



# A/TQ

AIRLIFT/TANKER QUARTERLY  
Volume 17 • Number 3 • Summer 2009

*Airlift/Tanker Quarterly* is published four times a year by the Airlift/Tanker Association, Ms. Carol Mauchline, Secretary, 1338 Pepperidge Drive, O'Fallon, Illinois 62269. Postage paid at Belleville, Illinois.

Subscription rate: \$40.00 per year. Change of address requires four weeks notice.

The Airlift/Tanker Association is a non-profit professional organization dedicated to providing a forum for people interested in improving the capability of U.S. air mobility forces. Membership in the Airlift/Tanker Association is \$40 annually or \$110 for three years. Full-time student membership is \$15 per year. Life membership is \$500. Corporate membership includes five individual memberships and is \$1500 per year. Membership dues include a subscription to *Airlift/Tanker Quarterly*, and are subject to change.

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*Airlift/Tanker Quarterly* is quarterly news cycle-dependent and is distributed as follows: Winter: January / February / March; Spring: April / May / June; Summer: July / August / September; Fall: October / November / December [actual distribution dates vary]. The copy deadline for submitted stories, articles, letters, etc., is as follows: Winter: December 30th; Spring: March 30th; Summer: June 30th; Fall [Convention Edition]: August 30th.

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

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PRINTED IN U.S.A.

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ON THE COVER: "Spirited Competition" montage of RODEO 2009 images by Collin R. Bakse.

## Rubbin' Elbows with Legends...

RODEO 2009 afforded me a rare, and honored, opportunity to spend time with some of America's Legendary Airmen, and hand-off my camera to someone else so I could prove it.

First, while on a tour of a C-27J Spartan parked on the ramp at McChord AFB, the celebrated "Candy Bomber," Col. (ret) Gail Halvorsen and I reminisced at little about our 2005 trip to Germany together.



Later, in the corporate sponsors' area inside the hangar, I ran into the esteemed Medal of Honor recipient, Col. (ret) Joe Jackson. We joked around a little.



At a cocktail party, graciously hosted by Maj-Gen (ret) Don Brown and his wife Joan, I spent a while talking with three members of the distinguished Doolittle Raiders, LtCol (ret) Richard Cole, LtCol (ret) Edward Saylor and Maj (ret) Thomas Griffin.



And, then, after the trophies had all been presented and they were turning out lights in the hangar, and everything was over, A/TA President Mark Smith, his guest Ms. Cindy Poole and I shared a bus ride with two members of the acclaimed Tuskegee Airmen, Col (ret) Ed Drummond and Col (ret) Bill Holloman, who then invited us to partake of an adult beverage with them at the base club. Talk about an "offer you can't refuse."

We spent an amazing couple of hours being regaled with war stories (not too many), tales about childhood memories like seeing Wild Bill Cody in person (whom apparently I sorta look like), and stories of travels with celebrities like members of Rat Pack (you know, Dean Martin, Sammi Davis – those guys).

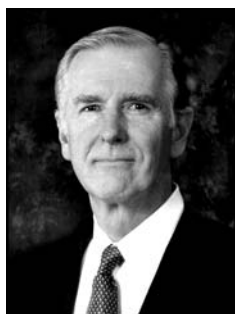
It's an honor to just be able to thank these Legendary Airmen for their service to our county, to spend time with them, and to really get to them, is a gift.



Oh yeah, I had to have my photo taken with three of the Seattle Seahawks Sea Gals cheerleaders, too. It's a rough job, but somebody's gotta do it.

Collin R. Bakse, editor

# Chairman's COMMENTS



Gen Walter Kross  
USAF, Ret

In late July, like many of you, I had the rare privilege of attending Air Mobility RODEO 2009 at McChord Air Force Base, Washington. I had not attended RODEO since 1998. That RODEO was also at McChord. So I decided to "compare and contrast" those two RODEOs – just to see where that led me.

Some things almost never change when military professionals compete, so I was not surprised to see little differences in these areas: (1) very high spirit and enthusiasm; (2) continuous bonding and mutual respect between the U.S. and international teams; and (3) strong desire to win the individual and overall titles; (4) McChord's weather was fantastic for the competition; and (6) all of the KC-10s and KC-135s were 11 years older.

Some differences were obvious: (1) in '98, the BDUs were all green and the boots were black; now they are largely both desert tan or the new Air Force colors; (2) the airlift planes and loaders are much more modern – a lot more C-17s, Tunners, and Halvorsens; (3) the C-130s are starting to change their props (too slowly); (4) everyone was wireless – festooned with miniature mobile phones/Blackberys (where's the brick?); (5) up-to-date technology was visually dominate in the events and the social gatherings; and (6) the music was much louder (am I showing my generational separation?)

Some changes were less obvious, but still apparent to someone with an 11-year gap between McChord-hosted RODEOs: (1) the participants were much more physically fit; (2) a higher percentage of female team members were present and made important contributions; (3) the level of real combat experience (thru multiple tours) was unparalleled; (3) events were much more mission-pertinent and closely-aligned with the reality of combat; (4) the physical laydown of the RODEO site and overall choreography of the events were both much improved; and (5) RODEO used to occur on an even-year date – now it is held on an odd-year date (one more way we never forget our real purpose for what we do).

What impressed me in the end was that 11 years ago I thought RODEO was as good as it could get – and we needed to keep it there. I was wrong. RODEO 2009 showed the positive affects of continuous improvements across-the-board. It showed that true air mobility warriors are never satisfied as they hone their skills to provide better mission focus, improved service to the end users of your air mobility services – always cutting the time, always making it better.

I came away from RODEO with several bottom lines: (1) a hearty congratulations and thank you to Air Mobility Command and Team McChord for hosting a very successful and professionally valuable RODEO 2009; (2) great pride as Chief Mark Smith and I presented the A/TA-sponsored General William Moore, Jr. Trophy to McChord's 62nd Airlift Wing for winning the Overall competition; (3) tremendous respect to all the winning teams in each event who showed their expertise and desire; and (4) a deep and abiding respect to all the RODEO participants.

One other thing was clear: in RODEO every two years, we have a truly unique "convening" of air mobility warriors to compete and demonstrate your professional skills as part of a team – and be recognized for excellence. As a parallel, every year through the A/TA Air Mobility Symposium and Convention, we have an extra-ordinary circumstance – a "convening" where air mobility professionals gather to learn, share their experiences, honor their best, and compete (did I say Crud?) with an equally-large cross-section of their professional colleagues. This year it is NASHVILLE 2009. See you there late October.

**MARK YOUR CALENDARS!**  
**2009 A/TA Convention & Symposium**  
**29 October - 1 November**  
**Gaylord Opryland Hotel, Nashville, Tennessee**

# President's MESSAGE



**CMSgt Mark Smith  
USAF, Ret**

Hooah mobility warriors! Thanks for your continued dedication to our great nation.

In early July, I had the opportunity to visit AMC's 515th Air Mobility Operations Wing (AMOW) and our A/TA Diamond Head Chapter at Hickam AFB, HI. The 515th AMOW is AMC's first overseas wing, providing an enhanced level of control for the enroute structure in the Pacific. It is astounding to visualize their operational mission which stretches over 8,000 miles, from Australia to Alaska.

I would like to specially mention several individuals that made my visit possible and provided gracious support as I learned about their important mission: Colonel Giovanni Tuck, 15th Airlift Wing Commander; Colonel Richard McClain, 515th AMOW Commander; LTC Shirlene Ostrov, 735th Air Mobility Squadron Commander; Chief Master Sergeant Tony Bishop, PACAF Command Chief; SMSgt Jenny King, 535th Airlift Squadron Superintendent; and TSgt Angell Stone, Diamond Head Chapter Secretary. I was honored and proud to meet the wing leadership and learn about their important mission from so many young airmen. Their dedication, professionalism, and attention to detail are simply amazing - Mahalo!

Later in July, the national board held our quarterly board meeting in conjunction with the Air Mobility Rodeo. Air Mobility Rodeo 2009 (sponsored by AMC) is the Mobility Air Force's readiness competition focusing on improving worldwide air mobility forces' professional core abilities. Team McChord did a wonderful job hosting many competitors as they showcased their airdrop, air refueling, maintenance, engine running on/offload, and short field landing expertise - as well as the related skills of special tactics, security forces, aeromedical evacuation, and aerial port operations.

It was remarkable to witness the enthusiasm among competitors flying more than 40 aircraft, representing teams from the active duty Air Force, Air Force Reserve, Air National Guard, seven international teams and 17 observing countries. RODEO 2009 provided enhanced esprit de corps among many countries and strengthened relationships among all participants. Rainier Ranch Tent City was filled with excitement, cold beverages, great food and music! Honors go to the Warriors of the North (Grand Forks AFB, ND) tent. Their arctic camouflage, native buffalo/bison brats, three colorful mascots and snow cones for the adults and kids took the prize! Special thanks to the Altus team for their hospitality to the board - their tent was filled with great margaritas!

During RODEO at McChord, the Pacific Northwest Chapter hosted an A/TA luncheon with enough stars and stripes to assemble several American flags. We were specially honored by the attendance of courageous Medal of Honor recipient Colonel (Ret) Joe Jackson; the famed Berlin Candy Bomber, Colonel (Ret) Gail Halvorsen; and 3 members of the daring Doolittle Raiders along with Secretary of the Air Force Mike Donley as the honored luncheon speaker. Secretary Donley's report on the outstanding work you are performing in the field and on the ramp for our country, challenges to the MAF, and his focused vision for AMC's future served as a great pre-brief for our upcoming national convention!

Thanks to Pacific Northwest Chapter Vice-President Major Mark Radio and the 10th Airlift Squadron Operations Officer, LTC Teri Consoldane and their team for sponsoring this outstanding event and national board meeting, and for your gracious hospitality during our stay at McChord. I would also like to extend my gratitude to Colonel (Ret) Bill Bradley for his many areas of assistance to the national board during RODEO - thanks Bill!

We are off and running with planning a great 2009 A/TA Convention in October. Although our association and convention attendance continues to grow, we are committed to maintaining a quality symposium program and air mobility family reunion atmosphere at our convention. We look forward to seeing you at the Gaylord Opryland Hotel in Nashville, Tennessee!

In closing, many air mobility forces remain deployed serving our country. Our prayers and support are always with you and your family. God bless you all.

Cabin Report...Secure!

## Secretary's Notes

It was great to be able to hold our quarterly Board meeting at McChord in conjunction with Rodeo. A special thanks to the McChord Chapter sponsoring the luncheon at which Secretary of the Air Force Michael Donley spoke and for hosting us for our meeting. The Board unanimously voted to charter another new Chapter - the Kitty Hawk Chapter at Seymour-Johnson. They will be recognized at this year's convention.



**Ms. Carol Mauchline,  
A/TA Secretary**

Speaking of this year's convention, planning has shifted into high gear for the 41st Annual Convention and Symposium which will be upon us in short order (29 October-1 November). This year, we return to a favorite location - Nashville TN. We suggest you register early and lock in the early rate. New this year: only social guests and guest speakers may register for anything short of full registration (except golf).

The easiest way to register is online at [www.atalink.org](http://www.atalink.org). Simply click on the LOGIN tab and follow the directions to renew your membership (if necessary) and register. You can do both together on one form, using two different credit cards if you would like. The instructions are very complete (long); but please be sure to read everything. We know there is a lot there, but it will answer ALL of your questions and avoid any problems that might befall you with only partial knowledge of the procedures. All is on track for the biggest and the best; and we are looking forward to another stellar event.

FOR ALL THE CHAPTER PRESIDENTS AND REPRESENTATIVES, remember to attend the General Membership Meeting on Saturday, 31 October. Be sure to check the seminar schedule for the time and location.

There is always so much planning and hard work on the part of our volunteers to make each and every convention a special event. So a big thank-you to all of you as we look forward to another fantastic convention and symposium.

Looking forward to seeing you in Nashville!

Carol





# Association ROUND-UP

## Diamond Head Chapter

On 9 July 2009, the Diamond Head Chapter and 515 Air Mobility Operations Wing hosted A/TA President Mark Smith, accompanied by his children James and Molly, on Hickam Air Force Base.

Chief (Ret) Smith started his visit as keynote speaker at an A/TA luncheon sponsored by the Diamond Head Chapter where he gave an update on what the National Board has been up to as well as what to expect from this year's convention and symposium. He took the time to mentor the Airmen in attendance about the benefits the Air Force is providing us and some insight on what it's like to transition to the civilian workforce. He left a clear message – our jobs in the Air Force are the best we'll ever have and start planning early when it's time for you to say goodbye.

Later in the day, Mr. Smith toured the 735th Air Mobility Squadron where he was welcomed and given a comprehensive mission brief by the Commander, LtCol Shirlene Ostrov and her leadership team.

Afterward, Chief Smith toured the aerial port, stopping to see Passenger Service, the Air Terminal Operations Center, Air Freight and Fleet Services. The 735th AMS also provided a plane-side demonstration of their maintenance capabilities for the



A/TA President, Mark Smith, and his children, Molly and James, took time out of a recent vacation in Hawaii to attend a Diamond Head Chapter luncheon. (Courtesy Photo).

C-17. During his visit, he met with airmen to discuss the unique issues faced in Hawaii and in the transportation arena as a whole. He was particularly interested in the airmen's feedback on the incorporation and capabilities of the Next Generation Small Loader (NGSL), commonly known as a Halvorsen

Loader, into mission operations, as well as providing some keen insight on how the new multifaceted loader is providing top rate logistical support to Air Forces and countries throughout the world. Currently, Chief Smith works with JBT AeroTech in Orlando, FL, which produces several of the aircraft MHE systems that help Air Mobility Command complete its mission at home and abroad.

## When did you last update your membership info?

*It's Easy!*

Simply go to [www.atalink.org](http://www.atalink.org) –

Click “Membership” and scroll down to near the bottom of the page –

Click the link “check your membership status” –

Log-in using your first name, last name and SSN final 4 –

Update your info!

*That's It!*

## Why is this important?

Because On-Line Registration (the preferred method)

for the 2009 A/TA

Convention & Symposium

is now open,

an it is imperative that your membership info

be up to date

to get through the process without a hassle!

And, it's just as important

for those of you who

wish to register

the old-fashioned

way using the

form on page 28,

because rates are

impacted by your

membership status.

Either way, please be sure

to read all the

Rules of Engagement and

Instructions carefully!

**DO IT TODAY!**



41ST ANNUAL A/TA CONVENTION & SYMPOSIUM

29 OCTOBER – 1 NOVEMBER 2009 • NASHVILLE, TENNESSEE

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# Cover STORY

## *Spirited Competition – Air Mobility Rodeo 2009*

*For more than 50 years, in a setting of Spirited Competition, “Rodeo” events have helped Air Force mobility professionals foster teamwork and hone their skills with the goal of developing more professional, disciplined Airmen – by any measure it works.*

Editor’s Note: This Cover Story section is a combination of my personal observations combined with a compilation of excerpts from several articles by members of RODEO 2009 Public Affairs, including MSgt Collen McGee, TSgt Scott T. Sturkol, SA Carrie Peasinger, SA Emerald Ralston, TSgt Steve Wilkins, and 2Lt Erika Wonn.



Air Mobility Rodeo 2009, sponsored by the Air Mobility Command, is the Mobility Air Force's readiness competition. This competition focuses on improving our worldwide air mobility forces' professional core abilities. RODEO 2009 was held at McChord Air Force Base, Washington, 19-25 July 2009. More than 100 teams and 2,500 people from the Air Force, and Air Force Reserve, as well as allied nations, participated.

In October 1956, 13 troop carrier wings of the Continental Air Command, the Air Force Reserve Command's predecessor, sent crews to participate in a "Reserve Troop Carrier Rodeo" at Bakalar AFB, Indiana. The first airdrop competition for units of the active-duty force occurred in April 1962, when the Military Air Transport Service held the MATS-wide Computed Air Release Point (CARP) Rodeo at Scott AFB, Illinois. The competition, conceived as an incentive to encourage C-124 Globemaster II aircrews to learn CARP procedures, was a combat skills competition designed to develop and improve techniques and procedures while enhancing air mobility operations, and to promote esprit de corps. The CARP RODEO lasted three years until suspended because of operations in Southeast Asia.

Two years later, MATS was redesignated as the Military Airlift Command, or MAC, and the airdrop competition resumed in 1969, entitled Combat Airlift Competition, which lasted four years. Events such as a physical fitness test, marksmanship and a four-mile orienteering course were added.

In 1979, MAC revived the airdrop competition and renamed it Volant RODEO. It was held at Pope AFB. The Air Force Reserve Command and Air National Guard were also invited to participate, bringing together the total force.

Then, in 1980, international teams from four countries participated in Volant Rodeo, marking the first time non-U.S. personnel were involved in the competition.

Inviting allied teams to RODEO improves close associations and facilitates the flow of information between U.S. Air Force personnel and their allied counterparts.

In 1987, the name changed once again to Airlift RODEO, to more accurately describe its purpose. Added events included maintenance, Security Police and combat teams.

The name remained the same until 1992 when MAC was deactivated and the newly-formed Air Mobility Command renamed the competition RODEO. It was held annually until 1994 and then, for budgetary reasons, was held biannually. The last biennial competition took place in July 2007 at McChord AFB.

An important long-term benefit of RODEO competition is increased cooperation between air mobility forces from several nations. Collectively, the ultimate goal of the competition is to develop and improve techniques and procedures that enhance air mobility operations. Spirited competition furthers that aim, while strengthening the mutual goals and bonds of friendship developed between competing teams.

Rodeo provides a forum for Airmen and international partners to share the best of tactics and techniques as improvement and cooperation are essential in the continued pursuit of the Global War on Terrorism.

On the surface, Air Mobility RODEO is all about being the best and taking home the trophy. Underneath that goal, however, is something else – something intangible that lasts much longer than RODEO week.

Airmen call it "esprit de corps," or "camaraderie." It is the spirit of RODEO. It can be seen in the exhibition hall, at the hospitality tents at Rainier Ranch and on the flightline between aircraft parking spots. But, the true evidence is on the faces of RODEO rookies and returnees. Everyone has a different way to identify that spirit.

"Although it's a competition, it's also a friendly learning experience," said Mr. Jonathan Harris, RODEO program manager.

Teams learn tricks about everything from how to position tie-

down straps to where to tuck an M-4 magazine in ways that speed access and use. Benchmarking is expected and encouraged.

"If a team does something well, the other teams will follow," said Mr. Harris. "We're really helping each other and our allies to be better in the Global War on Terror and global reach." It's all about learning from spirited competition...

### **AMC Commander Sees Rodeo as 'Beneficial' In Many Ways**

In comments delivered at Air Mobility RODEO 2009, General Arthur J. Lichte, Air Mobility Command commander, said the competition brings with it a plethora of shared knowledge and lessons learned.

In addition, General Lichte said the rich heritage and the people involved create an atmosphere that is not only for competing, but learning as well. For the AMC commander, RODEO 2009 was an environment filled with possibilities.

"I have learned that RODEO is very worthwhile for a number of different reasons," General Lichte said. "From my point of view, this will be absolutely fantastic because we're seeing lessons learned across the board from all the events. It's been very beneficial."

This year's RODEO also featured more competition on the ground, including participation from contingency response wings from across AMC. General Lichte said their involvement is crucial, because they are AMC's forces who are "first to deploy."

"This year we are seeing more of the combat support skills people participate," General Lichte said. "They include security forces, command and control, communications and aerial port. These competitors are not only from Air Mobility Command, but from international partners as well."

The general said contingency response groups and wings participating in RODEO are another "secret weapon" in AMC's arsenal so having them participate is a valuable opportunity.

"They are the first ones we're going to send (for deployment)," General Lichte said. "For them to be out here competing and sharing notes with the other contingency response units from around the world...that's where the real value is."

General Lichte also noted it is the people who are driving the mission who make RODEO successful every time it is held.

"We can have a whole fleet of airplanes, but it's the people who make this mission happen," General Lichte said. "It's the people on the ground pushing the mission every day. It all does come down to people. To have those extra skills competing, it's just like any other event, it raises the spirit of everybody. People who come here have taken the opportunity to train back at their home station. They picked the brains of everyone within that wing to put the best team forward. And when they go back with all their lessons learned, they share that with their units. So in my mind it is a win for everybody."

Among the people visiting RODEO 2009 were some noteworthy veterans. They included three veterans of the Doolittle Raiders of April 1942, retired Lt. Cols. Richard Cole and Edward Saylor and retired Maj. Thomas Griffin; two original Tuskegee Airmen, retired Lt. Cols. Bill Hollomon and Edward Drummond Jr.; retired Col. Gail Halvorson, also known as the "Candy Bomber" from the Berlin Airlift; retired Col. Joe Jackson recipient of the Medal of Honor for a heroic rescue mission during the Vietnam War; and, retired Col. Regina Aune, recipient of the Cheney Award for her heroic efforts as a flight nurse during Operation Babylift.

"We have a very proud tradition and proud history in AMC and the Air Force," General Lichte said. "When we can bring out those who've gone before us, who set the standard, who taught us the business that we're about today, I think it is the right thing to do."

"I think it makes our Airmen get more personally involved when they have an opportunity to shake hands with the Candy Bomber, Colonel Halvorson, with Tuskegee Airmen or when they can talk to the Doolittle Raiders," General Lichte said. "Someday our young



# And the Rodeo 2009 Winners are:

## The Overall Winner:

**Best Air Mobility Team: 62nd AW, McChord AFB, Washington**

*Following are 15 of the main awards presented during the closing ceremony:*

Knuckle Buster Award: 374th Airlift Wing, C-130, Yokota Air Base, Japan

Best Aerial Port Team: 19th AW, Little Rock Air Force Base, Ark.

Best Contingency Response Team: 621st Contingency Response Wing, McGuire AFB, N.J.

Best Security Forces Team: 446th AW, McChord AFB, Wash.

Best International Team: Republic of Korea

Best Aeromedical Evacuation Team: 86th AW, Ramstein AB, Germany

Best Aerial Refueling Team (Tanker): 22nd Air Refueling Wing, KC-135, McConnell AFB, Kan.

Best C-5 Team: 60th Air Mobility Wing, Travis AFB, Calif.

Best C-130/C-160 Team: 19th AW, Little Rock AFB, Ark.

Best C-17 Team: 62nd AW, McChord AFB, Wash.

Best KC-10 Team: 60th AMW, Travis AFB, Calif.

Best KC-135 Team: 916th ARW, Seymour-Johnson AFB, N.C.

Best Air-land Team: 60th AMW, Travis AFB, Calif.

Best Tanker Team: 97th AMW, Altus AFB, Calif.

Best Airdrop Team: 62nd AW, McChord AFB, Wash.

*Following are the sub-category winners:*

Best Fit-to-Fight Team: 446th AW, McChord AFB, Wash.

Best Aeromedical Evacuation Configuration: Team Turkey

Best AE Contingency Flight: 86th AW, Ramstein Air Base, Germany

Best Security Forces Combat Weapons Team: 92nd ARW, Fairchild AFB, Wash.

Best Security Forces Combat Shooter: Airman 1st Class Cory C. Linn, 60th AMW, Travis AFB, Calif.

Best Security Forces Combat Tactics Team: Team Germany

Best Combat Endurance Course Team: Team McGuire, McGuire AFB, N.J. (305th AMW, 514th AMW)

Best Aerial Port Challenge Course Team: 62nd AW, McChord AFB, Wash.

Best Aerial Port 10K Forklift Operators: 521st Air Mobility Operations Wing, Ramstein AB, Germany

Best 60K Tunner Team: 60th AMW, Travis AFB, Calif.

Best C-5 ERO Team: 60th AMW, Travis AFB, Calif.

Best C-17 ERO Team: 97th AMW, Altus AFB, Okla.

Best C-130 ERO Team: 19th AW, Little Rock AFB, Ark.

Best Enroute ERO Team: 521st AMOW, Ramstein AB, Germany

Best In-transit Visibility Team: 19th AW, Little Rock AFB, Ark.

Best Joint Inspection Team: 62nd AW, McChord AFB, Wash.

Best Joint Airdrop Inspection Team: 43rd AW, Pope AFB, N.C.

Best Contingency Response HELAMS Team: 621st CRW, McGuire AFB, N.J.

Best Contingency Response SPICE Team: 621st CRW, McGuire AFB, N.J.

Best Contingency Operations ERO Team: 615th CRW, Travis AFB, Calif.

Best Low-level Airdrop Crew: 47th Flying Training Wing, Laughlin AFB, Texas

Best T-1 AR Crew: 47th FTW, Laughlin AFB, Texas

Best T-1 Aircrew: 47th FTW, Laughlin AFB, Texas

Best C-5 AR Crew: 60th AMW, Travis AFB, Calif.

Best C-5 Aircrew: 60th AMW, Travis AFB, Calif.

Best C-17 Low-level Airdrop Crew: 62nd AW, McChord AFB, Wash.

Best C-17 AR Crew: Team Charleston, Charleston AFB, S.C. (437th AW, 315th AW)

Best C-17 Short Field Landing Crew: Team Charleston, Charleston AFB, S.C. (437th AW, 315th AW)

Best Backing/Combat Offload Crew: Team McGuire, McGuire AFB, N.J. (305th AMW, 514th AMW)

Best C-17 Aircrew: 62nd AW, McChord AFB, Wash.

Best C-130 Low-level Airdrop Crew: 86th AW, Ramstein AB, Germany

Best C-130 Short Field Landing Crew: 19th AW, C-130E/H, Little Rock AFB, Ark.

Best C-130 Backing/Combat Off-load Crew: 314th AW, C-130J, Little Rock AFB, Ark.

Best C-130 Aircrew: (Col Joe M. Jackson Trophy): Team Israel

Best KC-10 AR Crew: 60th AMW, Travis AFB, Calif.

Best KC-10 Cargo Loading Crew: Team McGuire, McGuire AFB, N.J. (305th AMW, 514th AMW)

Best KC-10 Aircrew: 60th AMW, Travis AFB, Calif.

Best KC-135 AR Crew: 121st ARW, Rickenbacher Air National Guard Base, Ohio

Best KC-135 Cargo Loading Crew: 916th ARW, Seymour-Johnson AFB, N.C.

Best KC-135 Aircrew (Gen Bruce K. Holloway Trophy): 916th ARW, Seymour-Johnson AFB, N.C.

Best OSA/VIPSAM Arrival Crew: 86th AW, Ramstein AB, Germany

Best OSA/VIPSAM Aircrew, 375th AW, Scott AFB, Ill.

Best C-5 Preflight Team: 60th AMW, Travis AFB, Calif.

Best C-5 Post-flight Team: 60th AMW, Travis AFB, Calif.

Best C-17 Pre-flight Team: Team Charleston, Charleston AFB, S.C. (437th AW 315th AW)

Best C-17 Post-flight Team, 62nd AW, McChord AFB, Wash.

Best C-130 Pre-flight Team: 19th AW, C-130J, Little Rock AFB, Ark.

Best C-130 Post-flight Team: 314th AW, C-130E/H, Little Rock AFB, Ark.

Best KC-10 Pre-flight Team: Team McGuire, McGuire AFB, N.J. (305th AMW, 514th AMW)

Best KC-10 Post-flight Team, 60th AMW, Travis AFB, Calif.

Best KC-135 Pre-flight Team: 97th AMWm Altus AFB, Okla.

Best KC-135 Post-flight Team: 916th ARW, Seymour-Johnson AFB, N.C.

Best C-5 Maintenance Team: 60th AMW, Travis AFB, Calif.

BEST C-17 Maintenance Team: 446th AW, McChord AFB, Wash.

Best C-130 Maintenance Team: 19th AW, C-130J, Little Rock AFB, Ark.

Best KC-10 Maintenance Team: Team McGuire, McGuire AFB, N.J. (305th AMW, 514th AMW)

Best KC-135 Maintenance Team: 97th AMW, Altus AFB, Okla.



Airmen will be coming back to RODEO and telling their war stories about what they did in Iraq and Afghanistan. I think it's just the right thing to do to pay tribute to those who've gone before us."

For the people associated with RODEO 2009, General Lichte said he would like them to remember what a "great" location McChord AFB is to hold the competition and for them to thank the people in the greater Puget Sound area for how well they have treated everyone.

"We've also had our local civic leaders come travel with their teams to show support for their communities back home," General Lichte said. "That's absolutely fantastic. We've had the great mentors come out and the Secretary of the Air Force is visiting. All this shows how important the Air Mobility Command mission is.

"When everyone is putting it on display through this week and they know they have support from the Secretary of the Air Force, from all those who have gone before them, and from the communities they live in, that's a powerful message to send to all our Airmen," General Lichte said.

#### **AF Secretary Donley Calls Rodeo "A Win-Win For All..."**

Secretary of the Air Force Michael B. Donley received an in-depth look at the mobility world during a visit to Rodeo on 22 July.

Secretary Donley toured the competition, met with Airmen and international partners, and experienced the sights and sounds of the many RODEO events.

"It is an honor to come see it and to be a part of this," Secretary Donley said. "It's been a wonderful opportunity to see the scope and breadth of all the things that Air Mobility Command is providing for our Air Force."

In addressing RODEO's seven international competitors and observers from 13 other nations, Mr. Donley said he was grateful to have them here.

"We are learning from you and hopefully you are learning from us," Mr. Donley said during a town hall discussion to all the RODEO competitors and staff. "We share a common goal in protecting the global interests and in making coalitions which benefit all of our countries together in the fight against international terrorism. We appreciate the partnership your presence here represents. This is extremely important to the United States. We welcome each and every one of you to this important event."

The secretary also noted, after a full day to view the competition, that seeing the Airmen who are the heart and soul of AMC was a welcome experience.

"America doesn't have global reach and global power without Air Mobility Command," Secretary Donley said. "Global mobility is enabled by the gray tails of airlift, the tankers that support that air bridge, by the port operators and by the tactical lift that moves people and goods around theaters of operation. That mobility piece also includes aeromedical evacuation. That's a tremendous capability."

Secretary Donley said he saw a mixture of experience in the competition and he expects those who are less experienced to take home a lot of lessons learned.

"For Airmen coming to RODEO, they are going to learn a lot from those whom they are competing with," Secretary Donley said. "They'll be able to grade their performance against that of their peers in a friendly and competitive environment. Our Air Force will benefit from that and our international partners are going to benefit from that as well. So it is a win-win for all who are concerned."

Through competitions such as RODEO, Secretary Donley said the Air Force gains tremendously valuable experience. That experience translates to wartime preparation and further experience. Fifty years from now, he said he'd like people to remember that the United States and its coalition partners succeeded in giving the people of Iraq and Afghanistan a new start in a dangerous part of the world.

"We want to look back and say we succeeded in giving them that opportunity," Secretary Donley said. "I think, right now, thousands of combat veterans are performing in an outstanding fashion on behalf of our military. I think we are building America's next 'greatest generation' right now."

#### **CMSAF Roy Meets with Afghan Counterpart**

Chief Master Sergeant of the Air Force James A. Roy visited McChord AFB on 23-24 July to meet with Command Sgt. Maj. Abdul Malik of the Afghan National Army Air Corps and observe RODEO 2009 first-hand.

"The purpose of coming out here is two-fold," Chief Roy said. "First is to visit the command sergeant major of the Afghan National Air Corps. It is certainly special to meet with my good friend Command Sergeant Major Malik. This really solidifies our continued support for this partnership we have in Afghanistan, and has helped us identify some of the things we can do to continue the relationship we've been building."

Chief Roy said meeting with the command sergeant major helped emphasize the support and commitment from the U.S. Air Force.

"We're here to support the Afghan National Air Corps in any way we possibly can," the chief said.

Observing the events at RODEO was also beneficial for members of the Afghan National Air Corps.

Command Sergeant Major Malik said he enjoyed seeing RODEO and visiting with Chief Roy. He added that seeing the level of training and equipment also offered at the competition was also impressive. "There is a lot of (great) training and equipment to see here," he said.

While meeting with his Afghan counterpart was the primary objective of the visit, Chief Roy also met with Airmen participating in the competition.

"The second element of this visit is RODEO," he said. "It's always great to talk to the Airmen doing the awesome things we do in air mobility. Also, to highlight the fact that we can bring not only our great Air Force and Airmen here, we can also bring our joint and coalition partners here to work together, because that's how we fight.

"We fight together and we should be training that way," Chief Roy said. "Whether we're doing humanitarian assistance or disaster relief, it's a great opportunity to bring it all together here."

#### **International Teams Gain Valuable Experience, Build Relationships**

While the seven international competitors and 13 observing nations brought a distinctively international flavor to Rainer Ranch during RODEO 2009 – German and Belgium beer, Malaysian tea, Spanish Sangria, etc. – more importantly they also brought along the desire to win and the willingness to learn.

Among first-time participants at Air Mobility RODEO 2009 one international competitor was looking to pick up information in several areas.

According to Malaysian air force flight commander, Maj. Mohd Anuar Bin Ahmad, the Malaysian contingent's exposure to mobility operations at RODEO will enhance its strategic and tactical mobility operations.

Major Ahmad said, after his country's observers attended RODEOs '05 and '07, their team of 25 came to compete this year in ground and flight competitions. They hoped to learn a good deal from umpires in post action evaluations and interaction with Airmen from other nations as they meet after duty hours.

The down time became more critical Wednesday, when the crew discovered a crack in their aircraft. The damage is incapacitating and repair will outlast the event. Despite the setback, Major Ahmad said the team is doing everything they can to salvage the experience.

"Other teams have been wonderful," said the Major. "We have  
*continues on page 12*



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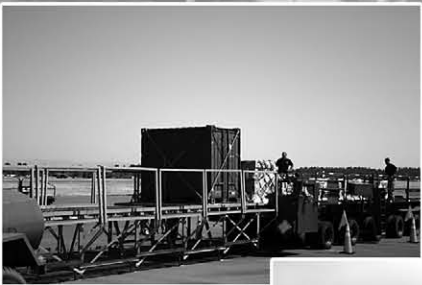
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# Air Mobility Rodeo



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# 2009 McChord AFB, Washington



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managed to seat some crew members as observers on some flights and our maintenance crew has been able to watch for new methods as they participate in the ground categories."

The team hoped to gain some insights on short landings, heavy equipment drops and the Continuous Delivery System. These procedures were prominent during the competition.

Still, Major Ahmad said they will take back a wealth of experience, based on their contact with other teams, and the ensuing conversations they have had.

He asserts that the greatest lesson they've learned has been in safety.

"We have seen that it is not difficult to be safe and that it can make all the difference," he said. "We have noticed that other teams place safety above all else. We should have that. Nothing moves until everything is right."

After the aircraft is repaired, the team will take an abundance of experience home with them. Although their competition was cut short their trip seems well worth it.

The spirit of competition was also evident in the attitude of the Turkish Air Force team. "We have great relationships with many of the teams here," said Maj. Gurbuz Bulut, Turkish air force team chief at Air Mobility RODEO 2009. "We would be quite happy to take some cups home with us this time." Major Bulut referred to award trophies RODEO teams are vying for in a variety of categories.

He said Turkey sent observers to RODEO previously to pick up pointers, but now that they are here, they expect to learn progressively more and perform better each time they compete. "We want to become the best," he said, "next time we will try to win overall."

Major Bulut said the idea isn't just about winning, but adopting best practices that, when they return home, can help their entire force become more effective. "For example, we have found several tactics to work more safely. Our relationships between humans and machines call for greater attention," he said.

Major Bulut said the entire team has recognized the importance of safety in all they do, and through their conversations with their counterparts from other teams, the Turkish have discovered a jewel in the friendships they share with other nations.

"You never forget your friends," Major Bulut continued. "We share many things with several teams here. We have many friends, and it is good for us to get to know them."

Major Bulut said the camaraderie helps break barriers so it is easier to share ideas and information. "We come to perform well, to win some trophies, but the goal is to take these things home to improve our performance. Everyone's goal is to be the best we can."

Germany was also one of the seven international teams competing in Air Mobility RODEO 2009.

The German RODEO team first attended the competition in 1982 at Pope Air Force Base, N.C., with an aircraft affectionately known as "Else." The German C-160 Transall, built in 1970, has returned to RODEO this year with the German team, looking for a win even in her old age. The Germans are from Air Transport Wing 63 in Hohn, Germany.

The team, which has one returning member, won Best international Team in 2007, and would be happy to return home with a repeat performance, according to Capt. Thomas Falber, German RODEO team leader.

"Of course we want to win, but the best thing is working with the Americans and learning from each other," the captain said.

Working alongside the Germans are eight Airmen from McChord AFB.

"We do things very different. Americans have a lot of different

technology, while the Germans are a little more old fashioned," Captain Falber said. "We have the technology, but we just like things being more handmade."

Although the Americans and Germans are learning much from each other, there are still a few hurdles to overcome in the process.

"Language is of course a barrier, but we are working to get past that together," the German captain said. "It has been a challenge bringing our thinking together at times. Sometimes American and German thinking differs."

Of the relationships made outside of work, the German captain recalls a few reasons to be thankful for those times.

"It's nice to be able to spend time with Americans not in a war setting," he said. "The relationships built here will truly last a lifetime."

For one German airman, this is especially true. A former German RODEO team member met his wife at the competition in 2007.

The Germans also made another new friend in retired Col. Gail Halverson, famed "Candy Bomber" of 1947's Berlin Airlift.

"We are very proud to meet him," said German loadmaster Master Sgt. Kai Hanno. In fact he had Colonel Halverson sign his German flight license. "I may get in a little trouble with my commander for that, but it will be worth it," the sergeant said.

Captain Falber said the camaraderie here at RODEO is something they will not soon forget. "Working with the Americans is something we truly enjoy," he said.

Col. Soocheol Park, an operations group commander in the Republic of Korea Air Force, said his C-130 Hercules crew attends so they can analyze what other countries do and tweak their own procedures. Their determination to improve paid off, Germany's attempt to repeat as winner of the Best International Team was thwarted by the Republic of Korea team.

#### Airlift/Tanker Board Shares RODEO Spirit

In many ways RODEO 2009 resembled a mini-A/TA convention. The Board of Officers was there to hold its Summer board meeting; the Pacific Northwest Chapter held a luncheon during which Secretary of the Air Force Mike Donley spoke at the invitation of Commander of AMC Arthur Lichte. The "filled to capacity" audience included many other dignitaries including three Airlift/Tanker Hall of Famers, Joe Jackson, Gail Halvorsen and James "Bagger" Baginski; and, there were familiar A/TA faces everywhere you looked.

As has become a tradition at AMC RODEO events (beginning in 2005), A/TA President Mark Smith, and A/TQ Editor Collin Bakse, made a concerted effort to visit every tent at fabulous Rainer Ranch, and, using their own carefully guarded "secret" criteria, graded them on "individuality and overall aesthetic." The final results of their meticulously conducted research is as follows:

#### Honorable Mention:

Altus AFB, Oklahoma. Great spirit, great spirits.

#### Overall Best Tent:

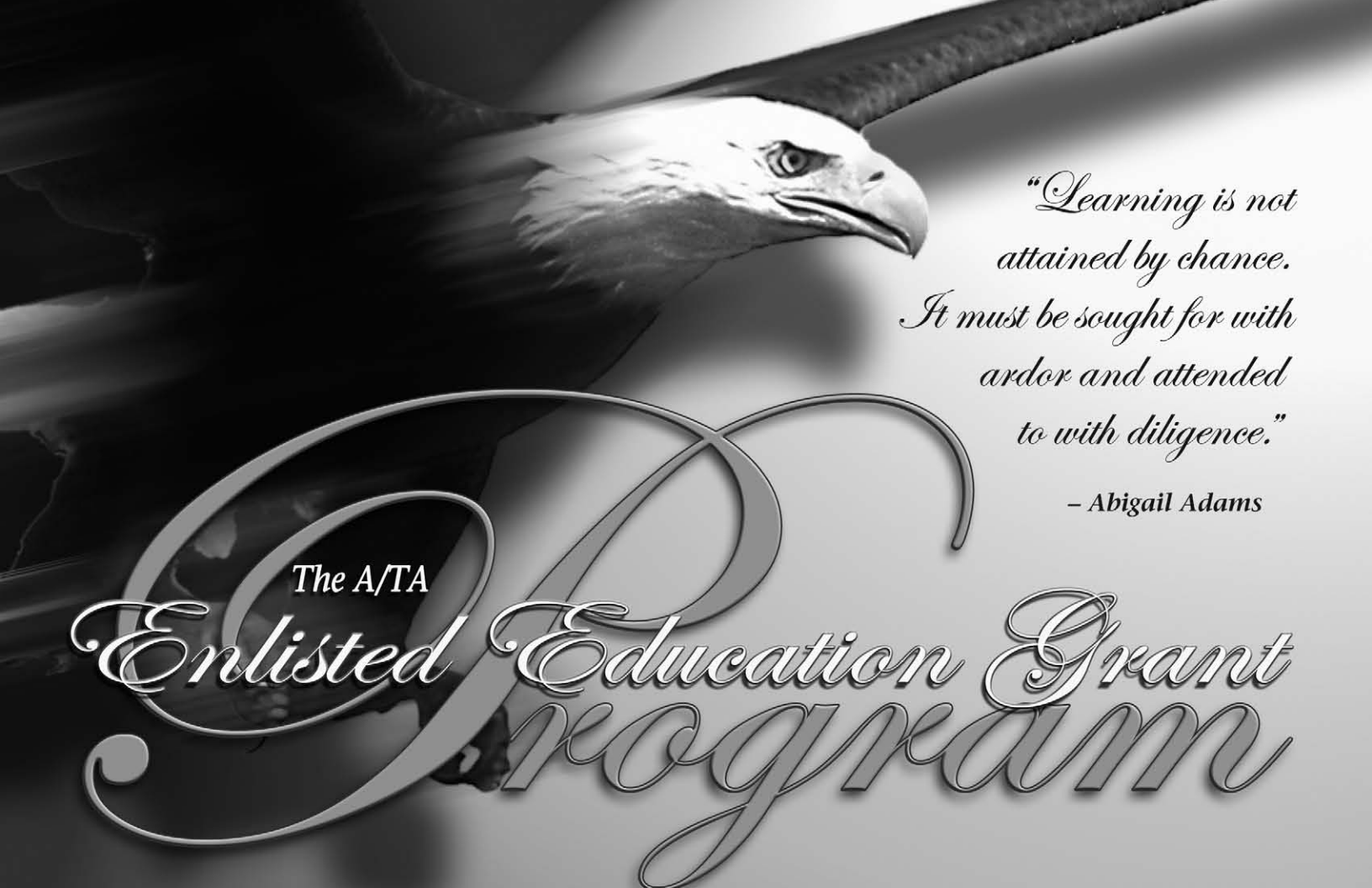
Grand Forks AFB, North Dakota. The Warriors of the North tent, decked out in arctic camo and blue christmas lights, had something for everyone including snowcones for the kids! Great

adult food and beverages, too. Plus, the tent was manned by a staff of wonderful Grand Forks base supporters, and boasted not one, not two, but three fully costumed mascots – a Polar Bear (it's cold in North Dakota), a Viking (Warrior of the North) and McGruff the "Crime Stopping Dog (?)"! The Warriors of the North rule.



A/TA President Mark Smith (L) and A/TQ Editor Collin Bakse ( 2nd from R) conducting "research" for the "Overall Best Tent" award. (A/TA Photo by someone with Collin's camera).





*"Learning is not  
attained by chance.  
It must be sought for with  
ardor and attended  
to with diligence."*

*– Abigail Adams*

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- ★ 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 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
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\*See on-site signage for Registration Area hours of operation.

Badge pick-up will close 15 minutes prior to evening events.

\*\* Various awards will be presented during certain symposium seminar blocks yet to be determined.

All events and times subject to change.

	MORNING	MID-DAY	AFTERNOON	EVENING
<b>Thursday, October 29th</b>	REGISTRATION* & BANQUET SEATING RESERVATIONS GOLF TOURNAMENT			OPENING RECEPTION IN THE EXHIBIT HALL HOSPITALITY SUITE CRUD TOURNAMENT
<b>Friday, October 30th</b>	EXHIBIT HALL ACTIVITIES REGISTRATION* & BANQUET SEATING RESERVATIONS† Rolls & Coffee      Lunch SEMINARS      SEMINARS Award Presentations**      Award Presentations**			A/TA RECEPTION IN THE EXHIBIT HALL HOSPITALITY SUITE CRUD TOURNAMENT
<b>Saturday, October 31st</b>	EXHIBIT HALL ACTIVITIES REGISTRATION* Rolls & Coffee      Lunch SEMINARS      SEMINARS Membership Meeting      Award Presentations**			COCKTAIL RECEPTION A/TA HALL OF FAME BANQUET HOSPITALITY SUITE
<b>Sunday, November 1st</b>	FAREWELL BRUNCH	AIR MOBILITY LEADERSHIP VIDEO YL/YL Alumni Meeting		
	MORNING	MID-DAY	AFTERNOON	EVENING

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Registration Form on Page 28.

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Please use this info only if you DO NOT have an assigned POC. Contact your assigned POC first!

Info needed to secure a room: Your Name; Number of Rooms Requested; Arrival Date/Time; Departure Date/Time; Phone Number; and E-Mail Address.

Convention Information & Registration: Bud & Pam Traynor: (703) 385-2802 | [ata@atalink.org](mailto:ata@atalink.org)

Seminars: Jeffrey Bigelow: DSN: 826-6361 | Comm: (757) 878-6361 | [Seminars@atalink.org](mailto:Seminars@atalink.org)

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Golf Tournament Information: | [Golf@atalink.org](mailto:Golf@atalink.org)



# 2009 A/TA Convention & Symposium Rules of Engagement

We know that the instructions for the registration form have become quite lengthy. But this is to allow the maximum flexibility for the registrant. Without the complexity, cancellation and refund opportunities would be impossible. There are limits to the flexibility however. When Bud and Pam move to the convention site (after 22 Oct), so moves the A/TA "headquarters office." That means a fax to the Virginia office after they have departed for the convention won't be received until their return from the convention. Don't do it. The A/TA office phone, (703) 385-2802 will be forwarded to Bud's cell phone. If that doesn't work, call the hotel and track them down.

We also know these instructions are very complete (and sometimes a bit negative, sorry); but, please carefully read this stuff anyway – administrative staff especially! We know that you may be filling out the form (page 28 or online) for someone else; but your mistake will still be charged to the attendee. And PLEASE don't call us in lieu of reading the instructions -- we will only refer you back to the instructions – we've tried to cover all contingencies.

*Every year, we have soulful requests for exceptions to our rules on refunds, including membership refunds. Sorry, but we don't grant them. Ever.*

## 2009 Overview:

Government folks – Please believe us on this: RE-ACTIVATE YOUR GTC CARD by calling the 800 number on the back! ( Otherwise, you may be doing everything twice!) After only a few days of non-use, hundreds of Government cards get turned off for no apparent reason.

**Read all the instructions below, especially the cancellation instructions.**

- Use the form on page 28 or register on-line at [www.atalink.org](http://www.atalink.org). (Click "Convention" link and follow directions there).
- You may pay dues at the same time using a separate card.
- Recommend you not use your government card to pay for personal fees, i.e., dues, golf or guest registration.
- When you submit payment, you will get an automatically-emailed receipt. Print it immediately: we can't produce another like it later.
- Log in anytime to view your membership and registration status, or to print a substitute online receipt.

## Frequent Answers:

### Member-Discount Rates:

- \$290 by 24 Sep, 2400 EST (FY 09)
- \$325 by 22 Oct, 1700 EST (FY 10)
- \$390 Onsite

### Non-member Govt/Mil Rates (For those wishing not to become a member)

- \$390 by 24 Sep, 2400 EST (FY 09)
- \$425 by 22 Oct, 1700 EST (FY 10)
- \$490 Onsite

### Non-member non-Govt/non-Mil Rates (i.e., all others wishing not to become a member)

- \$595
- \$300 Exhibit-floor-only (Per person, only for Exhibitors)

### Day-of, invited-speaker rate

- \$100 Fri or Sat program only, invited-speaker rate (Does not include any evening activities).
- New this year: No partials other than for Guests of full registrants and in some cases, invited speakers. Invited speakers and their immediate traveling staff may receive a discounted rate (\$100) for the day of their presentation and sign up only for that day. This does not include any evening events. (Otherwise, only social guests may sign up for a single event.)
- Full registration includes all events (except golf (\$140) and your hotel, of course).
- The Member Rate is a member benefit. To register at the member rate, your membership must be current through at least November. The membership fee is non-refundable – even if you subsequently don't attend FOR ANY REASON .
- Membership fees with registration: \$40 1Yr; \$110 3Yr; \$500 Life

- VISA or MC only with SSN and email address, card number, exp date, and "signature." We do not take AMEX, Discover, etc. at this time. We currently cannot handle purchase orders or bank transfers for memberships or registrations.
- Use one form for you the registrant and your non-member, social guest. Guests of members register at member registration rate (without a separate membership fee). If you have more than one guest, please contact us for instructions. Guest-Banquet-only pre-registrations are permitted. You can use a second card for your personal portion.
- Spouses who are A/TA members should complete a separate form.
- Members may receive the \$290 early rate only if a completed form and full payment are postmarked or received by 24 Sept. CAUTION: You may have great difficulty getting through on 24 Sep because of others who also put it off. After 24 Sep , the higher pre-convention rates will prevail -- no exceptions. Incomplete forms OR payment will NOT qualify for early rate. Payment must accompany form, regardless of method of payment. On error, please do not send duplicate or "updated" forms. Call or email us with corrections.
- No faxes/web/mail can be received after 1700 EST 22 Oct (office closed). We prefer no cover sheet for faxes. You may register at the A/TA registration desk upon arrival at the on-site rate.
- Send one form only. Do NOT fax THEN mail. Do not try to send payment one way and the form another.
- And sorry no, you can't pay now and send names later.

## Cancellation:

Cancellation Fees. \$20 through 24 Sep; \$30 through 22 Oct, \$40 thereafter. (This includes changing charges from one card to another.) Refunds may be made based on your cancellation confirmation number, obtained after personal cancellation with Bud or Pam Traynor, prior to events, at (703) 385-2802; or from them at the A/TA registration booth (not hotel registration desk) in-person or via the switchboard (please no relayed requests or requests through other workers). Card refunds should be automatic back to your card within a day of your request; check payment will be refunded individually by check to each individual. Refund requests without a cancellation number will not be honored; so when you talk to Bud or Pam, be SURE to get one! We intend to process all refunds before year end. You do not need to give a reason for your cancellation: however, no duty or family emergency releases you from your responsibility to cancel or from the cancellation fee. And again: Membership dues are not refundable.

Relaying your cancellation through an intermediary is too risky. If they forget to contact Bud or Pam, or they try to pass through yet another person – say a registration worker, or a board member -- who doesn't follow through – the registrant is still responsible for full payment. The fees charged don't cover minimum expenses for A/TA and there just isn't extra money to cover someone's error or lack of

responsibility – no matter how important the TDY or dire the family emergency. A/TA has less capability to be generous than the hotel and you know THEY charge for a no-show, regardless of the excuse. Make the effort personally; it's the only way to be sure you won't be stuck with the bill.

### **Membership:**

Membership must be current through November to register at the member rate. The membership fee is non-refundable. No exceptions. When you log in, you will be shown what your membership dues status is. PLEASE, if you wish to register at the member rate and need to pay dues, please, please do it as you register on the registration form -- even if you are paying for registration with a government/company card as you can use two different cards on the form. No need to first become a member separately (it doubles our processing workload).

### **Registration:**

**NEW THIS YEAR:** (hang onto your socks) Only FULL registrations (no line-item registrations except for guests, invited speakers and their indentured traveling staff). You may register as a Non-Member; or, with a member discount. Further, if you choose to register as a Non-Member, and you are a Government employee or in the military, you may receive a discounted non-member rate. If you choose to register as a non-member and are not Government or military, you must pay the full non-government non-military non-member rate. Guests register at the registrants rate.

Please no fax cover page and no "corrected copies." If you have a correction, just call or email us. Payment must always accompany the form, regardless of method of payment or form. Registration forms with checks MUST be mailed together. Marrying them up later is too time consuming and error generating. If you send a form via fax or mail or email, please do not send it a second way, or send twice. When you register online you will be emailed a receipt to the address you gave. This receipt cannot be re-created so print and save it for your voucher. If you do not immediately receive an email receipt, presume you gave us a bad email address. Login again and check your email address. Everyone with a valid email address will be sent an email confirmation when the registration is processed. A backup online receipt can then be obtained after logging in with your name and last-4.

Early registration (\$390/290) is an incentive to register early for administrative processing reasons – not just for early payment of the money. This means, for example, if you do not have the name of a registrant, you cannot just pay by the deadline and get an early rate. Similarly, if you want to register someone after the early registration deadline, you must pay the higher rate for the new person as appropriate. The canceled person will be reimbursed at the rate paid (less cancellation fee and dues, if applicable). If you choose to fax your registration form, recommend you not wait until the last day. If the fax machine is too busy for you to get through, we will not receive your form "early," and the higher pre-registration rates (\$425 non-member/\$325 member) will apply.

To register at the member rate, membership must be current through November. The membership fee is non-refundable. Members may receive the early rate only if this completed form and full payment are postmarked or received by 24 Sep. Incomplete forms or incomplete payment do not qualify for early rate. Use one form for a registrant and non-member social guest; your guest registers at the member rate. Spouses, who are A/TA members, should complete a separate form. We can take VISA or MC only. You must include your SSN-last-4, email address, card number, exp date, and "signature." (NO AMEX or Discover). Full registration includes all events except golf.

Postmark a mailed registration NLT 15 Oct to ensure it arrives before the office moves to the hotel. After that, plan on web or fax NLT 1700, 22 Oct, or registering at the hotel on-site (\$490 non-member/\$390 member).

### **No Substitutions**

There can be no registration substitutions. Individuals may be canceled; and new individuals may register. Specifically, no one may capture someone else's early rate after the early deadline. We cannot "bank" funds. This restriction applies to checks as well. Remember a new registration must have all information supplied on a new form. Dues are neither transferable nor refundable to a person cancelling. (See cancellation instructions).

### **GPC Cards (formerly know as IMPAC)**

We have been advised by AMC/CCX that the "CONVENTION REGISTRATION FEE CANNOT BE CHARGED TO THE GOVERNMENT PURCHASE CARD (GPC, formerly IMPAC). This reportedly reflects previous SAF/AQC guidance to AMC. (A/TA can take any Visa or MasterCard.) The AMC GPC prohibition does not apply to the Government Travel Card (GTC), which reportedly is recommended.

### **Faxes:**

Please no cover sheets. Save your time and our paper; all arrive in a closed office. Cover sheets are immediately discarded. But if you do fax the form, do so only with credit card full payment for membership and registration. Please do not send a fax with the intention of mailing a check. Faxes arriving without payment will be discarded. No faxes/web after 1700 EST 22 Oct. You may register at the A/TA registration desk upon arrival at the on-site rate (\$490/390).

### **Speakers:**

Invited speakers and their immediate traveling staff may receive a discounted rate (\$100) for the day of their presentation and sign up only for that day. This is meant to accommodate zip-in-zip-out speakers and any immediate travelling staff and does not include any evening events. We recommend, however, that all avail themselves of full registration opportunities. Please also see the DV recommendations at <http://atalink.org/dv.html>.

### **Exhibitors:**

There is usually some confusion. The Exhibit-floor-only rate is meant to cover the refreshments and events in the exhibit hall for the exhibit workers who are not generally participating in the social events. It does NOT allow attendance of seminars, hospitality suites, banquet or brunch. This allows some exhibitors to operate on a slightly tighter budget. In practice, most exhibitors just pay normal registration so they can attend all events. See the on-line Exhibitor page for exhibiting information.

### **Banquet Seating:**

2009: A/TA popularity continues to grow along with those who want to attend the event's premier agenda item, the Saturday night banquet. For A/TA Nashville, we will continue to rely on our proven use of chapter/unit/group/exhibitor points of contact (POC) to manage the banquet reservation process. We also will continue to receive individual banquet reservations to allow those individuals not affiliated with a chapter/unit/group/exhibitor to register. The ATA Banquet Reservations staff will continue to coordinate with these POCs to make sure we have the exact reservations you request. Key to this is that you first register for the convention; then make your seating reservations known to your unit/company POC, or to the banquet reservation team (see below).

For A/TA Nashville we will, however, limit the number and timing of banquet reservations. First, each chapter/unit/group/exhibitor will be limited on how many seats each can reserve based on the previous year's attendance. We will provide each unit POC their reservations limitation before banquet reservations begin, 30 July. Second, we will take limited on-site banquet reservations at Nashville but will close out these reservations by COB Friday, 30 Oct. As in past years, we will take each POC's update (for substitutions only) on-site until COB



Friday. There will be open seating to accommodate those who register late, and that open seating will be designated on seating charts available at the banquet reservations area in Nashville.

**Pre-Convention:**

We will start taking seating block/individual banquet reservation requests 30 July. The Banquet Seating Request Form should be used by all. Units/chapters should submit through their unit/chapter representative/POC. Individuals/groups not associated with a unit or chapter should submit banquet reservations to the banquet reservation team at [banquet@atalink.org](mailto:banquet@atalink.org). The POCs will be expected to manage actual seating distribution within his/her unit block of tables prior to the convention, and to keep the banquet reservation team updated as changes occur. The cutoff for reserved banquet seating, prior to onsite reservations, will be 1700 Sunday, 25 Oct.

**Onsite:**

We will require 100% reconfirmation to keep/get a reserved seat. Those who have paid but do not confirm banquet reservations may be relegated to open seating. We do this to ensure that no one gets dropped from the POC's lists and to allow registrants to advise us when they do not plan to attend. And while we will take seating requests from anybody – chapters, units, groups, or individuals – the preferred solution is for block inputs: So please check with your respective chapter/unit/company POC to ensure your name is submitted only once. For chapters/units/groups/ corporate POCs, this means all seats you submit in the reservation for your group must have a paid A/TA registration. Without it, that individual will be “bumped” from the chapter/unit/group/exhibitor seating request.

**On-Site Banquet Seating Sign-up:**

We will try to accommodate everyone; however, reserved banquet seating cannot be guaranteed onsite. The Banquet Seating Sign-Up which will be located next to the A/TA Registration desk, will be open Wednesday 28 Oct, 1300 – 1800, and Thursday and Friday, 29 and 30 Oct, from 0900 – 1800. The CUTOFF for onsite banquet seating will be 1800, Friday the 30th. Those arriving Saturday without prior seating coordination will not be given a seating reservation and will have to use open seating. Prior to the Banquet, in-progress reservation charts will be posted daily around noon in the Banquet Seating Sign-Up Area. A final Banquet seating chart should be posted 1500, Saturday, 31 Oct. If you have paid for the Banquet and have not shown up on the banquet reservation seating chart, you will be seated at open tables.

Remember the priority: First register, then reserve your banquet seat, and then additionally confirm your reservation onsite at the convention banquet booth.

Award Winners: will be seated as a group with one spouse/guest. Special guests and family may be seated at tables nearby providing Award Winners put the request in the remarks portion of their registration form and inform the Banquet Seating Coordinators using the request form mentioned above.

Exhibitors please review the on-line Exhibitor Package.

**WARNING:** Should banquet sign-up exceed facility capacity, Banquet Registration may be stopped and the 1800 Friday banquet seating-cutoff date may be moved earlier. Check the A/TA web site or the A/TA Sign-up Booth for the most current information.

## **2009 Room Reservations Rules of Engagement**

If you have any questions, Please direct all questions pertaining to rooms, via email, to Miles Wiley at [atarooms@cox.net](mailto:atarooms@cox.net).

If you are attending this year's convention on official orders (Active duty, guard, reserve and DoD civilians) you are entitled to tax exempt status for the room tax. This form must be presented at the

time of check-in. Additionally, you must be using your government issued credit card to pay for the room. Each person in a military double room (two registrants sharing a room, both on per diem, and splitting the cost, must complete a form.

Each installation and Exhibiting company should have a room POC that units and individuals should contact for rooms assistance. **See Military Room POC list on-line at [www.atalink.org](http://www.atalink.org).**

If you do not have a room reservation POC, contact Miles Wiley at [atarooms@cox.net](mailto:atarooms@cox.net).

***DO NOT negotiate individual or independent group contracts with hotels. Independent contracts create a personal liability for YOU, the signer; and the A/TA will have no ability to help YOU out of that liability!  
You may forfeit A/TA transportation help as well.***

### **Room Procedure for 2009:**

The Anaheim Convention was extremely successful. More than 4200 attendees enjoyed the three days of exhibits, seminars, and seeing old friends. From a rooms-management perspective, the most important part was that the contractual obligations were met with the different hotels. Of course, it only worked because of the number of volunteers for each base and exhibitor that worked the room lists.

The Association plans to continue to manage the rooms process and will rely on your support to ensure that it is successful again. Like 2008, there will be no time that any hotel will open the block for independent reservations.

The main hotel in Nashville, the Gaylord, can NOT (just not big enough) provide us with enough rooms for everyone. We have already signed some contracts with additional hotels and are working to prevent the challenge we have had the last couple of times in Nashville – hotels too far away.

Like last year, we will have a couple of significant dates that either numbers or names must be submitted to either me or the appropriate hotel. Needless to say, these dates are extremely important and we must meet the deadlines.

Base and exhibitor room POCs must update contact information to [atarooms@cox.net](mailto:atarooms@cox.net) by 6 July. This will ensure that we are in contact with the correct POC. As in the past, we will work all room requirements with the POCs (this only applies to bases and exhibitors). For attendees whose company has an exhibit, but the attendee is not part of the exhibit support team, your room request must go through the exhibitor room POC.

Base and exhibitor room POCs must confirm hotel room requirements No Later Than 7 August. We recognize that this is extremely early to know exactly how many rooms a base or exhibitor will need. Like last year, once confirmed, the POC will be responsible for filling those rooms. If unable to do so, the base or exhibitor will have to pay the cancellation fee for the room, which is one night room rate per room. This will require POCs to manage the room block very closely.

Pro Bono Booths – the Association has set aside a very limited number of rooms in the main hotel to support pro bono booths (government exhibitors). Priority for rooms will be given to those pro bono booth attendees who are willing to pay the corporate rate for a room in the main hotel. For the (military) government pro bono booth, this can be done by doubling up (both people in the room are on per diem and split the cost of room equally). Once the limited rooms are filled, overflow hotel rooms will be used.

To provide each military POC with some flexibility, the Association will require that each military POC have a minimum of 10 percent of the rooms as doubles, in the main hotel (Gaylord) and 10 percent of the rooms as doubles in the over flow hotels, no exceptions. On a case by base basis, the Association will consider increasing the double

up requirement. Like previous years, for the double rooms, the room rate will be less than the per diem rate times two. The Federal government per diem rate for Nashville is currently \$117 per night, plus tax and fees. This rate is subject to change when per diem rates are adjusted on 1 October 2009.

The final list of names and credit card information is due to the hotels no later than 4 September. Hotel room reservations for the convention will be made by Rooming List. The Rooming List must be provided to the hotels prior to September 4, 2009. All room reservations must be accompanied by a first night room guarantee. The hotel will not hold any reservations unless secured by a credit card. The military room POCs can make a one-for-one swap to avoid cancellation charges. Everyone will need to understand the cancellation rules as they are updated in the future.

The Association also has set aside a number of rooms in all the various hotels for those attendees not associated with a base or exhibitor. The rooms are at the government/military rate (for the active, Guard and Reserve) and the conference rate (for exhibitors, retirees and others). These individuals should email Miles Wiley at

[atarooms@cox.net](mailto:atarooms@cox.net) to request a room.

For the retirees who believe they are entitled to a government rate, the Association uses two principles when negotiating with the hotels for rooms: First, hotels want to limit the mixture of the government rate rooms to conference rate rooms to approximately a 50/50 ratio; or to charge much higher rates for convention-rate rooms. This means that the Association must fill both room rates to honor the contracts. Second, the Association can only contract for what we estimate to be the number of active-duty rooms needed. Overestimating incurs penalties.

Like in 2008, every individual is responsible for any changes to his or her hotel reservation and NOT the Association. Remember, room reservation cancellation and convention registration cancellation are TWO SEPARATE and INDEPENDENT ACTIONS (To Cancel – You must make BOTH cancellations).

As we get closer to the convention, there will be more information on room rates, resort fees, cancellation fees, and other important information about hotel rooms.

**See you in Nashville.**



## Property Highlights

- Year-round climate-controlled atriums
- Nine acres of lush indoor gardens featuring a 44-foot cascading waterfall
- A re-creation of a Delta river town with shopping, dining and f atboats
- Convenient parking
- Airport and area shuttle available
- On-site Hertz car rental

## About the Gaylord Opryland

### Location

- Within one-day's drive of two-thirds of the nation's population
- Just 10 minutes from Nashville International Airport

### Guest Rooms

- 2,881 total guest rooms
- Rooms feature two phone lines, one cordless phone, easy-to-use voice mail and Internet connectivity

### Exhibition and Meeting Facilities

- 600,000 square feet of meeting and exhibition space
- Exhibit space totaling over 263,000 square feet
- Ballrooms totaling over 127,000 square feet
- 71,375 square feet of ballroom pre-function space
- 111 meeting and breakout rooms
- Three executive boardrooms
- 17 covered loading docks with large overhead bay doors
- On-site conference service vendors including IKON Business Center, Corporate Magic, Presentation Services Audio Visual, and Freeman

## Exciting Dining Experiences

- Old Hickory Steakhouse – fine-dining steakhouse
- Ristorante Volare – authentic Italian
- Cascades Seafood Restaurant – specializing in seafood
- Water's Edge Marketplace Buffet – vast array of enticing global f avors
- Findley's – authentic Irish fare with a fine selection of drafts
- Rusty's Sports Bar
- Paisano's
- Stax
- Garden Conservatory Cafe
- Java Coast Coffee

## Recreation and Entertainment

- Gaylord Springs™ Golf Links
- The legendary sounds of the Grand Ole Opry®
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# From the Question Mark to a Question Mark



## A BRIEF HISTORY OF AERIAL REFUELING PART 3

*Editor's note: This is Part 3 in a series of articles prepared by the Headquarters AMC History Office highlighting the history of aerial refueling and the important role aerial refueling has played in American military history. (Part 2 appeared in the Spring 2009 edition of A/TQ).*

### Development of the Modern Air Refuelers

Ellery D. Wallwork

By the early 1950s, Air Force air refueling tankers consisted of converted bombers and cargo aircraft. The introduction of the eight-engined B-52 Stratofortress in 1952, however, made these existing tankers highly ineffective. A KC-97 Stratofreighter with an offload capacity of 53,000 pounds of fuel could effectively refuel two B-47 Stratojets. The larger fuel tanks (243,000 pounds worth) and the higher fuel consumption rate of the B-52 meant more KC-97s would be required to support the fleet. Additionally, mission planners had to take into consideration the differences in technology between the piston-engined KC-97 and the turbojet B-52. Because of the speed differential, the KC-97 tanker had to be based approximately 1,000 miles ahead of the B-52 before a rendezvous could take place. Additionally, the B-52 had to descend to the KC-97's operating altitude and then burn extra fuel to return to its cruising altitude.

As an example, the Strategic Air Command (SAC) conducted Operation Power Flite in 1957. Designed to test and display the intercontinental capability of the B-52, the mission consisted of three B-52Bs from Castle Air Force Base, California. These three aircraft led by the Lucky Lady III, piloted by the commander of Fifteenth Air Force, Major General Archie J. Old, Jr., flew around the world, a distance of 21,135 nautical miles, and successfully completed the route in 45 hours and 19 minutes, less than half the time taken by the Lucky Lady II, a B-50A, in 1949. Despite General Curtis E. LeMay, SAC Commander in Chief, calling Operation Power Flite a "demonstration of SAC's capabilities to strike any target on the face of the earth," SAC planners also took note of the most challenging aspect of the mission: air refueling. The three B-52s of Operation Power Flite required the support of 78 KC-97s, plus several more standing alert at bases along the route in case of adverse winds. The operation showed it took two KC-97s to provide 26 percent of one

B-52B's refueling requirements. The operation left little doubt that SAC needed a new tanker capable of enhancing the intercontinental mission.

By this point, though, the Boeing Corporation had already initiated developing, with its own funds, a new turbojet aircraft. Boeing officials invested in such an aircraft because it would be able to serve as a base-model for a tanker, a military cargo aircraft, and even a commercial airliner. The corporation began construction of the prototype Model 367-80 (informally known as the Dash 80) in October 1952. In July 1954, the Dash 80 flew for the first time, with further testing and development following rapidly.

In November 1953, SAC issued its requirement for 200 jet tankers. The Air Force received three proposals in response – paper-only designs from the Douglas and Lockheed Corporations. While the other companies talked about possible designs, only Boeing had an operating model. Because of the urgency of SAC's need, the Air Force procured 29 KC-135 Stratotankers as an interim measure in 1957. The number of interim tankers increased to 88, then to 118, and then 157. The Air Force ended up procuring 830 KC-135s; of which, 732 were initially identified as interim tankers.



**Three B-52 bombers circled the globe on 16-18 January 1957 in the historic peacetime Operation "Power Flight" demonstrating SAC's capability of striking anywhere on the face of the earth. Departing from Castle AFB, California, the flight covered 24,325 miles in 45 hours and 19 minutes and was led by Major General Archie Old, Jr. The flight required the support of 78 KC-97s, proving the need for a new tanker capable of enhancing the intercontinental mission. (USAF Photo).**

For the next 20 years, SAC maintained nearly a one-to-one ratio of KC-135s to B-52s. Often, they set on alert status together, with the tanker providing fuel in a "buddy" fashion. On the other hand, forward basing the tankers to rendezvous with the bombers offered a significant advantage: forward-based tankers had more fuel to give the bombers since they did not have to travel such a great distance. With this in mind, SAC based KC-135s at places like Westover Air Force Base, Massachusetts, and Dow Air Force Base, Maine. Secret agreements with Canada also allowed SAC to base KC-97s at Cold Lake and Namao in Alberta.

Through the years, the Air Force modified the KC-135s. The first modifications began in July 1962 when SAC developed the Q-model. A total of 56 KC-135As received fuel tanks to hold special fuel for the SR-71 and additional communication equipment used during fuel transfer operations. In later years, when the KC-135Qs were refitted with CFM-56 engines, the aircraft were redesignated as KC-135Ts. Another model (-B) began in July 1964 as Boeing added specialized



communications equipment and an air refueling receptacle in 17 KC-135As. Essentially an airborne command post, the KC-135B was redesignated the EC-135C on 1 January 1965. The two major KC-135 modernization programs began in the 1980s. The KC-135E was



**In November 1953, When SAC issued a requirement for 200 jet tankers in November 1963, only Boeing had an operating model. Because of the urgency of SAC's need, the Air Force procured 29 Boeing KC-135 Stratotankers as an interim measure in 1957. The number of interim tankers increased to 88, then to 118, and then 157. The Air Force ended up procuring 830 KC-135s; of which, 732 were initially identified as interim tankers. (USAF Photo).**

refitted with JT-3d engines. By the end of the program, 157 Air Force Reserve and Air National Guard KC-135s were updated. In July 1984, SAC formally accepted the first KC-135R, equipped with new fuel-efficient CFM-56 engines and over 25 other updates such as generators and main landing gear. The KC-135R had 1.5 times the fuel offload capacity of the KC-135A. Over 410 KC-135s were re-engined by 9 June 2005.



**In December 1973, SAC reissued a requirement for an Advanced Tanker Cargo Aircraft (ATCA). Two companies responded to the ATCA program. Boeing based its proposal on its 747, while McDonnell Douglas based its on the KC-10. On 19 December 1977, the Air Force selected the KC-10A as the more advantageous aircraft. While the 747 version offered a larger capacity, the KC-10 was cheaper and offered the ability to take off with a maximum load from a shorter runway. From 1981 to 1990, the Air Force received 60 KC-10s. (USAF Photo).**

In June 1967, SAC published a requirement for an advanced capability tanker to supplement the KC-135 force. While ideal for supporting the bomber mission, planners judged the KC-135 force as inadequate to support a general force deployment of attack, rescue, air defense, and airlift aircraft. Although Headquarters Air Force

endorsed the concept, little was done while the Vietnam War continued. A tanker support study in 1970 called for adapting a current wide-body transport aircraft as the most cost-effective solution. A limited number of feasibility tests followed in 1971 and 1972. United States material support during the October 1973 Yom Kippur War (a coalition of Arab states against Israel) highlighted the need for air refueling of airlift forces.

In December 1973, SAC reissued its tanker requirement, now entitled the Advanced Tanker Cargo Aircraft (ATCA). The Military Airlift Command and Tactical Air Command agreed that the new aircraft should be primarily a tanker with an airlift augmentation capability. As such, they agreed "that SAC should be the single manager for planned new tanker/cargo aircraft." Two companies responded to the ATCA program. Boeing based its proposal on its 747, while McDonnell Douglas based its on the KC-10. On 19 December 1977, the Air Force selected the KC-10A as the more advantageous aircraft. While the 747 version offered a larger capacity, the KC-10 was cheaper and offered the ability to take off with a maximum load from a shorter runway. From 1981 to 1990, the Air Force received 60 KC-10s.

SAC originally assigned the 60 aircraft to three bases: Barksdale Air Force Base, Louisiana; March Air Force Base, California; and Seymour Johnson Air Force Base, North Carolina. Following the Air Force's reorganization and the creation of Air Mobility Command (AMC) in 1992, leaders consolidated the KC-10s at McGuire Air Force Base, New Jersey, and Travis Air Force Base, California.

Both the KC-10 and KC-135, despite their age and heavy use, continue to ensure AMC accomplishes its rapid global mobility mission as well as sustaining America's deployed forces. They remain ready and respond to an important calling in the nation's defense.

#### **Air Refuelers in The Vietnam War**

Ellery D. Wallwork

Air refueling played an important role throughout the air war over Southeast Asia. With distances of 7,100 nautical miles from Travis Air Force Base, California, to Andersen Air Force Base, Guam, and another 2,251 nautical miles to Saigon, South Vietnam, all tactical aircraft sent from the United States to Southeast Asia required air refueling. Even the B-52 Stratofortress received a precautionary refueling on its way to Guam. The destruction of five B-57 Canberra bombers in November 1964 taught Airmen the hard lesson of basing large, vulnerable aircraft in Vietnam. Therefore, during the course of the conflict, Strategic Air Command (SAC) based its tankers in Guam, Okinawa, the Philippines, Thailand, and Taiwan.

In early 1964, SAC deployed its first four KC-135A Stratotankers to Clark Air Base, the Philippines. Dubbed "Yankee Team Task Force," this group of tankers was intended to serve on a temporary mission. On 9 June 1964, Yankee Team performed its first combat air refueling of the war, servicing eight F-100D Super Sabres on a mission to strike Pathet Lao antiaircraft emplacements in northern Laos. Although SAC withdrew the task force by 22 June, the Joint Chiefs reestablished the Yankee Team at Clark on 5 August, following the Gulf of Tonkin Incident. By late September, the KC-135 force, renamed "Foreign Legion," began regularly supporting fighters engaged in combat. With air refueling contributing direct support to combat aircraft, Vietnam was the "first tanker war."

As the conflict continued to escalate, so too did the number of tankers assigned to the theater. With the number of aircraft, basing locations also continued to grow. SAC established a new wing at Kadena Air Base, Okinawa, in January 1965, with a new nickname, "Young Tiger." This new moniker soon came to represent all air refuelers in the theater for the next eight years.

On 12 February 1965, 38 KC-135s supported the deployment of 30 B-52s to Andersen Air Force Base, Guam, in preparation for bombing operations over Southeast Asia. Arc Light missions focused B-52 bombing missions against Viet Cong jungle strongholds. Tank-

ers from Kadena made it possible for the heavily-loaded bombers to complete the roughly 2,000-mile round-trip. Arc Light commenced on 18 June 1965 with 30 KC-135s refueling 27 B-52s on their way to Viet Cong targets.



**F-105 Thunderchiefs carried the brunt of the early air war in Vietnam, and benefited from some of the most spectacular tanker "saves." Here, a bomb-laden F-105D is about to refuel over the Gulf of Tonkin. (USAF Photo).**

In addition to combat air refuelings, tanker crews began to receive credit for saving tactical aircraft. One of the earliest incidents occurred on 22 November 1965, when an F-105, after releasing its ordinance, began to experience a rapid loss of fuel. A Kadena KC-135, commanded by Captain Ross C. Evers, rushed over North Vietnamese territory to provide fuel. Perhaps the best known "save" occurred on 31 May 1967. Major John H. Casteel's crew was engaged in a routine refueling of two Air Force F-104Cs over the Gulf of Tonkin when US Navy aircraft dangerously short of fuel arrived. This KC-135, equipped with a boom-drogue adapter to support the F-104s, refueled two Navy KA-3 tankers, two Navy F-8s, two Navy F-4s, as well as its assigned F-104s. In order to save the aircraft, a brief tri-level refueling occurred with the KC-135 feeding a KA-3 while the KA-3 passed fuel to an F-8. Without the KC-135's help, the Navy



**One of a flight of F-5A Freedom Fighters, armed with 500-pound bombs, refuels from a KC-135 tanker somewhere over Vietnam in February 1966. (USAF Photo).**

aircraft would probably not have reached their carrier. This KC-135 crew earned the MacKay Trophy for the most extraordinary aerial flight of 1967--the first time the award went to a tanker crew.

Early 1968 witnessed two important events in Southeast Asia. First, a Korean crisis arose after North Korea seized an intelligence vessel, the USS Pueblo, on 23 January. Second, North Vietnam and Viet Cong forces launched a series of attacks, known as the Tet Of-

fensive, throughout South Vietnam on 30 January. In response to the Pueblo crisis, SAC deployed additional KC-135s and B-52s to the region under Operation Port Bow. KC-135s also supported the deployment of tactical aircraft to the Far East, called Operation Combat Fox. Under Operation Commando Royal, KC-135s supported tactical aircraft patrols of the Korean Demilitarized Zone with an average of five refueling sorties per day.

With the Tet Offensive ongoing, and in particular, the Siege of Khe Sanh underway in South Vietnam, the Joint Chiefs authorized the Port Bow tankers and bombers to support Arc Light missions. To support Operation Niagara, relief operations for Khe Sanh, authorized tanker sorties increased from an average of 53 per day to 66 in February. The increased tanker and bomber missions helped to break the siege, and this tanker rate remained authorized afterwards. However, on 1 April 1968, before the daily rate could achieve that authorized level, President Lyndon B. Johnson ordered a halt to all bombing north of 19 degrees. On 1 November 1968, he further stopped all bombing of North Vietnam and the demilitarized zone.

Although combat operations over North Vietnam were suspended after November, tankers, although nowhere near the numbers of 1968, continued to support operations in South Vietnam and Cambodia during the "Vietnamization" of the conflict. By the end of 1971, South Vietnamese ground forces had largely taken over the ground war, but aircraft of the US Air Force and US Navy continued to provide tactical support. When intelligence reported a likely increase in hostilities in early 1972, the United States sent more aircraft to Southeast Asia. SAC's KC-135s supported the deployment of additional bombers under Operations Bullet Shot I and II and tactical aircraft under Operations Constant Guard I, II, and III. As the expected North Vietnamese spring invasion began, SAC also reintroduced large numbers of KC-135s to Thailand and the Philippines to support Operation Linebacker from May to October 1972.

As the offensive faltered, intense negotiations ensued for a permanent ceasefire. In an attempt to show good faith in the negotiations, President Richard M. Nixon again restricted operations over North Vietnam. When negotiations stalemated, Nixon authorized Operation Linebacker II as an intense series of coordinated strikes of B-52 and tactical aircraft against strategic military targets in North Vietnam, primarily against the previously off-limits Hanoi-Haiphong area. Throughout this 11-day offensive (18 to 29 December 1972), KC-135s enabled the operation of a variety of bombing, strike, fighter, and electronic warfare aircraft. Although a ceasefire agreement was signed within a month after Linebacker II, KC-135s continued to support combat operations in Southeast Asia for another seven months.

The last combat air strike over Cambodia on 15 August 1973 marked the end of the air war in Southeast Asia. KC-135 combat operations lasted 110 months, with the tankers flying 194,687 sorties, transferring approximately 1.4 billion gallons during 813,878 air refuelings. SAC lost only four KC-135s in Southeast Asia, two during take-offs and two during landings. In addition to enabling a wide range of operational possibilities in warfare, the efforts of the tanker crews saved an untold number of their fellow Airmen's lives, as well as a large number of aircraft.

### **A Wing Perspective of Air Refueling History**

Daniel Simmons, 92d Air Refueling Wing Historian

The 92d wing at Fairchild Air Force Base near Spokane, Washington – whether it was a bombardment wing during the Cold War or an air refueling wing now – has a long and distinguished history of air refueling. The air refueling mission at Fairchild began in 1957, when the 92d Air Refueling Squadron activated and began flying the KB-29. The KB-29 was a tanker modified from WW II's B-29 bombers. The KB-29 was assigned to the 92d Bombardment Wing for only one year, as the new all-jet KC-135A Stratotanker began arriving at Fairchild in February 1958. The Air Force delivered the



first KC-135 to Castle AFB, CA in 1957, and the first squadron to receive it was the 93d Air Refueling Squadron, a unit now stationed at Fairchild. With the arrival of the all-jet B-52 bomber, and then the all-jet tanker, Strategic Air Command (SAC) had a formidable air refueling/bomber team to serve as a potent deterrent to nuclear attack during the Cold War.

After the arrival of the KC-135 to the Spokane area, it didn't take long for a Fairchild tanker to put its stamp on aviation history. On September 17, 1958, Capt Charles E. Gibbs commanded a KC-135 crew on a world record-setting flight. The 92d Air Refueling Squadron crew set four world records, including distance in a closed circuit without refueling, speed for 2,000 kilometers, speed for closed circuit with various payloads, and speed for 5,000 kilometers with various payloads.

In 1966, the air refueling capability at Fairchild doubled after the arrival of the 43d Air Refueling Squadron. The 43d came from Larson Air Force Base, Washington, and had already established its own mark on air refueling history. The 43d was the Air Force's first air refueling unit, activating on July 12, 1948. As its emblem indicated, the squadron was the "First Refuelers Global," having participated in the circumnavigation flight of the Lucky Lady II in Feb 1949—refueling the first aircraft to fly non-stop around the world. Over the years, the collective name of the 92d and 43d air refueling squadrons at Fairchild became the "Fightin' 135th," since adding the numbers of the two units together totaled 135—the number of the aircraft they flew.

The strategic deterrence mission at Fairchild was interrupted in the 60's by the war in Southeast Asia. The 92d Bombardment Wing's first tanker deployed to the Philippines in 1964, following the Gulf of Tonkin incident. Later, additional tanker crews deployed to the Pacific to support Operations Young Tiger and Arc Light. Young Tiger involved the refueling of tactical fighters while Arc Light supported B-52 bombing missions. Throughout the Vietnam Conflict, wing tanker crews were credited with 30 "saves," meaning their air refuelings prevented receiver pilots from either ejecting or having to crash land.

After the Vietnam Conflict ended in 1973, the KC-135s at Fairchild transitioned back to their primary role of providing strategic deterrence through 24/7 ground alert with their B-52 counterparts. SAC had a "hard crew" policy, meaning the assigned aircraft commander, copilot, navigator and boom operator always flew together, took leave together, deployed together, and pulled alert together. SAC ground alert operations normally consisted of one week on alert, followed by 3 \_ days of CCRR (Combat Crew Rest and Recovery), or "C-squared" as it was known. The 3 \_ days consisted of a half day off for each day on alert. Since alert crew changeover was normally on Thursday mornings, crews often felt cheated because part of their C-squared fell on the weekend. Crews then had two weeks—actually only 10 working days after C-squared—to accomplish flight training, ground training, etc. before the next alert tour began. There were also times when crews had to pull the dreaded back-to-back tour, meaning one week on, one week off, and then back on for another week tour.

As one former tanker crewmember recalled, "Looking back at SAC alert, and knowing what we know now, it was not a bad way of life. It certainly had predictability and stability, two things we strive for with today's AEF construct." While on alert, crewmembers could accomplish a good deal of their ground training, including flight simulators, and also work on their professional military education as well as advanced civilian degrees. In addition, crews could visit with family members, either at the alert visitation center or at several facilities located close enough to allow sufficient response time. For Fairchild, some of those major facilities included the BX, the theater, the gym and the recreation center. It was always a sad time for crews when they were in "restrictive alert," usually because the road conditions did not permit excursions from the alert facility. Alert was also a time for fitness. Racquetball and basketball were

popular alert activities at Fairchild, and crews often headed out to the gym late at night to participate. Late night fitness was usually a safe bet, because SAC didn't normally initiate alert exercises in the middle of the night. Everyone feared getting caught in the shower at the gym when the klaxon—the loud, unmistakable siren—sounded, requiring an immediate report to the aircraft. Other popular activities on alert included playing cards and board games, and of course watching TV. Playing poker for money was taboo while on alert, but alert crewmembers would often hear announcements at night for meetings of the "Fairchild Tea and Social Club." Soon after the "club" meeting convened, poker games would mysteriously materialize in the chow hall.



**A 92nd ARW KC-135 Stratotanker prepares to refuel a C-17 Globemaster III over Moses Lake, in north-central Washington State (U.S. Air Force photo/1st Lt. Tristan Hinderliter).**

At Fairchild, as at most SAC bases, bomber and tanker crews lived together. The different crews were unofficially known as the A Team and the B team, respectively. On a more informal level, the tanker crewmembers were known as "TOADS" to the bomber guys, and tanker folks simply called their bomber brethren "Pukes." The common understanding was TOAD stood for "Take Off And Die," a reference to the tanker requirement to give all of its available fuel to the B-52s if they needed it to complete their mission. TOAD could also have referred to the KC-135A's serious lack of performance. The A model—also known as "steam jet" or "water wagon"—was grossly underpowered during high temperature, heavy gross weight takeoffs.

The KC-135A used water injection to increase its thrust during heavyweight takeoffs. Above 20 degrees F, demineralized water was injected into the air inlet and diffuser section of each engine, increasing the density of inlet and combustion air which resulted in an added thrust of about 2000 pounds for each engine. Water injection not only produced incredible noise heard for miles around, it also produced a cloud of black smoke that looked like a small thunderstorm on the runway. Everybody on base and in the local community knew when a KC-135A was taking off.

Besides pulling SAC ground alert, throughout the 70's and 80's Fairchild's tankers had a regular commitment to support Tanker Task Force (TTF) operations around the world. TTFs were located in the Pacific (Andersen Air Force Base, Guam), Alaska (Eielson Air Force Base), and Europe (Royal Air Force Mildenhall and Royal Air Force Fairford). These deployments were a treat for tanker crews, as they were able to get a break from alert and spend 30 – 45 days at some "exotic" location. The missions often involved the refueling of reconnaissance and fighter aircraft at bases where a permanent air refueling capability was not available. It was always a special time for crewmembers when the squadron leadership released the new TTF schedule. Just about everyone wanted Pacific first, Europe second, and Alaska hardly at all. Crewmembers seeing an Alaska

TTF on their schedule often hoped for a crew change before the deployment, so they could join a crew with a better destination.

The decade of the 90's opened with Fairchild tankers deploying to support Desert Shield and later Desert Storm during the first Gulf War. At about the same time—August 1990—the wing received its first KC-135 R model. The R model modification solved the performance problem with the KC-135A, as the tanker received new,



**A U.S. Air Force A-10 Thunderbolt aircraft moves into position to receive fuel May 29 from a KC-135 Stratotanker during a mission over Afghanistan. The A-10 is deployed to Operation Enduring Freedom and the KC-135 is assigned to the 22nd Expeditionary Air Refueling Squadron, 376th Air Expeditionary Wing, Manas Air Base, Kyrgyzstan and is deployed from the 92nd Air Refueling Wing, Fairchild. (U.S. Air Force photo / Master Sgt. Andy Dunaway)**

more powerful engines that were also much quieter and cleaner. The modification also included a number of other sub-system upgrades, including new auxiliary power units. Today's KC-135 includes a glass cockpit and other major avionics upgrades that allow it to remain viable in today's aerospace environment.

As the Cold War ended in the early 90's, Fairchild took on a much different look. SAC inactivated, and the B-52s came under the new Air Combat Command. Although KC-135s remained at Fairchild, they became part of the 453d Operations Group, a geographically separated unit under Air Mobility Command. This organizational structure, however, only lasted a few years at Fairchild. In 1994 the B-52s departed, and on July 1, the 92d Bombardment Wing re-designated as the 92d Air Refueling Wing under AMC. For the first time in their history at Fairchild, tanker crewmembers became the "A team." The number of air refueling squadrons in the 92 ARW would expand to five, making it the

largest tanker wing in the Air Force at the time.

Since 1994, the 92 ARW has been involved in virtually every major contingency operation around the world. Throughout the 90's, the wing's tankers regularly deployed to support Operations Northern and Southern Watch, the missions to keep Iraq's Saddam Hussein in check. In 1999, wing personnel deployed to various locations worldwide to support Operation Allied Force, the mission to stop Serb aggression in Bosnia. Following the terrorist attacks on our nation in 2001, the 92 ARW began Combat Air Patrol support operations and placed aircraft and aircrews on alert for homeland defense—Operation Noble Eagle. Deployments began shortly afterwards for Operation Enduring Freedom, and they continue today not only for OEF but also for Operation Iraqi Freedom.

Recently, the air refueling mission at Fairchild began a new and significant chapter in its history. On October 1, 2007, the 92 ARW and the 141 ARW, Washington Air National Guard, entered into a classic association arrangement, the first of its kind for active duty/ANG KC-135 wings. The classic association means the two wings share the same aircraft as a cost-saving measure. The 141st had established its own outstanding reputation in air refueling expertise, ever since it began flying the KC-135 E model at Fairchild in 1976. Due to BRAC directives, the 141 ARW KC-135s moved to another ANG unit, resulting in the classic association on base. Over the years, Fairchild Air Force Base's tanker crews have prided themselves on always being there when needed, always enabling their receivers' missions to complete successfully through professional air refueling operations. With Fairchild now past the half century mark of air refueling experience, the future looks bright as the 92 ARW and the 141 ARW team up to continue the base's legacy of air refueling excellence.

#### **Air Refueling and Airlift**

Ellery D. Wallwork

Since the early air transport aircraft depended heavily on equipment developed for commercial uses, the airlift force was not equipped for air refueling. Even the development of the C-130 Hercules did not bring air refueling to the airlift force since planners did not see the C-130 as an intercontinental carrier. Contracts for the C-141 Starlifter and C-5 Galaxy called for aircraft that could fly 4,000 nautical miles. This distance would allow these intercontinental carriers to fly from McGuire Air Force Base, New Jersey, to Rhein Main Air Base, Germany, a distance of 3,390 nautical miles, while still allowing for strong headwinds or minor rerouting for weather. Planners also realized that payloads could be increased with refueling stops in Newfoundland or the Azores.

The C-141A was therefore constructed without an air refueling capability. While the C-5A had an air refueling receptacle, the Military Airlift Command (MAC) did not train many aircrews to refuel for three reasons. First, the large mass of the C-5 tended to create a bow wave of air that pushed the KC-135 Stratotanker away. Second, a defect in the C-5's original wing construction limited the aircraft's lifespan. Planners were concerned that the additional stress placed on the C-5 by the abnormal angles required to air refuel would shorten the lifespan even further. Finally, budget constraints meant only a few C-5 aircrews could be trained for a dangerous maneuver that was seen as having a limited application at best. Military planners soon witnessed the shortsightedness of this.

On 6 October 1973, Egypt and Syria simultaneously attacked Israel, in violation of the tenuous 1967 Arab-Israeli War ceasefire agreement. Israel lacked adequate air transport for large quantities of cargo, especially oversized cargo such as helicopters and tanks. The crisis further intensified when the Soviet Union began a resupply airlift to Egypt and Syria on 10 October. In response, President Richard M. Nixon directed an American military sea- and airlift to



resupply Israel, Operation Nickel Grass.

Beginning on 14 October with a C-5 carrying 186,000 pounds of cargo, MAC's C-141s and C-5s flew steadily from various locations in the United States to Lod International Airport in Tel Aviv for the next 32 days. The average distance of these stateside locations to Lod was 6,450 nautical miles. Given the diplomatic sensitivities resulting from the overriding dependence on Arab oil, all European nations, except Portugal, denied landing and overflight rights to MAC's aircraft. Portugal allowed MAC to use the facilities at Lajes Air Base in the Azores. From the first mission on 14 October until the last on 14 November 1973, MAC's C-5s flew 145 missions, and the C-141s flew 421 missions transporting 22,318 short tons of cargo.



A tank being off-loaded at Lod International Airport, Isreal, during Operation Nickel Grass in October 1973. Using the lessons of Nickel Grass, General Paul K. Carlton, MAC's Commander, pointed out that if air refueling had been available, MAC would have accomplished the same results with 57 fewer C-141 missions and 44 less C-5 missions, and saved about 48.5 million pounds of fuel (about 25 percent). These arguments persuaded policymakers and Pentagon planners to reverse the trend of [not] air refueling transport aircraft. (USAF Photo).

The 1973 Arab-Israeli War demonstrated that America's strategic airlift forces needed an air refueling capability. Without Lajes, only the C-5 could have made the flight from McGuire Air Force Base to Tel Aviv with any useful payload, but still greatly reduced, about 33 tons as compared to the 73-ton loads possible with Lajes. Plus, the lack of training for C-5 aircrews would have meant little to no air refueling. Using the lessons of Nickel Grass, General Paul K. Carlton, MAC's Commander, pointed out that if air refueling had been available, MAC would have accomplished the same results with 57 fewer C-141 missions and 44 less C-5 missions, and saved about 48.5 million pounds of fuel (about 25 percent). These arguments persuaded policymakers and Pentagon planners to reverse the trend of [not] air refueling transport aircraft.

As General Carlton later explained, "One of the things that people don't understand is that air refueling also economizes on fuel use. It is real hard to make people understand that you bring a second airplane up and refuel and you can actually do it with less gallons of fuel than if you just ran the one airplane through ground stops, but it is a fact. It utilizes the airplane better. So we were able to, largely with the help of the Israeli airlift, convince many audiences that we have got to get with refueling."

On 30 August 1974, Strategic Air Command (SAC) began an air refueling training and qualification program of MAC C-5 aircrews. The accelerated program lasted until 19 December, allowing time for 257 C-5 training missions. This program qualified an initial cadre of 72 C-5 aircrews. Additionally, Lockheed corrected the C-5 wings and upgraded the aircraft. From 1986 to 1989, Lockheed delivered 50 C-5Bs capable of carrying a 145-ton load 2,950 nautical miles without air refueling. With tanker support, the C-5B had a virtually limitless operating range.

MAC planners also relooked at the C-141s. The contract to up-

grade the C-141 included adding 23 feet to increase its cargo capacity and air refueling receptacles to increase its operating range. Between 1976 and 1981, all of the Air Force's C-141As were modified and redesignated as the B-model. Training and operational use of the C-141B's refueling capability ensued immediately. On 21 June 1982, tanker operations set two new records which cemented the combination of airlift and air refueling as a worldwide force. While establishing the mark for the southernmost air refueling, just 750 miles north of the South Pole, the KC-10A Extender transferred a record 67,400 pounds of aviation fuel to the C-141B conducting airdrop operations to resupply Antarctica's South Pole station.

With these lessons in mind, planners also insisted that any new intercontinental airlift aircraft include an air refueling capability. Boeing designs for the C-17 Globemaster III, therefore, included the plumbing necessary for air refueling. With a payload of 169,000 pounds and a cruise altitude of 28,000 feet, the C-17 has an unrefueled range of about 2,400 nautical miles. However, air refueling provides the C-17 with a global range.

Planners also applied these same lessons when replacing the two VC-137C, Air Force One, aircraft. In addition to the age and expense to maintain, the original justification for the replacements included the fact the VC-137Cs lacked sufficient range to reach many major world capitals with ease. When the Boeing Corporation delivered the replacements in 1990, the VC-25As (modified 747s) included receptacles giving the aircraft an air refueling capability.



With the lessons learned during Operation Nickle Grass and subsequent aircraft upgrades in mind, planners insisted that any new intercontinental airlift aircraft include an air refueling capability. Boeing designs for the C-17 Globemaster III, therefore, included the plumbing necessary for air refueling. Here a C-17 Globemaster III approaches the boom of a KC-135 Stratotanker June 18 during aerial refueling practice. (U.S. Air Force photo/Tech. Sgt. Shane A. Cuomo)

The lessons of Operation Nickel Grass highlighted the benefits air refueling presents to the airlift mission, most notably a more rapid worldwide response, heavier cargoes, and reduced requirements for overseas base support. Under the Air Force's reorganization in 1992, the creation of Air Mobility Command brought airlift and air refueling even closer together. Combining the air refueling capability with the airlift capability under one command strengthened a bond necessary for the US Air Force to have a truly global reach. The events of the early twenty-first century, more than ever, prove this need for a robust air refueling capability.

*To be continued in the Fall 2009 edition of A/TQ.*

It is hard to believe that we are just weeks away from our next convention - the 41st Annual Airlift/Tanker Association Convention. Things are coming together a little slower than usual this year, but we are making good progress and I am confident it will all fall into place soon. Not sure exactly why things are slower, perhaps it is because industry is being cautious with the economy being soft. That said, we have exhibitors that have expanded their presence this year, most are the same as last year, a few have reduced their footprint and a very small number have been forced to pass on this convention but plan to be back next year. Helping to address the potential exhibitor shortfall, we also have a fair number of first time exhibitors - we are delighted to welcome these newcomers to our ranks. Bottom line: looks like the number of spaces purchased are going to be about the same as last time and therefore the revenues are expected to be about the same which is quite good for these economic conditions.

Another important measure of our organizational health is the number of Industry Partners. For the last few years, we have had sustained growth among Industry Partners that has paralleled the rate of growth in annual attendance (roughly a 7% annual growth). Earlier in the year, several of our loyal Industry Partners were forced to withdraw their IP membership due to economic conditions (most expect to be back as IPs soon as economic conditions improve). This was an ominous early sign that this was going to be a very challenging year for us. However, as things stand today, we have experienced continued growth in Industry Partner memberships (not quite at the anticipated rate, but still very good for the economic situation). I am truly in awe of the level of support we have enjoyed from industry – thank you again for your confidence in us and your loyal support.

Although our Industry Partners only represent half of our exhibitors, we provide several benefits to these members for a very obvious reason – over 75% of the revenues generated by exhibit fees come from our IPs. However, not all IPs are large exhibitors, nearly half of our IPs are small exhibitors that elect to be members of our organization because they want to be members of the association. We try hard to treat each of our Industry Partners special, because they are so important to the overall success of your organization. Our IP membership fees are among the lowest “corporate membership fees” in the defense industry - \$1500 annual fee (a real bargain). Below are some, but not all, of the benefits of being an IP member of A/TA:

- *Reduced exhibit fees (\$400 less per 10'x10' exhibit space)*
- *Preferred booth locations (opportunity to participate in space assignment process)*
- *Five “free” annual individual memberships - \$200 value (\$40 value each x 5)*
- *Company listing on A/TA website*
- *All IPs listed with logo and company description in convention issue of A/TQ magazine (largest circulation issue of the magazine)*

Many of our other exhibitors have also been loyal supporters of the Airlift/Tanker Association and we very much appreciate your support as well. Overall, we are doing well under these adverse economic conditions and each exhibitor plays a key role in making our convention a success year after year. We look forward to seeing each of you at the Gaylord Opryland Resort in Nashville, Tennessee the last weekend of October.

See you in Nashville for another celebration of A/TA,

Bob Dawson  
Vice President Industry Affairs

**A/TA INDUSTRY PARTNERS**  
*(as of 31 August 2008)*

AAI Services Corporation	GE Aviation
AAR Corporation	Global Aviation Holding
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ARSAG	Honeywell International
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BAE Systems	JLG Industries, Inc.
Bell Helicopter Textron Inc.	L-3 Communications, Integrated Systems
Boeing Company, The	Little Giant Ladder Systems
Bombardier Aerospace	Lockheed Martin Aeronautics Corporation
Booz Allen Hamilton	McLane Advanced Technologies, LLC
Bose Corporation	Million Air - An Aviation Services Corp.
C-27J Spartan JCA Team	National Air Cargo
CAE	Northrop Grumman Corporation
Capewell Components Company	Omega Aerial Refueling Services, Inc.
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Evans Composites, Inc.	Telephonics Corporation
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Federated Software Group	Tybrin
Flightcom Corporation	USAA
FlightSafety International	Volga-Dnepr Unique Air Cargo
Gander International Airport	Vought Aircraft Industries, Inc.



## C-27J SPARTAN JCA TEAM

When the U.S. Army announced the contract award to L-3 Communications Integrated Systems for the C-27J Spartan to be the Joint Cargo Aircraft (JCA) on 13 June 2007, then Air Force Chief of Staff Gen. T. Michael Moseley said, "In fielding this new capability, I see a symbolic relationship between the JCA and our Total Force that is significant to all of us."

### C-27J For the JCA Program

The C-27J Team provides a "Total Integrated Package" solution, for the JCA, built on the expertise of a world class team of industry partners. The team brings together the combined experience of L-3 Communications, Alenia North America, GMAS, Honeywell, Rolls-Royce, Dowty, Vertex, L-3 Link Simulation & Training, and L-3 Communications-West to provide the US Army and Air Force with the best product and through-life support available.

The Joint Cargo Aircraft (JCA) is central to the U.S. Army's Aviation Modernization program, a restructure and revitalization of its aviation assets to reflect current and anticipated needs. The C-27J is a mid-range, multifunctional and interoperable aircraft able to perform logistical re-supply, MEDEVAC, troop movement, airdrop operations, humanitarian assistance and homeland security missions for the U.S. Army and U.S. Air Force. The C-27J will replace the U.S. Army's C-23 Sherpa and portions of the US Army's C-12 and C-26 fleet. The C-27J will augment the U.S. Air Force's existing fleet of intra-theater airlifters. The aircraft will play a key role in providing responsive aerial sustainment and critical re-supply support for the maneuver force to maintain operational momentum.

The C-27J Spartan provides the U.S. Army and Air Force with unsurpassed performance, an unmatched level of interoperability, enhanced tactical flexibility, excellent reliability, unparalleled survivability and best value to the warfighter - making it the ideal choice for the JCA program. The C-27J is the low risk, best value and only military-off-the-shelf solution for the JCA program.

The C-27J has been purchased by NATO and coalition countries Italy, Greece and Bulgaria and is competing around the world. It is the only aircraft in its class that is capable of carrying standard NATO 463L pallets (3.5), up to two uparmoured HMMWVs and heavy, dense loads such as aircraft engines and ammunition. The C-27J can carry over 5,000 lbs more cargo than its competition, has a max cruise speed 75 ktas great, and significantly better landing and take-off characteristics in any environment than its competition, mak-

a proven interoperable and survivable airlifter to the U.S. military. Born a rugged military airlift platform, the C-27J has a maximum payload of over 25,000 lbs. that can be configured for any mission: troops, medevac, airdrop or cargo. In an austere environment, the C-27J provides the autonomous capability to get in, get out, and get the job done.

Combining peerless interoperability, extended range, superior payload and essential STOL capability, the C-27J Spartan more than meets the requirements of the U.S. Army/US Air Force JCA program.

### About L-3

Headquartered in New York City, L-3 Communications employs over 64,000 people worldwide and is a prime contractor in aircraft modernization and maintenance, C3ISR (Command, Control, Communications, Intelligence, Surveillance and Reconnaissance) systems and government services. L-3 is also a leading provider of high technology products, subsystems and systems.

### About Alenia North America

Alenia North America is a subsidiary of Alenia Aeronautica and part of the Finmeccanica Group. Its mission is to further expand the industrial and commercial presence of the Alenia Group in North America. Alenia North America Inc. is headquartered in Washington, D.C. with offices in Seattle, Washington; Long Beach, California; Fort Worth, Texas; and Smyrna, Georgia. Alenia North America - Canada, a subsidiary wholly owned by Alenia North America, has offices in Ottawa, Canada. Alenia North America is also a shareholder in several joint venture companies located in the United States including Global Military Aircraft Systems (GMAS), a joint venture with L-3 Communications Integrated Systems. GMAS is headquartered in Madison, Mississippi. Alenia North America has recently announced its intent to establish a new final assembly and production facility for the C-27J in Jacksonville, Florida.



**Col. (ret) Gail Halvorsen, world famous "Candy Bomber," flashes his trademark thumbs up from the pilot's seat of a C27-J Spartan while the aircraft was on display on the ramp at McChord AFB, Washington, during AMC's RODEO 2009. Col. Halvorsen and several members of A/TA Board toured the aircraft. (A/TA Photo by Collin Bakse).**

ing it the most capable, low risk, aircraft available to support the warfighter.

Unlike other twin engine cargo aircraft in this class, the C-27J boasts interoperability with both CH/MH-47s and larger, intratheatre lift aircraft such as the C-130s. This interoperability means the C-27J can play an effective and flexible role in supporting the soldiers the last tactical mile. Whether that is flying pre-configured pallets for the Chinooks from one fire base to another, or taking larger, critical loads directly off C-130s directly to the warfighter, the C-27J has the capability to get the job done.

The C-27J Spartan embodies GMAS' uncompromising commitment to deliver

# REGISTRATION FORM 2009 A/TA Convention & Symposium

Online Credit Card Registration (Secure) Preferred – [www.atalink.org](http://www.atalink.org)

Invited Speakers are encouraged to register online.

Please Read & Follow Instructions

Detailed instructions: Pages 14-18; On-line at [www.atalink.org](http://www.atalink.org)

Registration & Cancellation Policy:

a.) NO REFUNDS without a cancellation confirmation number, obtained after personal cancellation only with Bud or Pam Traynor, prior to events, at (703) 385-2802; or personally at the A/TA registration booth (not the hotel desk).

Please no intermediaries. Email OK but risky. Requests without a cancellation number will not be honored. See cancellation fees below (bottom right).

b.) Call or Email changes; DO NOT RESUBMIT FORM or send multiple copies. When in doubt, contact Bud or Pam Traynor: (703) 385-2802 or [ata@atalink.org](mailto:ata@atalink.org)

c.) To have name only (no other contact info) appear in the post-convention roster, contact Bud or Pam Traynor.



41ST ANNUAL A/TA CONVENTION & SYMPOSIUM

29 OCTOBER – 1 NOVEMBER 2009 • NASHVILLE, TENNESSEE

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**SOCIAL GUEST:**  Guest is my spouse.

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FULL REGISTRATION: (Includes everything except Hotel and Golf)	Check Box for:		Per Person Fee Member/GovNonMem	TOTAL
	SELF	GUEST		
➔ A/TA Membership (Required for Member Rate for member and guest)	<input type="checkbox"/>		\$40	\$ _____
➔ Early Registration (Must postmark/fax by 24 Sept)	<input type="checkbox"/>	<input type="checkbox"/>	\$290/\$390	\$ _____
➔ Pre-Registration (25 Sept-22 Oct – Onsite will be \$390/490)	<input type="checkbox"/>	<input type="checkbox"/>	\$325/425	\$ _____
➔ Non-Member (non-gov; non mil) Registration	<input type="checkbox"/>	<input type="checkbox"/>	\$595	\$ _____
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All below included in full registration above – Registrants please don't use. Guests & Invited Speakers Only	SPEAKER	SPEAKER/GUEST	
➔ EXHIBIT FLOOR ONLY (Does NOT include Golf, Seminars, Social Events, Banquet or Brunch)	<input type="checkbox"/>	\$300	\$ _____
➔ Thursday Evening Reception (Refreshments & Exhibits)	<input type="checkbox"/>	\$125	\$ _____
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**Col Dennis (Bud) Traynor, USAF (Ret)**  
 9312 Convento Terrace  
 Fairfax, VA 22031  
 Credit card users may fax registration to: (703) 385-2803 (no cover page please)  
 After 15 Oct mail or 22 Oct fax/web cutoff, registrations accepted only at the convention registration desk.

**VISA or MASTERCARD ONLY (no AMEX, Discover, etc.)**  
 By transmitting this form, I certify I have read and understand the cancellation instructions and that if my National membership is not current through Nov., an additional \$40 will be assessed on this card to update my membership. Cancellation fee is \$20 if by 24 Sept; \$30 if by 22 Oct; \$40 thereafter.

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