the squadron, but I also know that as the 'Hustlers' move on to their new units, they'll bring that attitude with them."

The unit was inactivated as part of a consolidation effort of the C-21 inventory. The last of the four C-21s located at Andrews will arrive at Scott Air Force Base on June 18 to make a total of 14 C-21s there.

Gaining commander of the C-21s, Lt. Col. Brooke Matson, said, "Inactivating a squadron is never an easy thing to do – but this storied squadron will live on in the 458th Airlift Squadron. We are lucky enough to inherit a few 457th Airmen along with their aircraft. They bring with them the proud tradition of hard work and selfless service. They embody the ideal that service is a family business, and that is very much alive and well in America's Learjet Squadron. We're proud to carry on their heritage."

She also explained how the consolidation comes at a time of many changes happening in the small but tight knit community, during what they call the "Year of the Lear," marking 35 years of the C-21 in the Air Force.

To add on to this consolidation, a \$38M avionics upgrade is underway to ensure these aircraft and the service provided to customers will live on with a tradition of excellence for years to

come as they meet future FAA requirements as well.

The 457th AS was first stood up as the 457th Heavy Bombardment Squadron on July 1, 1942 and was responsible for training stateside aircrews in the B-17 Flying Fortress and B-24 Liberator. The 457th then transitioned to the B-29 Superfortress and moved to Guam, engaging in combat operations against the empire of Japan. Its 47th and final bombing strike was in the air on the hour of the Japanese surrender on Aug. 15, 1945. Shortly thereafter the 457th was inactivated as part of the massive postwar drawdown.

With the escalation of the Vietnam War, the squadron was re-activated on Oct. 12, 1966, becoming the 457th Tactical Airlift Squadron. During this time, Airmen flew the unarmed C-7 Caribou out of Cam Ranh Bay in Vietnam and Don Maung airport in Bangkok. They provided intra-theater airlift throughout southeast Asia, including air, land and airdrop assault missions. But then, the 457th was once again inactivated on April 30, 1972.

On April 12, 1975, the 457th rose once again as the 1402nd Military Airlift Squadron, and was consolidated and re-designated as the 457th Airlift Squadron on Dec. 1, 1991. Until June 14, the 457th flew distinguished visitor, medical evacuation, and Mission Capable, or MICAP, missions throughout the western hemisphere and is part of ongoing Air Tasking Order combat operations in U.S. Central Command from 2001 to present.

Over the past several years, the primary mission of the 457th AS has been to serve in support of senior government official airlift. While located in the National Capitol Region, they had the opportunity to support U.S. Northern Command during exercises in defense of the region. This has provided pilots in the 457th AS a unique opportunity to interact with other agencies gaining valuable experience that will serve them well as they transition to other aircraft.

Lippert said, "The 457th is an amazing squadron. While it's smaller than most squadrons, it has been extremely efficient and effective in accomplishing its mission and supporting our nation's senior leaders. The size of the squadron has enabled me to get to know each one of my people with as much daily interaction possible. I am proud to have led such an amazing squadron." ■



Top Picture: Past and present members of the 457th Airlift Squadron celebrated the squadron's heritage during an inactivation ceremony at Joint Base Andrews, Maryland, June 14, 2019. (USAF by Senior Airman Chad Gorecki).

Bottom picture: Members of the 458th Airlift Squadron assigned to Scott Air Force Base, Ill., flew to Joint Base Andrews, Maryland, June 13, 2019, for an inactivation ceremony the following day. (USAF photo by Senior Airman Chad Gorecki)



Col. Kevin Schiller, 375th Operations Group commander, and Lt. Col. Royce Lippert, 457th Airlift Squadron commander, furl the 457th flag during an inactivation ceremony at Joint Base Andrews, Maryland, June 14, 2019. (USAF photo by Senior Airman Chad Gorecki).



# Humanitarian Repatriation Missions

By Capt. Krystal Jimenez, 618th Air Operations Center

On December 6, 2018 six Marines perished in a crash after a KC-130J and an F/A 18 collided, while refueling midair, off the coast of Japan.

Six months after the crash, on June 7, 2019 the search was concluded after locating items from the crash and recovering human remains. Aiding human repatriations is a critical mission set mobility air forces are well positioned, equipped and committed to supporting whenever called upon.

In this instance, the 618th Air Operations Center (AOC) received a short notice request to transport the Salvage Recovery Package from Travis Air Force Base, California to Kadena Air Base, Japan to assist ongoing efforts by U.S. Navy salvage recovery operations. The package totaled 221 short tons, included deep-sea search and recovery equipment and specialized outsized equipment had not been airlifted prior.

"Where a move of this type and complexity may have taken months, the actions of the 60th Aerial Port Squadron (APS) members and our 618 AOC Global Channel Directorate (XOG) System Director "Bookies" decreased the move time to less than nine days" said Randy Finney, division chief, Global Distribution Channel Operations.

After thorough coordination with airlift engineers from Air Force Material Command's Air Transportability Test Loading Activity (ATTLA) at Wright-Patterson Air Force Base, Ohio, the

60th APS obtained two approval certifications for the specialized loads and 618 AOC Bookies sourced and planned the cargo on two C-5 Galaxy's and one C-17 Globemaster III from the 60th Air Mobility Wing in addition to two commercial 747's prepositioned and transported the cargo through its longest leg of the journey to Kadena Air Base, Japan, and downloaded from the aircraft by the 733rd Air Mobility Squadron for onward movement onto to a salvage recovery ship. Search and recovery efforts continued for another week and a half.

Just a few weeks later, human remains were recovered and began the journey to their final resting place. The return mission movement of the remains to the U.S. was sourced and coordinated

by 618 AOC Global Channel Aerial Port Control Center (APCC) who performs this mission as a special part of their daily operations, and is tasked to find the most expeditious routing and airlift available, and coordinates with all relevant parties from the Air Force Mortuary Affairs Office (AFMAO), to the receiving aerial port at Dover Air Force Base, Delaware. Their coordination culminated in the arrival of the family members at Dover, the dignified transfer and ceremony for the remains of crash victims.

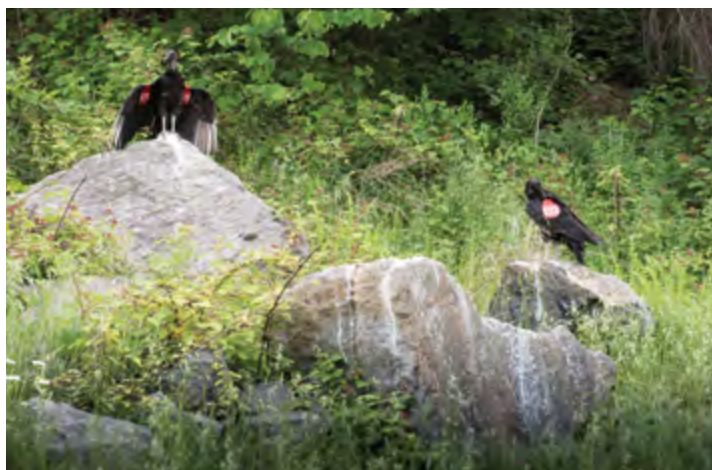
In support of this humanitarian repatriation mission

the 618 AOC enabled the movement of the Salvage recovery package within an expedited timeline.

"Our thoughts and prayers remain with the families and all those who loved our fallen Warriors," said U.S. Marine Corps Maj. Gen. Thomas D. Weidley, former commanding general of 1st Marine Aircraft Wing. "I am extremely grateful for the professionalism, dedication, and support of those who brought our Marines home."



The 618th Air Operations Center Global Channel Directorate (members pictured here) received a short notice request to transport Salvage Recovery Package from Travis Air Force Base, California to Kadena Air Base, Japan to assist ongoing efforts by U.S. Navy salvage recovery operations May 27 - June 7, 2019. (USAF photo by Capt. Krystal Jimenez).



Left photo: U.S. Department of Agriculture biologists and Airmen with the 167th Airlift Wing work together to attach red tags with alphanumeric indicators on black vultures at Argos Cement Plant in Martinsburg, West Virginia, May 23, 2019. Right photo: Black vultures perch on rocks in Martinsburg, West Virginia, after being fitted with red tags at Argos Cement Plant, May 23, 2019. The 167th Airlift Wing, Argos, United States Department of Agriculture and Conservation Science Global, have partnered to study black vultures that have seemingly taken residence on Argos' property and pose potential dangers to local air traffic. (U.S. Air National Guard photos by Senior Master Sgt. Emily Beightol-Deyerle).

**Air Mobility News & Views continues >>>**

# The Year of Air Refueling: 1929

By Robert Sligh, Ph.D.

This year marks the 90th anniversary of the *Question Mark's* historic flight. It was not the first aerial refueling; there had been others in and out of the United States before it. However, it was certainly the best-known early demonstration of aerial refueling. Little remembered are the other aerial refueling events, military and civilian, before and after it. The *Question Mark's* flight began Jan. 1, 1929, but it was inspired by events in 1928.

They needed a gas station in the sky. That's what Lt. Ellwood "Pete" Quesada thought. The idea had occurred to him during a hazardous mission over Canada in May 1928. Quesada's idea, further developed by Capt. Ira Eaker, has influenced aviation to this day.

The hazardous mission was led by Maj. Gen. James Fechter, chief of the Army Air Service, and planned by his aide, Eaker. Their mission was to deliver Junker Company pilot Frederick Melcheor to the German aircraft *Bremen*. The Junker W33 had made the first east-to-west, non-stop Atlantic crossing, landing on Greenly Island, Canada, on April 13, 1928. Damaged on landing, it stayed there for two weeks while the crew attempted repairs. Eventually the crew left the island and the Junker, arriving in New York, their original destination, to a heroes' welcome.

To recover the aircraft, the Junker Company turned to the U.S. Army Air Service for help. Junker believed Melcheor could get the *Bremen* off the ground but he needed to get to the remote island. Eaker planned the mission, employing two Loening amphibian aircraft. He would fly Melcheor, who would parachute to the *Bremen*, while Fechter and Quesada flew the other amphibian.

The May 1928 mission did not go entirely to plan. Weather played havoc with them on the way up. Eaker and Melcheor landed, some sources say crashed, on a rocky hill near a refueling stop at Pictou, Nova Scotia. Fechter and Quesada arrived there with little left in the fuel tank. It had been close.

While flying over the *Bremen*, Eaker "decided to go over the ground fog," Quesada remembered years later. "I said, my God, what are we going to do if we get caught up here. So then I began to think, my God, wouldn't it be nice if we had a gas station. We could just pull into a gas station and fill up with gas again."

After literally dropping Melcheor at Greenly Island, the two Loenings and three Army aviators headed back. They made it but almost ran out of fuel before reaching Portland, Maine. Running low on fuel likely cemented the "gas station in the sky" idea in Quesada's mind. After returning to Bolling Field, Washington, D.C., he began working on a plan to make the idea a reality.

It was not an original idea. Several aviators had thought the same thing and just five years earlier, in June 1923, Lts. Lowell H. Smith and John Paul Rickter had tested the concept flying for 37 hours, 15 minutes, 14 1/2 seconds in a DH-4B refueled by two other DH-4Bs. In nine

contacts, the tankers passed 687 gallons of gasoline and 38 gallons of engine oil via a rubber hose. For the next five years, this flight remained the world record for duration flying using air refueling.

Quesada may have been influenced, or at least spurred, by another aviation event that happened shortly after the *Bremen* mission. Between June 2-4, 1928, pilot Victor Groenen and adjutant pilot Louis Crooy of the Belgium Air Force set an endurance record of 60 hours, 7 minutes, 32 seconds in the air in a De Havilland DH-9. This was almost a full day longer than Smith and Rickter, and like them, Groenen and Crooy used a rubber hose to refuel from a DH-9 tanker.

With a new world record set, it wasn't long before others stepped up to the challenge, this time without aerial refueling. On Sept. 29, 1928, William Brock and Edward Schlee took off from Rockwell Field, California, and stayed aloft for 59 hours, 10 minutes, 15 seconds. Engine trouble forced them down seven hours short of the Belgian world record, but they had set a new American record.

In the meantime, Quesada's plan, which he had drawn up with the Marines at Anacostia in mind, was commandeered by Eaker. He added to it and took it to Fechter. The plan eventually landed on the desk of Assistant Secretary of War for Air F. Trubee Davison. A flier in his own right, Davison had formed the First Yale Unit of aviators in 1916 and eventually joined the Navy in 1917. Injuries from a crash kept him out of the Great War, so he went into law and then Republican politics. By the time Quesada's plan reached him, Davison has been in his current job for two years and would hold it for four more. As historian Richard K. Smith noted, Davison "wanted more than a publicity stunt and would agree to the operation only if it led to a military application."

On Dec. 17, 1928, the 25th anniversary of the Wright Brothers' first flight, Secretary of War Dwight F. Davis announced an upcoming endurance test. The flight would give aircraft engines the "acid test" as well as test human endurance. But as the Dec. 18, 1928, Air Corps Newsletter reported, it was also to "investigate the practical value of refueling in military as well as in commercial aviation." As for the endurance aircraft, the Air Corps Newsletter reported, "The problematical feature of the mission is best indicated in the naming of the ship, which has been called

the 'Question Mark.'" The unspoken mission element was to gain public awareness and support for the under-funded service.

The *Question Mark*, a modified Atlantic-Fokker C-2A transport, took off Jan. 1, 1929, from Van Nuys, California, with Maj. Carl Spaatz in command. With him were Eaker, Quesada, Lt. Harry A. Halverson and flight engineer Sgt. Roy W. Hooe. For the next six days, the *Question Mark* made a racetrack circuit in the state from Santa Monica to San Diego. In 37 aerial refuelings from two tanker aircraft, 5,660 gallons of aviation gasoline and 245 gallons of oil were passed. Another six contacts delivered supplies and even mail. The flight ended Jan. 7 after the left engine seized. Although Eaker continued to fly by increasing power to the remaining two engines, they, too, were beginning to strain. After 150 hours, 40 minutes, 14 seconds in the air, the *Question Mark* landed and a



Gen. (Maj. at the time) Carl Spaatz. (Archive photo).



The *Question Mark*. (Archive photo).



new endurance record went into the books.

With the *Question Mark* behind them, Davison wanted another demonstration to show the military value of aerial refueling and the perfect venue was coming. At the same time the *Question Mark* flight was announced, the War Department announced the 1929 spring war game. As the Dec. 18, 1928, Air Corps Newsletter noted, "The Air Corps maneuvers for the Spring of 1929 will be conducted on the most elaborate scale thus far attempted in the history of this branch of the military establishment." Two hundred aircraft of various types would engage in demonstrations at several locations and eventually be "concentrated by air in the vicinity of Wright Field, Dayton, Ohio, and Norton Field, Columbus, Ohio, to conduct a two-sided Air Corps maneuver."

The plan called for three planes. The receiver, the refueler, and a radio plane to broadcast the event. Lt. Odas Moon, pilot of one of the *Question Mark's* refuelers, would fly the receiving aircraft, a Keystone B-3A bomber. The trio would fly from the Fairfield Air Depot near Dayton, Ohio, to Washington, D.C., where it would be refueled "at the end of the workday for maximum publicity..." They would then fly to New York City where Moon would drop flares over the harbor. Moon would then head for Atlantic City, New Jersey, drop another flare, fly back to Washington, refuel over the city again, and return to Ohio. However, nature had other ideas. The refueler and radio planes were forced down at Uniontown, Pennsylvania, due to icing. Without the accompanying planes, Moon headed to New York where he "flew up Broadway to Central Park, turned south, and dropped a flare that lighted the bay, ships in the harbor, and Statue of Liberty. After dispensing two more flares, the bomber circled and disappeared." Moon turned south for Bolling, where he had been ordered to stay overnight.

With the first plan dashed, another was quickly improvised. The refueling plane and a radio plane had joined the bomber at Bolling and the next morning all three headed for New York City. There, over the city, the Keystone took on fuel from the refueling plane for all to see. Moon and the refueling plane pilot, Ross G. Hoyt, repeated the performance four times, though without passing fuel. They landed at Mitchel Field, Long Island, New York, and remained overnight before heading back to Dayton.

It had not been the success Davison wanted. Aerial refueling had not enabled Moon to visit all three cities in one mission, though he had been able to "bomb" Manhattan without refueling. Days after the maneuvers, Davison returned to Washington and waiting reporters. He did not mention aerial refueling in his comments on the maneuvers and he only mentioned the New York City run by saying, "The simulated bombing of New York City from Dayton on was a significant feat, especially as it was accomplished under extremely adverse conditions of fog in the region over the Allegheny Mountains." The Army Air Corps was out of the aerial refueling business for the foreseeable future.

The *Question Mark's* notoriety inspired a spate of civilian endurance flights, what Richard K. Smith called "aerial flagpole sitting," after the ground-based endurance craze of the 1920s. Like flagpole sitting, civilian endurance flying mainly focused on breaking records.

The same month Davison sent the Keystone on mock bombing runs

over New York, Reginald Robbins and James Kelly flew their monoplane, the *Fort Worth*, out of Fort Worth, Texas, naturally, for 172 hours, 31 minutes. The *Question Mark's* record, which many people believed would endure for some time, had not lasted six months.

July 1929 proved to be popular for endurance flying. On July 6, Roy Mitchell and Bryon K. Newcomb beat the *Fort Worth's* record by an hour and a half in their *City of Cleveland*, flying at, of course, the Cleveland, Ohio, airport. The ink was hardly dry on this record when it fell to L. W. Mendell and R. B. Reinhart. They racked up 246 hours, 43 minutes in the air at Culver City, California, in the appropriately named *Angelino*.

But July wasn't over. The Texans, Clevelanders and Angelinos were pushed aside by two fliers from the Show Me state. Dale Jackson and Forest O'Brine took a Curtiss Robin, named the *St. Louis Robin*, around the St. Louis, Missouri, area for 420 hours, 21 minutes between July 13-30.

The next attempt wouldn't break the endurance record but it was notable for its flightpath. The *Spokane Sun God*, as the single engine Buhl CA-6 Airsedan was called, accomplished, in a way, what Moon's Keystone had not—long distance air refueling not circling a closed course but cross-country. Nicholas Bernard Mamer, pilot, and Art Walker, co-pilot, planned to fly the Texaco-sponsored airplane from Spokane, Washington, to San Francisco, California, then to Reno, Nevada, eastward toward Chicago, Illinois, Cleveland and then to New York, refuel-



Lt. Elwood Quesada adjusts an aircraft gas line during a 1929 operation dubbed *Question Mark* where a 10,000-pound Fokker C-2A was refueled in flight by two modified Douglas C-1 transport aircraft. (Archive photo).

ing and resupplying along the way. At New York, the *Spokane Sun God* would turn around and head to Cleveland and Chicago, then take a northern route back to Spokane. If all went well, and it didn't, Mamer and Walker would make another circuit. They had their share of weather problems, but it was engine trouble that forced them to land on the flight back to Spokane. They had been in the air for 120 hours, 1 minute, 40 seconds, far short of even the *Question Mark's* eclipsed record. Yet Mamer and Walker had flown over major cities, refueled numerous times and crossed the continent twice.

The year of aerial refueling ended in November when Elinor Smith, pilot, and Bobbi Trout, co-pilot, set a women's endurance record. Both

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*The crew of the Question Mark. (Archive photo).*

had individually set women's unrefueled endurance records that year. This time, they teamed up for a women's aerial refueling endurance record. Employing a Sunbeam biplane as the receiver and a Curtiss Pigeon as the refueling aircraft, they hoped to go longer; however, the Curtiss Pigeon's Liberty L-12 engine gave out at the 36-hour mark. Smith and Trout "flew the Sunbeam nearly dry, stretching their flight out to exactly 42½ hours."

Despite "aerial flagpole sitting," 1929 had proven aerial refueling in principle if not in practice. Records had been set and broken and others would be set in the future. But there was a substantial difference between the military and civilian aviators. The military highlighted aerial refueling as a means to extend range, and, yes, endurance, for operational needs, while the civilian pilots were mainly interested in breaking records (to promote an aircraft or oil company). Civilian record-seeking aerial refueling flights would continue for a few more years before dying out. The military set aerial refueling aside in 1929 as already tight budgets tightened even more as a result of the Wall Street Crash later that year and the Great Depression that followed. But civilian commercial use would keep the "gas station in the sky" idea alive until another war reawakened the idea of a military application. ■

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## **VISIT AMERICA'S ONLY MUSEUM DEDICATED TO AIRLIFT AND AIR REFUELING HISTORY!**

The Air Mobility Command Museum, located at Dover AFB, Delaware, has free admission and parking. The museum is open Tuesday - Sunday, 9 a.m. to 4 p.m.

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## Departing U.S. Transportation Command Deputy Commander championed innovation, challenged the status quo

By Michael Kleiman, USTRANSCOM Public Affairs

Although U.S. Marine Corps Lt. Gen. John Broadmeadow's assignment as U.S. Transportation Command's deputy commander ended July 2, 2019, his impact and influence remains, benefitting the organization and America's warfighters for years to come.

During his almost two-year USTRANSCOM tour of duty, Broadmeadow influenced key innovative initiatives such as the transition to cloud computing, becoming the first Department of Defense entity to do so. He also enabled the development of a transportation management system prototype to effectively and efficiently plan, process, and ship any type of cargo.

In addition, Broadmeadow helped execute the consolidation of the Defense Personnel Property Program and its web interface, the Defense Personnel Property System, under the command's authority, providing unity of effort and alignment to improve the relocation experience of military members, DOD civil servants, and their families.

"In hindsight, I was a member of an incredible team taking

on the hard problems, and in doing so, we challenged the status quo with innovative solutions," stated Broadmeadow. "Initiatives such as cloud computing, TMS, and the DP3 and DPS consolidation enhance USTRANSCOM, the joint deployment and distribution enterprise, and our armed forces."

Broadmeadow also focused on USTRANSCOM's adjustment to the 2018 National Defense Strategy, which addresses near-peer competition challenging our nation's military supremacy. He advocated for the command to conduct its operations, training, and programs with an emphasis on warfighting, since mobility serves as an essential enabler for our warfighters. As a result,

USTRANSCOM established the Global Operations Center, the command and control hub for the Joint Deployment and Distribution Enterprise.

For his next chapter, Broadmeadow will serve as director, Marine Corps Staff, The Pentagon, Arlington, Virginia.

"I've loved every aspect of being the USTRANSCOM deputy commander. It's been a great job," Broadmeadow said. "The actions done by members of this command have an impact on the entire joint force. They also ensure our nation's unique capability to project combat power whenever and wherever required. It's been an honor to serve on the USTRANSCOM team!"

USTRANSCOM conducts globally-integrated mobility operations, leads the broader Joint Deployment and Distribution Enterprise, and provides enabling capabilities in order to project and sustain the Joint Force in support of national objectives. ■



U.S. Marine Corps Lt. Gen. John Broadmeadow's final remarks as U.S. Transportation Command's deputy commander. (Photo by USTRANSCOM Public Affairs).

## 10-year anniversary and change of command at the Heavy Airlift Wing

By Capt. Henrik Gebhardt, Swedish Air Force

At a ceremony on the Strategic Airlift Capability premises at Pápa Air Base, Hungary, Col. James S. Sparrow assumed command of the Heavy Airlift Wing. He did so by accepting the Heavy Airlift Wing Flag from the hands of Brig. Gen. Michael Koscheski, chairman of the Strategic Airlift Capability Steering Board. The ceremony and the following air show marked the end of a two-day event, in which the SAC program celebrated 10 years of operations.

Col. Sparrow, U.S. Air Force, is the sixth commander of the Heavy Airlift Wing, the operational unit of the 12-nation cooperation, the Strategic Airlift capability, which in 2019 also celebrates 10 years of successful operations. Before assuming command of the Heavy Airlift Wing, Colonel Sparrow has been appointed as vice-commander of the wing since July 2017.

The change of command ceremony was preceded by a 10th anniversary dinner on June 26, where personnel, distinguished visitors, alumni and invited guests celebrated

Strategic Airlift Capability's 10 years of operations.

Addressing the invited guests and HAW Personnel, Col. Sparrow said, "The Heavy Airlift Wing is the SAC Program's 'Air Force,' it's operational arm to meet the airlift requirements of the SAC Nations. Beyond that basic reason to exist, I want to remind the HAW members here today how special of an organization we truly are. There is no other multinational unit like ours in existence."

At the same time as Col. Sparrow assumed command, Col. Gohn-Hellum, Royal Norwegian Air Force, relinquished his command, and Col. Peder Söderström, Swedish Air Force, assumed the position as vice-commander of the wing.

Col. Gohn-Hellum addressed the personnel of the Heavy Airlift Wing with the words, "Your teamwork and positive attitude to always learn, and to look for good solutions, have allowed the SAC Program to set a new standard on how nations can work together to share a military capability. I would claim that the SAC Program is the most successful example of Smart Defense in the world today."

Following the change of command ceremony there was an air show, including a static display of aircrafts from different member nations. The aerial display consisted of a SAC C-17 demonstration flight, Hungarian Air Force Gripen fighter and MI-8 helicopter demonstration flights, and a SAC C-17 air drop demonstration with Hungarian paratroopers. ■



At a ceremony on the Strategic Airlift Capability premises at Pápa Air Base, Hungary, Col. James S. Sparrow assumes command of the Heavy Airlift Wing. He did so by accepting the Heavy Airlift Wing Flag from the hands of Brig. Gen. Michael Koscheski, chairman of the Strategic Airlift Capability Steering Board. (USAF photo).



# About the Strategic Airlift Capability

By Capt. Henrik Gebhardt, Swedish Air Force

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

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

The SAC Nations are the NATO members Hungary (program host nation), Bulgaria, Estonia, Lithuania, the Netherlands, Norway, Poland, Romania, Slovenia and the United States and NATO Partnership for Peace nations Finland and Sweden. Each

participating nation owns a share of the available flight hours of the SAC C-17As to serve the needs of their national defense, NATO, EU or UN commitments and humanitarian relief efforts.

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

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

## Departing U.S. Transportation Command Chief of Staff worked behind the scenes to move USTRANSCOM forward

By Michael Kleiman, USTRANSCOM Public Affairs

During his more than two-year tour at U.S. Transportation Command, U.S. Air Force Maj. Gen. John "Jay" Flournoy, Jr., chief of staff, focused on relationship-building and accessibility to others.

His leadership and contributions are most visible in USTRANSCOM's adoption of the Area Development Plan, which addresses facilities in the future for the command; implementation of the Department of Defense Enterprise Portal Service SharePoint, a collaborative electronic tool, which shares and stores organizational information; and the formation of the Commander's Executive Board, which is comprised of senior military and civilian leaders, that evaluate, align, and advise on strategic events and initiatives.

As USTRANSCOM's sixth Chief of Staff, Maj. Gen. Flournoy served as an adviser and assistant to, and enabler for, the commander and deputy commander.

"I worked selected projects and tasks such as the Area Development Plan and DEPS SharePoint behind the scenes, enabling the commander and deputy commander to serve more effectively and efficiently," stated Flournoy. "I have also enjoyed the scope and variety of the chief of staff position. It has been a leadership laboratory, which has definitely prepared me for my next assignment."

He departs today to become the deputy commander, Air Force Reserve Command, Robins Air Force Base, Georgia.

Reflecting on his USTRANSCOM assignment, Flournoy, a 33-year Airman, emphasized the absolute importance of the joint force in fighting and winning future conflicts.

"We do not fight wars as a service. It is one joint team. Similarly, I believe the Services should understand joint duty for our warfighters is necessary for the future," Flournoy said. "In 2003, National Defense University prepared me for a joint assignment, but it pales in comparison to what I've experienced during the past 28 months."

USTRANSCOM accomplished several milestones during his tenure, including initiation of the Global Operations Center, rejuvenation of the Defense Personal Property Program, and implementation of cloud computing. Flournoy stressed that every aspect of the command should be viewed through a warfighting

readiness lens, ensuring its force-projection and sustainment capability. Likewise, he recommended the organization continue its emphasis on training – and exercising – for its wartime mission.

Maj. Gen. Flournoy, however, insisted it's the Soldiers, Sailors, Airmen, Marines, Coast Guardsmen, civil servants, contractors, and industry partners comprising the USTRANSCOM team, that assure the command's mission success in peacetime and war. They are the people he has built relationships with, made himself accessible to, and worked behind the scenes with to enhance the command.

"While serving as the USTRANSCOM Chief of Staff, my priority has been making time for others, being accessible to help, and building relationships that benefit the command," stated Flournoy. "It's been the people comprising the USTRANSCOM team, however, that have made my initial joint assignment meaningful and memorable. They've set the example to follow."

USTRANSCOM conducts globally-integrated mobility operations, leads the broader Joint Deployment and Distribution Enterprise, and provides enabling capabilities in order to project and sustain the Joint Force in support of national objectives. ■



U.S. Air Force Maj. Gen. John "Jay" Flournoy, Jr., served as U.S. Transportation Command's sixth chief of staff, advising, assisting, and enabling the organization's commander and deputy commander. (Photo by Rob Wieland, USTRANSCOM Public Affairs).

Air Mobility News & Views continues >>>

# Travis completes joint inspection with FEMA, ensures readiness

By Heide Couch, 60th Air Mobility Wing Public Affairs

U.S. Air Force Airmen conducted a combined annual logistics drill and inspection with California Urban Search and Rescue Task Force 7 June 13 at Travis Air Force Base.

Urban search and rescue is considered a “multi-hazard” discipline, as it may be needed for a variety of emergencies or disasters, including earthquakes, hurricanes, tornadoes, floods, dam failures, technological accidents, terrorist activities and hazardous materials releases.

When one of these disasters strike, task force personnel and equipment can be used locally as well global deployments. This means the CA TF-7, one of 28 Federal Emergency Management Agency Urban Search and Rescue Task Forces in the nation and one of eight in California, must be ready to load their assets onto U.S. Air Force aircraft based at Travis Air Force Base within six hours of notification.

To avoid delays that might prevent the task force from swiftly reaching its destination, it is imperative the pallets, watercraft, vehicles and equipment that arrive at Travis Air Force Base are airworthy.

Annual joint inspections ensure members of the task force and the 60th Aerial Port Squadron have the knowledge and understanding of all governing directives and requirements to safely and efficiently load equipment onto an aircraft. The training also provided a hands-on and visual experience of loading cargo onto a Travis C-17 Globemaster III.

CA TF-7 team members participated while 60th APS personnel inspected, weighed, measured and then loaded the cargo. The equipment, which included four light weight boats, two trucks, a van and two trailers were packed with tents and chainsaws.

“This is a fast, light package that we can get out quickly,” said Scott Johnson, Sacramento Fire Department fire captain and CA TF-7 logistics manager.

Tech. Sgt. Dominic Jones, 60th APS noncommissioned officer in charge of special handling, took part in organizing the joint inspection.

“The 60th APS works with outside agencies because it strengthens relationships in our

communities,” Jones said. “Also, both parties learn from each other to make processes better when natural disasters occur.”

The inspections also strengthen the understanding and capabilities for all organizations involved.

“Any time I have done a joint inspection, I have always learned something new,” Jones said. “It’s a continuous learning process because not all joint inspections are going to be the same. Just being proficient and maintaining the knowledge does make a difference. The only challenge is not being familiar with their equipment.”

In September 2017, Team Travis flew the task force to hurricane-ravaged Puerto Rico and took additional search-and-rescue personnel to Mexico after an earthquake. Another successful inspection certifies Team Travis is ready to support the task force again if called upon by FEMA.



California Urban Search and Rescue Task Force 7 team members position vehicle ramps at the aft cargo bay door of a C-17 Globemaster III during a joint inspection and logistics drill conducted with 60th Aerial Port Squadron personnel June 13, 2019, at Travis Air Force Base, California. (USAF photo by Heide Couch).



Liam McGregor, left, transportation manager and Matt Gonzales, California Urban Search and Rescue Task Force 7 transportation specialist, use a chain to secure an equipment transport trailer to the deck of a C-17 Globemaster III during a joint inspection and logistics drill conducted with 60th Aerial Port Squadron personnel June 13, 2019 at Travis Air Force Base, California. (USAF photo by Heide Couch).



Members of California Urban Search and Rescue Task Force 7 and the 60th Aerial Port Squadron back a boat trailer into the cargo bay of a C-17 Globemaster III during a joint inspection and logistics drill June 13, 2019, at Travis Air Force Base, California. The annual training helps members of CA TF-7 learn about the process, governing and directives and ensures cargo is safe before loading onto an aircraft. (USAF photo by Heide Couch).



# A/TA INDUSTRY PARTNERS

(As of 15 July 2019)

## Industry Partner HIGHLIGHTS



Col. Cary Walgamott  
USAF (Ret)

The Airlift/Tanker Association team is in the final stretch with preparations for the 51st Annual A/TA Convention, Symposium and Technology Exposition in Orlando. Another world-class program has been planned and preparations are coming together nicely. Once again, an outstanding lineup of senior Air Force leaders including the acting Secretary of the Air Force and the Air Force Chief of Staff as well as an impressive list of seminars on a wide variety of mobility topics are at the heart of the symposium program. Early indications are there will be even more exhibitors at this year's Air Mobility Technology Exposition than last year, and we are estimating attendance to be approximately 2000 attendees.

We will again have several industry-focused seminars including panel discussions and specific speakers focused on industry matters. Additionally, the Chairman's Luncheon -- always a very popular event -- will feature a key senior Air Force leader, to address industry specific subjects. Also, an event called "Industry Interface", very similar to our previous Industry Days, will be held on Wednesday, Oct. 22 from 0800-1600, before the Airlift/Tanker Association Symposium. More details about the "Industry Interface" will be announced as they become available either by email or in my early September update letter to the exhibitors. If your company is interested in attending the all-day event, ensure you plan your travel and hotel reservations accordingly. To register for the event, please go to the A/TA website at [atalink.org](http://atalink.org).

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

When you go to the Airlift/Tanker Association website to register for this year's event, you will also find something new. Our IT team and ATA administrative staff have been working diligently since last year's convention to further streamline and make the registration process more customer friendly. Their efforts have been exemplary and we hope your registration goes very smoothly. As a reminder, all exhibitors must individually register for the convention. This is separate from the exhibit space reservations. This is accomplished on our ATA website at [atalink.org](http://atalink.org).

This year our convention will be at the beautiful Marriott World Center Resort in Orlando, Florida. We hope you will join us, Oct. 23-26, for the 2019 A/TA Convention/Symposium and Air Mobility Technology Exposition. The 51st Airlift/Tanker Association Convention will be an historic event -- come and be part of history.

Warm Regards,  
**Cary Walgamott**  
Vice President Industry

**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](mailto:ata@atalink.org) or 423-902-2297 to become an A/TA Industry Partner today.

# INDUSTRY PARTNER SPOTLIGHT



## 138 Years of Service

In 1881, Englishman George J. Capewell founded the Capewell Horse Nail Company in Hartford Connecticut. His patented automated machines made Capewell the only company in the world that could mass produce horseshoe nails in an era when horses powered transportation worldwide. As time marched on and the automobile replaced horse drawn vehicles, Capewell looked for new opportunities, and in 1939 began a collaboration with the US government to develop specialized hardware for military paratroopers. Over the next eighty years Capewell would grow that parachute business into three hundred employees in two locations and become a leader in aviation and life support equipment.

Today, Capewell Aerial Systems is a respected provider of engineered products for aerial delivery, life support and tactical gear for military, law enforcement and humanitarian agencies worldwide. The company has thrived by helping customers conceive, engineer, prototype, manufacture and field test products that must perform flawlessly in critical situations.

## What They Do Best

If you're sending people or cargo out the back of an airplane, Capewell is the go-to supplier for expertise and products in the highly specialized field of aerial delivery. This is most apparent when considering Capewell's business development team consists of veterans recruited from the Air Force, Army, and Coast Guard units that use their equipment.

On the personnel side, Capewell's name is synonymous with parachute safety. The double action canopy releases for the MC-6, T-10, T-11, BA-22 and many ejection seat aircraft continue to provide reliable lifesaving capability for their users. Capewell also makes a variety of parachute hardware and soft goods such as ripcords, lanyards, weapons cases, risers, and flotation vests.

For cargo delivery, products such as the Type V Airdrop Platform, the M1 and M2 Cargo Parachute Releases, the Centerline Vertical Restraint System, the Dual Row Airdrop System, and Capewell's own Buffer Stop Assembly have become the standard for airdrop equipment around the world.

Capewell also supplies many of the consumables and airdrop accessories like cargo slings, cardboard honeycomb, guillotine knives, and even the Wireless Gate Release System and JPADS Mission Planners. Add to that list customized training courses for the aircrew, loadmasters, or parachute riggers and Capewell can be the one stop shop for all your aerial delivery mission needs.

*Quality you can bet your life on and Service that stands the test of time, since 1881*

## Where everybody knows your name

A manufacturer's reputation is paramount when working in such a niche industry with a tight knit community. Small businesses rely on word of mouth from satisfied customers and Capewell is no exception. 100% quality rating and on time delivery is the expectation. But reputation isn't just about filling orders efficiently, it's about

customer service and how a company faces challenges. That is why, when a foreign customer asked Capewell to fix an issue with a piece of extraction equipment, they didn't hesitate to send a specialist into the field.

Many companies might do the same thing, and rightly so, as customers expect suppliers to stand behind their products. So, within a few days the equipment was fixed, and the crisis averted. But what made this situation unique is that, upon closer inspection, the faulty equipment was not actually manufactured by Capewell. The customer had purchased the same items from another company on a previous order. Rather than leave the squadron without an airdrop capable aircraft,

Capewell solved the problem at no cost to the customer. Examples like this is how Capewell built a reputation for exceptional service within the industry.

## And now for something completely different

So, what does a company with decades of success in traditional manufacturing do next? Develop a virtual reality simulation of course! The latest innovation from Capewell may seem like a departure from their regular business model, but in fact, the Virtual Loadmaster Training System (VLTS) is simply a new way to provide training and support to their aerial delivery customers. VR technology is rapidly proving to be a highly effective option for many types of training. Capewell recognized that a good loadmaster simulator could fill a training gap, improve safety, and save on costly flight hours. Since the first sale earlier this year, Capewell will continue their partnership with software developer, Pennant, to offer an entire suite of aerial delivery training simulation programs. VLTS is an exciting new chapter in Capewell's long history of service and support to the airlift community. ■



*Bill Ehler, Capewell Aerial Systems business development manager, left, provides instruction on the virtual loadmaster training system (VLTS) to Staff Sgt. Chad Warren March 29, 2019 at Bradley ANG Base, Connecticut. (Photo by 1st Lt. Jennifer Pierce).*





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# AIR MOBILITY CLASSICS

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

In the early 1930s, anyone adventurous enough to fly coast-to-coast on the fledgling U.S. airline system was in for an uncomfortable, multi-day ordeal. The principal airliner of the day, the corrugated metal Ford Trimotor, although rugged and reliable, was far from an ideal passenger airplane. It was slow, noisy, cold in the winter and hot in the summer. Its limited ceiling meant passengers frequently endured lots of turbulence. And it was expensive; a round-trip ticket was equivalent to half the cost of a new automobile.

That all changed in February 1933 with the first flight of the revolutionary Boeing 247, widely acknowledged to be the world's first modern airliner. At a time when the tri-motored transports in service had strut-braced wings and fixed landing gear, Boeing utilized the innovations it had been pioneered three years earlier on its Model 200 single-engine mail-plane to produce a sleek, twin-engine, low-wing, full-cantilever monoplane.

It featured all-metal, stressed-skin construction, retractable landing gear, and was powered by 550hp Pratt & Whitney radials driving three-bladed controllable-pitch propellers. Advanced features like an autopilot, a full gyro panel for instrument flight, and pneumatic de-icing equipment lessened the pilot workload. The ten passengers enjoyed upholstered seats, soundproofing, and effective ventilation and heat, although they did have to step over the main wing spar, which extended through the cabin.

The 247 represented a quantum leap in performance, cruising 65-99mph faster than the old trimotors, and it could climb at full gross weight with one engine out. With the 247 it was now possible to fly from New York to Los Angeles in 20 hours, with seven refueling stops enroute. A new standard had been set, and United Air Lines immediately ordered 60 aircraft, a huge order for the time. Ironically, it was that early success that would prove to be the 247's undoing.

As it turned out, The Boeing Aircraft Company and United Air Lines were both subsidiaries of the same parent company; United Aircraft and Transport Company. So, when Trans World Airways tried

to order the 247, it was only natural that Boeing would want to give United Air Lines an edge over the competition.

If Boeing was not interested in TWA's business, they would take it elsewhere, and that elsewhere was the Douglas Aircraft Company. Douglas went to work on TWA's design requirements and came up with the DC-1 and DC-2 that ultimately evolved into the legendary DC-3. Here was an aircraft that could transport 21 passengers coast to coast in 16 hours. The economics were undeniable, and within a few short years nearly every major airline, United included, operated DC-3s. Ultimately, only 70 Boeing 247s were built, whereas tens of thousands of the Douglas DC-3 series were produced.

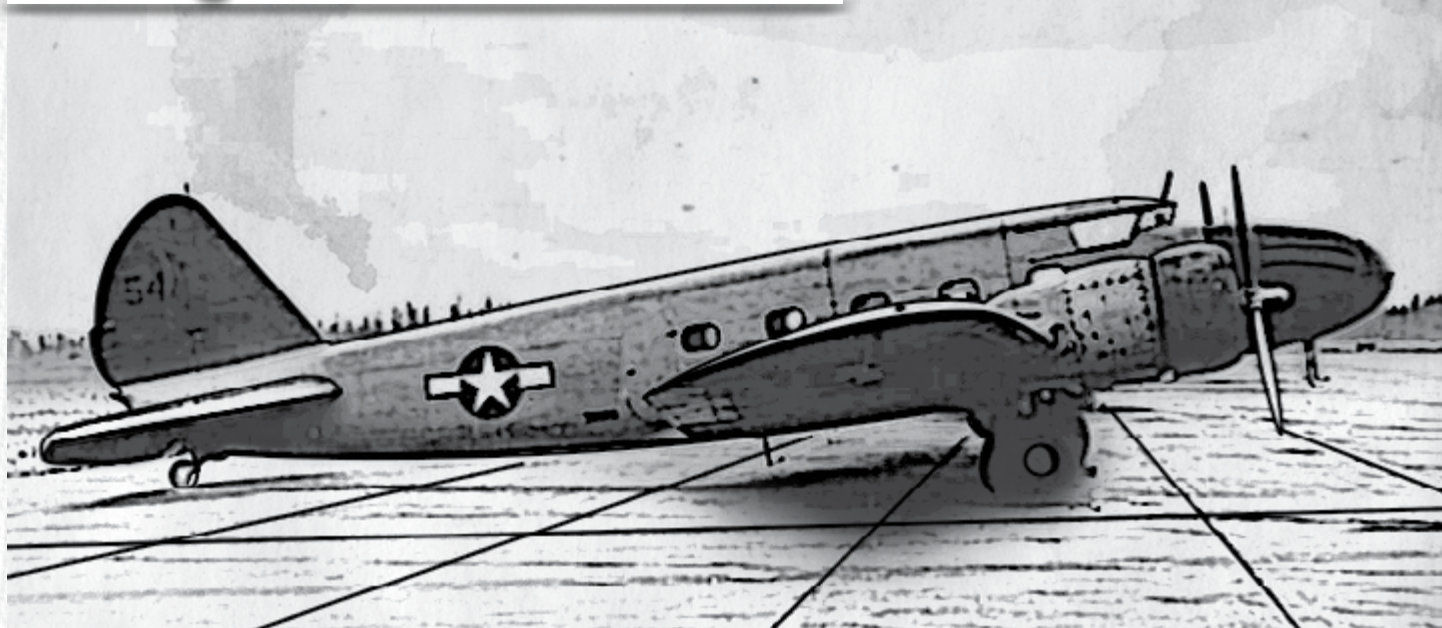
Despite being eclipsed by the DC-3, the 247 continued in airline service, and in 1942 went into uniform. Twenty-seven 247D models were commandeered from the airlines to support the war effort and designated C-73s by the military. Due to their limited payload, small doors, and that pesky cabin wing spar, they weren't suitable cargo aircraft.

Most retained a passenger configuration, and they were relegated to secondary tasks, such as shuttling ferry pilots back to their bases, or for training. Most retained their original commercial engines, but a number were fitted with the 600hp military Pratt & Whitney R-1340-AN-1 and fitted with two-blade propellers and cowlings from the North American AT-6 trainer. Their time in United States Army Air Forces' service was relatively short. In 1944 they were declared surplus and released to the civilian market, being acquired by various private owners and small airlines.


It should also be noted that the Royal Air Force acquired one 247 that it utilized during the war for instrument and automatic landing systems research. The Royal Canadian Air Force also operated eight 247s as transports and trainers from 1940-1942.

Today there are only four surviving examples of the 247, all located in museums in the United States, Canada, and Great Britain. They proudly remind us of the airplane that set the standard for modern passenger aircraft and is a unique part of our air mobility heritage. ■

## Boeing C-73







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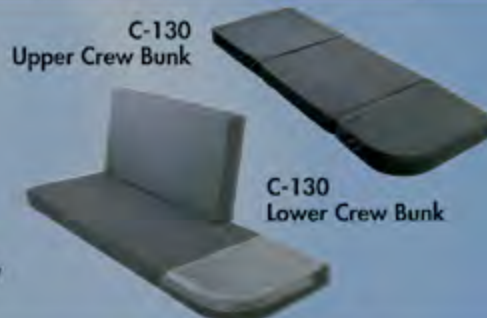
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C-130 AMI Pilot/Co-pilot/  
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C-130  
Upper Crew Bunk

C-130  
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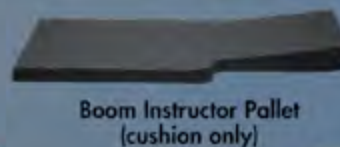
# KC-135



KC-135  
Pilot/Co-pilot



KC-135  
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