



A/TQ

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ON THE COVER: Vietnamese orphans inside the troop compartment of a C-5A, tail number 80218 during Operation Babylift.

On Heritage and Tradition...

The Airlift/Tanker Association traces its roots back to a reunion of the 834th Air Division held in Las Vegas, Nevada, in the summer of 1969. That first reunion was "open to all members of the 834th Air Division, the units attached thereto (including those C-130 personnel assigned TDY from out-country units), that served in the land of the burning outhouses (a colorful dysphemism for Vietnam)." The original invitation letter stated that the only formal business to take place would be the establishment of a committee "to formulate and plan the following years symposium and reunion."

That little bit of formal business was the first step in establishing an organization which has played a major role in the history of the United States Air Force – growing from an annual unit reunion into the Airlift Association, and then into the Airlift/Tanker Association.

Ten individuals deserve recognition for the foresight they showed back then and are considered the Association's Founding Members. They are (alphabetically): Major General James "Bagger" Baginski; Colonel William "Bill" Bailey; Colonel Kenneth "Ken" Chatfield; Colonel Robert "Bob" Ellington; Brigadier General Mal Hooker; Colonel James "Jimmy" Maturio; General William "Bill" G. Moore, Jr.; Major General Thomas "Tom" M. Sadler; Mr. C W Scott; and, Lieutenant Colonel Hank Van Gieson. Many, if not all, of the surviving members of this august group will be on hand when the Association presents a special tribute to them at this year's annual Convention & Symposium in Nashville, Tennessee.

Special tributes and awards are a great part of the heritage and tradition of the A/TA. By recognizing the special accomplishments of special people the Association helps to build pride and morale in the mobility community, and lives up to its stated goal of *Supporting America's Air Mobility Mission*.

The A/TQ also has a few traditions – the Fall Convention edition pays tribute to the Association's award winners, the Winter edition looks back at what happened at the convention, the Spring edition is dedicated to the Enlisted Force, etc. At first glance it may seem that this edition is breaking with tradition, as there doesn't seem to be much about the Enlisted Force. But, as you read about Operation Babylift you will notice that, like always, enlisted personnel played an integral role. When you read about air-drop testing at Yuma Proving Grounds, you'll see that even after retirement some enlisted folks continue serving. When you read about Pheonix Stripe you'll see that the Air Force is grooming enlisted personnel to be future leaders. The tradition is alive and well.

Collin R. Bakse, editor

Chairman's COMMENTS



Gen Ron Fogleman
USAF, Ret

On 17-18 March the Warner Robins chapter hosted a very enjoyable, interesting and productive A/TA Board of Directors Meeting. We had the opportunity to see presentations by members of the 19th ARW, key staff from the Air Logistics Center and spend time with local chapter members at a reception hosted by the Middle Georgia Military Affairs Committee, a local community base support organization.

The 19th ARW presentation reminded all of us how dependent modern military operations are on aerial refueling. It also gave us an appreciation for the extraordinary experience and talent of our tanker crews. On a typical rotation into the AOR crews will accrue several hundred hours of flying time in support of operations involving multi-national and multi-service fighters, bombers, airlift, intelligence, surveillance and reconnaissance aircraft. The

lessons learned on these deployments are helping to rewrite doctrine, tactics and operational procedures manuals.

The presentation from the Air Logistics Center staff gave the Board a new appreciation for the challenges of supporting aging aircraft, particularly our strategic and theater airlift and tanker fleets. We received an in depth look at the C-130E situation. It is a serious problem that will progress through the entire C-130 fleet unless senior decision makers in DOD and the Air Force step up to a comprehensive repair and overhaul program, combined with a force recapitalization plan. This issue is so important that we invited the ALC folks to come to the A/TA 2005 Convention and share an updated version of the presentation with the membership.

Speaking of the Convention, I am pleased to announce the theme for this year's meeting... "Air Mobility...Lifeline of Freedom and Hope."

With this theme we have tried to capture the support air mobility provides our war fighters in their mission of replacing brutality and oppression with freedom and democracy. At the same time we remind everyone our air mobility forces also provide the wings of hope to people at home and abroad when they face suffering and anguish as a result of man made and natural humanitarian disasters. This past year provided ample opportunity for our airlift and tanker forces to demonstrate this theme. The Board also approved a logo to capture the spirit of the theme [see below] and provide a symbol to rally the membership in Nashville.

Last, but not least, the Board is pleased to announce a revitalized Hall of Fame nomination process resulted in the selection of Major General James "Bagger" Baginski for induction into the A/TA Hall of Fame. As one of the founding members of the A/TA and a life long practitioner and supporter of air mobility forces, General Baginski is truly deserving of this honor.

In addition to General Baginski's induction into the Hall of Fame, the Board will be paying special tribute to all Founding Members of the organization with a special ceremony and presentation at the 2005 Convention. This is particularly appropriate given the venue in Nashville and the role it played in the early days of the tactical airlift world.

The members of the Board plans to attend Rodeo at McChord in June. We hope to see you there and look forward to some spirited competition among the World's top mobility forces.



Convention Rules of Engagement – Pages 25 & 26
2004 Convention Registration Form – Page 28

A/TA...Supporting

President's MESSAGE



CMSgt Mark A. Smith
USAF, Ret

Hooah air mobility warriors. Thanks for the sacrifices you and your family are making for air mobility and the United States of America. We are very proud to share some of your many contributions and achievements in this issue. Thanks for your continued dedication to our great nation.

As most of you know, one of the duties of the A/TA President is coordinating the awards program. In order to do so, it is sometimes necessary to enlist volunteers. I would like to thank seven A/TA members who recently served on our 2005 A/TA Hall of Fame Nomination Committee; Collin Bakse, Bob Ford, Jim Matthews, Barry Mayhew, Jerry McCrave, Paul McVickar, and Larry Strube. The committee reviewed 15 previously submitted packages and six 2005 packages to nominate and forward 7 candidate packages to the A/TA Board for consideration as 2005 inductees into the A/TA Hall of Fame.

Thanks to these volunteers who stepped forward with their time, talents, and contributions for our great organization!

Along with our Chairman, I am extremely proud to highlight the A/TA board selection of Major General (Retired) James I. Baginski into the Airlift/Tanker Association Hall of Fame. General "Bagger" is certainly a favorite among all ranks for his significant contributions to air mobility both on active duty and during his retirement (even though most would agree - he has never really retired). General Baginski is an air mobility warrior that has made a significant and lasting contribution to the Air Force and to our nation. He served over 30 years of honorable service to our country, dedicating his time to promoting the air mobility mission. General Baginski continues to devote his efforts to improve air mobility weapon systems, policies, and quality of life for many airmen and leaders in the command. He has been an innovative strategist and leader in the airlift/air refueling mission, setting the pace for future generations. In his twenty-plus years of retirement, "Bagger" is still leading the way in sustained performance, continually enhancing the air mobility mission, culture, and history. We look forward to recognizing General Baginski at our annual convention in Nashville.

Additionally, the Airlift/Tanker Association is extremely honored to have many of our 10 A/TA Founding Members planning to attend this convention. As Bob Ellington says, "We want to make sure Bagger has many opportunities to pick up the bar tab." We look forward to seeing and recognizing this honorable founding group in Nashville, Tennessee. Let me tell you folks - this will be a convention that you will not want to miss!!

I would like to also recognize Major Bill Heaster for his hard work and efforts while serving as the AMC-A/TA liaison. Major Heaster coordinated many A/TA endeavors with AMC and has continually provided excellent feedback and coordination within the command for the association. Bill also assisted the recruitment of his replacement - Major Stefan Eling. Welcome Stefan and thanks again Bill for your dedication and many contributions. We'll meet at another NASCAR track soon!

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

Cabin Report...Secure!

Little Rock AFB, Arkansas to Host Base Reunion

In commemoration of its 50th anniversary this year, Little Rock AFB will hold a reunion and dance for former base members 10 September 2005.

The reunion, which will coincide with the base's annual Retiree Appreciation Day, will offer a chance for Little Rock Air Force Base veterans to gather, reminisce and enjoy camaraderie.

There is not charge for the event itself, however, those interested in attending must RSVP by July 31 to the Little Rock Air Force Base Retiree Activities Office by calling 501-987-6095; email retireeaffairs@littlerock.af.mil.

SECRETARY'S NOTES

Your A/TA Board of Officers will never be able to adequately express the pride we feel for all of you who have and continue to support Operation Iraqi Freedom and the other requirements that go on like clock work. You certainly inspire us to work harder to serve you - and we are doing our best. Right now, we are "knee-deep" in convention planning, so I've asked my friend and colleague Bud Traynor to share some thoughts:



Col Barry C. Creighton
USAF, Ret

The 2003 convention will be a venue to showcase your grand success. You will have some powerful tales to tell. So, try not to miss it. Registering on the web is easier than ever. We know it is sometimes hard to know if you are going to actually be able to attend -but please do your best, for we've found it necessary to levy an additional fee for on-site registration. And a note of warning for you duffers, we can accommodate only 144 golfers on the links. After 144, there will be a waiting list but no overflow.

We are anticipating great attendance, as the current ops tempo will certainly break before the convention. And despite the distractions of the war effort, our membership activities remain strong. Our A/TA total membership has climbed to over 4800. We have 32 active chapters and a handful of "feathered" chapters that need your leadership to airstart them.

A final thought - peak PCS season is approaching. Try to remember us as you take care of those "changes of address". If you check your info at www.budtraynor.com and see "NFA" (no forwarding address") in front of your address -- that means the post office rejected your address as we have it, and we have stopped sending stuff.

Have a terrific summer, and be SAFE.

Cheers,
Barry

America's Air Mobility Forces.

2004 A/TA Year End Financial Report

Col (ret) John J. Murphy, Jr., A/TA Treasurer

2004 STATEMENT OF FINANCIAL POSITION

ASSETS

Cash	\$564,132
Investments - US Treasury	\$50,000
Investment - CSX Stock	\$8,016
Inventory - Logo Items	\$3,803
Property and equipment.....	\$362
Total Assets	\$626,313

LIABILITIES AND NET ASSETS

Liabilities

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

Net Assets

Unrestricted.....	\$603,942
Temporarily restricted (Memorial).....	\$22,371
Total Net Assets.....	\$626,313

TOTAL LIABILITIES AND NET ASSETS.....\$626,313

2004 STATEMENT OF ACTIVITIES

UNRESTRICTED NET ASSETS

Unrestricted revenues, gains and other support

Corporate Memberships.....	\$56,010
Individual Memberships	\$166,438
Convention Booths.....	\$493,848
Convention Registrations.....	\$766,737
Magazine Advertising	\$39,892
Dividends	\$2,672
Unrealized Gain/Loss on Securities.....	\$828
Interest.....	\$1,332
Logo Sales, Net	\$2,566
Total Unrestricted Revenues, etc.	\$1,530,323

Net Assets Released from Restrictions

Restrictions Satisfied by Payments.....	\$11,419
Total Unrestricted Revenues, Etc.....	\$1,541,742

EXPENSES

Program Services.....	\$1,247,134
Management and General.....	\$103,901
Total Expenses.....	\$1,351,035

Increase in Unrestricted Net Assets.....\$190,707

TEMPORARILY RESTRICTED NET ASSETS

Award Donations.....	\$5,000
Scholarship Fund.....	\$3,190
Net Assets Released from Restrictions	
Restrictions Satisfied by Payments	(\$11,419)
Decrease in Temporarily Restricted Net Assets	(\$3,229)

Increase in Net Assets\$187,478

NET ASSETS AT BEGINNING OF YEAR \$438,835

NET ASSETS AT END OF QUARTER \$626,313



The Airlift/Tanker Association's financial statements for 2004 are published here in the spring edition of the Airlift/Tanker Quarterly as required by our Association By-Laws. A Certified Public Accountant prepares these reports as part of the Association's 2004 income tax filing and the 2004 financial audit.

Our strong financial results in 2004 reflect a constant focus on flawless execution of our program services so that we may maintain the future growth of the Association. This will allow us to continue to provide the highest quality services to our membership.

2004 STATEMENT OF FUNCTIONAL EXPENSES

FUNCTIONAL EXPENSE	PROGRAM SERVICES	MANAGEMENT	FUND RAISING	TOTAL
Awards	\$20,911	\$0	\$0	\$20,911
Scholarship & ETG	\$4,800	\$0	\$0	\$4,800
Bank Service Fees	\$22,971	\$0	\$0	\$22,971
Convention	\$1,082,359	\$0	\$0	\$1,082,359
Depreciation	\$0	\$241	\$0	\$241
Insurance Premiums	\$0	\$2,470	\$0	\$2,470
Logo Expense	\$0	\$0	\$0	\$0
Magazine	\$96,604	\$0	\$0	\$96,604
Administration	\$0	\$98,768	\$0	\$98,768
Postage & Reproduction	\$1,031	\$0	\$0	\$1,031
Refunds (Convention)	\$0	\$0	\$0	\$0
Secretary	\$0	\$278	\$0	\$278
Memorial Expense	\$3,229	\$0	\$0	\$3,229
Travel/Board Expense	\$15,229	\$0	\$0	\$15,229
Treasurer	\$0	\$2,144	\$0	\$2,144
	\$1,247,134	\$103,901	\$0	\$1,351,035

President Presents First Medal of Honor in Connection with the War on Terror

On Monday, 4 April 2005, two years to the day after his father died saving more than 100 fellow soldiers in the battle for Baghdad's airport, the young son of an Army noncommissioned officer accepted his father's Medal of Honor from President Bush at a White House ceremony.

As the president presented the nation's highest award for combat gallantry to 11-year-old David Anthony Smith, son of Army Sgt. 1st Class Paul R. Smith, alongside the president and the boy were Smith's widow, Birgit, and the couple's 18-year-old daughter, Jessica.

It was the first time the Medal of Honor has been awarded for action in Operation Iraqi Freedom and the global war on terror.

Smith was part of the 3rd Infantry Division's buildup for Operation Iraqi Freedom, and among the first wave of soldiers that crossed the Kuwait border into Iraq on March 19, 2003, the first day of the war. He died saving the lives of at least 100 soldiers who were badly outnumbered by enemy forces.

In presenting the award, Bush described Smith as "a soldier whose service illustrates the highest ideals of leadership and love of our country..."

"From a completely exposed position, he killed as many as 50 enemy soldiers as he protected his men." Bush said. "Sergeant Smith's leadership saved the men in the courtyard, and he prevented an enemy attack on the aid station just up the road..."

"We count ourselves blessed to have soldiers like Sergeant Smith, who put their lives on the line to advance the cause of freedom and protect the American people," the president said. "Like every one of the men and women in uniform who have served in Operation Iraqi Freedom, Sergeant Paul Smith was a volunteer."

"We thank his family for the father, husband and son and brother who can never be replaced," Bush continued. "We recall with appreciation the fellow soldiers whose lives he saved and the many more he inspired. And we express our gratitude for a new generation of Americans every bit as selfless and dedicated to liberty as any that has gone on before, a dedication exemplified by the sacrifice and valor of Sergeant 1st Class Paul Ray Smith."

No, he wasn't an Airman; and no, he wasn't involved in air mobility, but he was defending an airfield that would become central to air mobility operations in Iraq, and more importantly, he was a fellow member of America's armed forces fighting in the global war on terror...and he gave his life for our country.

Sergeant Paul R. Smith We Salute You.

Thirty years ago, in the spring of 1975, an unlikely combination of action, bravado, compassion, disaster, energy, fearlessness, generosity and heroism resulted in a fresh start in life for thousands of orphaned and abandoned Vietnamese children.

Operation Babylift

This remarkable undertaking – a series of flights that came to be known as Operation Babylift – holds a special place in the hearts of air mobility personnel, and the Airlift/Tanker Association is proud of its connections to this historic humanitarian mission. World Airways, whose dynamic, colorful president at the time, Ed Daly, spearheaded the effort with the first “unauthorized” flight of a World Airways DC-8 with 57 orphans aboard, is a Corporate Member of the Association, and several of the brave men and women who participated in the operation are members.

One in particular, Col. Dennis “Bud” Traynor, USAF (ret), is well known to A/TA members. He, and his wife Pam, have devoted many years of volunteer service to the organization and together currently manage the Association’s information system and the annual convention registration process. Col. Traynor, a young Captain during the Babylift, was the aircraft commander of the Air Force C-5A Galaxy, tail number 80218, for the first “authorized” flight – a flight that would encounter the unexpected at 23,000 feet, require extraordinary skill and finesse if anyone were to survive and end with exceptional acts of heroism in the rice paddies of Vietnam...



*“He will raise you up on eagle’s wings,
Bear you on the breath of dawn,
Make you to shine like the sun,
And hold you in the palm of His hand.”*

— Michael Joncas
From the Hymn “On Eagle’s Wings”

Prologue. In the early months of 1975, two years after the United States signed a cease-fire with Vietnam, South Vietnam was falling apart under an unceasing assault from North Vietnamese troops. As the tentacles of the North Vietnamese army spread steadily throughout South Vietnam, desperate, frightened people began pouring out of the country. On 30 March, Da Nang, South Vietnam's second largest city, was captured. By mid-April, Saigon was nearly surrounded and came under attack from the north, south and west. Most of the foreign embassies in the city were closed and their citizens had fled the country. Several thousand American government officials and private citizens remained in Saigon, and many, though tense and scared, stood poised to help those they could.

Planeload after planeload of refugees left Saigon's Tan Son Nhut Airport, with increasing frequency, as NVA soldiers closed in on the city. The streets and alleyways of Saigon were overwhelmed with frightened and panicky South Vietnamese people anxious to escape. 7,000 South Vietnamese refugees were flown out on 27 April alone. When enemy shelling finally rendered the airport inoperable, Bing Crosby's "I'm Dreaming of a White Christmas" was heard on the airwaves of Armed Forces Radio, signalling the final evacuation by helicopter. On 29 and 30 April more than 1,300 American and 5,500 Vietnamese people were flown out of Saigon by helicopter. Following the fall of Saigon, some 60,000 South Vietnamese people were rescued from crudely constructed rafts, fishing boats and cargo ships. In all, in excess of 132,000 southeast Asian refugees emigrated to the United States by the end of 1975.

The most heartwarming, and heart-wrenching, effort undertaken during this mass exodus was the evacuation of orphaned and abandoned South Vietnamese children – Operation Babylift.

In the final months before the fall of Saigon, as the situation was rapidly deteriorating, humanitarian groups working with orphans in Vietnam had been imploring the American government to undertake an emergency evacuation. Their anguished pleas seemed to be falling on deaf ears. Cherie Clark, the Friends of Children of Viet Nam (FCVN) representative in Vietnam, recalls that, "The country was collapsing around us, we had no idea what to expect at all. Provinces were falling like dominos and [Catholic and Buddhist] Sisters were running by boat and road to Saigon with the children they had found [who] were abandoned... [There was] virtually no money in the country. Milk was impossible to find, as was medicine. People were running by the plane loads out of the country. We could only think of survival..."

But someone *was* listening. Ed Daly, a hard drinking, two-fisted, pistol-packing veteran of World War II, and owner of World Airways, a contract cargo carrier that flew rice to Cambodia for the government, had been apprised of the orphans' plight by his daughter, Charlotte, who worked for the adoption agency Friends For All Children (FFAC). Daly, who had made headlines around the world on 29 March when one of his Boeing 727s flew more than 300 refugees out of Da Nang, dodging bullets, while Daly himself beat back hordes of terrified refugees trying to board the already overcrowded aircraft. Built to carry

only 127 passengers, the 727 barely became airborne as pilot Ken Healy gave the controls "one last pull" as the plane ran out of runway. Daly was just the sort of man needed to help the orphans, and he took it upon himself to begin evacuating them as soon as possible.

On 2 April, Daly tried to evacuate 254 orphans in a World Airways DC-8 cargo plane, but was denied permission by U.S. officials because the aircraft was "not equipped for passenger service." Undaunted, Daly and Ross Meador, a 19-year-old American who had barely escaped the draft and ran the Saigon office of Friends of Children of Vietnam, loaded 57 babies, many of them in cardboard boxes, on board the cargo plane. As the plane ran up for take-off, the frantic air controllers at Saigon's Tan Son Nhut Airport tried desperately to stop the DC-8, but to no avail, as the plane took-off anyway, in the dead of night, from an unlit runway, headed to Yokota AB, Japan. Daly maintained that he never heard the tower's instructions. The controversial actions and fearless bravado of Ed Daly and the World Airways crew preceded a surprising announcement the next day.

On 3 April 1975, with reluctant agreement from the failing South Vietnam government, President Gerald Ford, himself an adoptee, enacted Operation Babylift, sanctioning the use of U.S. Air Force C-5A Galaxy and other military aircraft to fly some of the estimated 70,000 orphans out of South Vietnam – funded with \$2 million from a special foreign aid children's fund. Thirty flights were planned to evacuate the babies and children.

On 4 April, a mix of private and military transport planes began "authorized" flights to bring the children out of South Vietnam. The "official" start of Operation Babylift brought with it a dramatic increase in the number of children from Vietnam being adopted in the United States and elsewhere. Manifesting problems, which plagued the operation throughout its duration, resulted in different numbers of children being bandied about by different sources. However, everyone seems to agree that 2,000+ children were flown to the United States and approximately 1,300 children were flown to Canada, Europe and Australia. Service organizations coordinating flights included Holt International Childrens Services, Friends of Children of Viet Nam (FCVN), Friends For All Children (FFAC), Catholic Relief Service, International Social Services, International Orphans, and the Pearl S. Buck Foundation. In addition to the 4-7 day series of official flights, smaller flights on chartered or loaned planes continued throughout the month of April. The last flight was made on 26 April 1975, just prior to the fall of Saigon.

Of all the stories told, and retold, concerning Operation Babylift, the air mobility community seems to find the crash of the C-5A Galaxy flying the first "authorized" mission of the operation the most engaging. Col. Dennis "Bud" Traynor, USAF (ret), a young Captain at the time, was the aircraft commander on the harrowing flight of 4 April 1975. In an A/TQ exclusive "Bud," as he is affectionately known to A/TA members, has for the first time ever set down the story in writing. ***The following is his story –***

Twelve Minutes Out

by Col. Dennis "Bud" Traynor, USAF (ret)

Nobody panicked.

Everybody just did what they were trained to do. C-5A, 80218, was just entering the South China Sea off the coastal city of Vung Tau, Viet Nam, climbing through 23,000 feet, when an explosive rapid decompression shook the aircraft. Submitting to the 93 tons of pressure, the rear ramp and pressure door blew out, severing all flight control cables to the tail as well as lines one and two of the four hydraulic systems at the aft bulkhead.

Nobody realized it until later, that student Flight Engineer SSgt Donald Dionne, using an interphone cord, had been standing on that ramp near the Troop Compartment ladder monitoring the passengers and their bags. Med tech SSgt Michael Paget had been climbing the flight-deck ladder and was struck by the break-away flight deck door. Flight Nurse Capt Mary Klinker, forward of the crew entry ladder, attended to Padget's injuries while the Air Force

Audiovisual Service (AAVS) photographers, Joe Castro and Kenneth Nance, used their light bars to illuminate and film the evolving tragedy. Med tech TSgt Denning Johnson continued to reassure and care for the passengers in the Cargo Compartment. From the Relief Crew Compartment upstairs, MAC Mission Observer Lt Col William Willis said he would go downstairs to assist passengers and crew. Copilot Capt Edgar Melton, on his second C-5 trip, who that morning at Clark AB bought a camera and all the film he could carry, continued to document the human drama as events unfolded. The calm demeanor of Loadmasters MSgt Wendle Payne and TSgt Felizardo Aguillon, while administering oxygen and attending to the refugees in the Cargo Compartment, contributed to their reporting that most passengers were imploring them to continue to the Philippines rather than return to Saigon. TSgt William Parker, caring for the orphans in the Troop Compartment, stood up in the aisle after the first impact to successfully puncture inflating emergency slide, 4-right, only to become a second-impact casualty. He died later of his injuries. In fact, all of these true heroes died – 30 years ago this April – trying to give hundreds a better chance.

It's not that another crew might not have done as well; it's that this 22MAS crew did face the challenges and demonstrated personal valor and incredible teamwork. They picked up a routine thru-flight mission in Hawaii, previously loaded with 17 howitzers at Warner Robins AFB. All were unaware that the rear-ramp lock's tie-rod assemblies had been "cannibalized," and reinstalled without re-rigging. So thirty years ago, there was this ordinary crew, who by fate and circumstance would become destined to be the first military crew to support Operation Babylift.

It would be a normal mission out of Travis AFB on March 31 – an uneventful AC line check. Capt Malone, on his dollar ride, had arrived for the pre-brief wearing jungle boots – not allowed stateside – his wife had to bring him his low-quarters. Then it was on to Hickam AFB, Hawaii, Andersen AFB, Guam, Clark AB, Philippines, and Saigon, South Vietnam – with a few "routine" emergencies enroute.

None of the young and invincible crew was truly aware of the gravity of the unraveling situation in Viet Nam. None was aware that two days before, World Airways had made the last, albeit "unauthorized" evacuation from Da Nang before it fell without resistance to the Communists. None was aware during crew rest at Hickam, that Nha Trang was falling, nor while they were enroute to Guam, that Cam Rahn Bay – once the US's largest military base in South Viet Nam – had fallen, nor that World Airways was evacuating, unauthorized, 57 orphans from Saigon, as five North Vietnamese divisions were amassed some 75 miles north of the city. None realized during their crew rest at Clark that President Ford had televised his intention that "Air Force C-5As and other aircraft" would fly over 2000 Vietnamese orphans to the United States.

While this crew slept, 80218 arrived Hickam from Travis with the copilot's windshield inoperative. After being alerted for the mission, the crew was asked, due to the high-priority cargo, to carry a new windshield for installation at Guam, the next programmed crew rest. A check with weather and the risk was accepted. Upon arrival at Guam, however, the crew was told they instead would be thru-flying Guam due to the high priority howitzer cargo. Number 2 engine was shut down enroute to Clark because it exceeded MADAR vibration parameters. All in a day's work.

With the recent introduction of SA-7 shoulder-fired missiles, MAC had for months been offloading cargo at Clark for transshipment – sending C-5s back through Kadena, thereby avoiding in-country threats. It seemed odd at the time for Command Post to refuse the offer to have the loadmasters stick around to help with the offload and transfer. They then suggested we might be taking the howitzers in ourselves the next day.

The good news was we arrived just in time for Mongolian Barbeque Night at the club and a textbook good night's sleep. The bad news: I

put my hat on the bed – something that I had been told was bad luck – and remember thinking, wow: I've always avoided that before – and laughed to myself about silly superstitions.

The next morning, the crew was alerted and informed that the engine "inspected OK" and the windshield repair was commencing – and oh yeah, we would be taking the howitzers in to Saigon. Despite assurances about the new sealant with a one-hour cure time, I was very skeptical. About 6 AM, while eating my breakfast Blitzburger (an infamously spicy-hot Clark base-ops-snack-bar specialty), I was told 22AF Command Post needed to talk to me. Without even hinting of President Ford's televised promise, Maj Spinney and Lt Col Tonec started asking strange questions like, "How many people could we take out of Saigon, really." SMSgt Snedegar and I went out to the aircraft and paced off the tie-down rings. Including the 73 seats upstairs in the Troop Compartment, we estimated we could accommodate at least 1,000 people.

22AF then told us to plan on floor-loading as many orphans as we could for the trip back to Clark and then asked me what we'd need to do that. I was carrying my second son's birth announcement in my flight suit pocket and my first son was two. Yes, I had an idea of what young kids needed. We emptied the BX and Commissary of Pampers, got 500 juices, 500 milks, blankets, pillows and bottles. 22AF also assigned a MAC Mission Observer and alerted the standby medevac crew to accompany the flight. Flight Nurse Lt Aune and her crew were in their last hour of eligibility. First Pilot Capt Til Harp, who had flown AirEvac missions in the C-141, coordinated the details with the newest additions to our crew.

We asked for extra life rafts, a security detail and for some then-new infrared countermeasures (flare guns and harnesses for two brave crewmembers to hang out the rear troop doors and watch for missiles). Denied.

Despite being on his "dollar ride," Capt Keith Malone was a prior C-141 AC, so I elected to put him in the jump seat. I asked my relatively inexperienced copilot, Capt Melton, to buy a camera and lots of film to document our efforts.

After several false starts, we finally were told to go. We finally departed Clark at 10:13 AM. The flight into Tan Son Nhut AB (Saigon) was uneventful. Enroute we removed all of the crew bags from the Cargo Compartment downstairs and put them in the crew bunk rooms.

Arriving Tan Son Nhut, they parked us on the diagonal – taxiway 18 – about 1 PM. Apparently the orphanages weren't ready for us as only a few busloads arrived. We left #4 engine running for air conditioning. For security, TSgt Bradley was assigned to the right wheel-well area; Engineer/Scanner MSgt Lynn McAtee was assigned to the nose wheel area, and TSgt Parker was assigned to the left wheel-well area. Kids were handed up mobile airline steps bucket-brigade style to the left aft troop door. As the children greatly outnumbered the adults, we decided to put the smallest children in the 73 seats for best monitoring and care. Maximizing space, we put two kids to a seat: kid-pillow-kid, with a juice to share and a seatbelt. If the kid could open the seatbelt, he was traded for a less facile kid from downstairs.

Though we were assured that there was a manifest, it never materialized before we had to depart. We did get a list of the 43 US Defense Attaché Office (USDAO) and other employees who were evacuating as orphan escorts. Ambassador Graham Martin, who feared the departure of large numbers of Embassy or DAO would contribute to the growing panic in South Vietnam, saw this flight as a perfect cover to begin staff withdrawal.

On the way back from filing the flight plan, we were presented with an opportunity to buy Saigon Ceramic Elephants for 50 cents each. I never liked them much; but at that price...we bought a 6-pack (extended cab pick-up truck) full. (They were all destroyed.) We still didn't comprehend Saigon's imminent danger.

For return-flight, TSgt Allen Engels was at the Engineer panel, Capt John Langford was at the Navigator panel. For loadmaster duties,

TSgt Bradley was assigned to the forward Cargo Compartment, TSgt Aguillon was assigned the aft Cargo Compartment, TSgt Doughty was assigned the forward Troop Compartment and TSgt Parker was assigned the aft Troop Compartment. Each was to maintain interphone contact with the flight deck. MSgt Payne was administering an evaluation to TSgt Aguillon as he closed the rear doors: TSgt Bradley was outside scanner. NCOIC MSgt Perkins confirmed all door warning indicator lights were out.

Everybody was at the top of their game: Everything – the offload, onload and passenger preparations went smoothly and professionally.

About 12 minutes out, as we were transitioned to .7 mach from 250 knots, normal climb speed, we passed through FL 230 (about 23,000 feet), just past the coastal city of Vung Tau. I had just told Check-Loadmaster SMSgt Snedegar that the book answer was “13,000 feet for 3 hours” to his question about the no-oxygen-available altitude for passengers. The unequally loaded locks on the aft ramp suddenly failed, leading to the near instantaneous departure of the entire ramp and pressure door system.

It was a classic rapid decompression – just like we all had trained for in the altitude chamber. The rudder pedals banged full right and the cockpit momentarily filled with condensation. Immediately I assumed that the copilot windshield should be in his lap (I was still unsure about the new sealant). Capt Harp, in the copilot seat, was putting on his oxygen mask. I decided that was probably best for me to do too. Jump seat had just left to hit the head. The Troop Compartment checked in first, followed by the other major crew positions. Lt Marcia Wirtz was on the rear grate upstairs in the Troop Compartment, looking straight down at the vivid blue sea. MSgt Olen Boutwell and Sgt Gmerek struggled to administer oxygen to children too short to reach the masks.

I began a slow 180-degree descending turn and dispatched SMSgt Snedegar downstairs to evaluate the doors. His report that all the flight control cables were stringing out behind the plane like spaghetti was disconcerting to say the least. The Cargo Compartment reported that there was no panic and no one seemed to be having any trouble due to lack of supplemental oxygen.

Although the flight controls felt like they were all working because artificial feel was powered by one of the remaining hydraulic systems, we would soon figure out that we only had limited roll control and absolutely no control or trim capability for any of the tail surfaces.

As we leveled out of the turn, we could look right down at the shoreline north of Vung Tau. The airspeed increased through 300 knots and the nose started to rise. It continued to rise. The vertical recovery maneuver that pilots learn in the T-38 – it works in C-5s as well. This time though the pitch of the airplane was extremely nose low. But I added power in the dive to get going faster sooner. That worked: The airspeed exceeded 350 knots and we saw the red line on the airspeed indicator tapes pass by. The nose again rose furiously, but this time, I led with bank to control the pitch. We leveled off at 13,000 feet to begin a “controlled” descent.

The copilot’s mask mic was cutting out; so the jump seat, Capt Malone, took over the radios. On Guard frequency, he would soon decay in frustration, caused by the Vietnamese controller’s inability to grasp our plight, “Would you shut up and listen? We’re going to crash land opposite direction traffic. Clear the runway.”

Approaching 10,000 feet, we put down the gear handle. We only lost about 200 feet during the extension and experienced no noticeable pitch change. We then emergency-extended the nose gear. By this time, the altitude was around 7500 feet, Saigon city was in sight and we established a visual, long left base. We planned to hit the runway with max brakes, spoilers, and then full flaps after we slowed down.

I flew the power for pitch; the copilot flew the remaining aileron for bank. In the turn to final, with the gear extending, we couldn’t add enough power to keep the nose up and still bank the aircraft. I

told the copilot to “Take it straight ahead.” Even at this point I felt we could pull out of it and try again. We were wings level coming through 1500 feet with the nose rising. We pushed the throttles to the firewall, torching the unburned fuel behind us leading some to assume that we were on fire.

Around 500 feet, I determined that we would likely impact the ground and slapped the throttles to idle. We entered ground effect and hit about 1500 feet per minute rate of descent. We seemed to glance easily back into the air; I hadn’t realized that the copilot put the flaps to full soon after I pulled the throttles to idle. We skimmed over the Saigon River and impacted on top of 4 or 5 men, helplessly watching us skim the water.

After the second impact, the aircraft broke into component parts: The upper decks survived largely intact; however, the Cargo Compartment crushed and was abraded away. The tail dropped off, the wings and Troop Compartment flew up slightly, leaving the flight deck to roll inverted and skid 180 degrees. Unencumbered by the rest of the aircraft, the wings took the Troop Compartment for a relatively gentle 1000 foot skid, broke off, and proceeded further downwind and burned – away from everything and everybody.

We came to a stop. Somebody yelled fire. I undid my lap belt, swung around the yoke, cranked opened the pilots side window and stepped out. I reached back in and grabbed my hat and put it on (I was outside). It happened to be the Nav’s hat; mine was in my pocket – but that didn’t occur to me at the time. Right behind me came jump-seat, the engineer, and then the copilot.

Looking back along the severed flight deck, I could see a huge fire, which I assumed at first, was the rest of the aircraft. As I rounded the rear of the inverted flight deck, I realized I was really looking forward at just the burning wings. There were several people who had been thrown against the forward ramp and ended up in the inverted Flight Deck wreckage. Miraculously, six children and two adults would survive the Cargo Compartment. One of the adults was med tech Sgt Philip Wise, who had been assisting Capt Klinker, with the care of SSgt Paget.

The other adult, I discovered under a blanket on the ground at the edge of the Flight Deck. I had been stepping on/over her removing survivors and casualties from the inverted deck. After I cleared the Flight Deck of remaining bodies, I asked Sgt Wise if he was cold and needed a blanket. I picked up the blanket and there she was, molded into the dirt and wreckage. I lied to her that she was one of the better off and that we’d get her evacuated as soon we took care of the seriously injured. I called for a Stokes litter and they flew her to the hospital.

The four crewmembers in the Relief Crew Compartment – relief navigator Maj William Wallace, SMSgt Snedegar, TSgt Bradley, and MSgt MacAttee – exited through the rear and proceeded to aid the survivors in the Troop Compartment, some 100 yards away.

Sitting on the floor between the seats in the Troop Compartment, med tech Sgt Hadley later related that having no windows, his perception was that we had landed hard, had run off the runway, run back on the runway and come to a stop. He was absolutely astonished when he opened the hatch to see grass above the opening.

The Air America and Vietnamese helicopters arrived in minutes and evacuated the survivors to Tan Son Nhut AB, a small Vietnamese hospital, the Seventh Day Adventist Hospital in Saigon and to Thailand.

Most everyone sitting between the seats fared pretty well in the Troop Compartment. MSgt Perkins had just returned to the Troop Compartment when the door blew. Fortunately, he was reaching over the gate at the top of the ladder and did not exit the aircraft with the door; but both legs snapped in the direction of the now-gaping hole. He splinted his legs with a crutch and seatbelts and participated in the transfer of the orphans to waiting helicopters.

After all the survivors and most of the bodies were evacuated, SMSgt Snedegar and I left the scene. I picked up the 781 (maintenance



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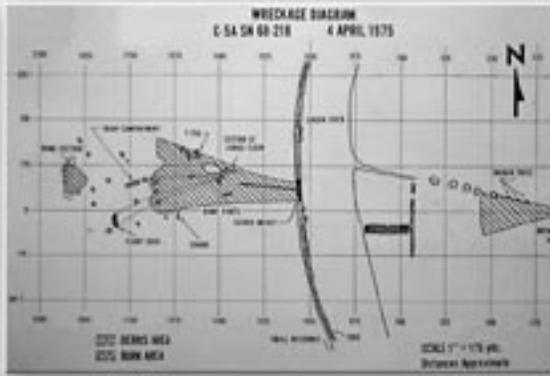
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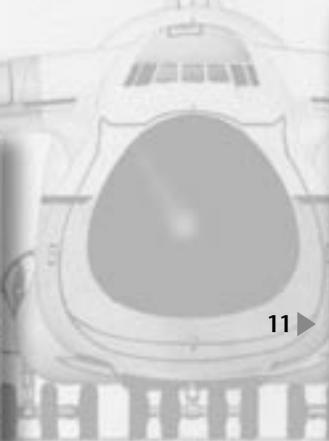
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◀ 5



6▲



1. Capt Traynor circa 1975.
2. The initial impact left clearly visible scars in the rice paddies east of the Saigon River.
3. The 2nd touchdown area, just west of the Saigon River. The smoke in the background is coming from the wing section burn area.
4. View from the burn area looking back.
5. View of inverted flight-deck looking forward.
6. Close-up of flight-deck. Capt Traynor exited the wreckage through the window (normally 3+ stories in the air) just behind the windshield (lower left corner of photo).
7. 1975 Wreckage Diagram showing the debris and burn areas. The initial impact area is on the far right; the 2nd touchdown area begins near the center, just west of a dike along the river and spreads westward toward the wing section burn area on the far left.
8. Debris sits in the mud. The muddy conditions hampered rescue efforts.
9. View of the troop compartment looking forward toward burn area.
10. A local civilian picking through the vegetation clinging to one of the planes turbo-fans.
11. The lack of accident scene protection meant that dozens of scavengers began carrying off parts of the aircraft almost immediately. Their efficiency made the accident investigation exceptionally difficult.
12. Underside of the flight-deck.
13. View of the troop compartment bulkhead.
14. Capt Traynor receiving a warm welcome home from wife Pam on his return to Travis, AFB, California.
15. Col. Traynor, circa 2004, back on the flight deck of a C-5A.

Photo Essay

Remembering the 4 April 1975 C-5A, Galaxy Operation Babylift Mission

(Photos courtesy of Dennis Traynor)



14▶



15▶



record) and the MADAR tape (unfortunately in the upside-down configuration, I grabbed the spare. We intentionally left all the crew bags for another day.

We were flown to the Air America ramp on Tan Son Nhut. BG Baughn took us to his office to use the Autovon (now called DSN). We talked to 22AF/CC, MGen Gonge, with CINCMAC, Gen Carlton, listening in – or so we thought at the time. We realized only later that the Crisis action Team (CAT) was activated for Operation Babylift and several command posts across the system were patched to our discussions.

We told “Gen Gonge,” everything we knew up to that point and the questions started to repeat. Back at Scott, A/TA Founder Member, Col Bob Ellington interceded on our behalf and suggested they let us go to attend to the rest of the crew. SMSgt Snedegar and I were also taken briefly to the Seventh Day Adventist Hospital for minor treatment and then to the Gray House in Saigon, an Air America contract facility where we all were all billeted for the night.

A burly Air America guy with a big gold-chain bracelet took us

there. He took good care of us – he even gave me a case of beer – the last thing I wanted at that point. I took my 6-ring binder out of my pocket along with my second son’s birth announcement and carefully laid each page out on the Formica dresser top to dry flat, took a shower – cold water only, discovered that I had no towel, wrapped myself in the only bed sheet, observed that I was going into shock, put my feet up on the wall over the bed, and went to sleep – for a few minutes. Although it was now nighttime in Saigon, it was daylight back in “the World” at MAC headquarters. I must have been called to the CQ desk phone four or five times with anxious people asking anxious questions.

I asked permission to return to the accident site to retrieve the bodies of Capt Klinker and SSgt Padgett, both pinned in the forward part of the flight deck wreckage. Permission granted. About 6AM the next morning, I caught a helicopter flight from Tan Son Nhut to the crash site and arrived to find dozens of scavengers in the area. I somehow expected there would be this silver-helmeted guard, white rope around the accident scene and all, checking crew

Babies Lost, Babies Found...Babies Sent Outward Bound

by Capt. Murdock M. Moore, USAF (ret)

Those of us who worked the refugee runs out of Saigon in 1975 know how hectic and confused a situation it was. Mistakes were made which cost some their lives and others their freedom. Among those granted safe passage to freedom were a group of orphans aboard a Pan Am World Airways DC-8 cargo plane, that took off from Saigon’s Tan Son Nhut Airport in the middle of the night, from a dark runway, without permission. The DC-8 flew from Saigon to Yokota AB, Japan, with 57 orphans aboard, many in boxes. Those of us on the ground at Yokota, including the press, were impressed by the crew and volunteers who had risked their lives to bring these unknown and helpless babies to freedom.

After the DC-8 landed it was determined that 23 of the babies required immediate medical attention, and they were removed from the plane and taken to the base hospital. The rest of babies stayed aboard with a nurse and myself, an Air Force passenger service representative. A few hours later the refueled and re-babied aircraft took to the air...outbound for America. It was later related to me, that a few hours into the flight, a manifesting problem was discovered – although 23 babies had been temporarily removed from the plane, on-board head counts kept showing that only 22 had been returned.

A careful review of newsreel footage taken during the deplaning showed that indeed 23 babies had been carried off. Family Services identified all their volunteer baby carriers, the Japanese identified all their medical aides, but no one could identify one middle-aged Japanese woman off-loading a baby. Yokota had a problem. The woman’s photo was quickly and quietly distributed to local Japanese police precincts and a police unit reported back that they knew who she was – a local single woman with mental problems. Upon hearing about the orphans coming to Japan, she simply entered the base (think about that the next time you’re grousing about the lines at the gate), boarded the plane, picked up a baby, re-entered the terminal and simply exited by turning left when the other baby handlers turned right. Luckily, the none-the-worse-for-wear baby was soon found.

As any publicity at the time would have resulted in a public relations nightmare for the both the Japanese and American governments the woman was simply told not to do it again and sent home. Case closed.

A few days later, I found myself, a newly striped sergeant, on Guam dealing with plane load after plane load of refugees. As part of a passenger service crew sent to handle an enroute DC-10 bound for Hickam, AFB, Hawaii, we found the same mass of confused humanity onboard as we had found on all the other missions we handled. As every

designated holding area was already filled with a different plane load refugees (mixing passengers from refugee flights was forbidden), we did as we had been doing for days and requested concurrent refueling (refueling with passengers aboard). To our stunned amazement, permission was denied.

Apparently some refugee airlift aircraft were arriving in Hawaii in less than a pristine state of cleanliness. A directive from PACAF Headquarters had been sent to the Guam SAC Command Post directing that all Hawaii bound aircraft undergo complete fleet servicing. As masses of inbound aircraft were overwhelming the undermanned and extremely overworked fleet service, a waiver was requested. PACAF said “no waiver,” so an accordion bus was pressed into service to take our offloaded passengers “somewhere.”

Refueling began as soon as the last passenger exited the aircraft. I stayed aboard to report to the command center when servicing was complete. As I walked through the cabin movement caught my eye. In the middle of a center section of seats a shoe box sized doll had moved. Problem was it wasn’t a doll – it was a real live baby. Realizing that a “Where’s the mommy?” Inquiry would only add to the confusion for already overwhelmed ramp and control center operations, I showed some initiative and did nothing (or more precisely, I sat down beside the sleeping baby and waited out the refueling). Neither I nor the baby were disturbed by an ops crew cleaning the plane. Seemingly within seconds of my calling in “refueling complete” the crew buses full of passengers arrived at the aircraft and uploading began.

As I was experienced and had a radio, I was quickly sent to another recently arrived cargo plane with 100 floor loaded passengers, so I never saw a less-than-Madonna-like mother* and her baby reunited, but as we never received a “found baby” inquiry from Hickam I figure I did the right thing (as did the op troops who sent Hickam a dirty DC-10).

I often think of those two kids, now adults, who grew up unaware that back during the Vietnam refugee cycle of 1975 they had both been lost and found.

*The baby may not have actually been with its mother. Reportedly Eurasian babies were being sold in Saigon as “passports” to help gain passage through the security/selection rings at evacuation points. Ironically, babies once considered the refuse of war had come to be thought of as valuable.

Captain Moore is long-time member of the Airlift/Tanker Association and has contributed several historical articles to A/TQ.

orders for access. Nope. I found a Vietnamese soldier carrying an AR-15, wearing my AF flight jacket to complement his flip-flops. After a bit of pointy-talky, we established that it was my jacket he was wearing (same name tag as my flight suit). But the contents of the rest of the crew bags remained up for grabs.

More Air America folks arrived and we began the extraction effort to free the bodies of Capt Klinker and SSgt Paget. We picked up several aircraft 10,000-pound tie-down chains, hooked them together and with the assistance of about a dozen or so locals, heave-ho'd the piece of the flight deck pinning the two remaining crewmembers and got them out. We loaded the remainder of the crew baggage on helicopters before departing the scene.

We left Saigon that afternoon for Clark about 4:15 PM on a C-141 piloted by Mort Patterson, brother of Dave Patterson (fellow 22MAS C-5 driver and current A/TA Convention Chairman). Upon arrival at Clark, we were confined to Ward C of the base hospital for two days for observation and questioning, and sent to the Oasis Hotel.

The accident board convened immediately at Clark. There could be no accident scene protection, and the board members had to fly back and forth every day – 2.5 hours each way. The scavengers were

very efficient which made the investigation exceptionally difficult. We returned to Travis nine days later on April 15th and the Accident Board reconvened there. We were released to fly again a month later.

Then came the lawsuits – some 15 years of them. At no time were any of the crew criticized; but some of us made several trips to Washington DC Federal District Court as Justice Department or plaintiff witnesses, depending on the topic. Many, many millions of dollars were paid out to adoptive families – and their lawyers!

Despite the anti-war sentiment 30 years ago that perhaps helped precipitate the end of the conflict for the US, a nation grateful for the crew's sacrifice awaited the children.

May we never find ourselves in this position again; but if we do, I hope that we can have a team with the professionalism displayed by the Babylift crew.

What more can I say – Great people in tragic times. 138 people died that day; but 176 survived to live the American dream...

Epilogue. At first it was thought the crash may have been attributed to sabotage but later ruled-out by the USAF. The crash investigation was headed by Maj. Gen. Warner E. Newby. The flight-recorder was recovered by a Navy diver on 7 April from the bottom of the South China Sea. A Pentagon spokesman said the plane had undergone minor repairs to its radio and windshield in the Philippines before flying to Saigon but added that had nothing to do with the crash. By 8 April, Operation Babylift had resumed.

At the time the USAF had taken delivery of 81 Galaxy's. Wing problems had plagued this immense cargo plane but were not considered a factor in this incident. In spite of it's wing problems this was only the second crash of a C-5A after over 190,000 combined flying hours by the USAF but the first crash resulting in loss-of-life.

In the end, the Accident Investigation Board attributed the survival of any on board to Captain Traynor's unorthodox use of power and his decision to crash-land while the aircraft was under some control. Captains Traynor and Harp were awarded the Air Force Cross for "extraordinary heroism and airmanship while engaged in a humanitarian mission."

Traynor and Harp were not the only heroes that day. Once the wreckage came to rest, the flight and medical crews – many of them seriously injured – performed countless acts of heroism in carrying the surviving orphans to safety. Among their number was flight nurse, Lt Regina Aune. Aune was seated on the floor of the troop compartment in the aisle near the ladder area, right next to the first row of aft facing seats bracing herself at the time of the initial impact. The second impact jolted her from her bracing position and propelled her down the entire length of the aisle. She finally came to a stop at the wall separating the troop compartment from the flight deck – near the row of seats nearest to the forward section of the troop compartment. As she slid down the aisle, she bumped into row after row of seats, sustaining multiple injuries including a serious cut to her left elbow, a bone-deep wound in her right leg and a seriously broken right foot. Bleeding heavily from the cuts in her arm and leg she never-the-less made her way to an emergency exit and began helping the crew and surviving medics remove children from the shattered aircraft.

Five minutes later, rescue helicopters began arriving. They were unable to land in the muck and mire created by the aircraft's skid, so they hovered close to the wreckage. Aune and other team members waded again and again through the mud, almost knee-deep in places, to the hovering helicopters, carrying terrified children. Finally, unable to go on, she staggered toward an approaching officer. She managed to stand straight and said, "Sir, I request to be relieved of my duties

since my injuries prevent me from carrying on." She then passed out. Later, at a Saigon hospital, it was discovered that, in addition to her broken foot, she had a compression fracture of the third lumbar vertebra. Despite her injuries she had helped carry 149 children to safety. She was later awarded the Cheney Award for 1975, recognizing an act of valor "in a humanitarian interest performed in connection with aircraft."

All in all, thirty-seven medals were awarded to Air Force crew members or their next of kin, including an Airman's Medal posthumously awarded to Capt Mary Klinker, the last U.S. servicewoman to die in the Vietnam conflict.

But, Air Force personnel were not the only heroes, or more aptly, heroines, on board. Thirty-five civilian women who were selflessly working for various U. S. government agencies in Saigon at the time of their death, were on board helping to take care of the children. They were: Barbara Adams, Clara Bayot, Nova Bell, Arleta Bertwell, Helen Blackburn, Ann Bottorff, Celeste Brown, Vivienne Clark, Juanita Creel, Mary Ann Crouch, Dorothy Curtiss, Twila Donelson, Helen Drye, Mary Lyn Eichen, Elizabeth Fugino, Ruthanne Gasper, Beverly Herbert, Penelope Hindman, Vera Hollibaugh, Dorothy Howard, Barbara Kauvulia, Barbara Maier, Rebecca Martin, Sara Martini, Martha Middlebrook, Katherine Moore, Marta Moschkin, Marion Polgrean, June Poulton, Joan Pray, Sayonna Randall, Anne Reynolds, Marjorie Snow, Barbara Stout, and Doris Jean Watkin. Three other Americans were among those killed in the crash: Theresa Drye (a child), Laurie Stark (a teacher) and Sharon Wesley who had previously worked for both the American Red Cross and Army Special Service, and chose to stay on in Vietnam after the pullout of U.S. military forces in 1973.

In commemoration of that eventful time, World Airways has arranged a special flight – ***Operation Babylift – Homeward Bound.*** On board the World Airways MD-11 will be 20 of the former orphans, many of whom have never had the opportunity to return to Vietnam and see their homeland. Randy Martinez, World's president and chief executive officer, and several invited guests will travel with group. The flight will leave Atlanta, Georgia, on 12 June 2005, fly to Oakland, California, and then on to Ho Chi Minh City for a two-day visit. The guests will tour the city and will be honored at a special banquet in the Unification Palace. The trip will no doubt be a very emotional and fulfilling voyage for the adoptees, their family members, World Airways employees, and the impressive list of invited guests.

But that's another story... ■

Corporate **CLOSE-UP**

It is time once again to gear up for the next A/TA Convention and I find myself facing new challenges and responsibilities. As I try to get my arms around the tasks at hand, it is not hard to notice what an outstanding job Ed Wiesner did as the Vice President for Industry. Ed made everything look easy and effortless, but that was hardly the case. I can see now that I will be requiring much tutoring and advice to do this job justice. Ed thanks again for a job well done.

As we prepare to head back to Nashville, I am preparing the exhibition materials for our exhibitors and that data should be available on our website very soon. Please be patient with me while I try to get my new A/TA responsibilities in order. Our A/TA convention has been very successful over the years, but none of this could have been possible without the strong support of our industry partners. My intention is to do everything possible to strengthen this partnership. I am open to any suggestion that will improve our A/TA – Industry relationship.

My contact information can be found below (my wife Darlene will be assisting me with administrative matters). ***Please send all checks, corporate member applications and exhibit request to my home address, all other telephone/e-mail contacts are preferred at my office:***

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Office phone:
(951) 270-0400 extension: 222

Office e-mail address is:
bob.dawson@smiths-aerospace.com

I look forward to getting to know each of you better and keeping the A/TA – Industry Team strong and mutually beneficial.

Regards,

Bob

A/TA Corporate Members (as of 5 March 2005)

AAI Engineering Support Inc.
AAR Mobility Systems
AIRGO Industries
ARINC
Armed Services Mutual Benefit Association
BAE Systems of North America
Bell Helicopter Textron Inc.
The Boeing Company
Booz Allen Hamilton
Bose Corporation
CAE
Computer Sciences Corporation
DRS EW & Network Systems
DRS Training & Control Systems
Dyn Corp
EADS North America
Engineered Support Systems, Inc.
Evans & Sutherland Computer Corporation
Federal Express Corporation (FedEx)
Federated Software Group
Flightcom
FlightSafety International
FMC Technologies
GE Aircraft Engines
Global Ground Support
Gulfstream Aerospace Corporation
Hamilton Sundstrand
Honeywell International Defense Avionics Systems
Kellstrom Industries Defense Aerospace Division
LaBarge, Inc
L-3 Communications
Lockheed Martin Corporation
Northrop Grumman - Electronic Systems
Parker Hannifin Corporation
Phantom Products, Inc.
Pratt & Whitney / Military Engines
Raytheon EW Operations
Rockwell Collins, Inc.
Rolls-Royce North America
SAIC
Sargent Fletcher, Inc
Smiths Aerospace
Spokane Industries, Inc.
Standard Aero Ltd.
Support Systems Associates, Inc.
Systems & Processes Engineering Corp
Telephonics Corporation
Thales Training & Simulation
Thrane & Thrane
Volga Dnepr - Unique Air Cargo, Inc
Vought Aircraft Industries, Inc.
Wel-Fab, Inc., Collapsible Container Division
World Airways, Inc

Corporate Member Spotlight:

LOCKHEED MARTIN



The Early Days

Glenn L. Martin and the Loughhead brothers, Allan and Malcolm, were just getting off the ground, literally, back in 1909 and 1913, respectively, when they completed maiden voyages in their own flying machines to join the ranks of the world's aviation pioneers. They soon forged their own aircraft companies and set up shops in California. The Glenn L. Martin Company was officially incorporated in Los Angeles. Among the company's early contributors were many men whose names would be forever shrined in the annals of aviation: engineers Donald Douglas, James McDonnell, Chance Vought and C.A. Van Dusen, draftsman Dutch Kindelberger and factory manager Larry Bell.

The company began its long and storied history with the U.S. military when it delivered its first Model TT Trainer planes to the U.S. Army Signal Corps in 1914. The company has come a long way since those early days of bamboo and silk, and wood and fabric. The modern Lockheed Corporation was formed in 1932 after the fledgling airplane company was reorganized, and has grown from a company organized around a modest airplane construction business into a major airframe supplier to U.S. military and commercial customers.

An Industry Leader

Lockheed Martin Corporation was formed in March 1995 with the merger of two of the world's premier technology companies, Lockheed Corporation and Martin Marietta Corporation. In 1996, Lockheed Martin completed its strategic combination with the defense electronics and systems integration businesses of Loral.

The former Loral Corporation was founded in 1948 in New York City by William Lorenz and Leon Alpert as a small defense electronics firm that over the years grew into a multi-billion dollar firm. In sum, the new Lockheed Martin Corporation comprises all or portions of 17 heritage companies.

Headquartered in Bethesda, Maryland, Lockheed Martin employs about 130,000 people worldwide and is principally engaged in the research, design, development, manufacture and integration of advanced technology systems, products and services.

Lockheed Martin Aeronautics Company, a business area of Lockheed Martin, is a leader in the design, research and development, systems integration, production and support of advanced military aircraft and related technologies. Its customers include the military services of the United States and allied countries throughout the world. Products include the F-16, F/A-22, F-35 JSF, F-117, C-5, C-130, C-130J, P-3, S-3 and U-2. The company produces major components for the F-2 fighter, and is a co-developer of the C-27J tactical transport and T-50 advanced jet trainer. Of all those airframes, one of major interest to A/TA members is the C-130J Hercules.

The C-130J

The C-130J has been in the news a lot of late. The aircraft has both admirers and detractors, inside and outside of the Air Force. But, to most air mobility folks its just the latest in a long production line of their much beloved "Herc." And they have been putting it to the test.

Developmental test and evaluation on the J-model took a big leap forward on 19 April when testers successfully completed the first five-bundle sequential low velocity airdrop at Edwards AFB, California.

As part of the test program, 418th Flight Test Squadron Airmen tested software upgrades by rigging five bundles aboard the stretch aircraft and releasing them on a range area.

The bundles weighed 40,100 pounds and landed 1,000 feet apart and only five yards off the planned impact point.

Before this test, the capability was limited to four bundles, said

Tech. Sgt. Jason Kunkel, a 418th FLTS loadmaster.

"Right now, we're doing everything we need to do before the aircraft graduates to operational testing," he said. "By working closely with the contractor, we were able to identify and fix deficiencies to ensure the Air Force received a workable system."

Airmen spent the summer working with the contractor to make sure the software upgrades corrected the aircraft's operational limitations, Sergeant Kunkel said. The software upgrades enhanced the cargo-handling system, as well as advancing the communication, navigation and identification systems.

Testers are evaluating how the upgrades affect other systems, officials said.

Overall, the J-model aircraft increases cargo delivery to the warfighter, decreases aircrew needs and has an increased sortie reliability rate, Sergeant Kunkel said. Deployed units will be able to accomplish in one day what older models can accomplish in two.

Prior to this test the 418th had put the airframe through a grueling eight day, eight back-to-back testing regime of the aircraft's container delivery system's ability to carry approximately 40,000 pounds of bundled equipment – the system used in combat to deliver the "bacon and bullets" to warfighters in the field. Of the 488 bundles released during the test, none were damaged and testers attained a 100 percent survivability rate.

On 5 April, the Air Force's second active-duty J-model joined the other in the 314th Airlift Wing at Little Rock AFB, Arkansas. Flown by Lt. Gen. John Baker, Air Mobility Command vice commander, the aircraft is assigned to the 48th Airlift Squadron, which has been training aircrews to fly it since February 2004.

"The airplane is performing exceptionally well in the (area of operations) today," said General Baker about the reserve component units currently flying in Southwest Asia. "We have no doubt that as we continue to bring this airplane onboard it will continue to do well."

Col. Tim Vining, 314th AW vice commander, said the aircraft represents the latest technology and is a "fantastic tool for combatant commanders to ensure delivery of critical supplies in the toughest of conditions."

Aircrews in the 48th AS have flown 897 training missions, logging more than 2,400 flight hours on the aircraft. Additionally, the aircraft has achieved a 92.7-percent mission-capable rate, officials said.

"A 93-percent mission-capable rate is a phenomenal number," said Lt. Col. Jeff Blalock, 48th AS director of operations.

In another recent J-model milestone a Reserve crew from the 403rd Wing from Keesler AFB, Mississippi, circumnavigated the planet in a C-130J Hercules, crossing 33 time zones, and stopping in nine locations and seven countries – a first for the new airlifter.

Looking to the Future

Lockheed Martin has grown to become the pre-eminent designer, developer and producer of airlift aircraft in the world. No area of this critical airpower need has been untouched by the company's innovative design and production of aircraft for both tactical and strategic operations.

Wherever warfighters are sent with all their equipment, or wherever victims of disaster need supplies, Lockheed Martin aircraft have answered the call. From heavy lift, to tracking hurricanes; from paratroop operations, to delivering rice and blankets; from prosecuting conflict, to keeping the peace, Lockheed Martin stands ready alongside their customers.

Into the Sunset



Saying Goodbye to the Venerable C-141

In his 1961 State of the Union Address, President John F. Kennedy set as the top immediate defense priority prompt attention to increase America's airlift capability. He said, "Obtaining additional air transport mobility – and obtaining it now – will better assure the ability of our conventional forces to respond, with discrimination and speed, to any problem at any spot on the globe at any moment's notice." President Kennedy's direction led to development of the C-141A, the Air Force's first jet transport.

On 16 September 2004, the last two active-duty C-141B Starlifters retired at McGuire AFB, N.J., ending a chapter in the history of global air mobility.

A Proud History

For over 4 decades, the Starlifter has been an aeromedical evacuation and airlift workhorse for the U.S. Air Force, supporting a variety of contingency and humanitarian operations throughout the world.

The C-141 became operational in 1965 and first saw duty in Vietnam during Operation Blue Light. At that time, Operation Blue Light was the longest combat airlift in history, with 231 flights moving 3,000 troops and 4,700 tons of equipment from Hawaii to Pleiku, South Vietnam.

The Starlifter gave wings to the Red Ball Express from 1965 through 1967, carrying 15,000 tons of the highest priority spare parts and other supplies to American soldiers.

Throughout the war, the Starlifter served as an air ambulance, and by 1967 the Air Force scheduled two C-141 flights each week between Andrews AFB, Md., and Cam Ranh Bay, as well as two weekly flights from Da Nang to Andrews and Travis AFB, Calif.

At the conclusion of the Vietnam War in 1973, Starlifters – including the famous "Hanoi Taxi" – carried more than 500 American prisoners of war held by the North Vietnamese back to freedom. Just two years later, the C-141 and its bigger brother, the C-5 Galaxy, together flew 773 sorties during Operation New Life, the refugee evacuation of Vietnam.

The Starlifter also played an important part of Operation Nickel Grass. After Egyptian and Syrian forces launched a series of surprise attacks on Israel in October 1973,

Israel was in dire need of vital military supplies and requested assistance from the United States. American forces responded with Operation Nickel Grass, an airlift operation centered on the C-141 and C-5 Galaxy which, together, delivered 22,305 tons of supplies to Israel within 32 days.

The Starlifter legacy continued through the 1980s, especially in the area of international humanitarian operations.

In 1985, C-141s were used to provide assistance to Ethiopian refugees on the Ethiopian-Sudanese border. That same year, 141s provided earthquake relief in Argentina and Mexico City. In February 1989, a C-141 from Charleston AFB, S.C., brought 37 Armenian earthquake victims from Rhein-Main Air Base, Germany, to Andrews AFB for treatment in American hospitals. And in September 1989, after Hurricane Hugo devastated the Caribbean Basin, 28 C-141 missions – along with two C-5 and two C-130 missions – delivered 950 troops and 429 short tons of cargo to Alexander Hamilton Airport, St. Croix, in support of an operation nicknamed "Hawkeye." The Starlifter performed the lion's share of airlift during that operation.

During the 1980s, the C-141 Starlifter also played an important role in providing humanitarian assistance here at home. In July 1985, as a forest fire was scorching thousands of acres of woodland in California, C-141 missions airlifted 285 passengers and 181 short tons of cargo to support the massive firefighting effort. In 1986, following the shuttle Challenger accident, a C-141

airlifted 80 relatives and NASA associates from Lyndon B. Johnson Space Center to Keahole, Hawaii, for a memorial service for Lt. Col. Ellison Onizuka, one of the deceased crewmembers. And, after a massive search effort located the remains of all seven shuttle crewmembers, a C-141 from Charleston AFB later transported the remains from the Kennedy Space Center to the Air Force mortuary at Dover AFB, Delaware.

The Starlifter also spread its wings to support Operations Desert Shield and Desert Storm in the 1990s. As the cornerstone of the Desert Express and European Desert Express operations, C-141s moved 2,562 tons of priority cargo into the Gulf War area of operations. In fact, from August 1990 through March 1991, C-141s completed more than half of all airlift missions into the area of operations. The remaining airlift missions were flown by C-5, C-9, KC-10 and contracted commercial aircraft.

In 1992, following combat operations in Southwest Asia, the Starlifter was called upon again to support a humanitarian mission transporting 70 children from Minsk, Belarus, to Brussels, Belgium, for medical treatment. The children were suffering after-effects of the 1986 Chernobyl nuclear accident.

A few years later, the Starlifter was called upon again for humanitarian support, this time in support of Operation Provide Promise. During the summer of 1994, AMC C-141s began flying humanitarian missions from Rhein-Main AB to Sarajevo, Bosnia. Five aircraft and 150 aircrew members and

support personnel from the 437th Airlift Wing and the 315th AW at Charleston AFB deployed to Germany to begin the operation. When the operation ended, C-141s had moved 7,000 tons of cargo on 382 sorties.

Later that year, C-141s delivered 478,000 pounds of humanitarian relief supplies from Incirlik AB, Turkey, to Mwanza, Tanzania. The cargo, which included 10,000 rolls of plastic sheeting and 100,000 blankets, was intended for about 250,000 Rwandans who had fled Tanzania to escape violence associated with the civil war in their homeland. Most of the missions were flown by C-141s and aircrews from McGuire AFB.

From 1995 through 2001, C-141s supported numerous missions throughout the world, including missions to Zaire, Ukraine, Haiti, Bosnia-Herzegovina, Israel, Romania, Saudi Arabia, Burundi, New Zealand, Bolivia, Ecuador and Lithuania. In the aftermath of the terrorist bombings in Kenya in 1998 and Yemen in 2000, C-141s aerovaced survivors home or to medical care.

Those bombings were the precursors to the attacks on the World Trade Center and the Pentagon. Following the Sept. 11, 2001, terrorist attacks, the C-141 was called upon again in support of the Global War on Terrorism.

In October 2002, a C-141 arrived at the U.S. Naval Base in Guantanamo Bay, Cuba, with the year's last group of Taliban and Al Qaeda detainees captured by American forces in Afghanistan. From January through October 2002, C-141s and C-17s completed 23 missions, transporting 620 detainees from Afghanistan to Guantanamo Bay.

In May 2003, AMC began the "Baghdad Express," a daily C-141 resupply mission from Ramstein AB to Baghdad International Airport, Iraq. Two C-141s and two aircrews assigned to the 305th Air Mobility Wing at McGuire AFB, and one aircrew from McGuire's 514th AMW, were staged at Ramstein to complete the missions.

Marking the end of a chapter in the history of the C-141 Starlifter, in May, at a Fort Benning, Georgia, drop zone, a C-141 Starlifter (tail no. 65-0229) assigned to the Air Force Reserve Command's 452nd AMW at March Air Reserve Base, Calif., completed the final airdrop of paratroopers. These U.S. Army personnel would be the last paratroopers ever to jump from a C-141.

Although the C-141 had seen its final paratrooper jump, the aircraft was not finished supporting U.S. interests.

Just a few days after the historic paratrooper jump, the Starlifter was called to duty again. This time the aircraft did not carry Army jumpers; the passenger was a critically ill 8-month-old Iraqi girl who was transported from Balad AB, Iraq, to Rickenbacker Air National Guard Base near Columbus, Ohio. Accompanying the child was her mother, an Arabic translator, and a U.S. Army physician's assistant. The

child was taken to the Children's Hospital in Columbus where she received treatment for an obstruction of her airway caused by an abnormal growth of a blood vessel on the right side of her face and neck.

Although the 16 September ceremony at McGuire AFB marked the retirement of the final two active-duty C-141s, the Starlifter is sure to continue its proud history as a member of the Air Force Reserve Command. About 20 Reserve C-141s will continue to fly out of March ARB and Wright-Patterson AFB, Ohio, until the aircraft are retired by the end of 2006.

A Long Kiss Goodbye

The decision to retire the C-141 Starlifter, once the Air Force's core airlift aircraft, was based on recommendations from the 1994 Scientific Advisory Board. Dr. Shiela Widnall, then Secretary of the Air Force, convened the board in response to Congressional direction to examine service life extension of the C-141 fleet.

The board concluded that "...flight beyond 45,000 equivalent flight hours may not be viable because widespread fatigue damage may jeopardize the fail-safe features of the basic design." Their conclusion was the beginning for a long and protracted farewell to the venerable airframe.

The Ending Begins at Travis

Travis AFB, California, had received its first C-141 on 23 April 1965, and for the next 32 years Travis C-141s hauled people and cargo around the world - from the Vietnam War to the Antarctic; taking part in many humanitarian and global airlift missions.

The C-141 Starlifter era ended at Travis in January 1998 when the 60th Air Mobility Wing's 20th Airlift Squadron was inactivated. The squadron's commander at the time, Lt. Col. Floyd A. Badsy said, "The primary impact on the 60th Air Mobility Wing will be the types of missions the C-141 supported, such as Operation Deep Freeze, repatriations and the Primary Nuclear Airlift Force missions...and will be greatly missed." Those missions were transferred to McChord AFB, Washington.

Charleston Says Goodbye

On 15 July 2000 a ceremony was held to commemorate the farewell of the C-141 presence and to close the 16th Airlift Squadron, the sole remaining C-141 flying squadron at Charleston AFB, South Carolina. Although the squadron was inactivated, it was expected to spring anew in the future and become the fourth C-17 flying squadron when Boeing resumes C-17 deliveries to Charleston in October 2003.

At its heyday, Charleston AFB had as many as 58 C-141s parked on its ramp and

the aircraft and its crews had earned the reputation as the "workhorse of Air Mobility Command." The C-141 Starlifter first flew in December 1963 and entered Air Force service in 1965. Aircraft number 63-0624 was the first C-141 to arrive at Charleston Air Force Base on 14 August 1965.

Although the 16th Airlift Squadron didn't technically close until September 2000, the ceremony was moved to July because funding for the C-141 maintenance ran out on June 30th. There were at least 75 members still in the squadron at that time, a far cry from the 260 personnel who once walked the halls of building 54 and packed the Yankee Auditorium just a few years earlier. The aircraft came off the books at the end of June and there were no more Primary Aircraft Assigned, which allowed the Squadron to draw down and take care of people without being tasked for training or operational missions.

Between June and October 2000, about 50 members of the 437th AGS either moved to other bases or retired or separated from the Air Force. The remaining 30 members, mostly staff sergeants through master sergeants, transitioned to the C-17 and spend six months to a year in upgrade training.

The 16th AS flew its last training and "real world" operational missions before June 30, just before the money ran out. However, the base still had about 6 C-141s left on the ramp and they were gradually flown off to other bases or retired to Davis-Monthan AFB, Arizona. The last C-141 flight from the base departed on or about September 7, when it was flown to Altus AFB, Oklahoma.

Charleston based C-141s had been involved in virtually every major military contingency, to include DESERT SHIELD and STORM, where C-141s moved the majority of the cargo for our forces and was the first airlifter on the ground. Charleston C-141s saw action during the Vietnam War, the Israeli and Egyptian conflict in 1967 and 1973, the U.S. intervention in Grenada and Panama and the crisis in Kosovo just to name a few.

At one time, the 16th AS provided the nation's only long-range, rapid-response, special operations low level (SOLL) capability. The squadron provided the backbone of the nation's elite special operations forces and used the "Bad to the Bone" motto on their unit patches. Ever vigilant in sitting continuous alert 24 hours, 7 days a week, the 16th routinely responded to short-notice National Command Authority taskings. The squadron used uniquely qualified aircrews, trained in the use of enhanced night vision equipment and specially modified aircraft for unconventional warfare ops. In this capacity, the 16th AS was tasked with delivering the sting of US special forces by maintaining continuous JCS-directed alert force for global contingencies and thus provide the nation's

rapid deployment airlift/airdrop capability. These crews rapidly deployed and inserted special operations ground forces into blacked-out, austere airfields/drop zones and extracted those ground forces upon mission completion. SOLL missions are AMC's most demanding and the 16th was the only unit qualified to fly these missions. As a result, 16th AS C-141s figured prominently in every major AMC operation.

Robins C-141 Maintenance Era Ends

When C-141 Starlifter, Tail No. 65-0248, departed the tarmac on 16 October 2003 following a ceremony to mark the end of C-141 maintenance there, thirty years of C-141 Starlifter programmed depot maintenance ended at the Warner Robins Air Logistics Center.

Ending Starlifter depot-maintenance came in 2003 because the work was scheduled on a five-year rotation, center experts said. Since the fleet is scheduled to be retired within three years, no further depot maintenance was going to be required.

Since the first C-141 underwent maintenance at the logistics center here soon after the C-141 prototype made its maiden flight on 17 December 1963, at Dobbins AFB, Georgia, 284 aircraft made 1,800 trips through the center's programmed depot-maintenance line.

Amid final goodbyes, photographs and speeches, a few of the people who know the C-141 best shared their thoughts on seeing it leave.

"It has been a fantastic journey," said James Latimore, C-141 support section chief. "I feel great about all we have been able to accomplish on the C-141, but sad to see it go."

Col. Frank Bruno, the center's strategic airlift director, said while the ceremony was meant to celebrate the aircraft's achievements, perhaps more importantly it was to pay tribute to the people who have flown, fixed and supported it through the years.

"The entire ALC can take immense pride in what has been accomplished during the past 35 years," he said. "Together we've supported the Starlifter and kept her a credible threat to aggression against America."

Forty-million man-hours had been put into the C-141 -- the equivalent of rebuilding the entire 284-aircraft fleet four times over, said Jim Culpepper, the center's maintenance director.

"That's what maintenance brings to the warfighter every day," he said.

Lt. Col. J.C. Clemons, who piloted the aircraft to March AFB, California, said he felt a sense of pride sitting at the helm on the final flight out.

"It's a great accomplishment to fly the last Starlifter from Robins, but it's also a sad day," he said. "We can only find comfort in the fact that for the next couple of years we can on occasion, look up and see a C-141 fly-

ing overhead still supporting the warfighter in an aircraft that we produced here. That's what the depot mission is all about."

McChord's Final C-141 Starlifter Flight

It was the end of an era at McChord AFB, Washington, when the C-141B Starlifter, tail number 50267, was retired from active service on 7 April 2004. Witnessed by a crowd of close to 750 people, a McChord crew headed by Col. Paul J. Selva, 62nd Airlift Wing Commander, Col. Thomas M. Gisler Jr., 446th Airlift Wing Commander, and Col. Michael Strouse, 62nd Operations Group Commander, lifted off at about 10:30 a.m., with Selva at the controls, on a flight to Davis-Monthan Air Force Base, Arizona. Gisler landed the aircraft in Arizona almost five hours later. The landing was the last for a McChord C-141 and the 4th Airlift Squadron as a Starlifter squadron. Selva and Gisler paired up again on the return flight for the squadron's first mission as a C-17 Globemaster III unit Wednesday. "The C-141 has carried our flag to every nation in the world," said Selva to the well-wishers gathered before the departure. "You can measure your success in smiles."

He went on to explain that the Starlifter has brought smiles to refugees by delivering relief supplies to them; to soldiers by bringing them home from war; to scientists in Antarctica on a medical airdrop; and to family members as their loved ones were brought home. McChord's last Starlifter launched a few tears, not smiles, and received a deserving salute from the men and women of McChord.

McChord's last Starlifter was readied for its final flight with just enough equipment to get it to Davis-Monthan. All non-essential survival equipment was removed. The process it went through before it left McChord included a lot of work and a little reminiscing. "I don't have 4,000 hours on this aircraft," said Selva. "And I didn't spend the majority of my time flying it. But I do remember my first flight on it. It was the summer of 1967, and I was 9 years old living overseas with my family. The C-141 brought me home to the States.

"I have jumped from a 141 and I have flown a 141 and I enjoyed every minute of it," he said. "This is a chapter we close today, but the legacy of the C-141 lives on in each of you."

Last Two Active-Duty C-141B Starlifters Depart McGuire

The last two active-duty C-141B Starlifters in the U.S. Air Force inventory flew their final journey 16 September 2004 after a special departure ceremony at McGuire AFB, New Jersey.

This final flight marked the end of nearly 40 years of service to the nation by C-141s and their crews.

"If you look at the sum total of its history, it's remarkable," said Gen. John W. Handy, commander of U.S. Transportation Command and Air Mobility Command. "The C-141 has been the backbone of our airlift fleet for the better part of the Military Airlift Command and Air Mobility Command history. If you look at the performance of the C-141, the crews and maintainers who kept them flying are the most significant contribution of that weapons system."

Lt. Gen. William Welser III, 18th Air Force commander, flew one of the two final aircraft with an aircrew from the 6th Airlift Squadron. Both aircraft will remain in permanent storage at the Aerospace Maintenance and Regeneration Center at Davis-Monthan Air Force Base, Arizona.

"As a previous commander of the Bully Beef Express, it is an honor to be part of the squadron transition from the venerable Starlifter to the [C-17] Globemaster III that will allow us to continue supporting our nation's mobility needs," General Welser said.

McGuire received its first C-141B, tail No. 65-0271, on 8 August 1967. Flying countless missions over intercontinental distances for nearly 40 years, the Lockheed C-141A/B Starlifter was the backbone of American foreign policy.

"The C-141 brought airlift into the jet age," said Lt. Col. Eric Wydra, 6th Airlift Squadron commander. "Before the C-141, our large airlifters were slow, propeller driven aircraft with limited range. The C-141 is a fast, flexible, intercontinental aircraft that could go just about anywhere -- and did."

Before the ceremony, people toured a display of a C-141B. The display will later become permanent and the sole remaining C-141 here.

"The base will never be quite the same again; there will always be something missing," said Tech. Sgt. Corinne Alvord, non-commissioned officer in charge of debrief and dispatch for the 305th Aircraft Maintenance Squadron. "It is the end of an era, but the beginning of a new one."

"We've pushed it as far as the years would allow us; it's performed incredibly well in just a terrific variety of missions," General Handy said. "But now it's just time to retire our B models."

Into a Not-So-Distant Future

Crews from two Air Force Reserve Command units, the 452nd AMW at March Air Reserve Base, California, and the 445th Airlift Wing at Wright-Patterson AFB, Ohio, will continue to fly the C-141 until the summer of 2006, when the last Starlifter is scheduled to retire. There were 284 Starlifters built for the Air Force between 1963 and 1968, and 20 aircraft remain in service.

9,000,000 flight hours logged -- and still counting!

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Compiled under the direction of
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"In God We Trust, All Else We Test"



C-5 Fleet Modernizes for Starring Role in Global Reach

By Major David M. Powell, USAF

How do you save a Galaxy? In the case of the workhorse C-5 Galaxy Airlifter, you extend the life of the massive aircraft by re-investing in its future.

Air Mobility Command (AMC) is going all out to modernize the C-5 fleet with improved avionics, new engines, and over 50 other improvements. The initiative is expected to sustain the Air Force's largest and arguably most capable aircraft well into the 21st century, boosting DoD logistical ability to swiftly move supplies to the combat theater.

Two AMC upgrade projects: C-5 Avionics Modernization Program (AMP) and Reliability Enhancement and Re-engining Program (RERP) – will help the big aircraft undertake a broader range of missions and add to its strategic airlift capacity. "Studies have shown that the structure of the airplane itself has sufficient life to go through 2040, and these projects are designed to allow that to happen," said Lt Col Mary

Deatherage, Air Force Operational Test and Evaluation Center's (AFOTEC) C-5 AMP Test Director.

The AMP program essentially replaces 1960s cockpit technology, i.e.; the analog dials and gauges, with modern computer generated multi-function and multi-color displays. Many of the original instruments are no longer in production and therefore are very difficult to support with parts and spares. New "glass" cockpit instruments will alleviate that problem, and at the same time provide far more navigational information to the

crew, improving their situational awareness.

AMP will also allow the C-5 access to the Future Air Navigation System and Aeronautical Telecommunications Network (FANS and ATN – often referred to as the Global Air Traffic Management (GATM)) airspace. Similar to the Reduced Vertical Separation Minimums (RVSM) and Required Navigation Performance (RNP) requirements familiar to most flyers, FANS and ATN intend

2 VHF, 2 HF, L-Band SATCOM), AMP will introduce four more capabilities: Aero-I Voice Satellite, UHF DAMA SATCOM, HF Datalink, and Aero-I Datalink. This new package brings sweeping new changes to the way aircrews manage the mission. Crews will have the ability to effectively pick-up the phone and call any mission support agency they need, whether airborne or on the ramp. Also, with Controller to Pilot

Data Link Capability (CPDLC) and Airlift Operations Center (AOC) functions, crews can receive and load flight plans and clearances over the air, keep in touch with ATC by datalink (rather than monitor the static frequently associated with HF radio during oceanic crossings), and automatically update TACC with mission progress reports.

In the navigation department, AMP introduces a more accurate, laser-riding gyro Global Positioning System (GPS) embedded inertial navigation system capable of complying with RNP of <1nm. In addition, AMP

modified aircraft will now be capable of flying microwave and RNAV approaches. The auto-throttles and autopilot are far more capable and should significantly reduce pilot workload. The new surveillance system permits the aircraft to automatically broadcast its position to Air Traffic Service Units (ATSUs) in FANS airspace, reducing the need for crews to give position reports in non-radar environments. Finally, AMP enhances both the Ground Proximity Warning System and the Traffic Collision Avoidance System with new functionality



The C-5 AMP program essentially replaces 1960s cockpit technology, i.e.; the analog dials and gauges, with modern computer generated multi-function and multi-color displays...and at the same time provide far more navigational information to the crew, improving their situational awareness. (USAF Photo)

to safely facilitate the increase of air traffic into high demand airspace. Much like the historic implementation of RVSM and RNP, aircraft desiring access to "choice" air-routes in the future will need to comply with ever-tighter Communication, Navigation, and Surveillance (CNS) tolerances. The AMP upgrade will accomplish this by introducing several new capabilities to the C-5's CNS systems. For example, improvements to the communication systems.

Although the C-5 currently has an impressive communications suite (2 UHF,

and a greatly improved presentation.

The RERP recently received its first aircraft for modification, replacing the 35 year-old TF-39 engines with new CF-6 engines, well proven in the commercial airline industry. The new engines, currently utilized on Air Force One, will add another 40,000-lbs

The new TF-39 engines, currently utilized on Air Force One, will add another 40,000-lbs thrust to the aircraft, allowing it to carry an even greater payload from shorter runways...

thrust to the aircraft, allowing it to carry an even greater payload from shorter runways, in warmer environments, and allowing the aircraft to move quickly into higher, more fuel-efficient airspace. RERP is far more than simple engine replacement. The AMP modification addresses avionics obsolescence and FANS/ATM access, while the RERP program is focused on improving C-5 reliability, a serious past issue.

"Over the years, the C-5 community has identified several degrading systems and components," explains SMSgt Thomas Moriarty, AMC's Test and Evaluation Squadron's (TES) Detachment 1 Superintendent. "RERP provides the opportunity for a one-time upgrade, resulting in improved availability. It also extends fleet life through the year 2040. Our involvement in the early stages ensures all upgrades, enhancements, and procedural changes are looked at from a maintainer's perspective." RERP includes 52 reliability enhancements to include: engine pylons; auxiliary power units; electrical system; flight controls; landing gear components; environmental, fuel, and hydraulic systems; and a new integrated diagnostics system. The replacement/enhancement and/or modification of all of these "bad actors" advertise a significant increase in the C-5 reliability rates.

The first opportunity for non-test personnel to fly the modernized C-5 will come during operational test and evaluation at Dover AFB DE, scheduled for summer 2005.

When will crew dogs see the first modernized C-5? Right now the two AMP prototype aircraft are in their second year of developmental test (DT) out of Dobbins Air Reserve Base (ARB) in Marietta GA and occasionally drop into bases at Dover DE,

Kirtland NM, Hunter GA, and Charleston SC. The Combined Test Force (CTF) at Lockheed Martin, prime contractor for the AMP and RERP programs, has been flying DT missions since December 2002. The Air Force Flight Test Center (AFFTC), AFOTEC, and AMC Test and Evaluation Squadron all have personnel on the test team.

Each agency in the CTF has a unique charter. AFFTC is responsible for proving airworthiness and specification compliance (developmental testing) and AFOTEC is responsible for mission effectiveness and suitability (operational testing). AMC TES supports AFOTEC, and brings C-5 operator and maintainer expertise to the OT mix. All agencies are currently engaged in DT missions and eager to get the best product possible out to the field. "Our early involvement provides an excellent opportunity to allow C-5 operators to have an influence on the contractor's final design," said Maj Scott Steere, AMC TES/Det 1 Director of Operations.

The first opportunity for non-test personnel to fly the modernized C-5 will come during operational test and evaluation at Dover AFB DE, scheduled for summer

...the C-5 is expected to deliver about half of the wartime cargo carried by military aircraft into theater. The modernization programs will help ensure the aircraft's viability and availability to accomplish its vital mission.

2005. AFOTEC, augmented with AMC/TES personnel, will facilitate the worldwide test, which will last at least 3 months and 300 hours of flight time in the operational environment. Four Dover line crews will take the aircraft through its paces in real-world missions selected to exercise the new systems in all environments. The first flight for the fully modified C-5M (as it is newly designated) is scheduled for early 2006 with follow-on operational testing in 2007.

According to the Government Accountability Office (GAO), the C-5 is expected to deliver about half of the wartime cargo carried by military aircraft into theater. The modernization programs will help ensure the aircraft's viability and availability to accomplish its vital mission.

"I am very proud of the work we do here at the Det, and fully confident that when both these C-5 programs are complete, the C-5M will epitomize the meaning of Global Reach, bringing an unmatched capability to our country's battlefield air-bridge," said Maj David M. Powell, Commander of the AMC/ TES Detachment 1 in Marietta GA. ■

IN MEMORIAM



SSgt. Patrick Pentico

SSgt. Patrick "Tico" Pentico, a 2004 A/TA P.K. Carlton Award for Valor awardee, was among nine Airmen killed in an MC-130H Combat Talon II aircraft crash in Albania on March

31, 2005. The Airmen were supporting a Special Operations Command Europe joint training mission with the Albanian military. Sergeant Pentico was assigned to the 7th Special Operations Squadron based at the Royal Air Force base in Mildenhall, England, and served as the loadmaster on the four-engine MC-130H cargo and troop transport plane.

The other members of crew were: Capt. Todd Bracy; Capt. James Cronin; Capt. Gil Williamson; Capt. Surrender Kothakota; 1st Lt. Ray Owens Jr.; Chief Master Sgt. Lawrence Gray; Tech. Sgt. James Henry; and, Tech. Sgt. Glenn Lastes.

"I extend my deepest sympathies to the families of these brave young Airmen," said Army Brig. Gen. Thomas Csrnko, commander of Special Operations Command Europe. "We all share in the sorrow and pain of their loss. We will not forget their sacrifice, and we stand ready to support their families at this difficult time."

Sergeant Pentico received the 2004 P.K. Carlton Award for his service as loadmaster on "Harley 37," cited for its role in safely landing a battle-damaged MC-130H loaded with special operations forces during a mission in the opening days of Operation Iraqi Freedom. During the mission, the plane took 19 hits from anti-aircraft artillery fire, ranging from 7.62 mm to 57 mm, with one shell shattering the pilot's windscreen, and others striking the main wing spar. The plane landed with only three working engines and all 58 people on board were safely evacuated.

Sergeant Pentico is survived by his wife Melissa Pentico, an Air Force special operations staff sergeant also based in England, his mother Susan and stepfather Steven Hatch.

There We Were at 18,000 Feet

by Col Bob Wright, USAF (Ret), Planning Systems Incorporated

"There we were at 18,000 feet..." That introduction is usually followed by moving hands and an embellished story of a fighter pilot's air-to-air engagement. While not as dramatic, there was an interesting chance encounter at the US Army Yuma Proving Ground (YPG) the last week in October 2004. The encounter had historical as well as current significance and dealt with another important aspect of warfare – the airdrop of combat and humanitarian supplies from high altitude, out of and above harms way.

A very busy week of precision airdrop testing had been scheduled over the desert ranges of the proving ground. This included high-altitude drops of a variety of advanced Global Positioning System (GPS) self-guided parafoil systems and the Precision Airdrop System (PADS) for real-time accurate wind estimates, all under development by the US Army Natick Soldier Systems Center. The Air National Guard deployed a C-130H to the proving ground to drop test payloads up to near 25,000 feet Mean Sea Level (MSL). To meet the demanding test requirements, YPG leased a C-130A from International Air Response (IAR) in Chandler, Arizona, flown by an IAR aircrew. IAR also owns and operates another C-130A, as well as DC-7 aircraft, each modified for a various airlift and airdrop operations, including aerial fire fighting.

I was scheduled to fly and test drop the latest version of a hand-launched GPS wind dropposee from the C-130A. Walking in for the "O-Dark Thirty" mission briefing, I saw John Limbach, CMSgt USAF (Ret), sitting at the briefing table wearing a baseball cap embroidered with "Vietnam Veteran – I Served With Pride". After a brief introduction and hand-shake, I asked, "Were you involved in the re-supply of An Loc?" "You bet!" was the proud reply. So after 32 years, fate conspired to place me, a retired weather officer and the contract program manager for PADS, with a combat veteran involved in the An Loc airdrop operation. An Loc is arguably the birthplace of the requirement for high-altitude precision airdrop and where these operations were first executed on a large scale. John, as a certified loadmaster, joined the IAR team that week at YPG from Big Sky Aviation International, Billings Montana, where he serves as the Executive Director.

The siege of An Loc and other cities and villages in South Vietnam during the 1972

Nguyen Hue Easter Offensive by the North Vietnamese Army and Viet Cong is well documented in US Air Force and Army histories. The following is a brief summary of the historical information about the An Loc operation extracted from The Army Historical Foundation, The Siege at An Loc: How Air Resupply Helped Save the City, by Lt Col Len Funk, US Army (Ret); the Combat Airlift Review Volume 6, Issue October 2000, An Loc, by Sam McGowan; and from a now-declassified HQ PACAF Project Contemporary



John Limbach, Bob Wright, C-130A, Yuma Proving Ground, October 2004

Historical Examination of Current Operations (CHECO) Report, Airlift to Besieged Areas, 7 Apr – 31 Aug 72.

The enemy surrounded An Loc, the capital of Binh Long Province about 50 miles northwest of Saigon, and interdicted roads and ground supply routes into the city, using strangulation and starvation tactics akin to Medieval sieges of castles. The Republic of Vietnam Armed Forces, and their American advisors defending the city and the civilian population soon required ammunition, fuel, water, food and medical supplies. In early April 1972 Vietnamese Air Force (VNAF) and US Army CH-47 Chinook and OH-13 Sioux helicopters began air-land re-supply. During the same period, the VNAF also conducted low-altitude daylight C-123 Provider and C-119 Flying Boxcar airdrop operations. Some VNAF pilots dropped from around 5,000 feet Above Ground Level (AGL) but inaccurate wind information put most of the bundles in enemy territory. Air land and airdrop operations were exposed to enemy mortar, .51-caliber, 37MM and 57MM Anti-Aircraft Artillery and small arms fire with lethal effect. Helicopters were damaged or destroyed on the Drop Zone (DZ) and C-123s were damaged or

shot down with the loss of aircrews. All these operations were cancelled by mid-April 1972.

The US Air Force 374th Tactical Airlift Wing began C-130E Hercules low-altitude and high-altitude airdrop operations for An Loc 14 April 1972 from Tan Son Nhut Air Base, South Vietnam. The small size of the DZ, a 200 meter by 200 meter soccer field, and other small DZs near An Loc, added to the airdrop problem. The first high-altitude airdrop was conducted from 8,500 feet AGL with over 65% of the bundles lost to the

enemy. To offset the effects of inaccurate winds, High-Altitude Low-Opening (HALO) systems, using timed cutters, and high-velocity delivery systems were used. However, some parachutes opened at high altitude because of rigging problems, resulting in low accuracy due to wind errors. Parachutes also failed to open in time, which destroyed payloads. When available, AC-130 Specter gunships were used to estimate the mean effective wind based on expected versus actual impact points of 25mm GAU-12 Gatling gun rounds. The only other available observed wind sounding information was that from Bien Hoa Air Base some distance away, and that information was normally more than six hours old. Improper use of honeycomb cushioning on the payloads for high velocity ring-slot parachute delivery systems also resulted in unacceptable payload damage. In addition, the enemy had recently deployed the SA-7 Strella shoulder-fired, heat-seeking, surface-to-air missile system in South Vietnam. On 11 May 1972 the first SA-7 firings were reported at An Loc. The SA-7 threat forced the safe airdrop altitude to 10,000 feet AGL, making precise airdrop even more challenging. Assistance was needed, and it was requested from the Tactical Air Warfare Center (TAWC) in Florida.

TSgt John Limbach, then assigned to the TAWC, had over 1,400 C-123 combat sorties in South Vietnam under his belt. John arrived back in-country 5 May 1972 and immediately set about correcting the HALO rigging and payload packing problems. John recalls, "Due to the extremely low inventory of de-reefing cutters and the high demand for resupply, I worked with US and Army of the Republic of Vietnam riggers and rapidly developed an ad-hoc high velocity delivery method using two clustered 15-foot extraction parachutes, all that were available

in quantity, married to a 2,000 pound Container Delivery System bundle rigged with extra honeycomb." John flew on the early test airdrop missions and confirmed that his solutions worked.

John's efforts, together with improved navigation and high-altitude release procedures, markedly improved the airdrop re-supply of An Loc. High velocity airdrops from 10,000 feet AGL approached a 90% effectiveness rate, and 97% of the high-velocity drops from the same altitude were reported on the DZ during the 11-16 May 1972 enemy direct attack of An Loc. That attack was repelled by the re-supplied defenders of An Loc and by tactical air power. People from the US Army Natick Laboratories (forerunner of the US Army Natick Soldier Systems Center), arrived at Tan Son Nhut Air Base 21 May 1972 with a new two-stage HALO system using cutters activated by barometric pressure. This new system was used for later An Loc re-supply operations. High-altitude C-130E airdrop resupply operations for An Loc continued through December 1972. High-altitude airdrop operations were also used to resupply other locations in Southeast Asia during the Nguyen Hue Offensive, but they had their beginning at An Loc. Before the modified high-altitude airdrop operations were employed at An Loc, the enemy received the majority of the goods delivered. John remembers that, "There were no further battle damage reports once the drops moved to high altitude." Before that, the results of An Loc air land and low-altitude airdrop operations were 37 aircraft damaged, aircrew members wounded, 2 C-123s and 3 C-130Es shot down – and 15 fatalities.

Since An Loc, navigation accuracy, payload rigging, delivery procedures and wind forecasting accuracy have all improved significantly. However, little has changed in the basic way high-altitude airdrop operations are planned and conducted. This is about to change. The US Army Natick Soldier Systems Center and the Air Mobility Command have been working together to develop and field the latest technologies applied to precision airdrop. This was fueled by the results of high-altitude humanitarian airdrop over Sarajevo, Bosnia-Herzegovina, 1992-1996, and later, airdrop operations in Afghanistan during Operation Enduring Freedom. The resulting new system, PADS, has been operationally tested and has demonstrated, in the hands of operational aircrews, that it significantly improves the accuracy of high-altitude high-opening (HAHO) ballistic airdrop from altitudes up to 25,000 feet MSL.

Wind measurements from GPS-based dropsondes deployed from the airdrop aircraft, or an advance aircraft, have replaced the AC-130 gunship mean effective wind and distant, aged ground-based wind sounding information. High-resolution four-

dimensional forecast fields produced by the supercomputers at the Air Force Weather Agency, Offutt Air Force Base, Nebraska have replaced the single forecast ballistic wind. The procedures to determine the Computed Air Release Point for HAHO ballistic loads have been improved from a time-of-fall offset based on a forecast ballistic wind, to a full-dynamics payload release, parachute opening and descent trajectory model applied to a final three-dimensional wind and density field as modified by the underlying topography. This is all produced by PADS software on a pressure-ruggedized laptop computer operated aboard the airdrop aircraft using near real-time winds from the hand-launched wind dropsonde and other available wind data sources such as Pilot Reports. This integrated technology has resulted in demonstrated high-velocity HAHO ballistic Circular Error Average accuracies of less than 400 meters from altitudes between 18,000 feet and 25,000 feet AGL from C-130 and C-17 airdrop aircraft.

The US Army Natick Soldier Systems Center, as with its predecessor during operations in Vietnam in 1972, remains at the forefront of solving the high-altitude airdrop accuracy problem, first with PADS and now with guided systems. For very precise airdrop delivery requirements, on the order of 100 meters or less, a family of GPS self-guided systems are in development under the Joint Precision Airdrop System (JPADS) program managed by the Natick Soldier Systems Center. The development of these systems is directly parallel to the development of laser and GPS-guided bombs and munitions that provide accuracy much better than that possible with so-called "dumb bombs" that can not correct for wind and other delivery errors after release.

The JPADS program addresses four categories of total payload weight. JPADS-XL (Extra-Light) is focused on 500 to 2,200 pound payloads. JPADS-L (Light), aimed at payloads in the 2201 to 10,000-pound category, is part of an Office of the Secretary of Defense Advanced Concept Technology Demonstration program. Delivery of heavier single payloads is being addressed by JPADS-M (Medium), 10,001 to 30,000 pounds, and when funded, by JPADS-H (Heavy), 30,001 pounds to 60,000 pounds. JPADS-XL systems are the most mature – a small number of systems have been rapidly fielded to current Area of Responsibility (AOR). Systems range from completely parafoil-based designs to a parafoil-round canopy hybrid where round ballistic parachutes are opened for the terminal phase to ground impact. A controllable round parachute system is in development, in the JPADS-XL category, which has an inserted guidance and control unit that applies riser pulls to the G-12D canopy to slip to the PADS wind-predicted ballistic trajectory to the Point-of-Impact.

PADS will also be used to wirelessly update onboard guided systems with the planned PI and latest PADS wind estimate before release. PADS and selected guided systems are earmarked for fielding to the AOR this coming summer.

The significant advances in precision airdrop to date are the result of a strong Government-Laboratory-Industry team headed by the Natick Soldier Systems Center. The team includes the Air Mobility Command, guided airdrop system developers, the Charles Stark Draper Laboratory, the National Oceanic and Atmospheric Administration Forecast Systems Laboratory, and Planning Systems Incorporated. More information on current precision airdrop programs can be obtained from the US Army Natick Soldier Systems Center (Richard Benney, 508-233-5835, Richard.Benney@natick.army.mil). Specific information on PADS also can be obtained from the author (Bob Wright, 703-788-7746, rwright@plansys.com).

Now back to "There we were, at 18,000 feet..." An unplanned link with history was made during the C-130A October 2004 test drop missions at YPG, with John Limbach as loadmaster. Onboard the aircraft before engine start, I further explained to John how the GPS dropsonde and PADS work together to solve the high-altitude airdrop accuracy problem. John nodded and said, "It's about time we did something about that." He then prepared me to hand-launch the test dropsondes. From just under 18,000 feet MSL I released PADS GPS wind dropsondes to measure winds below the aircraft. Guided parafoil systems, with up to 10,000 pounds total weight, were dropped. Even though wearing a safety harness that could hold an elephant, I still felt much better with John close-at-hand watching out for my well-being as I stood in the paratroop door and deployed the dropsondes – soon to be a loadmaster task.

Though C-130A we flew on this mission did not see service in South Vietnam, IAR's other C-130A (S/N 54-1631) did. From records provided by IAR, "54-1631" was assigned to various US Air Force and US Air Force Reserve units from 1964 through 1975, some having served in South Vietnam. It was assigned to the 924th Tactical Airlift Group, 446th Tactical Airlift Wing, Ellington AFB Texas, March 1968 to October 1972. While "54-1631" probably was not flow in support of the 1972 An Loc airdrop operation, IAR physically confirmed that the aircraft did indeed see action in South Vietnam. IAR acquired the aircraft October 1989 from the US Forest Service. During an inspection, IAR found an enemy .51-caliber round lodged between the floor and skin aft of the troop door, fuselage station 737, right side, by the ramp hinge – a reminder of the need to drop from high-altitude. ■

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Thursday, October 27th	REGISTRATION* & BANQUET SEATING RESERVATIONS GOLF TOURNAMENT			OPENING RECEPTION IN THE EXHIBIT HALL
Friday, October 28th	REGISTRATION* & BANQUET SEATING RESERVATIONS* Rolls & Coffee	EXHIBIT HALL ACTIVITIES Lunch	SEMINARS Award Presentations**	A/TA RECEPTION IN THE EXHIBIT HALL HOSPITALITY SUITE CRUISE TOURNAMENT
Saturday, October 29th	REGISTRATION* Rolls & Coffee	EXHIBIT HALL ACTIVITIES Lunch	SEMINARS Membership Meeting Award Presentations**	COCKTAIL RECEPTION A/TA HALL OF FAME BANQUET HOSPITALITY SUITE
Sunday, October 30th	FAREWELL BRUNCH			

*Registration will close 15 minutes prior to evening events.

†Banquet Seating Reservations end at 1800. No seating reservations will be made after the cut-off time.

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

All events and times subject to change.

Register Early and Save!

Submit Your Registration by 20 September and **Save \$67.00!**

(Compared to On-Site Registration)

Registration Form on Page 28.

Convention Information Contacts:

Hotel Room Reservations & Info: See www.atalink.org for Main Hotels Information

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

Golf Tournament: Wally Herzog: (817) 377-0144 | bulldozer@penfields.com

Magazine Advertising: Nick McCollough: (478) 923-0968 | nmccollough@ray.mgacoxmail.com

Symposium / Seminars: Bob Dawson: (951) 270-3065 | bob.dawson@smiths-aerospace.com

A/TA Sponsored Seminars: Jeff Bigelow: (757) 878-3837 | Jeffrey.Bigelow@jdtc.ifcom.mil

Convention Exhibits: Bob Dawson: (951) 270-3065 | bob.dawson@smiths-aerospace.com

Airlift/Tanker Quarterly Articles/Stories: Collin Bakse: (618) 235-5070 | bakse@apci.net

2005 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 (approx 22 Oct), so moves the A/TA "headquarters" office. The A/TA office phone, (703) 385-2802 will be forwarded to Bud's cell phone. If you can't reach them that way, call the hotel and track them down. Every year, we have soulful requests for exceptions to our rules on refunds, including membership refunds. We don't grant them. Ever. No duty or family emergency releases you from your responsibility to cancel or from the cancellation fee.

Overview:

- First check your membership status at www.budtraynor.com. You will need to enter your SSN
- Before registering, RE-ACTIVATE YOUR CARD by calling the 800 number on the back of the card! After less than a month of non-use, Government cards get turned off for no apparent reason. Please call them first – it is very likely not active.
- Then read all the instructions below, especially the cancellation instructions.
- Visit the website, www.atalink.org to register (secure) and pay dues using separate cards if desired, or copy and send the form in this issue (page 28)

Frequent Answers:

- Member Rates: \$215 by 20 Sep, 2400 EST; \$250 by 20 Oct, 1700 EST; \$282 Onsite.
- The Member Rate is a member benefit. To register at the member rate, your membership must be at least current through November. The membership fee is non-refundable – even if you subsequently don't attend FOR ANY REASON.
- Visa, MasterCard or checks only (no AMEX., Discover, etc.) with card number, exp date, SSN, email address and signature. We currently cannot handle purchase orders or bank transfers
- While our convention fees are extremely low, please bear in mind that partial registration is an attempt to accommodate those individuals who cannot attend the entire convention, e.g., the visiting associate who is in for the day, or an award-winner guest. Partials are not meant to reflect the cost for an individual event. Rather it is a reduced convention fee for that period of the convention that may include food. More than two partials can exceed the cost of early registration. You are usually much better off to pay full registration - particularly for accompanying spouses! Full registration is cheap: Please keep our fees in perspective.
- Use one form for a registrant and one non-member, social guest. Guest registers at member registration rate. If you have more than one guest, please contact us for instructions. Banquet-only registrations are permitted.
- Spouses who are A/TA members should complete separate forms.
- Full registration includes all events (except golf and your hotel).
- Members may receive the \$215 early rate only if a completed form and full payment are postmarked or received by 20 Sep. CAUTION: You may have great difficulty getting through on 20 Sep because of others who also put it off. After 20 Sep, the higher \$250 pre-convention rate 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.
- Postmark all mailed registrations NLT 13 Oct. No faxes/web/mail can be received after 1700 EST 20 Oct (office closed). We prefer no cover sheet for faxes. You may register at the A/TA registration desk upon arrival at the \$282 on-site rate; however, banquet seating is not guaranteed.

- Send one form only. Do NOT fax THEN mail. Do not try to send payment one way and the form another.
- And no, you can't pay now and send names later.

Cancellation:

Cancellation Fees. \$10 through 20 Sep; \$20 through 20 Oct, \$25 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 before 21 Oct, 1700 EST; or at their hotel room; or from them at the A/TA registration booth (not hotel registration desk) via the switchboard (please no relayed requests or requests to other workers). Card refunds will be made back to your card; 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 make all refunds before year end. While refunds should be automatic, subsequent requests without a cancellation number will not be honored. You do not need to give a reason for your cancellation. Membership dues are never 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 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. Ever. If you wish to register at the member rate and need to pay dues, please do it on the same registration form -- even if you are paying for registration with an IMPAC card (you can use 2 cards on the form). No need to first become a member separately.

Armed with your SSN, you can check your membership at www.budtraynor.com.

Registration:

Do not send a cover page and do NOT send a "corrected copy." 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. Marring 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. Everyone with a valid email address will be sent an email confirmation when the registration is processed.

Early registration (\$215) is only an incentive to register early for
continues on page 26 ►

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 rate (\$250) will apply. If you need to have your account charged by a certain date, be sure to indicate it on your form. Credit cards otherwise may get charged immediately or some time later, depending on workload.

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 20 Sep. Incomplete forms or incomplete payment do not qualify for early rate. Use one form for a registrant and non-member 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 with SSN and email address, card number, exp date, and signature. (NO AMEX or Discover). Full registration includes all events except golf.

Postmark all mailed registrations NLT 13 Oct to ensure they arrive before the office moves to the hotel. After that, plan on web or fax NLT 1700 20 Oct, or registering at the hotel Wednesday on-site (\$282). Onsite registration does not guarantee banquet seating will be available.

No Substitutions

There can be no substitutions. Individuals may be canceled and individuals may register. Specifically, no one may capture someone else's early rate after the early deadline. We cannot “bank” funds. Remember a new registration must have all information supplied on a new form. Dues are neither transferable nor refundable to a person canceling. (See cancellation instructions above) This includes IMPAC card transactions.

IMPAC Cards or Group Registrations

If use of IMPAC cards or other group registration is approved, do not mail or fax the form in this magazine: All completed registration forms, including dues payments if applicable, must be received at the same time via web registration (www.atalink.org). All tracking must be managed at the local level. We treat all registrations as individual registrations. If any person is submitted who is not a current member through November, we will charge \$30 dues to the IMPAC card if that is the only card given. Alert your IMPAC card monitor to this possibility. Some units have individuals give paper copies (with a separate credit card for dues) to the card manager who then keys in the registrations with the IMPAC card number. It is not necessary to do membership first; please do both on the registration form.

It will be usually possible to query the database directly at www.budtraynor.com for your membership and registration status.

Faxes:

No fax cover sheet is necessary for membership or convention registration forms. Save your time and our paper; all arrive in a closed office. Cover sheets are usually 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 likely be discarded.

No faxes/web after 1700 EST 20 Oct. You may register at the A/TA registration desk upon arrival at the on-site rate.

Exhibitors:

There is usually some confusion. The Exhibit-floor-only rate is meant to cover the food events in the exhibit hall for the exhibit workers who are not generally participating in the social events. As a paid-booth-space benefit, each exhibit, regardless of size, gets 3 certificates that can be used in lieu of money for an Exhibit-floor-only registration. This allows some exhibitors to operate on a slightly tighter budget. This certificate cannot, however, be used as partial payment toward anything else. In practice, most exhibitors just pay normal registration so they can attend all events. Please see www.atalink.org/exhibitors.html.

Banquet Seating:

Along with your Association's popularity comes complexity. In recent years, we have tripled the number of folks attending the Saturday night banquet. What that means is that we continue to push the capacity of our banquet seating and our ability to assign specific seats. To manage the process, we have instituted some procedures to maximize the service to all who wish to attend this superb event. Key to this is that you make your seating preferences known early in addition to registering for the convention.

Pre-Convention Banquet Seating Sign-up:

We will take seating requests starting 30 July. Please download the seating request form and send it via email to Bob Ford at robort.g.ford2@boeing.com or bobford01@comcast.net. Please provide the last four of your SSN to aid us in matching you up with your paid registration, as well as your real first and last names, the ones you used on your convention registration.

Your banquet sign-up date (priority in seating) will be based on when your banquet seating reservation is made. While you are invited to request seating at any time, your banquet sign-up date will be established when payment is received. And while we will take seating requests from anybody -- Chapters, Units, Groups, or Individuals – the preferred solution is to get block inputs, so please check with your respective chapter/unit reps so your name is only submitted once.

For the chapters/units/groups, that means all seats you submit for your group must have a paid A/TA registration. Without it, that individual will be “bumped” from the chapter/unit/group seating request. Remember the priority: FIRST SIGNED-UP, FIRST SEATED! Email submission cutoff for seating requests will be 1700 Thursday, 20 October.

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

On-Site Banquet Seating Sign-up:

We will try to accommodate everyone, however; preferred 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 Thursday and Friday, the 27th and 28th of October, from 0900 – 1800. The CUTOFF for onsite banquet seating will be 1800, Friday the 28th. Those arriving Saturday without prior seating coordination will be not be given a seating preference option.

Prior to the Banquet, in-progress seating charts will be posted daily about noon in the Banquet Seating Sign-Up Area. A final Banquet seating chart should be posted 1800, Saturday, 29 Oct. If you have paid for the Banquet and have not shown up on the seating chart, you will be seated at non-assigned tables.

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

Junior NCOs Exposed to AMC's 'Big Picture'

By Master Sgt. Paul Fazzini, AMC Public Affairs

Forty-three staff and technical sergeants from around the world met with Air Mobility Command's top officer and enlisted leaders during a one-week conference held at Scott AFB, Illinois, on 4-8 April.

Phoenix Stripe, one of the programs brought about during the 1999 initiative "Year of the Enlisted Force," is a highly selective, professional development program geared toward providing the command and Air Force's up and coming staff and technical sergeants with a big picture overview of how AMC operates at the headquarters level.

During the conference, the command's senior most leaders, or heavy hitters as one of the conference coordinators stated, briefed attendees about their responsibilities and respective directorates.

According to Jim Domina, a member of the AMC Commander's Action Group and one of the coordinators of the conference, Phoenix Stripe is a relatively obscure conference.

"Unless you've sent one of your troops to a previous conference, know someone who attended, or attended yourself, you probably won't know about it," he said.

"I knew absolutely nothing about Phoenix Stripe, but after I was selected to attend, I hoped to get a clearer understanding of AMC and the role my job and unit have in the big scheme of things," said Staff Sgt. LaShawndra Maloney, unit training manager for the 305th Logistics Readiness Squadron, McGuire AFB, N.J., whose flight superintendent selected her to attend.

"The program is an AMC program, and I'm from Air Combat Command, so I didn't really know anything about it," said Tech. Sgt. Edward Pineda, of the 644th Information Operations Group, Detachment 5, at the Pentagon. "I did, however, expect to learn about AMC and get perspectives of its senior leadership, as well as learn about the challenges and concerns that its NCOs are facing."

Sergeants Maloney and Pineda and 41 other attendees were briefed by colonels and generals, including Gen. John W. Handy, AMC commander, who set aside time to meet with those he called "the superior example of today's Airmen." Each briefer gave an overview of their directorate's role in the AMC mission and then fielded questions from the junior NCOs.

The face-to-face time between the NCOs and senior leaders is what both attendees and briefers consider the best part of the twice-a-year conference. Rarely do junior enlisted members get the chance to interact with senior leaders, and even less frequent is the opportunity general officers get to spend time with those working in the trenches. For that and other reasons, General Handy focused

on the subject of diversity to the Total Force group of NCOs comprising active duty, Guard and Reserve Airmen.

"Often times, I get asked the questions, 'What do I need to do to be better?' or 'What do you look for in an NCO?' One answer is diversity, because diversity is what leaders look for in all our Airmen," said General Handy.

The general emphasized that as leaders and NCOs, the attendees need to think about diversity when making people decisions.

"Leaders can often make the mistake of hiring people who are like clones of themselves. In doing so, they might miss someone who is an exceptional person with tremendous talent and skills.

"Our diversity is what makes us strong," he said.

Hearing General Handy speak and getting the opportunity to ask direct questions made an immediate impact on attendees. Some of the significant questions were right on target: like how the stand up of the Contingency Response Wings at McGuire AFB and Travis AFB, Calif., will enhance the mission, what the long-range affect of A-76 will have on the Air Force, or how C-130 units will operate following the grounding or flying restrictions placed on numerous aircraft after cracks were found in the center wing box.

The general's response to these questions gave attendees a perspective they didn't have before.

"I think all of us would like to be king for a day," said Staff Sgt. Robert Cordell, a C-130 E/H loadmaster instructor for the 36th Airlift Squadron at Yokota Air Base, Japan. "Some of the decisions that are made at the top levels are not necessarily understood at the lower levels. This opportunity has allowed me to access the minds of those at the top. Now I can see first hand where and why the policies are made and what motivated them to be made."

An all-star lineup from the headquarters directorates, including a session with 18th Air Force Commander Lt. Gen. William Welser III and a tour of the Tanker Airlift Control Center filled the conference agenda.

Because 18th AF is AMC's warfighting command, one of the first things General Welser addressed was deployments; specifically he asked how many of the attendees had deployed. Nearly every hand went up.

"Everyone should want to deploy because we are a country at war," said General Welser. "You are all warfighters. I don't care what your job is, you're all warfighters."

He went on to say that AMC has become very focused on how to "war fight."

"There are people in this world who are free

because of what you do," he said. "I don't know what's next, but I know you'll do it well."

Before General Welser's time with the NCOs concluded, he drove home the point of how vital NCOs are in today's Air Force.

"This command changes on a dime, like it did to provide tsunami relief, and it's the NCOs who are making history every day," he said. "Today's staff and technical sergeants are doing what technical and master sergeants did when I was a second lieutenant. I want you to get out of your comfort zone, and challenge yourselves."

Besides briefings from senior officers, attendees were also treated to time with AMC Command Chief Master Sergeant Michael Kerver, and two panels of chief master sergeants and first sergeants. The senior enlisted members talked about fitness, promotions, education, and career broadening, but the common message was about what it takes to be successful.

"I try to create an environment where you can be successful," Chief Kerver told the sergeants. "I'm asked all the time what the biggest challenge we have facing the enlisted corps, and my answer is always the same. It's having the right leadership, at the right time, in the right place, and that hasn't changed since I enlisted in 1976.

"Leadership is always the difference when you look at the quality, success, and even the failure of it's enlisted force," he said. "As supervisors, you need to know and understand the differences in your Airmen, both the good and the ugly. Keep your eyes open, and care about the people you work with and are close to."

Like previous briefers, Chief Kerver offered some advice to tomorrow's senior NCOs.

"Keep yourself motivated and energized for your troops," he said. "What ever you're asked to do, take it to the next level. I'm successful as a chief because of my ability to surround myself with successful people. So if you're putting together a team, look for the best to join you."

Chief Kerver also spoke about taking care of subordinates.

"Part of being a leader is giving your troops a vision. As a supervisor, you need to see where the Airmen need to be, and then lead them to it," he said.

Whether spending time with general officers, senior enlisted leaders, fellow NCOs or visiting the TACC, the Phoenix Stripe conference will not be quickly forgotten.

"The highlight of this conference has to be gaining the understanding that General Handy is very passionate and has a sincere concern for the enlisted core, especially the staff and technical sergeants," said Sergeant Maloney. "I hope to bring back to my coworkers a new sense of motivation, leadership, excitement, dedication and commitment, and to remind them that the Air Force depends upon every individual bringing something to the mission to make it successful."

"One of the best parts was meeting the sharp NCOs who attended the conference," added Sergeant Pineda. "They are the future leaders of the Air Force." ■

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