

Combat Airlifter

440th Airlift Wing, Pope AFB, N.C.

"Vincit qui primum gerit"

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On the cover:
Senior Master Sgt. Bill Westling, 95th Airlift Squadron flight engineer, is the last of the hybrids featured on the Combat Airlifter cover. The hybrids were the original wing members who moved to Pope Air Force Base, N.C.

photo by Master Sgt. Kevin Brody

440th moves toward dynamic future with three key programs

By Col. Jon Thorell
440th Airlift Wing Vice Commander

This year is proving to be a busy time for the wing. Our long-lasting lineage of excellence and reputation for success depends on all our Airmen embracing three strategic areas: ReserveNet, AFSO21 and ORI preparation.

ReserveNet

ReserveNet is a comprehensive web-based management system that allows Reservists to log in from any internet connection in the world. The amount of information that could be available on ReserveNet is nearly unlimited. Current uses include tracking of training completion, broadcast emails to home and base accounts, medical qualification data and tracking of annual tour requests. In addition, the system pulls all inspection checklists into one program. With the management control toolset, units can complete virtual unit compliance inspections. But this is just the tip of the iceberg – official military uses of ReserveNet are limited only to the imagination.

Wing leadership expects ReserveNet to help Airmen complete computer-based training prior to UTAs from their homes. Through ReserveNet, Airmen will be able to use Reserve management periods under the telecommute option and complete required training for pay. ReserveNet relies on centralized control and decentralized execution anywhere, anytime. This means management (the controllers) can place information online, and Reservists can access the information they need from their homes. The system is fully supported by 22nd Air Force and Air Force Reserve Command. ReserveNet training sessions are offered every UTA.

AFSO21 – Air Force Smart Operations for the 21st Century

Like ReserveNet, AFSO21 also presents the 440th with great opportunities to save time and money. AFSO21 stands for Air Force Smart Operations for the 21st Century. The purpose of AFSO21 is to generate efficiencies to improve combat capability. AFSO21 requires *commander involvement, participation, and leadership* at all levels.



photo by Tech. Sgt. Steve Staedler

Col. Jon Thorell, 440th Vice Commander

The emphasis here is on leadership. Commanders and frontline supervisors best understand the processes that are needed to effectively operate their units and they know where the greatest potential improvement in combat capability and return on investment can come from.

It is the commanders' and leaders' role to remove barriers for our Airmen in getting the job done effectively and efficiently. Our Airmen need to let leadership know what these barriers are.

AFSO21 needs to be tied to *measurable results*. Improvements can come in many fashions - quality, cost, manpower, and equipment availability, to name just a few. The bottom line is that we need to understand what it is that we desire from any given AFSO21 effort and then be able to measure and assess the results.

As Reservists, we have 12 weekends a year to complete most of our work. It's critical we maximize our UTAs with minimal space, time and money costs, and AFSO21 will help us reach goals under these constraints. If you see an area where the wing can save time, money or efficiency, let your voice be heard. AFSO21 initiatives span across the Air Force.

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~ continued from page 2

ORI - Operational Readiness Inspection

The last key to our success is preparation for the 2010 Operational Readiness Inspection. The ORI will test our skills, and validate our ability to fight and win. In the next 18 months we can expect to see increased emphasis on exercises, training and deployment preparations. Training will take place a home station and Volk Field, Wis. If you are tasked to participate in ORI preparations or training or asked to serve on an exercise evaluation team, you need to give it your best effort. In the months to come, we will be practicing our ability to survive and operate (ATSO), undergoing staff assistance visits from higher headquarters, deployment training and an operational readiness exercise.



photo by Master Sgt. Kevin Brody

440th Airlift Wing Commander Col. Merle D. Hart promotes Col. Jon Thorell, the 440th's vice commander, to his current rank on the April UTA.

Education critical part of Air Force culture

by Maj. Betsy Schoeller

Logistics Readiness Squadron Commander

Every Airman knows from the moment they enter the Air Force that education is an important part of the Air Force culture. We have to take tests to discover if we are even eligible to enter the Air Force. Those test scores help determine which jobs we can choose. The first real thing we do as Air Force members is go to basic training, and then job skill training at technical school.

We just barely get going on the job, and then we need to work on career development courses and professional military education. We annotate training records every UTA weekend in order to document the training and proficiency we attain. If we decide to change jobs, someone checks to see if our test scores are high enough, and if they are, then it's back to technical school. Any civilian education we get is noted on our military records and helps us at promotion time. Our emphasis on education helps keep us flexible, helps us think under pressure and adapt to a changing Air Force environment.

The inscription on the Eagle and Fledglings statue at the U.S. Air Force Academy in Colorado reminds us that "Man's flight through life is sustained by the power of his knowledge."

The Air Force understands the importance of lifelong learning. Knowledge isn't something you get one time and have forever. Knowledge is something that must be pursued continually and consistently.

We are lucky to have leaders who support this philosophy. Each year the Air Force Chief of Staff publishes a reading list to help us focus on an area of study and guide us to some of the best examples of reading in these areas.

Air Force General Ronald Fogleman (a former CSAF) created the CSAF Professional Reading Program in 1996 to develop a common frame of reference among Air Force officers, enlisted, and civilians to help each of us become better, more effective advocates of air and space power. General John Jumper and now General T. Michael

Moseley have wholeheartedly embraced and continued the Professional Reading Program.

The Professional Reading Program is accessible through the Air Force Portal (<https://www.my.af.mil/faf/FAF/fafHome.jsp>). Many of the books on the list are available through local libraries for no cost. Most of us don't have hours and hours of time to devote to another set of readings. Try setting aside just 15 minutes every day to read for professional development.

As General Moseley says, "Developing Airmen remains one of my key priorities. Victory — whether on the front lines of today's long war or in the air, space and cyberspace surrounding tomorrow's foes — will be determined in large part by the expertise of our Airmen. Lifelong education is a crucial part of being a professional warrior and professional reading enhances our warrior ethos. There is no room in our Air Force for anyone too busy to expand his or her horizons."

All-Star Visitor

Lt. Gen. John A. Bradley, chief of Air Force Reserve, Headquarters U.S. Air Force, Washington D.C., and commander, Air Force Reserve Command, Robins Air Force Base, Ga., spent a day visiting with Airmen from the 440th Airlift Wing on April 7. During General Bradley's visit, the AFRC chief received an update on how the wing is adapting to its new home at Pope Air Force Base, N.C.

He talked with Airmen such as Senior Master Sgt. Candice Chesley, 440th Medical Squadron, about the challenges and opportunities facing the wing in the next decade. General Bradley retires in June.



Lt. Gen. John A. Bradley, commander of Air Force Reserve Command, is one of the first Airmen to receive a certificate from 440th Airlift Wing Commander Col. Merle D. Hart naming him an "Honorary Combat Airlifter." General Bradley was assigned aircraft No. 4401.

The general is a command pilot with more than 7,000 flying hours in the T-38, A-37, A-10, F-4 and F-16. As a fighter pilot, General Bradley flew 337 combat missions in Vietnam. He has commanded a fighter training squadron, fighter group, fighter wing and numbered air force.



photos by Master Sgt. Kevin Brody

Chairman of the Joint Chiefs of Staff visits with 440th Airlift Wing Reservists

by 2nd Lt. Chris Hoyer
43rd Airlift Wing Public Affairs

Adm. Mike Mullen, chairman of the Joint Chiefs of Staff, visited Pope Air Force Base, N.C. on March 31. While at Pope, he toured Pope's Green Ramp, visiting with warfighters from many of Pope's squadrons.

He met with an aeromedical evacuation crew from the 43rd Aeromedical Evacuation Squadron; a C-130 Hercules crew from the 2nd Airlift Squadron; crew chiefs from the 43rd and 440th Maintenance Squadrons; convoy Airmen from the 43rd Logistics Readiness Squadron; and special tactics Airmen from the 14th Air Support Operations Squadron, 342nd Training Squadron and 18th Weather Squadron.

In addition, he watched a military working dog demo and a sniper presentation from the 43rd Security Forces Squadron, a 60K loader presentation from the 3rd Aerial Port Squadron and a

display by a 95th Airlift Squadron C-130 crew of an aircraft configured to accept cargo.

Admiral Mullen also spent more than an hour speaking with Pope Airmen and Fort Bragg Soldiers at the Pope theatre, addressing a wide range of questions on topics including concerns over deployment lengths and the future care for those wounded in action.

"What goes on at your level is an important part of what I bring back to the president," Admiral Mullen said.

After a brief opening statement, the admiral opened up the floor to questions from the audience, which consisted of Soldiers and Airmen E-6 and below.

An audience member asked how the admiral plans to work with future budgets in light of a possible recession of the American economy.

"All of us need to focus on responsible use of U.S. taxpayer dollars," the admiral said. He drew on his experience as chief of Naval Operations, when he said he spent 60 to 70 percent of his resources on people. "We have to have the right amount," he said. "Obviously we can't afford more than we need."

"For the time we live in, this is very unprecedented," Admiral Mullen said. "This is the most dangerous time since I have been in. We need a budget to reflect the challenges we face."

Tech. Sgt. Angela Harris, from the 440th Airlift Wing command post, asked the admiral about how his mission may change in light of the November presidential election. The admiral said he will continue to carry out the mission presented to him, but that he expects the focus in Iraq and Afghanistan to continue. "I was very satisfied with his response," Sergeant Harris said. "He is concerned about us and it showed."



photo by Lt. Col. Ann Peru Knabe

So Long "Buzz"

440th Airlift Wing Operations Group commander, Col. Brett J. Clark, departed the wing on May 28 and headed to his new assignment as the wing commander for the 908th Airlift Wing at Maxwell Air Force Base, Ala.

Colonel Clark said he is proudest of his unit's work in helping establish the first active associate C-130 wing in Air Force Reserve Command.

"This new wing is the Air Force's latest innovation to advance and improve C-130 mission effectiveness through creative force integration," said the colonel. "The 440th Airlift Wing is quickly establishing itself as a benchmark C-130 unit and the model to emulate within AFRC."



AFRC



84406



photos by Tech. Sgt. Cynthia Aidoo

Tailgating at Pope

Ramp fills up as 11 of 16 aircraft now assigned at Pope;
440th moves closer to full association

by Capt. Jim Ivie

The 440th Airlift Wing continues to move closer to its final goal of a full active association unit, with reservists and active duty personnel working side by side under the 440th command structure. The wing now has 11 of its 16 assigned C-130's at Pope Air Force Base, N.C., with the additional five due to arrive as soon as the wing has the active and Reserve personnel on board to maintain and fly the aircraft.

Currently, the five outstanding aircraft are on loan to Pittsburgh Air Reserve Station, Pa., Minneapolis-St. Paul ARS, Minn., and Maxwell AFB, Ala. Col. Willie Cooper, 440th Maintenance Group commander, reviews the status of the active association every quarter and will make the determination when the wing is ready to bring in its additional aircraft.

"I am personally excited because this is a new thing for the Air Force. This is the true utilization

of total force," said Colonel Cooper. "When all 16 aircraft are on the ramp it means that we have made the active association complete and we are now free to do what we do best – get our aircraft ready to fly."

The 440th was an eight aircraft unit in Milwaukee and in the span of only one year, will double its inventory to 16 C-130 H models. According to Col. Brett Clark, 440th Operations Group commander, that doubling will result in more than double mission capability. "Not only are we going from eight to 16 aircraft, but we have increased our crews dramatically and our number of crews per aircraft will be at an all time high," said Colonel Clark. "And with the active association some of our crews will be available 24 hours, so our utilization rate will be much higher. The C-130 mission sets are going to be options to be executed through the 440th." The process of bringing the active duty personnel under the 440th is a phased association that is taking place as the 43rd

Airlift Wing active duty mission draws down and the 440th mission stands up, explained Colonel Cooper. Right now, the 43rd's E model C-130's still have a mission to perform and the remaining transition process will occur over the next few months, with the completion to occur no later than October 2008. According to Colonel Cooper, other units around the Air Force are closely watching the 440th's transition since several of them are also poised to transition to active association status. The 440th is the first reserve unit in the Air Force to have an active association.

"I am in constant contact with the other maintenance group commanders about what we have learned, because some of them will be as close as six months behind us to make the same transition," he said. "The full transition of the association is what we are all looking forward to, and when we are there, then I can make the call to bring in the remainder of our aircraft."



Tech. Sgt. Matt Davis and Staff Sgt. Matt Dodson, 440th Aircraft Maintenance Squadron, walk the wing performing a post dock inspection on a C-130 aircraft.

Gearing Up

Action on the 440th Airlift Wing's flightline at Pope Air Force Base, N.C., is heating up as more C-130 aircraft are arriving. Photographers Master Sgt. Kevin Brody and Tech. Sgt. Cynthia Aidoo recently spent a morning on the flightline capturing what it takes to launch and receive aircraft.



Master Sgt. Richard Bobber, 440th Aircraft Maintenance Squadron - Electro-Environmental, prepares equipment to run a hot purging liquid oxygen system on a C-130 aircraft.

Mission



Staff Sgt. Stephen Talbert, 440th Aircraft Maintenance Squadron, finalizes paperwork in preparation for a C-130 departure.

Real Intelligence

440th Airlift Wing Intel Airmen win Reserve level AMC awards

by Tech. Sgt. Steve Staedler

Often in sports, it's the team effort – rather than an individual – that determines the overall success. Lt. Col. John Kitchell sees the same analogy in looking at the performance of his Airmen in the 440th Operations Support Squadron-Intelligence Division.

“It’s very much a team sport in that you have to work together and interface with all the different units and bases to succeed,” said Colonel Kitchell, chief of intelligence for the 440th Airlift Wing. Saying that Kitchell and his staff have succeeded is an understatement, because in keeping with the sports theme – they just turned a triple play. Colonel Kitchell, along with Senior Master Sgt. Shannon McMenamain and Senior Airman Lisa Taylor all won Reserve level Air Mobility Command awards in their career field.

“Since arriving at the 440th last year, I am both pleased and amazed at the talent, skill and excellent work ethic of our intelligence division,” said Colonel Kitchell, who was named the 2007 Outstanding Air Reserve Component Field Grade ISR Officer of the Year. “The 440th OSS/IN has received AMC level awards in the

past, and I am pleased that we are continuing a tradition of excellence initially established in Milwaukee.”

Colonel Kitchell said there are many talented Intel officers across the command, and winning the award is a very humbling experience. He credits the collective accomplishments of everyone in his office as reasons why the 440th OSS/IN excels in supporting the mission.

“It really comes down to work ethic,” he said. “It’s not because we’re necessarily more gifted than any other shop, it’s because we put in the hours and the effort 100 percent of the time, and that’s reflected in the quality of our work. I’m really proud of all my people.”

Sergeant McMenamain, an air reserve technician who joined the unit last July from the 315th Airlift Wing in Charleston, S.C., was named the 2007 Outstanding ISR Senior Level Civilian of the Year.

“It’s a great honor to win this award,” Sergeant McMenamain said. “I really love this job. Working hand-in-hand with aircrews on a daily basis is the best job you can have. You do the missions with them, you do the briefings with them. It’s great.”



photo by Tech. Sgt. Steve Staedler

Senior Airman Lisa Taylor, Senior Master Sgt. Shannon McMenamain and Lt. Col. John Kitchell, 440th Operations Support Squadron-Intelligence.

In looking back at her first year at Pope Air Force Base, N.C., Sergeant McMenamain credits Airman Taylor for helping her get acquainted with C-130 flying missions, since her previous base primarily flew C-17s. Additionally, both Sergeant McMenamain and Colonel Kitchell say Airman Taylor did a fabulous job keeping the Intel office in Milwaukee operational in the months leading up to the wing’s move to Pope AFB, and helped ensure a smooth transition for the new Airmen joining Intel in North Carolina.

“Senior Airman Taylor was doing lieutenant colonel and senior master sergeant work by herself in Milwaukee, that’s how important she was up there,” Sergeant McMenamain said.

Airman Taylor, the 2007 Outstanding Air Reserve Component ISR Airman of the Year, said she was completely surprised by the award. She chose the Intel career field because of the challenges the job entailed.

“It’s so rewarding to be involved at both the operational level and headquarters level, working with aircrew and the commander and command staff, resulting in the ability to see how important it is to understand what they need to be successful,” she said. When asked what advice she would have for other junior Airmen in the Reserve, Airman Taylor said people need to be passionate about their job and career, and not let your performance be motivated by the chance to win awards.

440th medic uses educational benefits to pursue dream as master musician

by Lt. Col. Ann Peru Knabe

Tech. Sgt. James DeFilippo, a medical technician with the 440th Airlift Wing, spent years working as a substitute teacher. But his heart always went back to music.

“I took music lessons in 2nd and 3rd grade,” he said. “And I spent a year learning the organ in 8th grade. Other than that, I was just the kind of kid who picked up music whenever I had a chance.”

The reservist’s sister played piano at home, and Sergeant DeFilippo said he “doodled” on the piano in his free time, experimenting with different rhythms and chords.

When serving on active duty Air Force as a refueler, he joined a band at Kunsan Air Base, Korea, playing keyboard on the weekends. After six years, he joined the Air Force Reserve. As a reservist living in Wisconsin, he’s been able to fuel his passion playing in local garage bands.



photo by Tech. Sgt. Steve Staedler

Tech. Sgt. James DeFilippo, 440th Medical Squadron, plays a tune at the club on Pope Air Force Base, N.C.

opportunity to develop my passion – music.”

Sergeant DeFilippo is now going to school full-time for a 2-year degree

The Reservist said in some ways composing music is simple.

“Composition is based on an eight measure piece,” he explained. “Most

sharing his passion for music with young people.”

The Reservist took advantage of the REAP (1607) educational benefit

“Most of all, I love just jammin’”

It wasn’t until he returned from a 90-day activation that he realized he could formally cultivate his musical interests using the GI Bill.

“I had been activated and served in Germany,” he said. “And when I got back, I was told I had educational benefits. The timing was perfect, and I took advantage of the

in music operations. He’s taking courses in music theory, instruments, harmony and ensemble. He continues to compose music as a hobby.

“Most of all, I love just jammin’ with my classmates,” he said. “We’re graded on participation, so it’s part of course requirements.”

people are already familiar with the major chords in music, and the minors are the ones that sound sad. And I develop themes around these different chords.”

Once he finishes his degree, Sergeant DeFilippo plans to go back to teaching in Milwaukee public schools,

through the Veterans Administration. The program benefits reservists who have served 90 days or more in support of a contingency. He has also been able to use the Wisconsin GI Bill. For more information on educational benefits for reservists, contact the 440th education office at 910-394-4000.

Still serving ... clipped wings and all



Despite being “retired,” 440th C-130 continues to serve in GWOT

by Lt. Col. Ann Peru Knabe

Have you ever thought about what happens to an aircraft when it “retires?”

440th Reservists often see Airmen retire, but seldom think about the retirement of the C-130s they flew.

Aircraft #560496, a C-130A model, was replaced with a C-130H in 1989 when the 440th received its new fleet of modern aircraft.

A workhorse in the military world, aircraft #496 wasn't destined for the “boneyard” at Davis-Monthan Air Force Base, Ariz. Instead, the C-130 “lives” a rich legacy, and is still serving the

Army and Air Force today at the U.S. Army Yuma Proving Ground in Yuma, Ariz.

“The aircraft came off the line at Lockheed in 1957,” said Mark Heflin, the current caretaker of the C-130. “When the aircraft arrived at its first duty station of Ardmore AFB, Okla., in late 1957 it was one of the newest aircraft in Tactical Airlift Command and was selected as a ‘camera ship’ for filming of a movie called ‘The Hunters.’”

In 1959, #496 was transferred to Sewart AFB, Tenn. From 1962-1970 the C-130 was assigned to the 817th Tactical Airlift Squadron at Naha Air Base, Okinawa. The “bird” flew multiple missions in Vietnam. In 1971, the aircraft was

returned to the U.S. and the 374th Tactical Airlift Wing was disbanded, so the aircraft was given to the Air Force Reserve. Aircraft #496 remained with the 440th Airlift Wing from Sept. 1971 through August 1989.

But the aircraft didn't die when it “retired” from the 95th Airlift Squadron in Milwaukee.

“A whole batch of A-models were getting turned in, and the Air Force offered them up to the U.S. Forest service to fight fires,” said Mr. Heflin, who serves as the operations officer for the Airborne Test Force at the Yuma Proving Grounds. “The Forest Service took the planes, but didn't have a budget to operate them. So the C-130s were sold to industry under a certification that

Feature

restricted them to flying solely for the US government.”

Some companies converted them to firefighter tankers. The C-130 with the tail # 560496 initially was sent to Wyoming to be transformed into a fire tanker, but the conversion never took place. Eventually, #496 was sold to International Air Response and the plan once again was to convert it to a fire tanker. However, for a variety of reasons the conversion didn't take place and the aircraft sat deteriorating on an airfield in California. IAR determined in 2006 that it would not be economically feasible to return the aircraft to flying condition and began using it for “parts”. The Airborne Test Force at Yuma purchased the C-130 in 2007 to help with its testing and training mission.

“The Guard and Reserve are notorious for taking really good care of aircraft,” said Mr. Heflin. “Aircraft #496 was no exception. The 440th did a great job preserving and caring for this aircraft when it was in their possession. It was the perfect C-130 for us to test and train with.”

The Airborne Test Force requires the use of aircraft during the very early stages of prototype programs to conduct fit and functionality tests of new aerial delivery components, equipment and systems. The developmental testing directly benefits the ATF's Department of Defense customers as jumpers and dispatch crews perform pretest rehearsals and complicated airborne test operations.

The 440th's former aircraft has full electrical and hydraulic power in the cargo compartment, providing lights, auxiliary power for a winch and a functional cargo ramp. The test force also installed a cargo handling system. All of these features enhance developmental testing of new combat vehicles, combat systems (ranging from artillery to mobile fuel and water transportation systems) to the development of new aerial delivery systems and parachutes.

“Whenever we test new vehicles, we see if they can be air-transported,” said Mr. Heflin. “If it

fits on a ‘Herc,’ it will most likely go on any Air Mobility Command cargo aircraft. So we wanted to have a fuselage (not necessarily a flyable plane) to perform loading tests on. We also want to do fit and function to ensure it fits on a plane. For example, the power source and cable routing must be able to interface with aircraft in the field.

Mr. Heflin traced the history on tail # 560496 through the Air University at Maxwell AFB, Ala., and tracked down the life cycle of airplane. He's proud to say #496 is still active in the Global War on Terror.

The dimensions of A and J model are same, floor strength the same, ramp angle the same. “The only difference in the backend is the rollers on the J model flip over and are a little bit lower,” he said. “But the interface is the same and doesn't affect vehicles, so we are still actively testing new equipment for the war.”

The Enhanced Combat Vehicle (ECV), an updated HUMVEE, was tested on # 496 in March, and when eventually fielded will be heading toward the AOR.

The Yuma unit intends on using the 440th's retired aircraft to test a wireless gate release mechanism, designed to drop container delivery sys-

tems without using the aircraft's winch, pulleys and knives.

“When the system's ‘green light’ goes on, it will electronically activate the gate,” said Mr. Heflin. “If it makes it through our static testing process on the C-130, it will most likely transition to live testing and if successful be implemented and fielded to reduce the potential of malfunction.”

Mr. Heflin said the 440th should be proud its bird is still serving its citizen Airmen. “This C-130 (#496) is an amazing thing - the Army is moving toward future combat systems - and we still have one of the oldest C-130s still on active duty, now paving the way to the future.”

Mr. Heflin is looking for Airmen who flew #496 while assigned to the 440th AW under the 95th Airlift Squadron. He is hoping to identify noteworthy missions or photos depicting the aircraft during its prime airdropping days.

“Bringing her (#496) here is labor of love,” he said. “We want to honor the rich legacy of this particular aircraft that continues to serve.”

Reservists and retired 440th members who flew Aircraft #56496 from 1972-1989 may contact him at Mark.Heflin@us.army.mil



photos submitted

Mark Heflin, operations officer for the Airborne Test Force at the Yuma Proving Grounds, Ariz., tests the loading capabilities of Aircraft #496. The C-130 once belonged to the 440th Airlift Wing, and is now “retired” from its flying missions.

Employer Support of the Guard and Reserve offers ways to thank employers

by Lt. Col. Ann Peru Knabe

Senior Master Sgt. Kenny Schuetz, 440th Maintenance Squadron, knew he had a “terrific” civilian employer. The Reservist with almost three decades of military service said Harley-Davidson Motor Company worked with him to ensure he could easily fulfill obligations during deployments and Reserve weekends. So the Wisconsin Reservist nominated his boss for Employer Support of the Guard and Reserve’s “My Boss is a Patriot” certificate. He wrote a short nomination detailing Harley-Davidson’s benefits and support programs

for Reserve component members, but the maintainer never dreamed his employer would earn ESGR’s highest honor, the Freedom Award.

“Harley-Davidson supported me by making up the difference between my military pay and 100 percent of my straight time hourly rate,” said Sergeant Schuetz, who was activated for more than two years in support of Operations Iraqi Freedom and Enduring Freedom.

“They supplied my family with the same medical, dental, and vision coverage,” he said.

Harley-Davidson garnered support for its employees for Airmen serving overseas.

“The manufacturing plants held collections of items for all servicemembers deployed overseas,” explained Sergeant Schuetz.

The propulsion flight chief said all Reservists can nominate their civilian employers for “My Boss is a Patriot” certificates. “It’s simple ... all you need to do is enter company data online at the ESGR website (<http://www.esgr.org/forms.asp?p=patriot>),” he said.



photo by Tech. Sgt. Pat Kuminez

Harley-Davidson Motor Company held a Statement of Support signing ceremony with 440th Airmen, symbolically showing its support for the troops.

He also encourages Reservists to get their companies to sign an ESGR Statement of Support. Statements of Support are not legal documents – instead they are symbolic commitments signed by companies publicly stating support of their Reserve component employees.

Sergeant Schuetz said Harley-Davidson employs more than 90 servicemembers in the company.

“They have been simply terrific,” he said. “Last year Harley-Davidson started the Harley’s Heroes program which supports the disabled veterans, Mobil Service Office.” The program, funded by a \$1 million dollar pledge from the Harley-Davidson Foundation, made stops through the U.S. to provide benefits assistance to veterans of all ages in communities where they lived. Harley-Davidson dealers were invited to host the Harley-Heroes events through the year. They also sponsor the annual Rolling Thunder ride to Washington DC every Memorial Day to the Vietnam Veterans Wall.

While Harley-Davidson qualifies as a “large” company under ESGR’s award criteria, smaller firms can also net national awards.

“It all starts with taking the time to fill out a nomination,” said Sergeant Schuetz. “If you want to qualify for higher level awards, you need to be specific and clear in your writing, and use concrete examples to prove your points.”

Sergeant Schuetz said Employer Day events and bosslifts are excellent tools to inform employers about the Reserve mission.

“We have an Employer Day and flight coming up in September,” he said. “And now is the time to nominate your boss or human resource staff members.”

Sergeant Schuetz plans to retire from the 440th Airlift Wing in August, but will continue to volunteer with the Wisconsin Committee for ESGR.

Nominate YOUR boss for 440th Employer Day

The 440th Airlift Wing is hosting its annual Employer Day on Saturday of the September UTA. The educational day allows your boss, CEO, president or human resources manager to see what happens in the Air Force Reserve at Pope Air Force Base. The day includes a welcome from the commander, base tour, informational briefings, lunch and a C-130 orientation flight (subject to operational considerations). Nominated employers will receive a written invitation and reporting instructions for this exciting day.

To nominate your boss, fill out this form and return no later than July 13, 2008, to Dennis Mehring, 440 AW/PA, 374 Maynard St. Suite 301 Pope AFB, NC 28308-2409.

Nominations may also be emailed to Mr. Mehring at Dennis.Mehring@pope.af.mil

Reservist’s Name and Rank _____

Reservist’s Unit and civilian phone _____

Reservist’s civilian email _____

Employer’s Name (Supervisor, etc) _____

Supervisor’s Email _____

Supervisor’s Phone _____

Supervisor’s Address
Company _____

Street Address _____

Address 2 _____

City, State, Zip _____

Total employees at company _____ Total Reservists at company _____

** 440th Airlift Wing Employer Day flights are limited to Reservists’ civilian employers. Family members are not allowed to participate in the flight. The flight is subject to cancellation. Employers are responsible for transportation to Pope AFB. The event is FREE for qualified employers. For more information, contact Dennis.Mehring@pope.af.mil*

History and Heritage



Legacies to Remember

During the twilight months that brought World War II to an end, the 440th, then the 440th Troop Carrier Group IX Troop Carrier Command, not only made history but recorded an illustrated narrative of the activities of the unit during the hostilities in Europe from D-Day - June 6, 1944, until VE Day "Victory in Europe." The book *DZ Europe* included facts, data and photographs to salute the courage and duty of those who wrote the book with their deeds and to remember those that gave the ultimate sacrifice. A copy of the book was given to each member of the 440th Troop Carrier Wing. Master Sgt. Mark Aragon, 440th Airlift Wing historian, summarized several stories from *DZ Europe* for this month's Combat Airlifter. These are the first three in a series.

Jeanne d'Arc

It was in Orleans, France, in 1945, that the warriors of the 440th Troop Carrier Group found an unexpected opportunity to pay homage to France's most cherished warrior, Jeanne d'Arc.

Jeanne d'Arc was a 15th century saint and a national heroine of France. She led the French army to several important victories and led king Charles VII to his coronation. She was captured by the English and tried by an ecclesiastical court, subsequently convicted of heresy and was burned at the stake by the English when she was 19 years old. Twenty-four years later, the Vatican reviewed the decision of the ecclesiastical court, found her innocent. She was beatified in 1909 and canonized as a saint in 1920.

In the city on the Loire River, an equestrian statue rises in the cafe-bordered Place du Martroi, memorializing the maid of Orleans. A valiant bronze statue that was ravaged by a World War had the base pockmarked by shells, and one random Ger-

man shot had removed the sword from her hand. The 440th decided that among themselves they would raise a fund to buy a sword to replace the shattered one.

On June 6, 1945, one year after the D-Day invasion a bronze sword was presented by the members of the 440th Troop Carrier Group to the city of Orleans. On the base of the statue, in both English and French, the inscription:

**BRONZE SWORD
PRESENTED
BY 440TH TROOP
CARRIER GROUP
456TH AIR SERVICES GROUP
UNITED STATES
ARMY AIR FORCES
TO THE CITY OF ORLEANS
6 June 1945**



Orphans Under Their Wing

After the ravages war inevitably flows with the most touching of war casualties — the war orphan. After World War II in battle wracked France, orphan children were everywhere.

Instituted by the “Stars and Stripes” newspaper, it was becoming custom for American units to “adopt” one or more children by collecting funds to support a child for a period of five years.

Each of the squadrons of the 440th Troop Carrier Group adopted a French child during the war. On August 15, 1945, the 440th played host to their small protégés shortly before the unit’s departure back to the United States. Brought to the base by Miss Margaret Lanigan of the American Red Cross, the children were introduced to their American friends and benefactors,

who showered them with gifts of chocolate, goodies and clothing. The children were given jeep rides, tours around the base and inside C-47 aircraft, and insights into the workings of a military installation.

The children, three girls and two boys, between the ages of 8 and 10-years-old, were at first bewildered by all the unaccustomed attention and the friendliness, but as the day went on they made fast friends.

The dining hall, out did each other in preparing meals with floral decorations on the tables in honor of the occasion. The children’s time was divided between the officers and the enlisted. At the end of the day, all five children agreed they had more fun with the enlisted than the officers.



Sgt. Dobbins and Sgt. Watson, 440th Troop Carrier Group, pose with war orphans.

The Filthy Thirteen

On June 6, 1944, at 1:43 a.m., the 440th Troop Carrier Group joined the battle for Europe with 45 C-47 troop aircraft. On board were elements of the 101st Airborne Division, comprised of the 3rd Battalion of the 506th Parachute Infantry and two platoons of Company C, 326th Airborne Engineers.

In the ranks of the 101st Airborne was a famous sub-unit called the “Filthy Thirteen.” This demolition squad made up of volunteers had the mission of parachuting behind enemy lines in the dark night prior to the land invasion of France, and blowing up the bridges at the Douve River and creating chaos behind the lines to disrupt the enemy. Months prior to the drop on D-Day these “Bad Boys” agreed not to bathe until the invasion, and the faithful manner in which they carried out this promise, it forced their comrades to isolate the Filthy Thirteen’s living quarters.

The Filthy Thirteen — comprised of Jake McNiece, Jack Womer, John Agnew, Joseph Oleskiewicz, John Hale, James T. Green, George Radeka, Clarence Ware, Robert S. Cone, Roland R. Baribeau, James Leach and Andrew Rassmussen, quickly gained a reputation as tough and ready to fight anyone.

Taking orders only from Lt. Charles Mellen, who had won their respect, these 13 men typified the ruggedness of the paratroopers. On the invasion the Filthy Thirteen suffered heavy casualties as some were wounded and captured, and others killed in action.

The members of the unit did complete their mission in blowing the bridges over the Douve River. Lieutenant Mellen was killed in action in Normandy. He was found bandaged up at the arm and leg. Apparently he continued to fight even after he was wounded.



The “Filthy Thirteen” are a proud part of the 440th’s history and legacy from World War II. The Filthy Thirteen quickly gained a reputation as tough and ready to fight anyone. The demolition mob of volunteers had the mission of parachuting behind enemy lines in the dark night prior to the land invasion of France. The book *DZ Europe* chronicles the story of the Filthy Thirteen and other heroes from World War II.



440th aircrew flew a C-130 over the Biltmore Estates in North Carolina during the first week of May.

photo by Joe Oliva

95th Airlift Squadron continues legacy of excellence, success at its new home, Pope AFB

Whether flying night combat missions into Iraq, support missions into Africa, or training missions over legendary landmarks, the 95th Airlift Squadron continues its rich legacy of excellence.

The 100+ pilots, navigators, flight engineers, load masters and support specialists fall under the 440th Operations Group, one of the three administrative groups that make up the 440th Airlift Wing.

The 95th AS has 16 C-130 transport aircraft assigned to it. The C-130 is designed for the transport or airdrop of people, supplies and equipment to airfields or undeveloped areas anywhere in the world. The "Flying Badgers" practice to accomplish their airdrop and transport missions during the day and at night with the help of night

vision goggles. The 95th was one of the first unit tactical airlift units in the Air Force Reserve Command to qualify on night vision goggles. The unofficial motto for the unit is, "On Time, On Target."

The entire 95th AS was mobilized for two years of active duty just before Thanksgiving 2003 to support Operations Iraqi and Enduring Freedom. The 95th flew its first mission into Iraq on Dec. 8, 2003.

Fliers and maintainers from the 440th rotated into and out of the Central Command area until they were deactivated in November 2005.

The unit flew missions that ranged from the Horn of Africa to Afghanistan. While serving in that

part of world, a 95th aircrew flew the first relief supplies into Iran after a major earthquake in late 2004.

The members of another 95th aircrew were awarded the Distinguished Flying Cross after losing one engine to hostile ground fire over Iraq. The aircrew managed a safe landing on a closed airstrip with 57 soldiers on board. The soldiers were on their way back to the U.S. Nobody was injured and the plane was repaired. Shortly after returning from Southwest Asia, the squadron was called to support Hurricane Rita and Katrina relief missions in the Gulf of Mexico region. The unit's most recent mission is flying aeromedical missions around the U.S. The primary mission is to take sick and injured soldiers to bases near their homes.

440th Airmen prove their mettle, stamina during Coronet Oak rotation deployment

by Lt. Col. Ann Peru Knabe

In less than two weeks, 440th Airlift Wing aircrews recently flew more than 122.2 tons of cargo and 316 passengers throughout Central and South America in support of Coronet Oak.

“While I can’t speak for overall records, I can confidently say the 440th flew more hours, moved more cargo and carried more passengers in a two week period than any other unit did during fiscal year 2008,” said Lt. Col. John “JT” Bowen, 95th Airlift Squadron pilot, referring to other C-130 units and two week rotational support of Coronet Oak.

Coronet Oak is the continuing operation in which Air Force Reserve Command and Air National Guard C-130 aircraft, aircrews and related support personnel deploy to Muniz Air National Guard Base, Puerto Rico, to provide theater airlift support for the U.S. Southern Command. The wing sent 18 aircrew, 24 maintainers and 9 additional Airmen to support the operation.

Lt. Col. Glenn Collins, 95th AS pilot, said this Coronet Oak was different than the two he previously flew.

“We were directly supporting contingency operations in South America which increased significantly due to current events,” he said. “This necessitated our forward-deployment to South America, which is not our normal base of operations during Coronet Oak.”

The majority of the 95th AS sorties originated in Colombia. Aircrew and maintainers also flew missions to and from Panama, Trinidad/Tobago, the Dominican Republic and the United States.

“We flew in mountainous terrain, dirt strips, austere and remote areas – often with short landing strips,” said Colonel Collins. “These landing strips provided new challenges beyond the routine training environments at Pope Air Force Base, N.C.”

The wing flew 48 sorties in 12 days, averaging 3 sorties per day. The taskings were far from predictable.

“Each day brought an intricate ballet of trade-offs,” said Colonel Collins. “The crew for each leg had to balance multiple factors ... how much cargo we could carry verses the necessary fuel to accomplish the mission, the runway length needed to takeoff verses the runway available, the aircraft weight and the altitude (which could result in reduced aircraft performance), and restrictions on fuel locations and night operations.

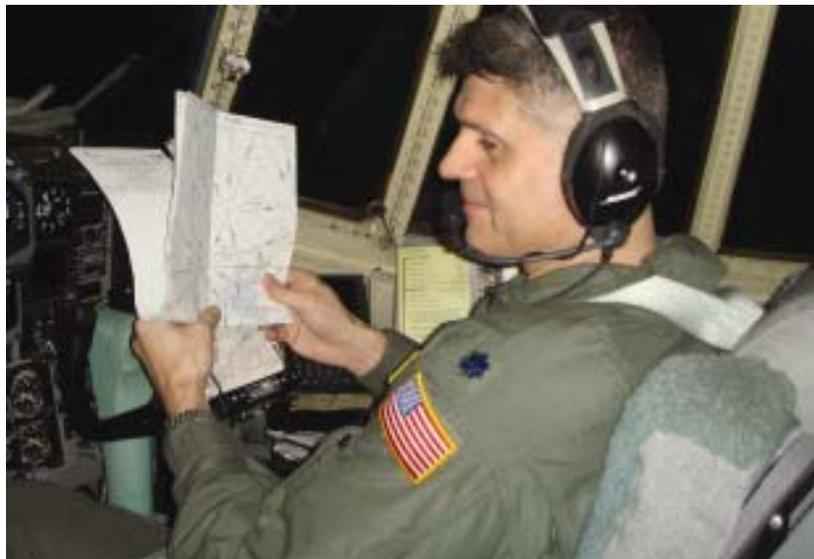
Coronet Oak missions typically feature embassy resupply, support of U.S. troops and the Drug Enforcement Agency, medical evacuation and alert missions. C-130 aircraft are ideal for these missions because of their capacity and flexibility to fly multiple types of human and airlift cargo long distances in all types of

weather, land at small airstrips ranging from dirt to asphalt to concrete, and perform airdrops from low to high altitudes at night and under adverse conditions.

440th Airmen couldn’t offer in-depth details about their missions.

bago military to the Dominican Republic so they could participate in the multinational exercise, Tradewinds 2008. But it’s the teamwork under a “high ops” tempo that Colonel Bowen will remember.

“This was our first major deployment since the unit’s realignment to



Lt. Col. Glenn Collins, 95th Airlift Squadron pilot, flew missions in the 440th's 2008 Coronet Oak rotations. It was the Reservist's third time serving on the Coronet Oak rotation.

“This sounds very Hollywood-ish, but we can’t discuss the particulars of the most interesting missions because what made them interesting, made them classified,” said Colonel Bowen, who served as the mission commander. “I can tell you that our crews were supporting operations in Colombia during the recent tensions along the Colombia-Ecuador border and Colombia-Venezuela border.”

The 95th also flew a mission to transport members of the Trinidad/To-

Pope Air Force, N.C.,” said Colonel Bowen, who has supported four Coronet Oak rotations.

“While both operations and maintenance were stretched, they proved their mettle by meeting a demanding operations tempo.

“Everyone just pitched in and got the job done, and done right. It’s the 440th's hallmark. To experience this professionalism ... in such a stark way ... is what I will remember most about this Coronet Oak.”





photo by Senior Airman Susan Parent

Master Sgt. Ken Kiefer, a traditional Reservist with the 440th Airlift Wing Life Support section, inspects an aircrew member's HGU-55/P helmet while Airman Canvis Thomas looks on. The Life Support section is looking for sharp Airmen to join the team.

Life Support merger brings opportunity

by Tech. Sgt. Steve Staedler

Aircrew life support and survival equipment Airmen always have had jobs that mirrored each other somewhat. Now, under an Air Mobility Command directive last year, the two Air Force specialty codes have merged to form the new Aircrew Flight Equipment.

The new career field was created to take advantage of the skills both former specialties had at inspecting, repairing and issuing the same aircrew equipment.

The merger applies to all E-7s and below, and to E-8s with the 2A790 fabrication AFSC who

have a background in survival equipment. Airmen coming from the aircrew life support and survival equipment schools are still maintaining their respective AFSCs until the merger is fully implemented by October 2008.

The 440th Airlift Wing has 10 Airmen assigned to the new flight, with seven coming from the former life support career field and three from fabrication, said Tech. Sgt. Scott Eisenhauer, an Aircrew Flight Equipment technician with the wing.

The first phase was integrating all affected Airmen into the new Aircrew Flight Equipment and training to three-level, or basic

knowledge as that taught in technical school.

Phase two, to be completed by October 2008, entails having all members trained to the more proficient five-level. All cross utilization training is to be completed, the aircrew life support and survival equipment schools merge into the aircrew flight equipment school, and the new AFSC takes effect.

Left: Staff Sgt. Tiffany Bigwood-McIntosh, an Aircrew flight equipment technician with the 440th Operations Support Squadron, performs an inspection on a 358/P mask inside their shop at Pope AFB, N.C.

photo by Tech. Sgt. Cynthia Aidoo

The Pope Special Activities Committee shows good will

by Dennis Mehring

Brig. Gen. Theodore P. Crichton, commander of the 839th Air Division at Pope Air Force Base, N.C., asked a group of businessmen from Fayetteville to form a civilian advisory council of about 15 leading citizens from the area in 1974.

The mission of the council was to promote good will between downtown Fayetteville and the men and women serving at Pope. The Committee's other functions included helping the commander as he welcomed dignitaries to Pope by hosting dinners, receptions and other events to introduce guests to our community. Each member was asked to cover his own costs at these events. The original committee was called the Pope Air Force Base Advisory Committee. It was made up of 26 leading businessmen from Cumberland County.

The committee is now called the Pope Special Activities Committee, and although some programs sponsored by the committee have changed over the years, the core mission has not.

PSAC is still here to support and assist the base leadership, and to provide much needed funds to

support programs which benefit the Air Force community at Pope.

PSAC has 25 members who pay dues to belong and the monies are used to support a variety of programs. PSAC also holds an annual golf tournament fund raiser which supplements the committee's income and allows them to do more for the Air Force.

This year's programs were brought before the committee, voted on and approved for funding. They include: the Pope AFB Annual Awards Program, the Pope AFB Food Closet, the Little Gryphon Program, Santa's Attic, Breakfast with Santa, Holiday Food Basket program, the Angel Tree, the Volunteer Appreciation Luncheon, the Airmen's Appreciation Dinner, flower programs and other family programs.

As in the past, the PSAC also helped the commander with visiting dignitaries and guests. PSAC members teamed up with the Cumberland County Business Councils Military Affairs Council to welcome Lt. Gen. Arthur J. Lichte, commander of Air Mobility Command, to Pope AFB and to

the Fayetteville community earlier this year. PSAC members also helped with the welcoming of a dignitary from France who came to research the connection between the 440th Troop Carrier Group and her home town during WW II.

The PSAC will host three receptions yearly to welcome or say good-bye to a commander or DOD civilians who may be leaving.

Many PSAC members take part in the "Honorary Commanders" programs and they are always looking for chances to be at the "Green Ramp" to welcome home our Airmen who are returning to Pope AFB. PSAC also holds an annual "Shrimp-a-Roo" dinner at which they get the local Air Force command group and command chiefs and their spouses together with committee members so they can say "thanks" for all they do for our country, the Air Force and our community. Robert Grover, the president of PSAC, said, "We are fortunate that Pope AFB is here. It is the people that server there that makes Pope so special and we truly appreciate all that our Air Force men, women, and their families do for us as a nation and this great community."

Area Attractions - Area Attractions - Area Attractions -

Moore's Creek National Battlefield: the site of the first patriot victory of the Revolutionary War is open 9 a.m. to 5 p.m. daily. It is 70 miles east of Fayetteville via N.C. 87 or N.C. 210. Admission is free. Call (910) 283-5591 or www.nps.gov/mocr

Fort Fisher Historic Site: Fort Fisher is a Civil War battle site at Kure Beach. Check www.ah.dcr.state.nc.us/sections/hs/fisher/fisher.htm or call (919) 733-7862, or (919) 458-5538.

Gov Charles B. Aycock Birthplace: educational visits with guided tours, films, farm animals and a picnic area. There is an 1893 one-room school-

house. Hours are 9 a.m. to 5 p.m., Monday through Saturday. Admission is free. Information at (919) 242-5581 or www.esn.net/aycock

Cape Fear Botanical Garden: open 10 a.m. to 5 p.m., Monday through Saturday, and noon to 5 p.m. on Sunday at 536 N. Eastern Blvd. Entrance is free to the public on the first Saturday of each month. Call 486-0221 for details.

Arts Center: Rotating exhibitions of visual art that often feature local artists. Open 8:30 a.m. to 5 p.m., Monday through Thursday; 8:30 a.m. to noon, Friday; noon to 4 p.m., Saturday. Call 323-1776 for more information.

Fayetteville Area Transportation Museum: 10 a.m. to 4 p.m., Tuesday through Saturday, at 325 Franklin St. Admission is free. Call 433-1455 for more information.

Museum of the Cape Fear: Open 10 a.m. to 5 p.m., Tuesday through Saturday; 1 to 5 p.m. on Sunday. Call 486-1330 for more information.

Airborne & Special Operations Museum: Explores 60 years of airborne and special operations through exhibits and interactive displays. Open 10 a.m. to 5 p.m., Tuesday through Saturday and noon to 5 p.m. on Sunday. Closed most Mondays. Located at 100 Bragg Blvd. Call 483-3003 or check www.asomf.org for information.

Cumberland County Business Council supports 440th servicemembers

by Dennis Mehring

The Cumberland County Business Council strives to improve the quality of life in this area by creating wealth, jobs and investment in our community but it also boosts the military through a Military Affairs Council. The MAC exists to enhance relationships and foster a heightened understanding between council members and the military community and to support and expand the defense industry in the Fayetteville region.

The present day MAC proudly traces its origin back to 1956 during a period of substantial growth at Fort Bragg and Pope Air Force Base. From its early origins the CCBC's Military Affairs Council has continued its strong bonds with Fort Bragg and Pope Air Force Base.

A former Secretary of the Army at a CCBC reception in Washington, D.C., summed up MAC's efforts best when he said; "Your CCBC's Military

Affairs Council does a tremendous job with the military.

"Ties between the military and the Fayetteville-Cumberland County communities have never been stronger or more visible."

The Military Affairs Council has a number of activities that are held year round:

- MAC Spring and Fall Social events that build better relationships and communications between civilians and the military
- The annual MAC Command Performance Breakfast
- Annual MAC Golf Tournament
- MAC members get updates on Fort Bragg and Pope AFB at monthly Coffee Club sessions
- MAC also represents community positions with the military by keeping the lines of communication open

- The Council arranges site visits to Fort Bragg and Pope AFB for briefings on specific missions and accomplishments of each military installation and their impact on the community at large
- Assists newly arrived military personnel-acquainting them with the local community
- They offer a quarterly Families United as Neighbors programs and resources to the Fort Bragg and Pope AFB communities
- The MAC also holds an annual government purchase card trade show at Fort Bragg to introduce buyers to suppliers. The show includes vendor and cardholder briefings.
- Project Care (Companies Adopting Companies Program) and Airborne and Airmen Attic
- MAC members also get invitations to take part in command change and promotion ceremonies

Area Attractions - Area Attractions - Area Attractions

Fayetteville Museum of Art: open 10 a.m. to 5 p.m., Monday through Friday and 1 to 5 p.m. on Saturday and Sunday at 839 Stamper Rd. Admission is free. Call 485-5121 for more information.

Cape Fear Studios: open 11 a.m. to 5 p.m., Monday through Friday and 10 a.m. to 4 p.m. on Saturday. The studio presents free exhibitions and offers workshops, mentoring and classes. Call 433-2986 or check www.capefearstudios.com for more information.

82nd Airborne Division War Memorial Museum: open from 10 a.m. to 4:30 p.m., Tuesday through Saturday at the corner of Gela and

Ardennes Streets on Fort Bragg. Call 432-5307 for more information.

JFK Special Warfare Museum: open from 11:30 a.m. to 4 p.m. Tuesday through Saturday. Located at the corner of Ardennes and Marion Streets on Ft. Bragg. Closed on federal holidays except for Memorial Day, July 4th, Veterans and Labor Day. Admission is free. Call 432-1533 for more information.

July 4th: The annual July 4th Celebration will be held from 5 to 10 p.m. at the Main Post Parade Field on Ft. Bragg. Activities include a concert by country music star Wynonna Judd; patriotic music; carnival rides; the Golden Knights Para-

chute Team; a flag ceremony; fireworks; and food and beverages. Pets and glass bottles are not allowed. Tents and shelters must be erected in designated areas. Attendees are encouraged to arrive early due to heavy traffic flow. The event is free and open to the public. For information call 396-9126.

Fourth Friday: The Arts Council sponsors this celebration of the arts on the fourth Friday of every month in the Hay Street area. Each month has a different theme. Check local publications for details.

Promotions

The following people have been promoted to the rank shown:

CMSgt. Raymond E. Batman Jr., AMXS
 CMSgt. Linda A. Dilley, OSF
 CMSgt. Mark A. Koenig, OG
 CMSgt. Laverne McCoy, SVF
 CMSgt. Donald V. Roberts, MOF
 SMSgt. Raymond C. Bowman Jr., MXS
 SMSgt. Randall R. Davila, OG
 SMSgt. Edward M. Ferch, AMXS
 SMSgt. Steven R. Grosshuesch, MXS
 SMSgt. Jeffrey W. Hoffman, AMXS
 SMSgt. Shannon McMenamin, OSF
 SMSgt. Andrew Nadzan, AMXS
 SMSgt. Jeffrey S. Wheelless, SVF
 MSgt. Jeffrey D. Bello, AW
 MSgt. Sakon Charoobhathiran, AS
 MSgt. Richard, R. Davila, AS
 MSgt. Arbrister G. Gowdy, AMXS
 MSgt. Farrell L. Howard, MDS
 MSgt. Robert M. Jones, MXS
 MSgt. William J.M. Knight, AS
 MSgt. John M. Manion, LRS
 MSgt. Joshua J. Meisenhelder,
 MSG MSgt. David E. Passow,
 MSG MSgt. Jose Rosado, OG
 MSgt. Kevin R. Speed, AW
 MSgt. Joseph P. Strohmeier, MXS
 MSgt. Donald D. Watson, OG
 MSgt. Richard D. Webster, MSF
 MSgt. Erik C. Wielinga, AS
 TSgt. Beau J. Clark, MXS
 TSgt. Sean R. Bailey, AMXS
 TSgt. Kimberly M. Beecher, MSF
 TSgt. Melanie V. Davis, MDS
 TSgt. Matthew K. Dodson, AMXS
 TSgt. Gregory Dzuramin, CF
 TSgt. Angela M. Harris, AW
 TSgt. Alan J. Hunter, AMXS
 TSgt. Robert Jones, MXS

TSgt. Scott A. Jones, AS
 TSgt. Eric B. Junot, MXS
 TSgt. Mark L. Kutella, AMXS
 TSgt. Mark L. Kutella, AMXS
 TSgt. Murjani J. Law, MSF
 TSgt. Michael A. Lock, APS
 TSgt. Donette Mathison, MDS
 TSgt. Robert W. McKinney Jr., APS
 TSgt. Shaponica Mende Griddine, MXS
 TSgt. Alexis E. Morrison, MDS
 TSgt. Reginald L. Nash, AW
 TSgt. Saneann N. O'Brien, MDS
 TSgt. Brent M. Piatti, APS
 TSgt. Alicia L. Raschke, MXS
 TSgt. Derrick J. Ray, SFS
 TSgt. Paul M. Renken, MXG
 TSgt. Barry R. Satterfield, MDS
 TSgt. Craig A. Schwinden, AS
 TSgt. Faneitas S. Scott, MDS
 TSgt. Tamara A. Shaffer, OSF
 TSgt. Stephen M. Simkonis, AMXS
 TSgt. Robert C. Stafford, MDS
 TSgt. Patrick A. Taylor, MXS
 TSgt. Nikki T. Thomas, APS
 TSgt. Arnita Tunstall, MDS
 TSgt. William T. Wagners, MXS
 TSgt. Dawn E. Watson, CF
 TSgt. Edward D. Wilkerson, APS
 TSgt. Edward C. Zanto, MOF
 SSgt. Carrie A. Cacchione, MDS
 SSgt. Natalie A. Gootee, MXS
 SSgt. Jeannette L. Hemphill, MSF
 SSgt. Taisha L. Valentine, MSF
 SSgt. Mildrid Walker, AMXS
 SrA Ryan T. Breazeale, MDS
 SrA Christopher C. Breitbarth, LRS
 SrA Dustin T. Brown, AMXS
 SrA Jason R. Bryant, CF
 SrA Martin Dunovsky, AW
 SrA Adam M. Easey, MXS
 SrA Brian M. Fuller, MXS
 SrA Derrick L. Green, CF

SrA Amy M. Hunt, SFS
 SrA Joseph O. Johnson, MDS
 SrA Jeremy R. Lowe, CF
 SrA Ivan P. Machowicz, MDS
 SrA Rashawn M. Mazyck, MDS
 SrA Johnathan D. McConaha, LRS
 SrA Denean M. McMillian, MDS
 SrA Jerrod F. Moody, MDS
 SrA Lorenzo E. Pauling, APS
 SrA Meghan N. Payne, SVF
 SrA Pauline A. Rose-Moore, AS
 SrA Christine I. Shannon, SVF
 SrA Crystal L. Simmons, MDS
 SrA Sheryl B. Sorensen, MDS
 SrA Richard D. Spofford, MOF
 SrA Leighann Stanley, MXS
 SrA Janet M. Steverson, CF
 SrA Shaneka N. Thompson, AS
 SrA Candace A. Tisdale, MDS
 SrA Steven Turkvan, AS
 SrA Diana L. Vejar, ASD
 SrA Shaun E. Wallace, AS
 SrA Mille A. Walls, MDS
 A1C Robert Laquan Brown, AMXS
 A1C Gilbert Candelaria, MDS
 A1C Courtney Gerald, SVF
 A1C Darrell D. Howell, CF
 A1C Martin K. Landers, MDS
 A1C Kay A. Lyonsmitchell, LRS
 A1C Kenneth W. Malloy Jr., AMXS
 A1C Shaquita D. Wright, AS
 AMN Dustin P. Absher, CF
 AMN Kristal J. Brown, MDS
 AMN Jaime R. Davis, MDS
 AMN Rajvir S. Dhaliwal, MDS
 AMN Adrianna R. Gallegos, MDS
 AMN Christina E. Gourdine, APS
 AMN Bettina O. Harrison, MDS
 AMN Carla N. Maurice, MDS
 AMN James C. Smalls, SFS
 AMN Kimberly D. Smith, APS
 AMN Canvis D. Thomas, AS

Calling all Superstars!

Have you done something noteworthy like graduate from tech school, join the wing, earn an award, or get promoted?

If your answer is "yes," then fill out a **hometown news release data form**.

The new system is automated and reviewed by public affairs. Your story of success will be shared

with newspapers and magazines relevant to you and your family.

It's super fast - only five minutes of your time - and your family and friends back home can all see your accomplishments in the Reserve. Visit the wing's website and enter your data now...

<https://hnforms.afnews.af.mil:8443/lfservlet/440AWPOPEAFB>

Legacy of the SNAFU Special

Combat Airlifter insert features C-47 from wing's rich history

The legacy of the "SNAFU SPECIAL" is preserved for future generations thanks to the heart and hands of a few and the hearts and donations of many.

Answering our nation's call at a critical moment, the "SNAFU SPECIAL" was an instrumental tool used in the liberation of Europe during World War II while assigned to the 440th Troop Carrier Group, 95th Troop Carrier Squadron.

Launched from Pope Army Airfield in 1941 for the first combat operations during D-Day and carrying on through today's global contingencies, the 440th Airlift Wing and 95th Airlift Squadron continue the original mission of responding to the operational needs of the United States, our allies, and coalition forces throughout the world. The C-47 is a proud link of our unit's history as we currently fly its spiritual descendent, the C-130H2 Hercules, at Pope Air Force Base attached to Fort Bragg, North Carolina. Fort Bragg continues to be the home of the XVIII Airborne Corps and the 82nd Airborne Division which serve as a strategic crisis response forces, manned and trained to deploy rapidly by air, sea, and land. The 440th provides the capability to place these forces anywhere in the world, prepared to fight and win upon arrival.

The traditions of honor and the legacies of valor forged in blood to be forever heralded by those who flew the "SNAFU SPECIAL" continues to this day as the 440th Airlift Wing and the 95th Airlift Squadron proudly put the "Air" in Airborne!



photo by Tech. Sgt. Cynthia Aidoo

Col. Merle D. Hart, 440th Airlift Wing commander, congratulates Master Sgt. Kevin Speed at the NCO Induction Ceremony on the May UTA, as 440th Command Chief Cliff Van Yahres looks on.

Service before Self: Featured Citizen Airman



Tech. Sgt. Larry Meggett, a briefer with the 440th Airlift Wing Newcomers Flight, joined the unit less than a year ago after spending the past seven years as a reservist with the 916th Airlift Wing at Seymour-Johnson Air Force Base, N.C.

The Combat Airlifter took a few minutes to chat with Tech. Sgt. Larry Meggett, a briefer with the 440th Airlift Wing Newcomers Flight.

Civilian job: For the past eight months he's been a computer systems administrator with the South Carolina Department of Mental Health in Columbia, S.C.

Career with the 440th: Sergeant Meggett joined the unit in December 2007. He has more than 12 years combined service – five active duty and seven with the Reserve.

What is your goal with the 440th? To provide the best service I can to the unit. I'm looking forward to growing with the unit and to continue being part of the team. Maybe down the road I'd like to explore becoming a first sergeant or a recruiter.

Family: Sergeant Meggett has two daughters, ages 10 and 9.

440th Airlift Wing
374 Maynard St. Suite 301
Pope AFB, NC 28308-2409

To the family of: