

A/TQ

AIRLIFT / TANKER QUARTERLY

WINTER 2019

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A/TQ HEART & SOUL

A Salute to
Former A/TQ
Art Director, Editor
and Friend of the
Airlift/Tanker
Association

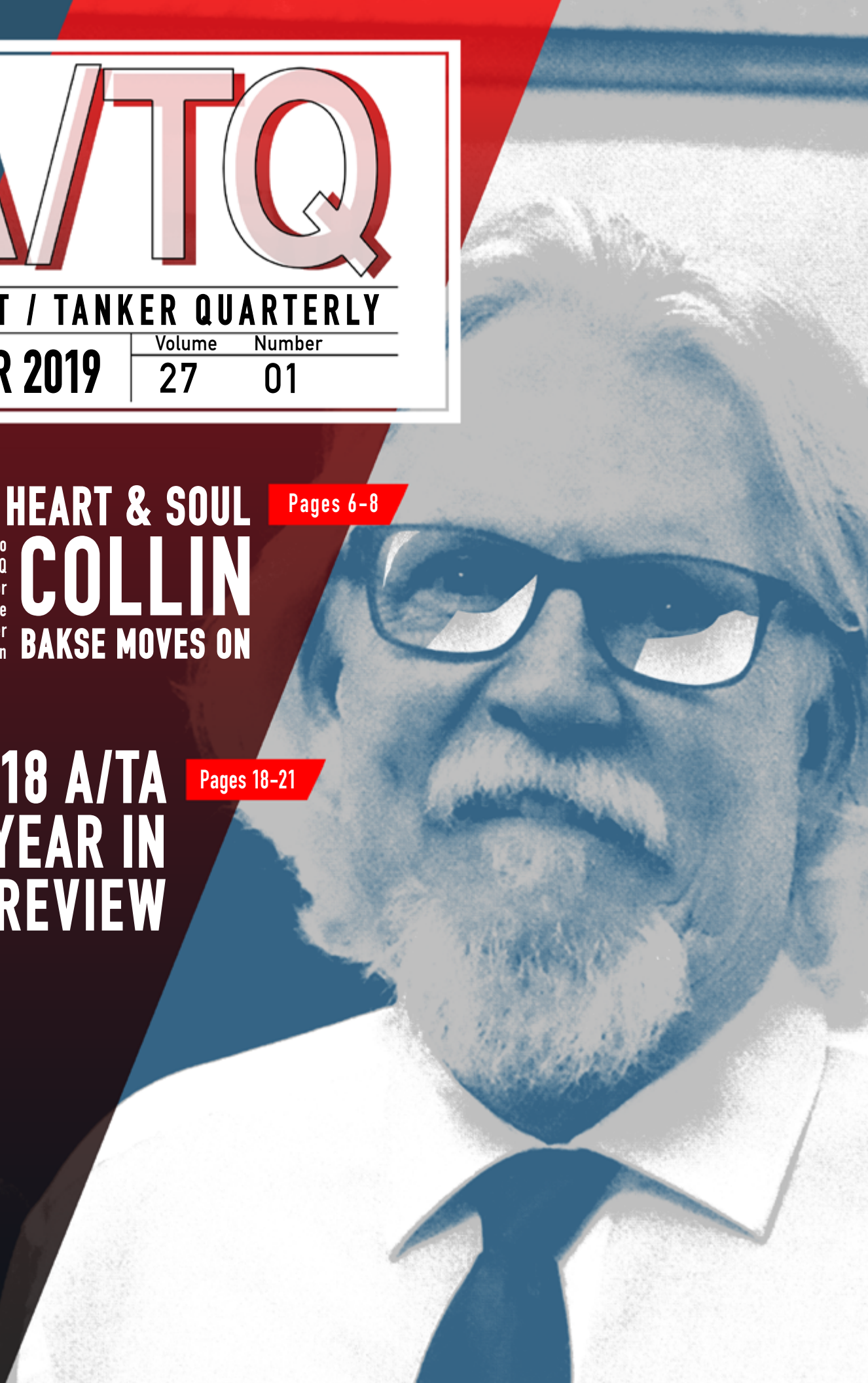
COLLIN BAKSE MOVES ON

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2018 A/TA YEAR IN REVIEW

A Photo Review
of the 50th Annual
A/TA Air Mobility
Symposium &
Technology
Exposition

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A/TQ

AIRLIFT/TANKER QUARTERLY
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BOARD OF OFFICERS & EDITORIAL STAFF:

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Chairman@atalink.org

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Association Administrators

Lt. Col. Gary Hart USAF Ret & Sondra Hart
ata@atalink.org

Public Affairs & Social Media Coordinator

Col. Gregory Cook, USAF Retired
PublicAffairs@atalink.org

A/TQ Editor

Bob Fehringer
atq@atalink.org

A/TQ Art Director

Alyson Soden
atq.art@atalink.org

A/TQ Business Manager

Doug Lynch
Advertising@atalink.org

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On the Cover: Collin Bakse, Grapevine, Texas - October 2018. (Photo Courtesy of Airlift/Tanker Association).

New 'kids' on the block

By Bob Fehringer, Editor, A/TQ

As Aly Soden and I take over as art director and editor, respectively, we join everyone offering prayers and well-wishes for Collin Bakse.

We hope to honor his 31 years by continuing to produce the Airlift/Tanker Quarterly in a manner to make him proud.

Aly has worked at USTRANSCOM in the Commander's Action Group, as the command's multimedia specialist, since 2009. Before that she was a graphic designer/technical writer for Science Applications International Corporation producing graphics for printed products, PowerPoint presentations and computer-based training for a variety of government contracts at Scott Air Force Base.

For a short time, she was a multimedia developer and graphic designer at Air Mobility Command, responsible for the design, development and production of web-based Computer Based Training (CBT) modules supporting AMC's Intelligence Internal Formal Training Unit (IFTU).

Aly earned a Bachelor of Arts degree in Graphic Design from SIUE in 2003.

In her spare time, Aly stays active running and playing in a sand volleyball league in the summer and bowling in a women's league during the winter months. She also enjoys running, hiking, and taking on freelance graphic design projects and video editing services for family and friends.

I am a retired USAF Combat Camera photojournalist. After I retired, I returned to SIUE, completed my BA in Mass Communications and finished work for my MA in Mass Communications/Journalism in 1999. With a partner, I created The O'Fallon City Record, a bi-weekly newspaper which we sold to Herald Publications in 2001.

I worked for the St. Louis Post-Dispatch from 1996 to 2005 and produced more than 400 news and feature articles as a stringer for the Illinois Bureau.

I also worked for the O'Fallon Progress from 1991 to 1999 and helped create the Base News Newspaper for which I was the photojournalist.

Thanks to A/TA BOA member Paul McVickar, I was hired in 2005 by SAIC to work as a contractor for the USTRANSCOM Public Affairs Office. This position was eventually converted to a GS-12 for which I was also hired. I retired there in 2017.

Since I am semi-retired, I spend my leisure hours, fishing, collecting classic handguns and shotguns (I do not hunt, I just target shoot), and keeping my chops up as a former drum corps and classic rock drummer.

Aly and I appreciate this opportunity to continue serving the Air Mobility community and thank all who made this possible. ■



UpFront

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

Chairman's Comments



Gen. Duncan McNabb,
USAF (Ret)

Happy New Year to all, and I hope you had a wonderful holiday season.

As we hit the ground running in 2019, we want to build on the tremendous success of our 50th Anniversary Convention in Grapevine, Texas. What a wonderful celebration it was, and it exceeded all expectations. We are already planning our 2019 Convention/Symposium/Technology Exhibition at the Marriott World Center in Orlando, Florida October 23-26, 2019.

Please note, due to conflicts at the hotel, our convention will go from Wednesday to Saturday with our banquet on Friday night. We have already met with Gen. Maryanne Miller and the AMC staff and we have some great initiatives to make this convention even better. So, mark your calendars and get ready for some fun.

As mentioned, our 50th celebration was tremendous, and the positive feedback from our Air Force leadership, our airmen, and our A/TA membership was very positive, generous and heartfelt. Our keynote speakers, led by Secretary of the Air Force Heather Wilson, Vice Chairman of the Joint Chiefs of Staff Gen. Paul Selva, Air Force Chief of Staff Gen. Goldfein, Chief Master Sgt. of the Air Force Kaleth Wright, and our new USTRANSCOM Commander Gen. Stephen Lyons were all amazing...and all spent extra time at the convention to visit with our airmen. I don't think anyone who was there will forget the question and answer session between our Chief of Staff of the Air Force, Gen. Goldfein, and a Jr. ROTC student (AKA San Antonio), and a brand new "intel" airman from Scott Air Force Base who asked truly excellent questions, for which the Chief praised them. It highlighted one of the many opportunities for superb dialogue and interface between our leadership at all levels and the airmen they are entrusted with and serve. It is the best part of the A/TA Convention and it is what I think makes us the gold standard.

A special shout out to our new AMC commander and co-host, Gen. Maryanne Miller, who you saw everywhere, even late into the evening at the Heritage Room. Her outstanding address, including surprising everyone and interviewing Sir Richard Branson on stage, was an event that everyone will remember. Again, the dialogue between our young airmen and Gen. Miller and Sir Richard Branson on vision, leadership, and the future was amazing to behold.

I want to give a special thanks to our Vice President of Programs, Patti Cost, and her team as well as our Industry Vice President, Cary

Walgamott, and his team for their superb leadership in making our 50th Anniversary Convention and salute to our newest hall of famer, Gen. (retired) Walter Kross, such a resounding success.

I also think this year the seminar lineup, led by Master Sgt. (retired) Geno Carvotta, was the best we have ever had...including Spark Tank and a senior leadership panel of three of our Air Mobility legends, Gen. (retired) Fogleman, Gen. (retired) Kross, and Gen. (retired) Handy. Attendees definitely got to soak up some wisdom and you felt blessed to be there. Absolutely well-done Geno.

A final shout out to Tom Kane, Larry Strube and Bernie Wood and lots of behind the scenes volunteers for making our Heritage Room the go-to place in the evening. It was great seeing AMC leadership, wing commanders, command chiefs, civic leaders, industry leaders, and airmen, young and old, enjoying each other, sharing experiences, and having fun. A huge thanks to Tom and gang for making this happen to the benefit for all.

At the convention, we gave a heartfelt farewell to some great Americans and A/TA leaders Col. (retired) John (Murph) Murphy, our Treasurer, Maj. Gen. (retired) John Becker, our A/TA Board of Advisors Chair, and Collin Bakse, our editor, graphic designer, photographer, and jack of all trades...what a huge difference they have all made. And a huge welcome to our new Treasurer, Maj. (retired) Pete Mastroianni, our new Board of Advisor Chair, Lt. Gen. (retired) Rod Bishop, and our new A/TQ Editor, Bob Fehringer, and Art Director, Aly Soden. We are in great hands as we continue to build on our excellent foundation and take A/TA to even greater heights.

As our President, Chief Mike Kerver, and others have asked, please say some extra prayers for Collin Bakse and his loved ones as he deals with some very serious health issues. I talked to Collin recently and I'm amazed at his courage, positive attitude, and excitement for what life holds for him. What an inspiration he is to us all.

I would also ask for you to say some prayers for Southwest Founder and great A/TA and Air Mobility supporter Herb Kelleher and his family. Herb passed away on January 3, 2019 and will be missed beyond words. He absolutely loved attending our A/TA Convention and visiting our airmen at our bases and while deployed, and he always talked about how all of you inspired him...even calling you his "fountain of youth". He took time to speak to us many times and was always one of the true highlights of all who touched him. He was one of my dearest friends, and I, like so many, will miss him mightily.

In closing, 2019 will be an exciting year for us and we look forward to our upcoming board meetings at MacDill Air Force Base, McConnell Air Force Base, and McGuire Air Force Base. We thank the Chapters and the Wing

Chairman's Comments continued on page 3 >>>

Chairman's Comments continued from page 2

Leadership in advance for hosting us as we work with the Air Mobility Command Leadership to chart our course for the future and make the 2019 Convention a tremendous success. So again, mark your calendars to be at the Marriott World Center in Orlando for Oct. 23-26, 2019 to celebrate our great mission and our great people...and to make some more great memories.

With Warmest Personal Regards,
Gen. (ret) Duncan McNabb, Chairman ■

Editors Note: Herb Kelleher, co-founder of Southwest Airlines and a great A/TA and Air Mobility supporter will be remembered in the Spring edition of A/TQ.

President's Message



CMSgt. Mike Kerver,
USAF (Ret)

From the spectacular venue to the "A-List" speakers, I think you would all agree our 50th anniversary convention left us as better-educated, informed and appreciated Mobility Airmen. Not only did we have a chance to re-connect with old friends, we also had the opportunity to meet new ones. The personal messages shared by our most senior Air Force and Air Mobility leadership on one of the biggest stages in Texas was unlike any event I have ever attended.

This was my 19th convention and while it's always easy to say it was the "best," I would much rather say this year's convention continued to build on a legacy of an extraordinary professional development opportunities we work hard to provide our membership. From our Vice-Chairman of the Joint Chiefs of Staff and Air Mobility Command Alum Gen. Paul Selva, to a guest appearance from Sir Richard Branson, certainly a convention for the history books.

The Airlift/Tanker Association is an all-volunteer organization and I'm proud to serve with such a dedicated group of volunteers willing to

give so much of their time, talent and energy. Before I go any further, I would like to extend my personal thanks to the countless volunteers who worked tirelessly behind the scenes to give you the kind of convention you deserve. Led by our Program VP, Patti Cost, we appreciate you and your efforts.

As we continue our post-convention hot wash, planning is underway for our next board meeting scheduled for MacDill Air Force Base, Florida, Feb. 14-17, 2019. Stay tuned to this magazine, social media, your email inbox, and A/TA website <http://www.atalink.org/content/> for regular updates and further information concerning board activities, news, and next year's convention at the Orlando World Center Marriott.

Our A/TA Hall of Fame award is the highest honor the Association can bestow on any individual or mission group. On Jan. 15, 2019, we began taking current year nominations. The submission period will run through Apr. 1, 2019, and the recipient honored at an awards banquet scheduled for the last night of our next convention. I realize there are many competing priorities, but I ask each chapter as well as our general membership to consider deserving nominees. My thanks in advance for your help and participation in this annual process recognizing our mobility heroes. Please look here for specific guideline and selection information, <https://www.atalink.org/content/hall-of-fame/nomination/>.

I also want to encourage our enlisted membership either considering or already enrolled in a college degree program to apply for an Enlisted Education Grant (EEG). For current members in good standing, we offer \$400 grants that can be used for any aspect of your educational pursuit. Full eligibility criteria and application procedures can be viewed here: <http://www.atalink.org/content/enlisted-education-grant/>. Since program inception, the A/TA has given more than \$300,000 to our members working on their professional development goals.

Please keep our former Airlift/Tanker Quarterly magazine editor, Collin Bakse in your thoughts and prayers. Collin was diagnosed with chronic lymphocytic leukemia (CCL) with cold agglutinin disease. In non-medical terms, the condition created blood clots that caused severe damage to Collin's feet, ankles, lower legs, and left deep rashes on his abdomen and arms. The disease progressed quickly and led to amputation of both legs above his knee.

After a lengthy stay in a local St. Louis, Missouri hospital, Collin was moved to the Memorial Care Center in Belleville, Illinois for specialized physical rehabilitation and skin care.

I visited Collin last week, and while he still has a long way to go, he's remarkably upbeat, positive, and maintaining that ever-present sharp wit and sense of humor. For 31 years, Collin tirelessly served our association and is a dear friend to many of us. He worked quietly in the background producing visual and written masterpieces, quickly becoming an invaluable member of our Airlift/Tanker Association team.

Especially unique about Collin is that he served four years in the U.S. Army and never wore an Air Force uniform yet possesses an uncanny understanding and institutional knowledge about Air Mobility. Collin's personal contributions reflect everything that is good about this association and those that serve Air Mobility today. Please consider a small donation to support Collin and offset some of the expenses associated with a specialized wheelchair, scooter, etc. As always, your cards and words of encouragement are deeply appreciated and should be sent to Collin at the following address: **3229 Mascoutah Avenue, Belleville, Illinois, 62221.**

As you begin the new year, we bid farewell to three valued volunteers. Serving more hours than I can count, I'd like to extend my deepest gratitude to not only Collin, but Col. (retired) John Murphy (Treasurer), and Maj. Gen. (retired) John Becker (Board of Advisor Chair). Their combined service is impossible to measure, but appreciated more than they will know. Picking up where they left off, we welcome our new A/TQ editor, Bob Fehringer; art director Alyson Soden; treasurer, Maj. (retired) Peter Mastroianni; and Board of Advisor Chair, Lt. Gen. (retired) Rod Bishop. There are also numerous additions and changes to our internal committees, and I look forward to working with all of them.

Finally, I want to also extend a warm A/TA welcome to our new Air Mobility Command, Command Chief Terry Greene and 18th Air Force Command Chief Chris Simpson. I had an opportunity to meet both and am grateful for their leadership and enthusiasm. Both are excited to get involved and continue a long legacy of operational support and professional development of our Mobility Airmen.

Thanks for your membership.
Mike ■



Chief of Staff of U.S. Transportation Command, Maj. Gen. John C. Flournoy, expresses his appreciation to members of the 126th Maintenance Squadron for dedicating their time to working on the USTRANSCOM static boom and winglet display, Dec. 20, 2018, at Scott Air Force Base, Illinois. (Air National Guard Photo by Senior Airman Ariana Feeman).

VP of Programs Comments

At this year's convention we celebrated our 50th anniversary. It's hard to believe it's been 50 years since the Association was founded.

This year's convention had a major lineup of guest speakers, from the Vice Chairman of the Joint Chiefs of Staff, SECDEF, CSAF, CMSAF,

NGB/CC, AFRC/CC and ACC/CC to a special guest appearance from Sir Richard Branson who assisted Gen. Miller during her presentation to present the Spark Tank winners.

Our audience was primarily first-time attendees and great comments were received. AMC's focus on retention continues to allow our young Airmen to experience hearing their leaders up close and personal.

The Gaylord Texan provided a perfect venue. It's close proximity to all meeting rooms, exhibit halls, and registration proved to be valuable to get to each seminar in a timely manner.

Survey comments reflects it was a great conference.

Patti Cost ■

Secretary's Notes



Col. Mike Cassidy,
USAF (Ret)

Happy New Year, Wishing all of you a wonderful 2019.

Before I get started with any business, let me join our President, Chief Master Sgt. Mike Kerver (USAF, retired) in wishing my very best to Collin Bakse. If you've seen our web or

Facebook sites you know that Collin has some serious health issues. If you've been involved at all with A/TA in the past three decades you know Collin is family. Personally, he has been close to multiple generations of the Cassidy family and we appreciate his friendship. Our prayers are with him and we will do what we can to help him maintain his "quirky" sense of humor and make him smile throughout this ordeal.

I also want to add my farewell to our Treasurer Col. John Murphy (USAF, retired). "Murph's" work as our treasurer for 19 years is nothing short of remarkable. He has weathered many storms and was the key to making sure the association stayed financially afloat. In my five years serving on the board Murph was the steadying hand and calming influence, I thank him and his family for his friendship and service to this great organization.

Lastly, a special thanks to Maj. Gen. John Becker (USAF, retired), the Becker and Cassidy families have close connections. It has been special for me to work closely with such a special friend.

Others have already said this, but our 50th anniversary convention was great. Thanks to Patti Cost, Col. Cary Walgamott (USAF, retired), Master Sgt. Geno Carvotta (USAF, retired), Lt. Col. Gary Hart (USAF, retired), Sondra Hart and the small host of volunteers who made it another superb opportunity for

professional development and camaraderie.

Each year we conduct the association's annual business meeting in conjunction with the convention. This one was particularly memorable for several reasons; bottom-line it was a busy, productive meeting. Here is a short summary:

- Col. Murphy presented the annual treasurer's report at the meeting. The overall financial status is sound but we won't have the full picture until the end of the 2018, and we expect that report to be presented at the 2019 Winter Board meeting.

- Lt. Col. Gary Hart (USAF, retired) presented an administrative report outlining the status of our membership, at the time of the meeting there were a total of 3,438 members of which 1,366 are life members and 245 are corporate members. There are also 56 Industry Partners

- Lt. Col. Hart then offered a summary of the Enlisted Education Grant program and the association's ROTC scholarship contributions. Since the inception the Enlisted Education Grant program 896 grants have been awarded translating to approximately \$300,000. Additionally, since 2008 the association has presented \$286,000 of ROTC scholarships.

- As the chairman of the nominating committee Gen. Walter Kross, (USAF, retired) presented the nominated individuals for board positions. After some discussion Maj. Pete Mastroianni (USAF, retired) was elected as our new treasurer.

- Gen. Kross then presented for confirmation by the general membership four individuals, which the board selected at the Summer board meeting to be members of the Board of Advisors. The following were approved by the membership to become members of the Board of Advisors:

- Lt. Gen. Robert "Rod" Bishop Jr., (USAF, retired)

- Lt. Gen. William "Bill" Welser III, (USAF, retired)

- Maj. Gen. David "Scott" Gray, (USAF, retired)

- Maj. Gen. Thomas "Tom" Kane, (USAF, retired)

- There were also five by-law changes presented to the membership all were accepted, the president and the secretary will work together to make and publish the needed changes. Below is a short summary of the changes:

- a. The association's historian will provide a report to the board at the annual business meeting.

- b. Chapter presidents or their designated representatives should participate in the annual business meeting, preferably in person or by proxy vote to be coordinated by the senior vice president if required.

- c. Currently only the terms of office for the chairman and president are restricted to two terms of three years. In the future all the remaining officers will be restricted to three terms of three years but no longer than 10 years. If circumstances dictate the board can extend a members service beyond the 10 years if required.

- d. An agenda for the annual business meeting will be published no later than 30 days in advance of the meeting.

- e. Lastly, the by-laws will be reviewed annually.

Although there were other discussions during the business meeting these were the highlights.

Our winter board meeting will be held at MacDill Air Force Base, Florida on Saturday, Feb. 16. All members are welcome and encouraged to attend the board meetings. Keep an eye on our Web and Facebook sites for details but feel free to send me an email at 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

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Remembering a legend: Air Force Medal of Honor recipient Col. Joe Jackson

By Secretary of the Air Force Public Affairs

Nearly 50 years after receiving the Medal of Honor, Air Force legend Col. Joe M. Jackson passed away Jan. 12, 2019, at the age of 95.

Known as an Air Force Hero of the Vietnam War, then-Lt. Col. Jackson was awarded the prestigious medal on Jan. 16, 1969, by President Lyndon B. Johnson, for his selfless, heroic actions in combat.

"We are saddened by the loss of Medal of Honor recipient Col. Joe Jackson, his amazing story of humility, courage and Airmanship will be remembered," said Secretary of the Air Force Heather Wilson. "Our heart-felt condolences go out to his family and friends."

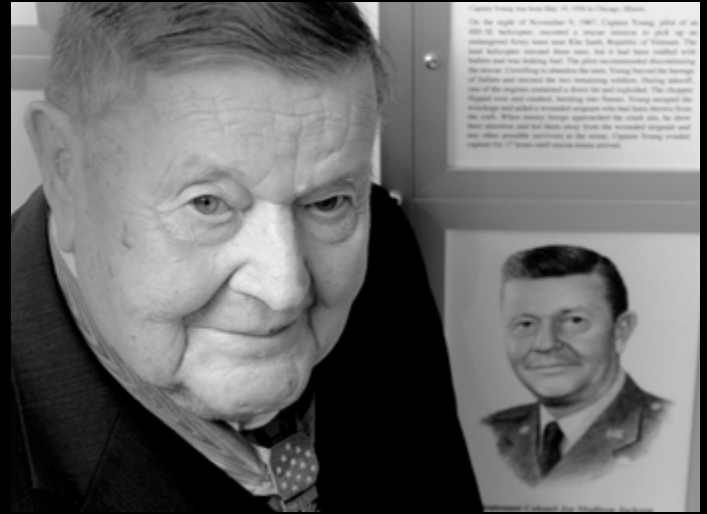
On May 12, 1968, Jackson, commander of an unarmed C-123 transport aircraft, flew on an emergency mission from Da Nang to Kham Duc, South Vietnam, after a special forces camp at Kham Duc was overrun by enemy forces. They had taken the forward outpost and were in complete control of the airstrip, which was surrounded on all sides by mountainous terrain.

While orbiting over the battle area, Jackson learned by radio about a three-man combat control team that had been inadvertently left behind after the camp was air evacuated. Another C-123 transport was ahead of Jackson in the traffic pattern. Though the rescue aircraft landed successfully on the debris-littered airstrip, it failed to evacuate the team. Jackson answered the call by descending rapidly from 9,000 feet and making an assault landing on the strip, while under heavy enemy fire. After he stopped, a rocket fell in front of the transport. A dud, it bounced harmlessly toward the nose of the plane without exploding.

Jackson landed near the spot where the CCT was reportedly hiding,

and ultimately rescued the men. With the team safely on board the aircraft, he quickly took off under a mortar barrage and intense automatic weapon fire from the surrounding hills. After landing at Da Nang the crew found that not a single bullet had touched their aircraft during the entire flight.

"As one of only two living, Air Force Medal of Honor recipients, his story of courage and leadership was uniquely preserved through his own account of that mission, the decisions that led up to it, and the life he aspired to lead," said Air Force Chief of Staff Gen. David L. Goldfein. ■



Retired Col. Joe Jackson poses with a permanent Medal of Honor display March 24, 2015, at the Pentagon in Arlington, Virginia. (U.S. Air Force photo by Scott M. Ash).

The A/TA Enlisted Education Grant Program *Designed to help you reach your educational goals.*

The A/TA Enlisted Education Grant Program is designed to help A/TA enlisted members achieve their education goals.

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

EEG CRITERIA:

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- ★ *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.*



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

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

A/TQ heart and soul Collin Bakse moves on

A Salute to the Former
A/TQ Art Director,
Editor and Friend of the
Airlift/Tanker Association

by Bob Fehringer

Collin Bakse, Grapevine, Texas – October 2018.
(Photo Courtesy of Airlift/Tanker Association).

Collin Bakse has been the heart and soul of the Airlift/Tanker Quarterly for more than 31 years. In his capacity as editor of A/TQ, he has produced approximately 130 issues of the Airlift/Tanker Association's magazine and created a myriad of posters, brochures, banners, coin designs and just about every imaginable artwork for the association.

"I started in 1987 when the association was still the Airlift Association," Bakse said. "I was recommended for the art director position of the then-named 'The Airlifter' by then editor Steve Seney, and was officially hired by Airlift Association chairman Gen. Robert E. 'Dutch' Huyser."

According to Bakse, Gen. Huyser told him to start simple and keep improving and developing the magazine until it reached the level of excellence he envisioned. "He later told me to keep going along the path I have," Bakse said.

Bakse's path to A/TA began with his birth in Fort Sill, Oklahoma in 1948. Raised by his mother Meredith and stepfather Army Command Sgt. Maj. William Bakse Sr., along with step brothers William Edward Bakse Jr., Michael Andrew Bakse, Jimmy Carey and step sister Fran Carey.

"Collin has always been creative," said brother William, "Mom always said 'He is from a different world and sees things like no one else.' He took so many art classes in high school that he had to go to summer school to graduate. After he graduated, he was going to be drafted, so he volunteered, got a choice and went to the Army."

Bakse served four years in the Army Security Agency. He volunteered for Vietnam, but was assigned to Thailand and later Germany, where he met his wife Dawn (deceased). According to William Bakse Jr. when Collin left the Army, he was asked to join the National Security Agency and the Secret Service. "He told them (Secret Service) he did not think he would take a bullet for the president," William said. "Instead he chose to start a graphic design business called Bakse Graphic Design."

Bakse has attended every convention since 1989 and has had many memorable moments over those 31 years, among them working with Gen. Huyser to develop and design the logo/emblem for the newly named Airlift/Tanker Association.

According to Bakse, his career highlights include the creation of his first special convention issue, which featured Lt. Gen. "Moose" Harden. Also featured was his story about the 1987 stand-up of U.S. Transportation Command and Gen. Duane Cassidy, the first dual-hatted CINTRANS (commander-in-chief USTRANSCOM) and CINCMAC (commander-in-chief Military Airlift Command).

"Gen. Huyser once told me that he enjoyed reading a story (in A/TQ) submitted by a member about a UFO," Bakse said. "And then telling me he did not want to read another one (like it). Message received."

"In 2005, I went back to Vietnam as part of World Airway's Operation Babylift – 'Homeward Bound' on the 30th anniversary of Operation Babylift which brought Vietnamese

orphans to America in 1975," Bakse said.

In the fall of 2005, he accompanied Berlin Airlift "Candy Bomber" Col. (retired) Gail Halvorsen and A/TA President Mark Smith for the base closing ceremonies at Rhein-Main Air Base.

Known for his flowing locks, Bakse recalled a meeting with Gen. Ronald R. Fogleman, 15th Chief of Staff of the Air



Collin Richard Bakse, Michael Andrew Bakse, and William Edward Bakse Jr., circa 1957. (Courtesy Photo: Bakse Family).

Force and former Air Mobility Command and USTRANSCOM commander.

"I remember Gen. Fogleman telling an entire theater full of airmen at Travis Air Force Base, California that 'there were two people attending the A/TA board meeting with him who were authorized to have long hair, Pam Traynor and Collin Bakse,'" Bakse said. "I have felt more comfortable with my long hair ever since."

Shortly after the 50th Annual Airlift/Tanker Association and Air Mobility Command Symposium in 2018, Bakse became seriously ill, taking all concerned by surprise. He is battling cold agglutinin, an autoimmune disease in which the immune system mistakenly attacks and destroys its own red blood cells, and has been hospitalized in the St. Louis, Missouri area.

According to Sondra Hart, A/TA administrator, Collin has had surgery to remove his lower legs and will be in a transitional care hospital to receive an extensive antibiotic regimen until the end of January.

"If all goes well at the end of January, he will move to another hospital for more rehab therapy," Hart said. "Collin has been dedicated to A/TA for over 30 years. He is one of the most generous and kind men I've ever met. He is an extremely talented graphic designer, writer, editor and artist."

Many share Hart's feeling, and offer thoughts and prayers to this A/TA legend.

"For anyone who has been part of A/TA for any amount of time, Collin's work is all around us and symbolizes this Association in both print and pictures," said A/TA President

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Chief Master Sgt. (retired) Mike Kerver. "Collin is a part time historian, part time photographer, part time artist, and a part time writer.

"He is the talent behind our association's award-winning magazine, the Airlift/Tanker Quarterly, serving as both the editor and art director," Kerver continued. "We know Collin is an exceptionally talented gentleman who has supported our association for 30 plus years, and a friend to all of us. Please keep him in your thoughts and prayers."

"If you've been involved at all with A/TA in the past three decades you know Collin is family," said A/TA Secretary Col. (retired) Michael D. Cassidy. "Personally, he has been close to multiple generations of the Cassidy family and we appreciate his friendship. Our prayers are with him and we will do what we can to help him maintain his 'quirky' sense of humor and make him smile throughout this ordeal."

Friend and Board of Advisors member Paul McVickar recalled working with Collin over the years.

"He produced fantastic graphic designs, themed to the annual Convention, Symposium and Exposition, and provided me with multi-layered graphics to enhance my video productions," McVickar said. "Additionally, he frequently found archival photos of the HOF (Hall of Fame) inductees, which he used to describe the contributions to Air Mobility that the inductee made, and he shared those photos with me to bolster the videos as well. Collin will be sorely missed."

And finally, Gen. (retired) Duncan J. McNabb, A/TA Chairman, recalled a conversation with Bakse.

"I talked to Collin recently and I'm amazed at his courage, positive attitude, and excitement for what life holds for him," McNabb said. "I was blown away by his courage. What an inspiration he is to us all." ■



Clockwise from Top Left: Collin Bakse posing with a lifesize cardboard display outside a store in Thailand; Michael Bakse, William Bakse, and Collin Bakse at a birthday celebration; Collin Bakse being pushed face first into a birthday cake while stationed in Thailand. (Photos courtesy of the Bakse Family). Collin Bakse and Col. (retired) Gail Halvorsen at the 2018 A/TA Symposium in Dallas, Texas. (Photo courtesy of the Airlift/Tanker Association).

Airlift/Tanker Association Symposium welcomes 900 mobility professionals

By Tech. Sgt. Jodi Martinez, Air Mobility Command Public Affairs

The 50th Airlift/Tanker Association Symposium and technology convention kicked off Oct. 25 near Dallas, Texas, where Air Mobility Command aims to develop Total Force mobility professionals across the world.

A/TA is the Mobility Air Force's premier professional development training event with about 900 Airmen in attendance this year.

Holding true to this year's theme, 'heritage, heroes and horizons,' Vice Chairman of the Joint Chiefs of Staff Gen. Paul J. Selva opened the symposium with an address reflecting on Mobility Air Force's predecessors and recognizing current Mobility Airmen who continue the mobility legacy.

"Look around the room," said Selva. "You are all extraordinary. The work you do every day helps us define this nation. There isn't a single place that you won't go; there isn't any place you can't take us that allows us to do our mission. Everything that defines mobility is defined by you."

Gen. Maryanne Miller, Air Mobility Command commander, highlighted the need to continually evolve to keep up with a changing world.

"Our forces must be prepared and ready to operate in any environment," said Miller.

"Agility is key, partnerships are vital, and innovation and investment in our people are absolutely essential."

Professional training forums, such as A/TA, represent an investment in Airmen, and offer opportunities for senior leaders to shape understanding of issues and ensure enhanced understanding of expectations and roles associated with the mobility force—taking a look at the past to present day.

Secretary of the Air Force Heather Wilson recognized past logistical feats like the Berlin Airlift, whose 70-year old legacy remains one of the greatest airlift successes of the nations' history.

She also commended mobility forces, that swiftly responded to Hurricane Michael, enabled Tyndall Air Force Base, Florida, to be rebuilt and restored quickly and safely. Mobility capabilities, Wilson said, stretch across the globe, where Mobility Airmen have the ability to build airstrips that may not have been there a day before or extend the strength and power of the nation at any time.

"So, where do we go from here?" Wilson asked. "First and foremost,

air refueling is a no fail mission for a global power."

Tankers are key to power projection in an era that is defined by the great power competition, said Wilson. The delivery of the Air Force's newest tanker, the KC-46 Pegasus, which is expected to be delivered to McConnell Air Force Base, Kansas, this year, is just one part in that mission. In an effort to deliver the mobility force the nation needs to meet future threats, the Secretary discussed the need to grow the force.

"The Air Force we need in the 2025 timeframe will need more tanker squadrons," said Wilson. "In fact, our analysis says we'll need 14 more tanker squadrons."

Additionally, the Air Force plans to have 386 operational squadrons across the force by 2030, 74 more than the force has today.

Wilson said the Air Force is dedicated to revitalizing the force, which includes addressing the 4000-maintainer deficit that plagued the Air Force years ago. By the end of the year, Wilson said that shortage will be eliminated.

In an effort to retain and grow maintainers, Miller indicated the maintainers are a key area of focus.

"I plan to reach out directly to my maintainers," said Miller. "We have the number of maintainers required, but the skillset is slightly out of balance due to them just coming on board in our Air Force. We must grow, develop, and retain these young Airmen and talented maintainers."

Throughout the event, Mobility Airmen will continue to develop their knowledge of current operations and the mobility enterprise future through keynote addresses from Department of Defense leaders and 36 seminar opportunities. One of those seminars includes

the AMC Phoenix Spark Tank Competition, where AMC finalists will unveil their mobility innovations for a chance to represent AMC at the Air Force competition. Innovations that may help Airmen deal with an increasingly dynamic global environment.

"The National Defense Strategy clearly articulates the way the world has and continues to evolve," said Miller. "As the world rapidly changes, we must adapt and do our part to deliver joint force capability solutions wherever and whenever required. And, we will." said Miller. ■

Air Mobility News & Views continues >>>



Gen. Paul J. Selva, Vice Chairman, Joint Chiefs of Staff addresses the Airlift/Tanker Association 50th Anniversary Symposium at the Gaylord Texan, Dallas, Texas Oct. 25, 2018. (USAF Photo).

Innovation enhancing mission for Air Force's largest air mobility wing

By Tech. Sgt. James Hodgman, 60th Air Mobility Wing Public Affairs

Airmen at Travis Air Force Base, California are implementing innovative strategies to reduce man hours and increase mission effectiveness.

During the last few months of 2018, the base implemented a variety of innovations including 3D printing and 3D scanning.

Cultivating a culture of innovation is essential to mission success, said Col. Matthew Leard, 60th Air Mobility Wing vice commander.

"At Travis, Airmen are empowered to identify and solve problems at their level, rapidly," he said. "We want Airmen to think big and try the ideas others say will never work. It does not always have to be proven technology or have a business case. Let's just try it, who knows it may just work."

The innovations under way at Travis were made possible when the Air Force distributed \$64 million in Squadron Innovation Funds in an effort to increase readiness, reduce cost, save time and enhance lethality of the force.

In October, Travis procured a 3D hand scanner capable of producing three-dimensional representations of aircraft parts. The device has also been used to inspect aircraft damage.

"The scanner displays the deepest part of a dent to the nearest thousandth of an inch," said Master Sgt. Christopher Smithling, 60th Maintenance Squadron assistant section chief for aircraft structural maintenance. "The scanner can identify the shape of a dent, as well as if it's sharp, smooth or round, which allows us to give our engineers a better damage analysis than we could before."

Smithling said the scanner was first used in November to inspect the landing gear of a C-17 Globemaster III after a bird strike, and over the past month, has greatly reduced the time required to complete damage inspections.

"One of our C-5 aircraft went through a hail storm in 2013 and we found many dents on all the panels," he said. "We've performed an inspection of this aircraft every 180 days and we've had to measure every dent that's still on the wing's surface. The first few times we did that, it took us 48 hours. We had that C-5 in our hangar last week and we were able to inspect the four primary structural panels in 30 minutes."

The 60th MXS is also in the process of procuring two 3D printers, one polymer printer and one metal printer, so they can reproduce aircraft parts.

"With the two additive manufacturing units, we will be able to grab any aircraft part, scan it, and within four to eight hours, we will have a true 3D drawing of it that we can send to the additive manufacturing unit to print it," said Smithling.

That capability, he said, will decrease the time Travis aircraft are out of service.

"Right now, we could have one of our aircraft down for about 48 hours while we try to get the part it needs," he said. "Once we have

this additive manufacturing capability in place, we will likely be able to print and replace parts in a few hours and return our aircraft to flying status much quicker."

Innovation is also leading to improved patient care at David Grant USAF Medical Center, the largest medical center in the Air Force. The Dental Clinic at DGMCC received a Form2 Printer in August, which has enabled the clinic to produce a variety of items used for dental surgery.

"We currently fabricate surgical guides, hard night guards and dental models or casts with different variations," said Capt. Geoffrey Johnston, 60th Dental Squadron prosthodontist. "We are also investigating printing temporary crown and bridge restorations, complete and partial dentures and orthodontic clear aligners."

"Prior to additive manufacturing techniques, there were shapes and designs for instruments and restorations in dentistry that were either impossible or so expensive and cumbersome to fabricate, they were not feasible to create," Johnston added. "The Form2 overcomes those pitfalls and does so with resins that have been determined biocompatible for intraoral use."

This technology leads to improved patient care, said Johnston.

"By merging 3D radiographs of jaws with 3D models of actual teeth, we are able to plan exact placement of implants and with 3D printing technology added to that, we are able to carry out those plans with extreme precision," he said. "This precision of placement gives us the ability to more predictably avoid nerves, vessels and adjacent teeth with our implant placement. Also, this technology enables us to have temporary crowns made before dental implant surgery to attach to the implants at the time of surgery."

While Travis has implemented a variety of innovations in 2018, the base is

also focused on innovation in the future.

A mobile food ordering system is expected to be online in January 2019. The service will allow customers to order and pay for food without visiting an eatery on base. It will also be the first of its kind at an Air Force base in the continental United States.

"We serve approximately 42,000 customers a week at our facilities and we noticed, especially during lunch and dinner hours, long lines which can lead to long waits," said Brian Floyd, 60th Force Support Squadron deputy director. "Wait times in some cases exceeded 40 minutes from the time the customer got in line to the time he or she received their food. Quicker service will allow Airmen to get and eat their food in a timely manner and prevent potential mission delays."

Floyd said the online ordering system will be available to everyone at Travis. He also said the service is expected to decrease wait times by 35 percent.

"We are also working on a long-term plan to provide delivery services so Airmen won't have to pick up their food themselves," he said.

Currently, Travis Airmen are working on a dozen 2018 SIF funded projects and preparing to submit innovative ideas for the 2019 SIF campaign. Airmen can submit ideas through the U.S. Air Force Ideation Platform at <https://usaf.ideascale.com/>.



Joshua Orr, 60th Aircraft Maintenance Squadron, uses a CreaForm HandyScan 700 to capture digital information to render a three-dimensional image of an aircraft part into specialized computer software, Nov. 16, 2018, at Travis Air Force Base, California. The scanner will be utilized in conjunction with two additive manufacturing units, one polymer and one metal, to print aircraft parts on site. (U.S. Air Force Photo by Heide Couch).

Super Galaxy: AE's biggest ally

By Master Sgt. Joey Swafford, 60th Air Mobility Wing/Public Affairs

During a cold, gloomy first week of December, total force Airmen teamed up at Scott Air Force Base, Illinois, to test the capability of the Air Force's largest aircraft to perform aeromedical evacuation during a proof of concept event.

The goal was to establish the C-5M Super Galaxy as part of the universal qualification training program for AE forces. If successfully certified, the C-5M will have the capability to move three times the current capacity in one mission compared to other AE platforms.

The proof of concept event was made possible by recent upgrades to the C-5 making the cargo compartment more suitable for AE operations.

"The engine upgrade allowed the aircraft to produce a lot more power and to use the jet more efficiently," said Master Sgt. Christopher Boots, 60th Operations Group Standardization and Evaluation C-5M flight engineer evaluator. "Another factor was the environmental system received upgrades. We now have better control over the systems, and we're able to better control the environment (temperature and cabin pressure) that the AE folks would have downstairs in the cargo compartment."

The C-5M upgrades allowed the proof of concept to work, but the Airmen's innovation is what made it happen.

"The Air Force as a whole is more interested in using the assets that we have more efficiently and maximizing the capability that we can get out of different airplanes," said Maj. Kevin Simonds, 22nd Airlift Squadron C-5M pilot. "I think this is an example of that. It's a priority within the force and in the MAJCOM (Air Mobility Command) as well to try to maximize the way we use the assets that we have."

With the Department of Defense's shift to focus on great power competition and maintaining readiness, the C-5M's greater capability to the AE enterprise could be a game changer.

"It was great to observe, first hand, our Airmen working hard to make innovative strides using our existing platforms to get after a critical mission set," said Brig. Gen. Darren James, director of AMC's Operations, Strategic Deterrence and Nuclear Integration. "Last week's test provided valuable learning as we move forward in evaluating ways to increase our readiness and support of the 2018 National Defense Strategy."

The C-5M AE mission not only benefits readiness for any future conflicts it will be a benefit during any future natural disasters.

"Using the C-5 for AE is going to be a pivotal point moving forward because it can be another platform for AE to move troops and also to aid in humanitarian missions and do mass evacuations," said Maj. Catherine Paterson, 439th Aeromedical Evacuation Squadron flight nurse. "Just being able

to help either troops or humanitarian relief and pitch-in for that makes my job even more exciting and just warms my heart."

The C-5M and the active-duty Airmen crew traveled from Travis AFB. They were joined in the proof of concept by other active-duty Airmen and civilians from AMC, Scott AFB and the 43rd AES out of Pope Army Air Field, North Carolina. Reserve AE teams from the 439th AES out of Westover Air Reserve Base, Massachusetts, and the 433rd AES out of Joint Base San Antonio, Texas also joined them. Lastly, the team included the 142nd AES with the Delaware Air National Guard, making it a total force effort.

This effort allowed for training standardization and boosted readiness for operational missions.

"It's always beneficial to have the total force working together as one team," said Paterson. "You always learn new things from working along with people from different backgrounds. You get different ideas, different concepts and you work together with the sole purpose of bringing troops home safely."

With the proof of concept successfully testing the cargo department as a viable option for AE missions, the AE community is waiting for the Air Force to certify the use of the platform before the C-5M is officially part of their mission.

"We have made a great amount of progress in the last eight months," said Maj. John Camacho-Ayala, Headquarters AMC branch chief for aeromedical evacuation operations and training. "I think that sometime in the near future we will definitely have a C-5 as part of our arsenal and a part of our weapons systems for the AE enterprise."

Once all the certifications are completed, the AE community will gain their biggest ally yet with the Air Force's largest plane.

The importance of having this great ally wasn't lost on those who participated in the weeks' events.

"I can say yep; I was there at the very beginning of the C-5 (AE testing) to help out and to provide input to troubleshoot questions," said Paterson. "And to get AE on this aircraft hopefully up and running and transporting troops, so that we can do it. I mean there's nothing more rewarding than to look back on your career and say I was part of making history."

Air Mobility News & Views continues >>>



U.S. Air Force airmen load simulated patients from a bus onto a C-5M aircraft from Travis Air Force Base, California during a C-5M aeromedical evacuation proof of concept evaluation at Scott AFB, Illinois, Dec. 3, 2018. (U.S. Air Force photo by Master Sgt. Joey Swafford).

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Foreign Naval officers dive into Air Mobility

By Staff Sgt. Andrea Salazar, Joint Base Charleston Public Affairs

Approximately 56 foreign and joint military officers from 52 foreign naval services from around the world visited Joint Base Charleston, South Carolina Nov. 13, 2018, to learn about the mission and capabilities of Air Mobility Command as well as JB Charleston's role as the gateway to the Atlantic.

This is the first time international students from the Naval Command College's Arleigh Burke Fellowship have visited JB Charleston. The program is one of several at the NCC, which is part of the U.S. Naval War College in Newport, Rhode Island. It is the Navy's flagship senior developmental education program, focusing on educating and developing future leaders by building strategic and cultural perspective—as well as trust, confidence and cooperation—between American and international officers.

"Part of the program focuses not only on teaching these officers American defense, but also integrating them into American culture by traveling all over the U.S.," said U.S. Lt. Col. Chris Stephens, Naval War College student. "This visit gave our foreign nation partners an opportunity to see firsthand how U.S. Transportation Command connects all the way down to the tactical level. It was also great to get a feel for what the mission is like for an airlift unit in the U.S."

For some students, seeing the large amount of C-17 Globemaster III aircraft and mobility assets was a high point of the trip.



A group of Naval War College students, comprised of foreign and joint military officers, stand outside a C-17 Globemaster III aircraft during a Nov. 13, 2018, visit to Joint Base Charleston, South Carolina. The visit educated naval officers about air mobility operations and was the first time international students from the Naval Command College's Arleigh Burke Fellowship program had visited JB Charleston. (U.S. Air Force photo by Staff Sgt. Andrea Salazar).

"Coming from a small country, it's amazing to see the mammoth capabilities the U.S. Air Force has in terms of size, infrastructure and abilities," said Capt. Joseph Rohan, a Sri Lankan naval officer. "I can see how they're truly able to make a global reach because that is something very few countries can accomplish."

Although the majority of the class are naval officers, Rohan expressed the importance of understanding air operations.

"As naval planners, especially at the operational level, we do need

to understand the unique characteristics air mobility brings into future operations," said Rohan. "Contingency operations are not one-dimensional, so gaining insight into the air and land components helps us consider that for future planning. Also, we get to take back to our home countries some of the training we've learned and the unique and positive impact that comes with working with U.S. forces."

In addition to learning about air and naval operations, students visited the U.S. Army's 841st Transportation

Battalion and learned about their role and mission of deploying and conducting surface deployment, redeployment distribution and water terminal operations to support and sustain the warfighter.

Stephens, who coordinated the visit, emphasized the value of working and building key relationships with partner nations.

"We should never do something unilaterally. We should always be engaging partners and it should be in the best interest of a group rather than a single entity," he said. "That's exactly what this program does. It's designed to create relationships and bonds with senior leaders and their respective navies across the world."

Air Force accepts KC-46A

By Secretary of the Air Force Public Affairs

The Air Force accepted the first KC-46A Pegasus tanker from The Boeing Company Jan. 10.

This is a major milestone for the next generation tanker and will allow Airmen to begin operational testing and flight training.

The Air Force has identified, and Boeing has agreed to fix at its expense, deficiencies discovered in developmental testing of the remote vision system. The Air Force has mechanisms in place to ensure Boeing meets its contractual obligations while initial operational testing and evaluation continues.

The formal deliver ceremony at McConnell Air Force Base, Kansas, will occur as early as late January.

89th Airlift Wing flies tribute honoring former president

The 89th Airlift Wing, based at Joint Base Andrews, Maryland, conducted a tribute flight in honor of former President George H. W. Bush with an Air Force VC-25A, over the interment site at College Station, Texas, at approximately 3:55 p.m. CST on Wednesday, Dec. 5.

The Boeing 747 aircraft is one of two VC-25As assigned to the Presidential Airlift Group, 89th Airlift Wing. When the President of the United States is on board the VC-25A, it is commonly referred to as "Air Force One." For the mission supporting the State Funeral, the aircraft call sign is Special Airlift Mission 41, in honor of the former President of the United States.

The 89th Airlift Wing provides global Special Air Mission airlift, logistics, aerial port and communications for the president, vice president, members of Congress, cabinet members, combatant commanders and other senior military leaders.

AMC commander priorities highlight A/TA Symposium

By Air Mobility Command Public Affairs

The commander of Air Mobility Command announced six priorities designed to steer the mobility enterprise toward advancing Rapid Global Mobility and power projection in support of the Air Force and combatant commanders worldwide.

In delivering the 2018 Airlift/Tanker Association Symposium closing address Oct. 27 in Grapevine, Texas, Gen. Maryanne Miller, touched on ways the command is guided by and supports the National Defense Strategy.

"The National Defense Strategy clearly defines our path," said Miller. "We are in a time of great power competition and we must be ready to compete, deter and win. My top priority is *readiness*, our mission success depends on it."

Of 36 seminars available at A/TA, nearly every one addressed or was related to the Air Force's number one priority: readiness. From topics like training Mobility Air Forces in resilient and agile logistics to practicing emotional resilience within the military, a state of readiness was presented as foundational to the mobility enterprise.

Miller's next priority, *sustaining an effective nuclear response*, is reliant on AMC's aerial refueling and nuclear airlift missions. Both are key to effectively deterring potential adversaries and assuring allies of the nation's commitments and resolve.

As the world becomes more complex and dangerous, *operating in contested environments* is going to be the new norm, Miller said, which is why increasing the survivability of the mobility enterprise is a top priority. She highlighted tankers like the ones that enabled Air Force B-1s to conduct coalition strikes in a high-threat contested environment in Syria as an example of what the force can increasingly be expected to face.

"Knowing they were entering an operationally contested environment, the crew took proper precautions to avoid GPS jamming, which began a few minutes after their arrival in the working area," said Miller. "After extending the operation by two hours to support unplanned contingency refueling, the crew finally returned to base. Once again, great Airmen doing great things."

To dominate in a world where space and cyberspace are now congested and contested domains, Miller stressed the need for AMC to embrace modernizing command and control

efforts. In a seminar on multi-domain command and control, Maj. Justin Reynolds, from the Air Force Strategic Integration Group, outlined examples of how operations in air, space, and cyberspace domains must advance and become more integrated at a tempo an adversary cannot match or operate against successfully.

Tackling the next priority, *developing the force*, Miller said the Air Force has been a consistent leader in leveraging the strengths and diversity of service members and must look for ways to be more inclusive and maximizing talent. "Our Airmen are our greatest resource, period," said Miller.

Miller's fifth priority, *modernization and*



Gen. Maryanne Miller, Air Mobility Command commander, addresses Airmen during the closing address during the Airlift/Tanker Association Symposium in Grapevine, Texas, Oct. 27, 2018. (U.S. Air Force photo by Tech. Sgt. Jodi Martinez).

recapitalization efforts, aims to provide timely upgrades to maintain a competitive edge and lethality within the joint force.

"The National Defense Strategy clearly defines our path," said Miller. "We are in a time of great power competition and we must be ready to compete, deter and win. My top priority is readiness, our mission success depends on it."

The introduction of the KC-46 will help rejuvenate an aging tanker fleet. Also discussed was the movement toward use of 3D printing to replace obsolete parts that are expensive to procure.

Miller's final stated priority, *innovation*, was one of the most prominent themes of the symposium. To help explore the topic, Miller invited Sir Richard Branson, founder of Virgin Group, innovator and philanthropist, to the stage to engage in a discussion and help

Miller recognize the finalists for this year's Phoenix Spark Tank competition, the first one held at the A/TA Symposium.

The competition was designed to spark innovation and bring about mission enhancements via the ideas of Airmen. The Airman-powered Phoenix Spark Program, which originated at Travis Air Force Base, California, was created to foster a culture of innovation, employing creativity and problem-solving skills to address areas requiring change in the Air Force. The program is designed to foster collaboration between government, industry, and academia, according to officials.

The winner of this year's AMC competition, Staff Sgt. Travis Alton, from the 19th Logistics Readiness Squadron, Little Rock Air Force Base, Arkansas, created a design that fixed an engineering defect within the release assembly of the M-1 cargo parachute for less than a dollar a piece, a considerable cost savings. His idea will move forward to the Air Force-level competition, which AMC won in the previous year.

Miller encouraged Airmen to remain empowered to follow in the footsteps of modern and past mobility innovators throughout history.

She said, "In the beginning, even world-changing ideas like aerial refueling, got a 'No.' So to all my innovators out there, don't take 'No' for an answer... We're going to send one [innovator] on to the Air Force competition, but we're going to implement the other three ideas," referring to the other finalists' innovative solutions.

To foster innovation, AMC has continued to partner with industry experts to enhance mission effects and advance readiness headed into the future. While on stage, Branson offered insight into how to develop a culture of innovation and stimulate active involvement across an organization.

"I think you're lucky to have a general who listens," said Branson. "In this room – I'm sure of it – there's likely a few hundred wonderful ideas that are all worth capturing... It may succeed; you may fall flat on your face. You'll learn from doing it and then you'll move on to the next project and the next project. Ultimately you will succeed, making a real difference."

Miller concluded by sharing her leadership thoughts and what it takes to ensure mission success.

"As Airmen, we invest in serving our great nation and each other," said Miller. "As Airmen, we lead from the front, kneel by those in need, share in the work of our teammates ... As Airmen, we are never alone. As Airmen, we succeed together."

Air Mobility News & Views continues >>>

AMC's first Spark Tank competition recognizes Airmen innovation, selects winners to advance to Air Force level

By Tech. Sgt. Jodi Martinez, Air Mobility Command Public Affairs

Air Mobility Command held its first-ever Phoenix Spark Tank competition at the Airlift/Tanker Association Symposium in Grapevine, Texas, where four finalists proposed their innovation ideas to top Air Force leaders and the president of VOX Space on Oct. 26, 2018.

The competition, which is part of Secretary of the Air Force Heather Wilson's innovation initiative, encourages Airmen of all ranks and careers to generate innovative ideas that save time, money and maintain readiness.

Gen. Maryanne Miller, AMC commander, was one of the judges for the event and witnessed four of the best 73 ideas submitted to the Air Force Idea Scale Portal this year.

"Innovation is the engine of change," said Miller. "We need to outsmart, outpace, and outmaneuver future threats. Airman innovation will ensure this occurs."

The winner of this competition came from Little Rock Air Force Base, Arkansas.

Staff Sgt. Travis Alton from the 19th Logistics Readiness Squadron was the first to propose his idea to Miller and three other judges, Gen. Mike Holmes, Air Combat Command commander; Chief Master Sgt. Larry Williams, AMC command chief; and Mandy Vaughn, VOX Space president.

Alton explained how his design came to fruition after recognizing how often cargo was damaged during airdrops due to an engineering defect within the release assembly of the M-1 cargo parachute.

Alton said the digital solution currently used by the Air Force costs roughly \$20,000 per block, which is four times more than the faulty mechanical block. But Alton's 3D-printed time block fail safe solution will cost less than a dollar per design and has the potential to eliminate all airdrop malfunctions caused by the faulty timer.

"At the end of the day, for less than a dollar, we can save millions," said Alton. "But let's think further than that. Think about the warfighter downrange that is reliant upon the Humvee, the Howitzer, and the ammunition to save their lives... Wouldn't it be a shame if their cargo was destroyed because they didn't have this one-dollar block installed?"

The second innovator came from Fairchild Air Force Base, Washington, where Tech. Sgt. Shawn Roberge, 92nd Maintenance Group aircraft structural maintenance section chief, identified a solution to a problem that has plagued the aging KC-135 Stratotanker for years.

"Having 12 years of experience on the KC-135 aircraft, you begin to notice problematic trending areas of repair," said Roberge. "One area in particular is the constant repair between the nose landing gear doors and the fuselage skin."

Roberge identified the root cause of the problem occurred during towing procedures. Maintainers use a web belt to wrap around the door in tow, potentially damaging the landing gear doors and causing a significant amount of stress over time. Bent doors would catch on the aircraft frame, resulting in damage that costs \$3,600 per repair. Roberge's invention has the potential to achieve significant cost savings for the Air Force.

After multiple designs, Roberge developed an aluminum part that would rest inside the landing gear and cause no stress to the doors or the outer frame of the aircraft.

Roberge said he encourages Airmen to look at current processes and be empowered to find better and more efficient ways of performing the mission.

Another KC-135 innovation came from MacDill Air Force Base, where Tech. Sgt. Eric Holton created a maintenance stand that will allow Airmen to reach and repair the 12 o'clock position of an engine.

Prior to the stand, safety regulations prevented Airmen from reaching certain areas of the engine.

The final innovation came from Tech. Sgt. Alex Aguayo and his team in the 437th Maintenance Squadron at Joint Base Charleston, South Carolina. The teams' simple design

enables Airmen to paint C-17 Globemaster III tires by stabilizing the wheels on a bearing, which decreases the time it takes to paint the tires and the amount of time Airmen are around paint fumes. This securement also decreases the time Airmen handle the wheels, minimizing the chance of damage.

With the ability to be tailored for any type of aircraft tire, this idea could be implemented across every flight line in the Air Force.

The winners were announced during Miller's closing address with help from a special guest, Sir Richard Branson, founder of Virgin Group. Branson was invited to the symposium to discuss how organizations can develop and implement a culture of innovation and leadership's role in inspiring creativity.

Alton was declared the ultimate winner and will represent AMC at the Air Force's Spark Tank in February of 2019.

"I'm glad that innovation is recognized in the Air Force," said Alton. "The common focus is moving forward and not settling... We don't have to settle."

Though Alton was selected to advance, each recipient's impact will be realized across AMC.

"We're going to send one on to the Air Force competition, but we're going to implement the other three," said Miller. "We've got Airmen every day giving it their best, breaking out of the box, taking us forward."

Last year, it was an AMC Airman who won the Air Force's first-ever Spark Tank competition for a proposal to reengineer the platform that boom instructors lay on in the KC-135, reducing neck and back injuries while increasing mission readiness.

Currently, Master Sgt. Bartek Bachle-da's more ergonomic design was completed and gained approval for updated designs. The design focuses on manufacturability, safety, and modular manufacturing for greater scale across platforms. Pending testing, the new platform will begin roll out to the fleet in the Spring of 2019.

Miller recognizes the importance of innovation to mission effectiveness and the need to harness Airmen creativity toward success in contested environments.

"The Airmen that set the path before rose to the challenges of their time, and now it is our turn," said Miller. "Our National Defense Strategy clearly defines our path. We are in a time of great power competition and we must be ready to compete, deter and win. Innovation will be key to our success."



Tech. Sgt. Shawn Roberge from the 92nd Air Refueling Wing presents his design for a KC-135 Stratotanker engine-specific maintenance platform stand during the 2018 Air Mobility Command Phoenix Spark Tank competition, where four finalists pitched their innovation ideas to a panel of judges at the Airlift/Tanker Association Symposium in Grapevine, Texas, Oct. 27, 2018. (U.S. Air Force photo by Tech. Sgt. Jodi Martinez).

Air Force leadership talks retention and readiness at the Airlift/Tanker Association Symposium

By Tech. Sgt. Jodi Martinez, Air Mobility Command Public Affairs

The 50th annual Airlift/Tanker Association Symposium brought top Air Force leadership to Grapevine, Texas, Oct. 25 to 27, to address issues of interest to the mobility force and the Air Force as a whole.

Air Force Chief of Staff Gen. David L. Goldfein highlighted the way the Air Force is retaining and developing Airmen to be prepared

ways top Air Force leaders are preparing the force for the new era.

Chief Master Sgt. of the Air Force Kaleth O. Wright recently announced that the Air Force is extending the high year of tenure from eight to 10 years for senior airmen, from 15 to 20 years for staff sergeants and from 20 to 22 years for technical sergeants.



Air Force Chief of Staff David L. Goldfein speaks during the Airlift/Tanker Association Symposium in Grapevine, Texas, Oct. 26, 2018. "We have a federated enterprise that analyzes intelligence to a level of sophistication that's absolutely exquisite," said Goldfein. (U.S. Air Force photo by Tech. Sgt. Jodi Martinez).

to compete in today's contested environments.

"We have returned to an era of great power competition where the challenges we face are complex and require creative solutions," said Goldfein. "One of our jobs as leaders is to create the environment to unleash the brilliance in this room to think through these challenges and acknowledge that there are opportunities resident in each."

In an effort to enable that environment, leadership has rescinded or reduced thousands of restrictive and outdated Air Force Instructions, and encouraged Airmen to embrace innovation and their role in the joint force. For leadership, reducing the red tape is an enabler for the rapidly-changing force.

"We stop telling Airmen how to do everything, and tell them what to do instead," said Secretary of the Air Force Heather Wilson.

Empowering Airmen to find the best way to meet mission requirements is just one of the

"I want to get after those things that equate to lethality and readiness so we can all pay tribute to a long, courageous heritage of not being afraid to make the changes that we need," said Wright.

Wright encouraged Airmen to embrace

"Change is what we do because we have to," said Wright. "Our enemies are changing. The threats are changing, so it's only natural that we change to maintain our competitive advantage. We're doing what we need to do to maintain a lethal and ready force."

change and recognize that it has been a part of the Air Force's history from the start of the Air Force's existence.

"Change is what we do because we have to," said Wright. "Our enemies are changing. The threats are changing, so it's only natural that we change to maintain our competitive advantage. We're doing what we need to do to maintain a lethal and ready force."

Changes to basic training and a revamp of the Enlisted Performance Report are still to come, said Wright.

"The most significant thing that I will be working on over the next two years is a new performance management system," said Wright. "Most of the responsibility lies with supervisors. I think that responsibility should lie with the member, and the supervisor is there to validate what you've done."

The Air Force has taken many steps to improve quality of life for Airmen. It's created more-flexible parental leave policies, eliminated many additional duties, and added opportunities for mobility pilots to select a flying-only career track. However, Goldfein said that addressing retention requires looking further than just quality of life initiatives. The best way to retain Airmen, he said, is to ensure their service is rich in experience.

"When it comes to retention, I actually think the things we do to improve quality of service are going to have more-lasting impact than quality of life," said Goldfein. "I've never had an Airman come back to me from a deployment and say, 'Hey, in this entire deployment I went on, man this food was good. That was the best room I've ever stayed in.' But I have had an Airman come back to me and say, 'I trained to do that mission my whole life, and I was part of something really special. I'm going to remember that forever.'"

Maintaining full spectrum readiness is a focus of Gen. Maryanne Miller, the Air Mobility Command commander.

"While AMC has operated in uncontested environments spanning several decades, we must now be prepared to face challenges in multi-domain operations—air, land, sea, space and cyberspace," said Miller. "Where a competitor or adversary uses kinetic or non-kinetic capabilities in an attempt to disrupt, delay, or deny U.S. operations in any domain, we must rise up to meet that challenge."

In an age where Airman innovation and multi-domain advances are key to operating in the contested environments of today, Airmen are being asked to hone in on their sense

of purpose, but they aren't expected to do it alone.

Goldfein says he leans on his squadron commanders, and views them as foundational to setting the

right tone and conditions for success.

"The reason I've been in and have stayed this long is I've been blessed by inspirational commanders at all levels that inspired me to want to be better, and they created this environment where the right thing was really easy and the wrong thing was really hard. So if we can get the right development and selection of inspirational commanders at the squadron level, I think that's going to have as much of an impact on retention as anything else we do." ■

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INDUSTRY PARTNER SPOTLIGHT



BIG ASS
FANS

Big Ass Fans Case Study

Creating a comfortable, energy efficient hangar.

Located just beyond Raleigh's borders at Raleigh-Durham International Airport, the North Carolina National Guard's facility in Morrisville, North Carolina, performs critical maintenance and repairs on the state's fleet of military helicopters.

But with metal-halide fixtures providing inadequate lighting and temperatures soaring into the 90s all summer long, North Carolina National Guard Energy Manager Matthew Dobson knew he had to upgrade the space.

DIM LIGHTS AND HOT SUMMERS

Here's a problem: what happens when you combine legendary Carolina summers, a heat island created by the airport's tarmac, and a hangar with no air conditioning? You get a 25,000 square-foot furnace.

Small portable fans couldn't make a dent in the heat, and technicians often roasted as they worked, slowing them down and decreasing productivity — sweaty workers means dropped tools, impaired focus and potential water damage to sensitive electronic systems. The cavernous hangar was also poorly lit with inefficient metal-halide fixtures.

The outdated halides produced dim light, had a lengthy warm-up period, and wasted energy compared to the latest LED technology. Technicians used task lights to supplement the fixtures, creating a cluttered mess of cords that presented a trip hazard. "I wanted to increase light levels and decrease energy consumption," said Dobson. "Our goal is to convert entirely to LED lighting in the North Carolina National Guard."

WORKING WITH BIG ASS

Dobson was familiar with Big Ass through trade shows, and reached out to us for a trial of our Big Ass Light High Bay LEDs. After seeing them side-by-side with the existing halide fixtures, Dobson knew he'd found the right lights for the job.

"The Big Ass Lights were much brighter, and the light quality was better," Dobson said, adding "they looked more robust and durable, too."

With technicians frequently looking up at aircraft from below, Dobson also noted the importance of Big Ass Lights' not creating a glare.

As a government entity, Dobson was required to solicit other bids for lights and fans, but he still found Big Ass Fans' offer to be the most competitive. Once the bid had been accepted, Big Ass Fans designed

a customized fan and light layout to maximize cooling power and light dispersion throughout the hangar.

TOP-TO-BOTTOM IMPACT

Dobson used Big Ass Factory Certified Installers for both the light fixtures and fans. He appreciated the minimal impact of the install crew. "It was seamless. We blocked off the area they were working for the day, and we kept working around them. They were able to accommodate us."

Now 62 High Bay LED fixtures illuminate the

facility from above, each producing 26,000 lumens of clear, bright light. For an exterior walkway at the facility, 15 High Bay LEDs were wall-mounted, providing a softer light — 10,500 lumens each — for those traveling through the passage. The installers hung four Powerfoil X2.0 fans in the hangar to circulate air throughout the area. "The workers are happier and more comfortable, absolutely," said Dobson, "and that's tied into productivity." Even during the peak of summer, the overhead Big Ass Fans provide enough cooling to obviate portable fans, keeping technicians cool and sweat-free as they work on Apaches, Chinooks and more.

YEAR-ROUND IMPROVEMENTS

The fans and lights have made a big impact on the hangar, improving working conditions and morale and creating a cooler, brighter, cleaner facility. Dobson has seen a 30 percent reduction in energy usage and lowered the hangar's bills by \$700-a-month.

In winter, Dobson plans to use the Powerfoil X fans to destratify the facility, whose 50-foot ceiling traps a significant amount of rising heat when heaters are turned on. In doing so, Dobson will see even more drastic energy savings during the colder months of the year. ■



The North Carolina National Guard's facility in Morrisville, North Carolina, performs critical maintenance and repairs on the state's fleet of military helicopters. (Courtesy Photo).

A/TA INDUSTRY PARTNERS

(As of 21 January 2019)

Industry Partner HIGHLIGHTS



Col. Cary Walgamott
USAF (Ret)

What a tremendous Airlift/Tanker Association Convention and Technology Exposition. We would like to extend a sincere thank you to all our loyal supporters and friends from industry. Once again, you made the difference and helped to make our 50th Annual Airlift/Tanker Association's Golden Anniversary Convention a resounding success. From the star-studded list of guest speakers to the exceptional exhibit displays, this was truly a convention to remember.

This year we had a continued increase in the number of Industry Partners as well as numerous first-time exhibitors. The biggest growth of exhibitors once again was in category of Fixed Base Operators (FBOs). However, we missed our Air Force organizations exhibitors and hope they will be able to join us once again next year. A heartfelt thanks to all of our loyal supporters for helping the A/TA to continue to expand and improve the quality of our Exposition.

With the convention now behind us, there is no time for the A/TA convention planners to take a breather. We are busy simultaneously working three different convention cycles, including wrapping up final aspects on the recently completed convention; actively planning for the upcoming 2019 convention; and laying the ground work for the 2020 convention. The upcoming 51st A/TA Convention/Symposium/Exposition will be held at the beautiful Orlando World Center Marriott in Orlando, Florida, October 23- 26.

In an effort to help you, our loyal exhibitors and partners, to have a clearer understanding of the future requirements of our host, Air Mobility Command, we combined our first "Industry Day" with our 2016 Convention and again in 2017. Working with the Air Mobility Command staff we expanded the "Industry Day" to a full day this year. A survey was sent out following this year's convention and we look forward to hearing from you on your thoughts and recommendations. Stay tuned for more details as we get closer to the 2019 A/TA Convention.

We know some of our most loyal industry exhibitors were unable to make this year's A/TA Convention & Symposium & Technology Expo for various reasons. Please consider us again as you build your 2019 events plan. I am committed to giving our industry exhibitors the best value for their marketing dollars. We hope to see you in Orlando this fall. Come and be a part of our 51st grand event.

Cary Walgamott
Industry Vice President

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

**Thank You All
for Your Support!**

AIR MOBILITY CLASSICS

Air Mobility Classics is a recurring feature contributed by Lt. Col. Douglas H. Lloyd, USAF Ret.

If the subject for this issue looks more like a classic 1930s naval fighter than a cargo aircraft, that's because it essentially was. One of a famous line of carrier fighters built by the Grumman Company for the U.S. Navy, the Grumman F3F was affectionately nicknamed "The Flying Barrel." Despite its rotund proportions, the F3F was considered a "sweet" flyer, and represented the highest development of the biplane fighter. Coming into fleet service in early 1936, the last examples were not retired until 1943.

At the same time it was developing and delivering the F3F to the Navy, Grumman decided to build three civilian versions of the aircraft. The first, designated the G-22, was virtually identical to the military model, except for a slightly different wing and provision for extended inverted flight. The G-22 was specifically built for retired military aviator and air show pilot Maj. Al Williams. Williams was head of the Gulf Oil Company Aviation Department, and he used the aircraft, christened *Gulfhawk II*, to perform aerobatic demonstrations throughout the United States and Europe. In 1938, Grumman delivered a second aircraft to the Gulf Company. This one, designated the G-32 (c/n 446), was a two-place aircraft, intended to be a "utility" ship. Named *Gulfhawk III*, and registered NC1051, it was used by Williams for cross-country flights and to carry company passengers. Sometime before World War II, it was sold to sportsman pilot Woolworth Donahue, heir to the department store fortune.

The third civil version, another two-seater, was the G-32A (c/n 447), which Grumman built to retain as a company aircraft. Registered as NC1326 and referred to as *The Red Ship* by the factory due to its scarlet color scheme, it differed from its predecessors principally in its engine power: 775 HP versus 1000 HP. Grumman used it for company demonstration flights and as an aerial photo platform.

In November 1942, both the G-32 and G-32A were impressed by the U.S. Army Air Force. They were given the utility cargo designation UC-103 and assigned military serial numbers 42-97044 and 42-97045, respectively. Both were initially assigned to the Caribbean Wing of the Air Transport Command at Homestead Field near Miami, Florida, to be used as fighter-type trainers for ATC ferry pilots.

Almost immediately, one of the UC-103s was lost. On a hurricane evacuation flight from Homestead to MacDill Field on Nov. 6, 1942,

aircraft 42-97044 experienced an engine failure and crash landed in the Everglades. Both crewmembers survived the crash, but the aircraft was a write-off. The training career of her sister ship didn't last much longer.

In December 1942, aircraft 42-97045 was transferred to the 1st Staff Headquarters Squadron at Bolling Field, Washington, D.C. Here, she enjoyed a somewhat more genteel existence for the rest of the war, serving as a fast staff/VIP transport. On Jan. 27, 1945, she was withdrawn from service and passed to the Reconstruction Finance Corporation, which was the Federal agency responsible for disposing of surplus government equipment.

Purchased by a private owner, 42-97045 received the civil registration NC46110 and reverted to her original civilian identity as the G-32A. The aircraft went through a succession of owners, one of whom treated it to a comprehensive restoration in 1962. Eventually, it was acquired by noted aircraft collector Doug Champlin of Mesa, Arizona. Champlin had it registered as N7F and gave it a spurious U.S. Navy color scheme that paid homage to its F3F fighter lineage. In this guise, the aircraft was regularly seen at airshows around the country. However, on Aug. 7, 1971, while flying at the Experimental Aircraft Association fly-in at Oshkosh, Wisconsin, the aircraft caught fire in flight. The pilot and passenger parachuted to safety, but the aircraft was destroyed on impact. Still, the G-32A refused to "go quietly into the night."

After the crash, Champlin collected the wreckage and placed it in storage with the hope the aircraft might eventually be rebuilt. Seventeen years later, that hope was realized. With the impetus provided by the recovery of some F3F crash wreckage discovered in Hawaii, the G-32A was placed in the hands of restoration experts in Texas. In 1993, after five years of meticulous refurbishment, the resurrected G-32A took to the skies again, 55 years after its initial flight. Registered as N100TF, some concessions were made to enhance safety -- modern instruments, disc brakes, electric gear retraction and a more powerful engine were fitted. Once again, the warbird restorers couldn't seem to resist painting up the old girl as a 1930s Navy fighter, even though her only military service was as a WWII UC-103. Today, the aircraft can be seen on display at the Planes of Fame Museum in Valle, Arizona. At least we know that beneath the glitzy, non-authentic Navy color scheme resides a unique and rare example of our air mobility heritage. ■

Grumman UC-103 (G-32)



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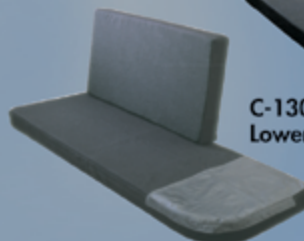


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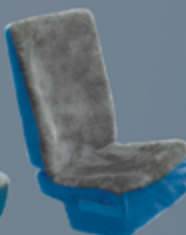
C-130
Lower Crew Bunk



KC-135



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