

COMBAT AIRLIFTER

440th Airlift Wing

“Vincit qui primum gerit”

July 2009 Volume 3 No. 3



440TH MISSION SUPPORT FLIGHT
“Until all are accounted for”

MPF

Military Personnel Flight

GATEKEEPING THE RECORDS

Volume 3, No.3
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Wing Commander
Col. Merle D. Hart

Chief, Public Affairs
Dennis J. Mehring

Reserve Chief,
Public Affairs
Lt. Col. Ann Peru Knabe

Public Affairs Staff
Capt. Lauri Turpin
Capt. Jeff Schoen
Master Sgt. Kevin Brody
Master Sgt. Steve Staedler
Chief Master Sgt. (retired) Gerald Green

Multimedia Staff
Tech. Sgt. Cynthia Aidoo
Senior Airman Jacqueline Pender

Office of Public Affairs
440th Airlift Wing
374 Maynard Street, Suite 301
Pope AFB, NC, 28308-2409
Phone: 910.394.5455
FAX: 910.394.5459

<http://440aw.afrc.af.mi>

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On the cover:
Military Personnel
Flight member
TSgt. Tiasha Valentine.
Illustration created by
Senior Airmen
Jacqueline Pender

Command Perspective Pride of the Past Heritage of the Future

I attended a friend's promotion to colonel at Seymour Johnson Air Force Base, N.C. in February 2007. During my visit I was told that a team from Pope Air Force Base was there to brief people about the new active associate C-130 wing being set up at Pope.

I was curious about this new unit and went to the briefing. I was stationed at Dover Air Force Base, Del., at that time. Dover has a classic associate wing where the active-duty 436th Airlift Wing "owns" the planes and the Reserve 512th Airlift Wing is the associate unit.

The briefing was about the Base Realignment and Closure law that called for the closure of General Mitchell Air Reserve Station in Milwaukee and the relocation of the 440th Airlift Wing to Pope. Pope was going to be the site of the first active associate unit in Air Force history. The Reserve would own the planes and give operational direction to active duty units associated to the 440th.

I was surprised to see how few members of the 440th were actually in place. I wasn't the only curious person. About 40 people were in the room seeking information. I thought, "This is really different. Would an assignment to Pope be challenging?"

My, my, my how things have changed. I had no idea that I would have the chance to be part of history. I was offered the opportunity to lead the 440th Maintenance Group in April 2007. I eventually met my five person maintenance team and the transition began. A small detachment has grown into a full blown wing. The maintenance group had four offices in building 397 and now occupies 15 buildings at Pope. Folks have moved in, the 43rd is "downsizing" and the transition is continuing.

We still have a lot to do. Our active association with the 2nd Airlift Squadron has outrun the existing logistics trails. People at all levels are working on solutions to manpower issues, short and long-term agreements concerning training, funding, facilities maintenance and personal equipment. Internally we have focused on establishing a new culture that takes pride in the past, but realizes that we cannot rest there. Our collective actions must work as "chains" that link us to the past, but firmly grasps the possibilities of the future.

The weekly assessments and metrics of the Maintenance Group's key processes have greatly improved. It is a great place to be in light of where we started. Colonel Merle "Mad Dog" Hart, commander of the 440th AW, has definitely led the way. He promised me that this would be the most exciting assignment ever and he was right. It has been a total team effort from the 440th wing staff, Maintenance, Operations and Mission Support



Col. Willie W. Cooper
440th Maintenance Group Commander

Groups, Medical and key members of the 43rd Airlift Wing. Our accomplishments are the results of hard work, patience and persistence.

What's next? We are continuing to press on and build the future. Active associate units are key elements of our Air Force's future, and they demand flexibility of thought and unwavering attention because we are blazing a trail for everyone else to follow.

I collect famous and inspirational quotes and a recent addition to my collection speaks to our situation. A gentleman named Carl Stoyhoff said, "Fate is an excuse for why we end up where we do! Our actions predetermine our destiny. Our reactions seal that fate." It is a tremendous challenge to let go of where you have been to get to where you need to go. It requires a "living" road map, great leadership and supervision. We must continue to assess where we are, plan where we want to be, and take action to get there.

The tasks of relocating an airlift wing, closing an Air Reserve station, downsizing a wing, and standing up an entirely new wing should entitle the noblest among us to five minutes of insanity leave.

Over the last two years I have had the privilege of laboring with Citizen Airmen, DoD civilians, active duty Air Force and Army people who have helped make this association a reality.

I want to thank the men and women of the 440th Airlift Wing and Team Pope for a great ride. I look forward to serving you in my new position as the director of Logistics for 22nd Air Force. I will report for duty on July 19.

I will be just a phone call and an inspection away (LOL)!

Command Perspective Anticipation is Key to Readiness

by John J. Kruzal
Air Force Print News

June 17, 2009 - Anticipation is the key to readiness, the chief of the combatant command responsible for the military role in homeland defense said June 16.

Gen. Victor E. Renuart Jr., commander of U.S. Northern Command and North American Aerospace Defense Command, said that when he took over the reins more than two years ago, he modified the NORTHCOM mission statement to reflect this notion.

"When I took command, I added one word to the mission statement, and it was 'anticipate,'" General Renuart told an audience at the Center for Strategic and International Studies here. "And it forces you to think differently about planning, preparation and prevention. It forces you to think about resiliency."

The men and women of NORTHCOM, which was established about a year after the Sept. 11, 2001, terrorist attacks, are responsible for an area of operations that includes the United States, Canada and Mexico. The command serves as a "one-stop-shopping" point for military support in case of an attack on American soil.

NORAD is a joint U.S.-Canadian command established 51 years ago to defend against nuclear-armed Soviet aircraft entering North American airspace. Decades later, the command's mission has expanded to include early detection of threats via air, space, land and sea.

Reflecting NORAD's level of anticipation is the number of flights command personnel identified as suspicious and responded to last year. They cited 278 aircraft as "targets of interest," so-called because a pilot fails to communicate or use proper transponder codes, follows a flight plan incorrectly or behaves in some way to cause concern.

"On September 10, 2001 we didn't necessarily have that same focus and we certainly didn't have the capacity to respond across the nation in the way we have today," General Renuart said.

During 78 of those instances, NORAD operators scrambled fighter jets to respond to or intercept the suspicious aircraft. About 50 of these flights were diverted to alternate air fields, where the pilots were greeted by law enforcement agents.

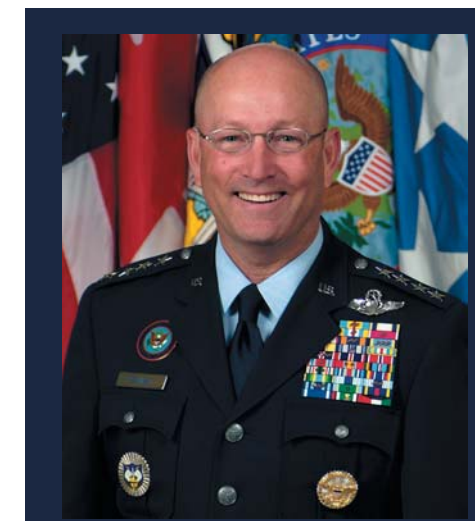
One infamous case this year was that of Adam Dylan Leon, a 30-year-old Canadian who hijacked a Cessna 172 from a flight school in Ontario and, in an attempted suicide, flew across the Midwestern United States in hopes of provoking NORAD responders to shoot him down, officials said.

"Certainly, we have that capability (to shoot down aircraft), and each of our fighters is armed every day when they fly," General Renuart said. "But we also have a process of command and control and communication and coordination that allows us to learn a lot about that person as this event is occurring."

The sheer number of participants speaks to NORAD's level of preparation and coordination. Teaming up to deal with the stolen Canadian flight were American and Canadian NORAD agents; representatives from the U.S. Federal Aviation Administration, U.S. Transportation Security Administration, Royal Canadian Mounted Police, Canada's civil air navigation service, the White House, U.S. Departments of Defense and Homeland Security; and, oddly enough, the pilot's ex-girlfriend.

"We were able to have this dialogue while this event was occurring, while we had fighters -- and by the way while we had customs and border patrol -- shadowing this guy as he continued south," General Renuart said, noting that the pilot landed safely on a small road in southern Missouri.

"Interestingly, when he landed, I was talking on this conference to the



Gen. Victor E. Renuart Jr.
Commander U.S. Northern Command

Royal Canadian Mounted Police hostage negotiators, who were with this guy's ex-girlfriend, who was texting him on his cell phone to say, 'Land safely. Don't go anywhere. Someone will be there,'" General Renuart said, adding that command representatives then handed off control to local authorities.

The general emphasized that the people in his commands fastidiously adhere to the rules outlined in the Posse Comitatus Act, a federal law that restricts the government from using the military for law enforcement.

"There are some who believe that somehow we have created this command to exercise military authority in the homeland, and that is not the case," he said. "Trust me, I've got about 16 lawyers who follow me around everyday just to make sure I don't trip over that line."

"The art form in this is to ensure that you can be leaning on the edge of that precipice to provide the right support," he continued, "but not trip off and invade the rights and safeties that are guaranteed by our Constitution to our civilians."



440th AW Security Forces prepare for deployment

By Senior Airman Peter R. Miller
440th Public Affairs

In preparation for an upcoming deployment, a squad of 440th Airlift Wing Security Forces squadron members gathered to review lessons learned about defensive perimeter tactics during a range-card creation class taught by Technical Sgt. Ronald E. Robertson here today.

“They’re doing great,” said Robertson while speaking of his squadron’s newest members. “They’re learning and getting it down.”

Robertson, during a 2002 deployment to Afghanistan used the skills he taught today in a combat environment. During that tour, he and his non-commissioned officers kept the defensive lines of Kandahar Air Base secure while Marines of the 26th Marine Expeditionary Unit chased the Taliban into Pakistan, he said. He vividly remembered 25mm Bushmaster cannons mounted atop Marine Light Armored Vehicles booming beside him.

“This stuff is important, because we all head out at one time or another,” said Robertson.

The day’s exercise focused on the creation of range cards, which are a drawn representation of a battle space including field-of-fire, geometry-of-fire, obstacles



Staff Sgt. Wayne Bateman participates in a range-card exercise in preparation for the Security Forces deployment to the Southwest Asia AOR (Photo by U.S. Air Force SrA Peter Miller).

and dead-space. They are commonly used while establishing a defensive perimeter in a combat environment, said Robertson. Although the participants drew plans to defend a grove of trees and a pond, these fundamentals apply to any environment.

Also participating in the activity was Staff Sgt. Tracy L. Miller, who recently returned from a six-month deployment to Eskan Village, Saudi Arabia with the 145th Airlift Wing, Air National Guard, N.C., in June 2008.

“Every deployment is an adventure,” said Miller. “I didn’t know I would go back this soon, but duty calls.”

One participant who will soon answer the call of duty for the first time is Security Forces Technician Airman 1st Class Summer L. Brewer, a Chatham County, N.C., native and machine gunner with the 440th AW Security Forces squadron.

“This is good training,” said Brewer. “It’s the first time I’ve done anything like this since technical school.”

Even though she is training for her first deployment, she is highly motivated, she said.

“I’ve got a great group of people around me, and I’m looking forward to the new experience,” she said.

Safety First: 101 Critical Days of Summer

Although the Air Force is almost mid-way through its annual 101 Critical Days of Summer campaign, Airmen are reminded to remain vigilant to potentially unsafe conditions and also be good wingmen to each other.

The 101 Critical Days of Summer is a safety campaign initiated years ago that runs between Memorial Day and Labor Day — a time period that historically the Air Force has seen a spike in off-duty injuries and fatalities, said Mr. Michael Baron, 440th Airlift Wing ground safety manager.

The campaign’s goal is for Airmen to become more aware of the heightened risks that are present in some of their outdoor activities, and ultimately take steps to avoid putting themselves in unsafe situations.

“During the summer months people are on vacation, riding their motorcycles more, swimming and doing other activities that elevate risk,” Mr. Baron said. “We hope to get the message out to people to slow down and use common sense.”

The majority of injuries and fatalities are a result of motorcycle and motor vehicle accidents, as people are driving too fast for conditions. A close third is drowning, Mr. Baron said.

“Whether it’s driving or swimming, people just need to take a step back and ask themselves to evaluate the situation,” he said. “For swimming, it’s best to swim at a place with a life guard. If someone swims in the ocean, what happens if you get caught in a rip tide? People should recognize potential dangerous situations and know how to mitigate them.”

Since May the wing Safety Office has been sending out presentations and giving presentations to help spread the word about the 101 Critical Days of Summer. Mr. Baron said supervisors should talk to their Airmen about their summer plans and provide guidance and risk assessment to help make their vacations safe and enjoyable events.

Mr. Michael Donley, Secretary of the Air Force, said this year’s campaign is focusing on three main areas: traffic safety, alcohol awareness and fatigue, and drowning prevention.

Traffic Safety: Motorcycle and automobile mishaps are the greatest killer of Airmen during the summer months. Airmen must carefully manage trip risks, reduce their speed and wear seatbelts regardless of their seating position in an automobile.

Alcohol Awareness and Fatigue: Slightly more than one-third of automobile fatalities include alcohol as a factor. Personal accountability and wingman intervention are the best tools to reduce drinking and driving, and fatigue.

Drowning Prevention: Every year Airmen drown in lakes and “local swimming holes.” Do not mix alcohol and swimming, and do not overextend yourself. The number one mishap prevention tool for drowning is a personal flotation device.

Use personal risk management and listen to that inner voice that says “I might be doing something stupid or I could get killed doing this,” Mr. Baron said. “People just need to slow down and think ahead because one fatality is one too many for the wing.”

440th Wing Commander earns distinction as “Honorary Member” of 82nd Airborne Division

By Tommy Bolton
Civilian Aide to the Secretary of the Army

Attending Army functions is part of the job for Col. Merle AD. “Mad Dog” Hart, 440th Airlift Wing commander. The Air Force Reserve commander from Pope Air Force Base, N.C., internalizes strategic partnerships with the Army.

“It is kind of like visiting with your neighbors,” said Colonel Hart, referencing his frequent visits with the 82nd Airborne at Fort Bragg, N.C.

At a recent 82nd Airborne Division patio social, Colonel Hart was invited to be inducted as an Honorary Member of the Division (HMOD). Colonel Hart said he was surprised when 82nd Airborne Division commanding general, Maj. Gen. Mike Scaparrotti, and the 82nd Command Sgt. Maj. Tom Capel called him to the stage in front of several hundred local military and civilian leaders. General Scaparrotti presided over the rare ceremony on April 24, 2009. Col Hart is now one of only 12 HMOD members and the first and only one that is currently serving in the military and from another branch of service.

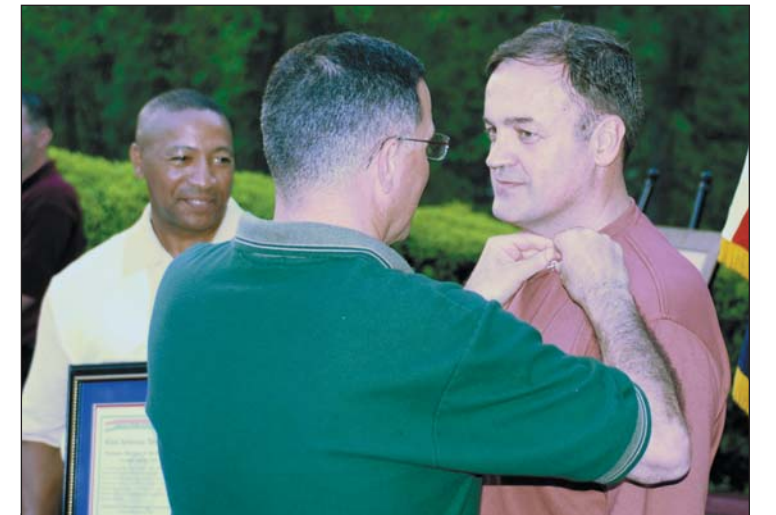
“Col Merle ‘Mad Dog’ Hart has committed himself to building and maintaining a strong partnership between the 82nd Airborne Division and the U.S. Air Force,” said General Scaparrotti. “For his leadership, vision, and significant support of the Division’s paratroopers, we are honored to induct him as an honorary member of the 82nd Airborne Division.”

Colonel Hart was visibly moved by the new honor. “I was taken back ... what an unexpected honor for a newcomer to the community,” he said after receiving the award and listening to General Scaparrotti.

“Mad Dog has supported the 82nd Airborne Division by coordinating airlift capability and resources to support several

North Carolina. Fort Bragg is the home of the Army’s Airborne and Special Operations Forces.

Colonel Hart leads by example and has an unwavering tenacity to approach his missions from both personal and professional angles. One of the first things Colonel Hart did was reach out to the Army. He visited with his counterparts at the XVIII Airborne Corps and 82nd Airborne Division and became even more familiar



Maj. Gen. Scaparrotti, 82nd Airborne Division Commander, pins honorary jump wings on Col. Merle Hart, 440 AW wing commander, during a patio ceremony making Col. Hart an honorary 82nd Airborne member.



From Left: Maj. Gen. Curtis Scaparrotti, 82nd Airborne Division Commander, poses with Tommy Bolton, civilian aide to the Secretary of the Army, and Command Sgt. Maj. Thomas Capel during a patio ceremony honoring Col. Merle Hart

Joint Force Entry Exercises at Fort Bragg,” said the general. “This close relationship with the division has always been essential in maintaining an Airborne Forced Entry capability. Colonel Hart has been a critical player in reestablishing this Joint Mission profile to our nation’s global response force.”

Although a relative newcomer to Pope AFB and the 82nd Airborne Division, Colonel Hart has made great strides to make the 440th an integral part of the local community. In 2005 the 440th Airlift Wing received word they were relocating as a result of the Base Realignment and Closure. The 440th’s new home is Pope AFB, which is co-located with Fort Bragg in the sandhills of

with how the Army does business. He has become active in the local community and often helps organize events that help the community better understand the Air Force Reserve and more specifically the history, heritage, and mission of the 440th. Members of his command follow his lead and their relationship with the North Carolina community continues to grow and prosper.

The 440th’s relationship with the 82nd quickly translated to everything the wing does. Even the new tail flash on the aircraft integrates elements of Fort Bragg and the 440th’s historical lineage to the Army during World War II. To commemorate the significance of the relationship between the 440th Airlift Wing and the 82nd Airborne Division, Colonel Hart dedicated a C-130, tail number 282, with nose art, to the 82nd Airborne Division. The ceremony took place last year during the wing’s annual reunion.

Colonel Hart continues to remind all those who would listen about the very deep and abiding history between the 82nd Airborne Division and the 440th Airlift Wing. The 440th Troop Carrier Group was based at Pope Air Force Base in January of 1944. The wing flew troops and cargo on D-Day into Normandy, France. During Operation Market Garden in the fall of 1944, the 440th dropped airborne paratroopers and supplies from the 82nd Airborne Division into Holland.

Colonel Hart always points out the 440th has returned home to Pope AFB. This return is significant because of the combat history between the 440th and the many units of the 18th Airborne Corps and Fort Bragg. The common ties and rich heritage coupled with ongoing operations will ensure an even brighter future for the Bragg-Pope team.

D-DAY: A PILOTS' STORY

**By Julian "Bud" Rice
World War II Pilot**

Most things about the aerial Invasion of Normandy on D-Day have been told – the preparations, the training, the planes, the paratroop divisions, the aircrews, the route to Cherbourg Peninsula, and more. I shared the honor with more than 1,600 fellow pilots who flew that historic Mission. My name is Julian A. Rice, S/N 0679800, 1st Pilot, 37th Sqdn, 316th Troop Carrier Group. Our crew included Co-pilot Lt. LaRue Wells, Crew Chief Tech Sgt Thaddeus Urbaniak, and Radio Operator Staff Sgt Harold C. Gondolfe. As 1st Pilot my assignment was clear and simple – fly the plane, keep strict radio silence, stay in tight formation, deliver 21 paratroop passengers on time to drop zone "O" northwest of St. Mere Eglise. Our assigned position in the formation was right wing B-Flight, plane #42-24328, Chalk#41. Our group was to carry the 2nd & 3rd Battalions, 505th PIR (Parachute Infantry Regiment) of the 82nd Airborne from Cottesmore Airfield in the midlands of England to the Cherbourg Peninsula in northwest France.

As a pilot who was part of the 316th TCG carrying General James Gavin's 82nd Airborne, 3rd Bn, I would like to relate what I saw and did, and therefore believe was done by the 316th Troop Carrier Group formation to Drop Zone "O".

In the years leading up to the invasion aircrew members went through extensive training. I had 18 months of technical and

academic training, which included 400 hours pilot flying time before I joined the 316th Troop Carrier Group in Sicily in late 1943. By D-Day I had acquired over 800 hours of total flight time. Some of this involved miscellaneous supply missions, but was primarily devoted to close day-night formation flying, practice drops of paratroops, glider pulls, short field landings, instrument flight training, etc. We all knew the invasion of Europe was coming and we concentrated on perfecting our skills on a daily basis. Pilots were rigorously trained and routinely tested to maintain their eligibility for a "GREEN-CARD" Instrument Rating – which was required of all 1st pilots.

Understanding what the future may have in store for the aircrews it has been said we were "Afraid". Hell yes, I was afraid! Who wasn't? So was every mother's son who was aboard that chain link of planes headed for Normandy. Who knows what lies ahead? Thoughts cross your mind – thoughts that you try to ignore. "Is this going to be my last moment in time?" SCARY? You bet!!! Nevertheless, we were each and everyone trained and committed to execute the job that had been assigned to him, and do it to the very best of his ability.

June 5th, 2100 hours (9pm) all pilots were gathered for final briefing in Operations. Tension filled the smoke-filled room. The sheet that covered the map wall was pulled away exposing the mission route to Normandy.

A deafening cheer and applause filled the room. The target for our 505th Parachute Infantry Regiment (PIR) was the town of St. Mere Eglise on the Cherbourg Peninsula. All compass headings en route to the various checkpoints and the final heading to the Drop Zone after crossing the Cherbourg coastline were carefully noted.

Our Drop Zone (DZ) was coded "0" and was one-half mile northwest of the town. The pathfinder flight aided with radar would locate and drop into the designated DZ; there, they would setup a lighted "T" marker to guide the incoming flights to their respective drop zones. Aerial photos were screened on the wall to point out the location of anti-aircraft defenses.

"All paratroops are to be dropped on or as near as possible to the designated drop zones. Caution – watch your airspeed at the DZ – Your planes are carrying overloads up to 1,000 lbs – Airspeed below 110 mph could cause a fatal stall."

"NO paratrooper is to be returned to England this night unless disabled or killed by anti-aircraft fire. Any paratrooper refusing to jump will be court martialed.

Only lead planes will have navigators on board. It is imperative that all planes without navigators stay in tight formation throughout the mission." (Really?? What if something... Forget it, I thought; Just stay tight and follow the lead ships all the way in!)

"A favorable break in the weather is expected."

Concluding the briefing, 316th Group Commander Lt. Col. Washburn looked around at the roomful of pilots and said, "Gentlemen, you will be taking part in the largest airborne armada ever created. The 316th Group will be putting 72 planes in the air from here, and 13 more identical groups will join us en route to complete the 2-hour 51-minute flight to our drop zone in Normandy. Let's do the job you have been trained for. Keep the formation tight; give your troops a good trip to the DZ. Good luck. Let's go!"

By 2230 hours (10:30 p.m.) the various "sticks" of paratroops had marched out to their respective planes, which had been identified with large chalk numbers next to the left side door. They clambered aboard with their heavy equipment load, assisting each other up the portable metal steps, and sat down to wait on the cold aluminum side benches inside. The jumpmaster, a big man with black smudges

covering his face was an impressive sight. He must have weighed well over 300 lbs loaded down with equipment. He looked to me like he could win the war single-handed. He was anxious to get started and said to me, "Do everything possible to jump my stick at 700 feet altitude and at 115 miles per hour." I assured him that I didn't anticipate any problem doing that. (Little did we know what lie ahead.) We climbed aboard.

A few minutes later the Cottesmore airfield shook with the loud rumble of 288 Pratt & Whitney (C-47) engines coming to life. We taxied in turn to our position on the perimeter leading to takeoff runway "50". While we sat and waited for the green "go-light" from the tower, I went through preflight cockpit check (for the third or fourth time – I also threw in a prayer or two).

At precisely 2300 (11p.m.) hours, the green flare signal illuminated the control tower. The Invasion was ON! The Group Leader in first position on the runway began his takeoff roll. One by one the following flights climbed into the night sky.

Our turn had arrived. I taxied off the end of the perimeter strip to the runway, locked the tail wheel in position, called for 15 degrees flaps and shoved the twin throttles "to the firewall". A moment later the heavily laden ship staggered into the air. Co-pilot Lt. LaRue Wells pulled up the landing gear into flight position while I fought the sudden impact of the twisting vortex of prop wash from the planes ahead. Reaching 500 ft LaRue closed the flaps and I began a 180-degree climbing turn left where I slid into the right wing position in B-Flt. As we reached 1,000 feet, the 316th Group had gathered into a tight 72-ship formation and headed for precise checkpoints where we would collect and blend into our position line with 13 other groups arriving from different airfields.

Try and imagine if you will – multiple groups of 72 aircraft taking off from scattered airfields in England and flying through the dark night to various check points – arriving at the same altitude – no radar – no radio communication – just dead reckoning navigation and straining eyesight by lead pilots and navigators looking for the dim amber wing lights of the other groups. Imagine if you will this huge armada of over 800 planes merging successfully that night,

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M P F

MILITARY PERSONEL FLIGHT

Military Personnel Flight relocates to building 718

by CMSgt. Jerry Green (retired), Public Affairs

In the summer of 2006 the Wisconsin based 440th Airlift Reserve Wing sent advance teams to Pope Air Force Base, N.C., to prepare facilities for the wings relocation. The team's first goal was to convert buildings 397 and 399 that were once used as dormitories, into functional offices supporting the wings military personnel flight functions. Converting the buildings would pave the way to receive the anticipated 1,000 new members.



The units under the Mission Support Group (MSG) were told these facilities were a temporary location and they would relocate to different facilities within two years. Although building 399 was recently renovated building 397 was an old building and was showing obvious signs of wear and tear. Inadequate electrical wiring, limited internet capabilities, cramped offices, and a faulty heating and cooling systems were some of the problems that the units endured during the last two and a half years of operations. By April 2009, the Military Personnel Flight (MPF), continued to in-process and maintain personnel records for wing members from these buildings.

Colonel Steven Rosenmeier, Mission Support Group commander (MSG), told the MPF staff in May that they would be moving into a different building. Armed with hammers, brooms, and paint brushes the MSG commander and his team of volunteers worked long hours renovating the new location. They removed old office equipment, cleaned floors, and applied new paint while getting the facility ready for occupancy. By mid-June, the MPF had packed their files and equipment and over a two-day period the move to building 718 was completed.

The move is a welcome one for the members of the MPF. The in-processing will no longer take place in different rooms and separate buildings. Master Sgt. Rich Webster, career advisor in the MPF, commented that the new facility has more office space resulting in a customer friendly environment and a one-stop processing location. "The base populace, those needing to resolve or change personnel documentation, will be able to find all services in the same building eliminating a search for the right office," said Webster.

Master Sgt. Dennis Godsey, systems and readiness chief, pointed out that this is a morale issue for MPF staff as well as the rest of the wing members. No longer is MPF confined to a dark location, the new facility is bright with the smell of fresh paint and new wood. "We will be able to do the whole personnel administration process in a more efficient manner," Godsey said.



Photographs by Tech. Sgt. Cynthia Aidoo and SrA Jacqueline Pender



Nobody has been more involved in the MPF during the move from Wisconsin to Pope AFB than Master Sgt. Terry Harper the career enhancement chief. Harper is well known for his ability to resolve issues and find correct answers to difficult questions. Harper sees this move to building 718 as a new start. He said, "More than anything this move will promote the team building process for the MPF and enable our people to better serve the members of the 440th."



The move to 718 includes other units in the MSG who will benefit from the new facility. Co-located in 718 will be Security Forces, Services, Communications, and the Logistics Readiness squadrons. When the recently deployed members of Security Forces return to Pope they will find they no longer work on the second and third floors of 397 instead finding their offices on a bottom floor in 718.

Probably the happiest person in the wing is Colonel Rosenmeier whose earliest goal after becoming MSG commander was getting his units into better facilities.

"Reservists will find the MPF ready for customers during the July UTA. The wing's "personnelists" will continue to "move the paper" and keep records for the wing," said Rosenmeier. "However, it is still important to use the virtual MPF and vPC-GR website. The hours and phone numbers will remain the same for the MPF, so go visit them and see their new and improved "digs."



Photo Illustration by SrA Jacqueline Pender



Continued from page 7.

wing-inside-wing, without one collision. The months of training was paying off.

Reaching southern England, we were now assembled into one long sky-train carrying over 10,000 paratroops of the 82nd and 101st Airborne headed for Normandy. I recall our last warning: “Remember - only 10 percent of the planes have navigators on board. The Group and Squadron Leaders and some secondary backup flight leaders fly these planes. Therefore, the rest of you orphans better hang in close and tight so you don’t lose your way!”

We left the southern English coastline at the “Portland Bill” heading. The night sky was still dark despite occasional streaks of moonlight coming through the receding clouds. The air was reasonably smooth. Strict radio silence was maintained. For a while the amber wing lights on each plane helped keep the pilots in good position. Crossing the channel, the lead ships flew at a low altitude (500ft); squadrons and flights following were staircased upward to avoid the twisting prop wash. A short distance after departing the English coast, all normal amber wing lights were turned off according to plan. Guiding us now were four small-cupped blue lights installed along the top fuselage spine and mid-upper wing surface of each plane. Keeping these four small lights in view required the flight leaders and wingmen to keep their Vee formation tightly in position. This was critical. Losing sight of the blue lights left only the hazy moonlit silhouette of the adjacent plane. Consequently, to keep the lights in sight, I had to practically stick my wing through the door of C-Flight Leader, Capt. Addison Agle. Sweat time!

The cockpit is dark except for the fluorescent reflections from the instrument panel. The left seat I sit in feels different because of the flak cushion pad under my butt. In addition, I wear a parachute harness, which seemed to me to be a meaningless gesture. The small sausage shaped parachute bundle is tucked under my seat. If my plane becomes disabled and it is necessary to bail out, I have to grab the chute, find and attach its metal connectors to my harness, climb out of the cockpit, run back through the fuselage to the side door, (assuming none of it is on fire) and jump. Good luck, I thought!

Crossing the Channel, we passed the various checkpoints on time: “Flatbush”...“Gallup”... and “Hoboken,” etc. Shortly before reaching Guernsey Island, our 82nd PIR formation turned to 135 degree heading to the Cherbourg Peninsula; the 101st PIR split off slightly to an approach heading of 140 degrees. As we passed just east of Guernsey, some enemy anti-aircraft fire was seen, but caused no damage to our formation that I could see. Below us the English Channel was striped with the wake of thousands of ships heading for the landing beaches of “Omaha” and “Utah”. The Germans heavily defended these beach areas with gun emplacements in concrete pillboxes along the top edges of the cliffs. The troops that we carried

to the inland drop zones beyond the beaches were charged with sealing off the bridges and roadway accesses around the nearby town of St. Mere Eglise to prevent German army reinforcements from getting through to aid the German soldiers defending the beaches.

At this point, 2 and one-half hours into the flight, everything had gone smoothly; nevertheless, I was perspiring from the strain of keeping the cupped blue lights in good sight. In the background of my mindset, I’m not ashamed to say, I could hear some quiet praying going on – Lord keep us safe... keep us safe...

Through the murky gloom ahead, the darker outline of the coast began to appear. Our group’s lead pilots were going in low at 500ft levels, whereas the following squadrons and flights were stacking up to 1,000 ft. Our airspeed had slowed to 120 mph in preparation for the upcoming drop zones, some 18 to 20 miles ahead where we would slow to 115 mph for the planned jump. “Remember! When the heavily overloaded C-47 approaches the DZ, the pilot must maintain careful control of the airspeed - anything under 110 mph could be critical and lead to a fatal stall and spin without enough altitude left for recovery.”

Suddenly, without warning, the “s.... hit the fan!” Just as we started to cross the beach area, we flew into a 1500ft high wall of heavy land fog that blanketed our entire portion of the formation. Not only did the critical blue lights vanish from sight, but also the entire planes in the formation disappeared. It was impossible for me to see my own wing. Now the fear of enemy fire was secondary. The immediate concern was mid-air collisions from the planes all around. In the darkness of the cockpit, the green fluorescent needle-ball-airspeed, altimeter and artificial horizon instruments demanded immediate attention. This is where another part of pilot training automatically kicks in. Emergency Dispersal Procedure! Spread out! I shoved the fuel mixture to rich - boosted throttle setting and rpms to climb mode – synchronized prop pitch - kicked hard left rudder - pulled back the yoke to a climb rate of 500 ft/min. Forty-five seconds later I leveled out at 1,400ft, still locked inside the pitch-dark fog. I continued to hold the approach leg compass heading to the DZ, and prayed no other planes were in my path. It was eerie in the dark listening to nothing but the heartbeat of my plane’s engines. Although I could see or hear nothing through the fog outside the windows, I could sense the nearness of other planes. CONCENTRATE! I glued my focus on the instrument panel and kept a tight grip on the controls. More sweat time!

Meanwhile, the other unfortunate pilots without navigators were stuck in this “soup” flying blind on their own. It’s no wonder some Groups lost their bearings and missed their drop zones. They had no fancy satellite GPS system; no radar, no navigator – they were flying the “Model T” airplanes of yesteryear! If they managed to avoid collision and emerge from the soup safely, they now had to

grope their way down to try and find their scheduled drop zone.

Those few minutes in the soup felt like eternity in a blindfold. When we finally broke out of the fog, there were scattered planes left and right and in front of us. I breathed a sigh of relief – but not for long. We had little time to get the plane back down from 1,500 to 700 ft for the upcoming drop and don’t build speed going down – we need 115 mph at the DZ. I cut back the throttles and started down, but that’s when all hell broke loose.

A heavy barrage of enemy anti-aircraft shells burst right, and then left. Black-gray flak clouds were everywhere. Machine gun tracer streams were searching us out. Staccato rat-a-tat of bullets pierced the tail assembly, which upset the elevator controls, and we started downward. I pulled back on the yoke and readjusted the elevator trim wheel. Our planes had no self-sealing gas tanks in the wing. A tracer going through that area would be fatal. The sky was now a smoky yellow haze. Exploding shells filled the air with turbulence, which jerked our plane up and down like a yo-yo. I saw other planes catch fire and go down. We passed over the town of St. Mere Eglise where there was heavy fighting going on. A large fire was burning in the northern edge of town. While this pandemonium was going on outside, LaRue clicked on the red warning light to ready the paratroops for the jump. Meanwhile, I was very busy manhandling our plane to get down to the 700ft jump altitude and 115 mph airspeed.

So just step on the brakes, right? What brakes? To reduce the speed of a C-47 in a hurry, you get resourceful quick. Co-pilot Wells extended the flaps and lowered the landing gear to help produce drag, while I reduced throttles, boosted prop pitch and rpm, kicked the rudder, yanked elevator and aileron controls around to slow the descent. The resulting ride down was rough. It may have caused anger among the paratroops. They were probably thinking we were taking “evasive action” from the flak, “What the hell is he doing up front?” Sorry guys. There was no other way to descend low enough for the drop. A couple of minutes later, chutes billowed out from planes ahead of me. Then I saw the lighted “T” the pathfinders had placed on our DZ “O”. A few seconds later we turned on the green jump light. With flaps down and landing gear extended we had managed to slow the descent airspeed to 118 mph at altitude of 750 ft. This was slightly fast and slightly high, but it was the best recovery possible from the dense fog and short recovery distance to the DZ. Thirty seconds later the troops were out the door and on their way down to liberate the town of St. Mere Eglise.

The C-47 is a rugged airplane, a dependable airplane – but it is not a smooth riding airplane, particularly at low altitudes. To those paratroopers who spent many hours doing training jumps from the C-47, you know what I am talking about. But, perhaps you may not know what a pilot sometimes has to do to make the plane conform

to certain unpredictable conditions. When you suddenly find yourself plunged into a total blackout with hundreds of airplanes around you, you had better spread out and spread out fast. In our case we turned and climbed to a safer height. When we broke out free of the fog, we then had to hurry back down to reach a safe jump altitude. With no brakes to stomp on, we did what we could to slow the plane down by cutting back throttles, dropping flaps, dropping landing gear, and jerking the controls around to increase drag. This is what happened.

As the world knows now, the air invasion of Normandy was successful. The scattered airdrops did not fail the mission. In at least one case I personally know of, a misplaced drop that saved lives because the designated drop zone was alive with multiple enemy machine gun nests. Troopers floating down there would have been slaughtered before getting out of their chutes. At the end of the long day, all assigned mission objectives were accomplished. In conclusion, all elements that participated in the aerial invasion of Normandy were successful – including the bus drivers and crews of C-47s and gliders who for the most part managed to deliver the personnel and supplies, and who were fortunate enough to avoid collision in the fog, survive the anti-aircraft flak and machine gun fire, and get the C-47 back to the airfield to be patched up and ready for tomorrow - to fly and fight another day.

The Band of Brothers was a moving portrayal of Major Dick Winters and his “Easy Company”. They and all members of the 82nd and 101st PIR did an outstanding job. They gave their all – some gave more – some gave their lives. They deserve all the honors and respect that can be given them – now, and forever.

The Troop Carrier Wings were merely support arms. We helped train paratroopers. We helped get you there. We didn’t leave you unattended – we resupplied your needs in Africa, in Normandy, in Bastogne, in Holland, in Wesel, Germany. We evacuated your wounded. Our dedicated pilots, navigators, radio operators and crew chiefs crashed and burned along side you. We lost many friends, as did you, in ways too terrible to describe here. I took the time to write this piece to shed some light on a pilot’s side of the story.

It is our hope this will help subdue the harsh criticisms expressed by some of the paratroopers all these years. Your courage was tested to the core. We were tested right there along side you, over and over again. You gave your all to perform your duty well, and so did we.

The way I live with my memories of Normandy and the horrors I witnessed is to focus on the heroism so nobly displayed by so many. Let’s let the peace, the peace we all fought so hard for, give us all peace of mind as well. We are proud to have served with all of you, and we hope that you might remember us in the same way.

Peace to all who served.



440TH'S ANNUAL RECRUITING EVENT AT LOWE'S MOTOR SPEEDWAY

by CMSgt. Jerry Green (retired)
440 Public Affairs

The 440th Airlift Wing has to reach out to local communities to recruit new members into the wing to keep the unit viable. The Air Force recruiters assigned to the wing look for any opportunity and every type of media or advertising available to take the Reserve message to the public.

For the second year in a row, the 440th set up displays and recruiting booths at the Sam Bass Art Gallery located just outside of turn two at the Lowe's Motor Speedway, Concord, N.C. In coordination with Clear Channel Radio Station, Charlotte, the recruiting drive was scheduled around the week long racing events leading up to the Coca-Cola 600 NASCAR race.

Several volunteers from the 440th worked the display areas handing out promotional material and meeting potential recruits. As racing enthusiasts visited the displays they were interested in learning about military life and hearing about the members experiences while being deployed.

The 145th Airlift Wing, Air National Guard located at the Charlotte Douglas International Airport also took part in the recruiting drive.

They brought the unit's popular mini-C130 and a cut-away version of an operating aircraft engine. The mini-C130 is a one-third scale of an actual C-130 aircraft and can hold 10 passengers. The aircraft engine cut-away was popular with the mechanics in the crowd and especially appropriate during race week activities.

For the second straight year the 934th Airlift Wing based in Minneapolis displayed their C-130 nose and cockpit assembly. The nose cone assembly gives kids, as well as adults, the same view that pilots see when flying the aircraft. Potential pilots sat in the driver's seat and operated the controls as if they were actually flying the airplane.

Next to the nose and cockpit assembly was the life support tent. The display hosted a personal life support vest and parachute with all its equipment, a pilot's helmet and communications gear, as well as a functional night vision goggle (NVG) tent that proved to be a popular attraction.

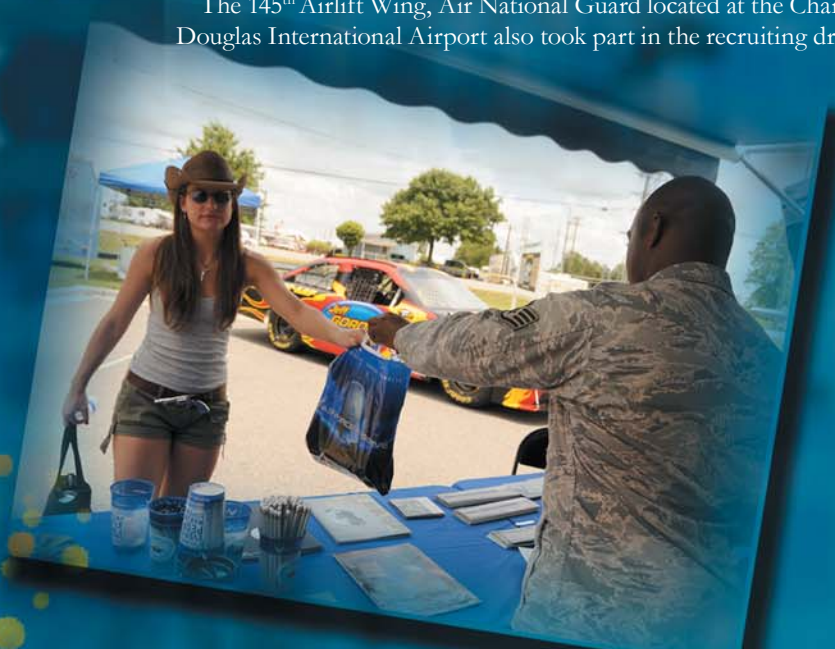
Adjacent to the life support tent was the baby C-130 from the 440th AW. This mini mock-up became a popular display for young and old to have their pictures taken while donning some of the life support equipment.

Also located on the Sam Bass parking lot was Clear Channel Radio's mobile broadcasting units that provided music and information on the 440th AW Job Fair.

Team coordinator Master Sgt. Kevin Brody, 440th Public Affairs Specialist is already setting up next year's program.

He said, "The recruiting team will reach out to more media outlets and other display locations. We will include the C-47 and C-130 flight simulators and add video presentations."

One thing that needs to change is the weather. Rain dampened the race events almost daily, but the enthusiastic team of volunteers and recruiters agreed that this event was successful and vowed to take part again next year.



Wing historical note:

The island nation of Cuba which lies just 90 miles south of the Florida peninsula, has been part of American history since the Spanish-American War more than 100 years ago.

In October 1962, the U.S., Cuba and the Soviet Union were headed for a confrontation that many believe was the closest the world has ever come to a nuclear war confrontation. It was called the Cuban Missile Crisis.

When Cuba's leader Fidel Castro gave the Russian Soviet Premier Nikita Khrushchev permission to secretly place strategic nuclear missiles in Cuba from the Soviet Union the Cold War suddenly heated up.

An American U-2 reconnaissance plane flight photographed the construction of missile sites in western Cuba, and that threat led General Curtis E. Lemay, U.S. Air Force chief of staff to call up the Reserve troop carrier wings.

On 12 hours notice, more than 14,000 Air Force Reserve Troop Carrier, aerial port squadrons, and Reserve tactical hospital personnel were called to active duty. The Reserve units flew twin engine C-119 and C-123 aircraft. The 440th Troop Carrier Wing stationed at General Billy Mitchell Field, Milwaukee received the call and immediately started mobilizing aircrews. 440th TCW reservists stayed on alert status for the next four weeks ready to drop paratroops or haul cargo into Florida and Guantanamo Bay, Cuba.

After a tense two week confrontation the Soviet Union agreed to dismantle missile sites in Cuba and the crisis was ended. Colonel Joseph J. Lingle, commander of the 440th TCW reported to wing members that Maj. Gen. Frank McCoy, mobilization assistant to Tactical Air Command said of the 24 troop carrier squadrons called to duty the 440th had the highest percentage of aircraft and aircrews ready to deploy. It would be another 41 years before the wing would get another call to active duty.

2nd Annual 440th Airlift Wing Alumni Picnic

Date: Saturday August 15, 2009.

Start Time: 2 p.m., serving food @ 5p.m.

Location:

South Milwaukee Yacht Club 101 Marshall Avenue

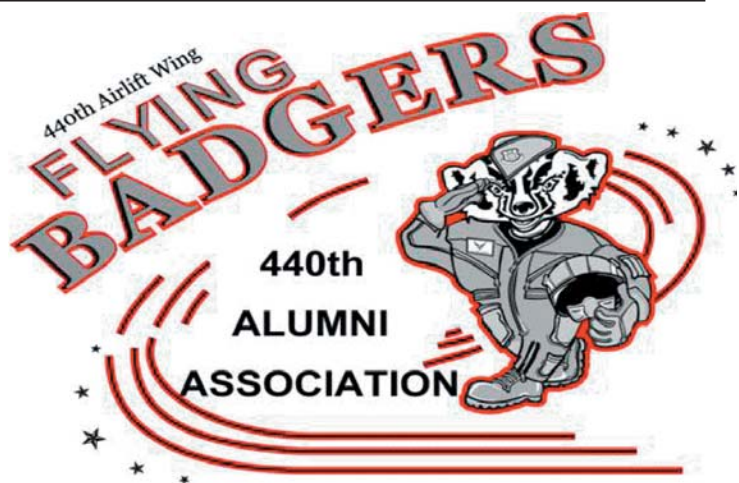
Cost: Adults - \$5/person Children under 15 free.

Payable at the door

Contacts:

John Hurula (414) 526-5248, email: hurula@sbcglobal.net

Ed Thomas, email: ejthomas8411@att.net

**Donors needed for Blood Drive**

The 440th Airlift Wing has been invited to take part in a blood drive being sponsored by the North Carolina Army National Guard and the Fort Bragg Blood Bank from 9 a.m. to 4 p.m., July 11 at the National Guard Armory located at 449 E. Mountain Drive, Fayetteville.

Potential donors may get a ride to the Armory in an Air Force van that will leave from the parking lot on the north side of the wing headquarters building (306) at 8:30 and 10:30 a.m., 12:30 and 2:30 p.m. Reservists must coordinate their donation with their unit commander or first sergeant.

To give blood for transfusion to another person, potential donors must be: healthy, at least 17 years old; must weigh at least 110 pounds, and not have donated whole blood in the last 8 weeks (56 days) or double red cells in the last 16 weeks (112 days). "Healthy" means that you feel well and can perform normal activities. If you have a chronic condition such as diabetes or high blood pressure, "healthy" also means that you are being treated and the condition is under control. A complete list of the guidelines and suggestions for donating blood can be found at <http://www.redcross.org/donate/give/>.



Chief Master Sgt. Malcolm W. McVicar Jr. presents Tech. Sgt. Louis M. Schelp with the Distinguished Graduate Award for Class 09-4 at the Airey Noncommissioned Officer Academy, Tyndall AFB, Fla. TSgt. Schelp graduated within the top ten percent of his class.

**Motorcycle safety checks
at the base gates**

Air Force Security Forces personnel started turning back motorcycle riders at Pope Air Force Base gates that were not wearing the correct personal protective equipment on May 28. The inspection program is intended to keep motorcycle riders safe and will be continued indefinitely. Check with your unit safety officer for detailed information on required personal protective equipment.

- Helmet: certified to meet DOT standards, must be properly fastened under the chin. Impact or shatter resistant goggles, wrap-around glasses, or full-face shield properly attached to the helmet must meet or exceed ANSI Safety Code Z87.1, for

- Foot protection: Foot protection includes sturdy over-the ankle footwear that affords protection for the feet and ankles (durable leather or ballistic-type cloth athletic shoes that cover the ankles may be worn).

- Long pants: Uniform trousers, jeans, etc.

- Long sleeved outer upper garment. Uniform, jacket, long sleeved t-shirt.

- Hand Protection: Full fingered gloves are required.

- Backpack: If worn, it must be brightly colored and/or have reflective properties or have a reflective belt wrapped around the backpack.

For question concerning the Basic Motorcycle Rider course call: COMM: (910) 394-8372

The IG Says...

The primary charge of the IG is to sustain a credible Air Force IG system by ensuring the existence of responsive complaint investigations, and Fraud, Waste, and Abuse (FWA) programs characterized by objectivity, integrity and impartiality.

440th Airlift Wing/Inspector General:
DSN: 424-2303/1798
Commercial: 910-394-2303/1798
FAX: 910-394-2308

New CCAF Recipients**April 2009**

SMsgt. Nicole L. Dunovsky, OG
MSgt. Mitchell D. Head, CF
MSgt. Carlos Maldonado, MSF
MSgt. Steven A. Wiltberger, CF
TSgt. Richard A. Merchant, MDS
TSgt. Scott A. Zane, 95AS
SSgt. Wendy Y. Brown, MDS
SSgt. Megan E. Stipp, SFS
SSgt. Laparsha S. Terrel, MSF
SSgt. Autumn M. Thompson, 36AES
SrA. James E. Sparrow, SFS

New Chief Master Sergeant of the AF

On June 30, Chief Master Sergeant James A Roy was chosen as the 16th Chief Master Sergeant of the Air Force. Chief Roy represents the enlisted core and is the personal advisor to Air Force senior leadership on all issues regarding welfare, readiness, morale and proper utilization of the enlisted force.

Speaking Opportunity

AIRC Recruiting Service is looking for a reservist to speak/brief at their annual field training event in Savannah, GA, on Oct 19. They'd prefer someone who enlisted or was commissioned after 9-11, and has deployed. They are looking for a "warrior" speaker who can share unique and rewarding experiences since joining the Reserve.

Any interested Reservist should call the Public Affairs Office at (910) 394-5455 to volunteer or get more information.

**Reserve Pay Office is closed
on Wednesday**

The Reserve Pay Office (RPO), a section within the 440th Finance Office, will close on Wednesdays instead of Fridays as of June 24. All other sections in Finance are open from 8 a.m. to 3 p.m., Monday through Friday, including the 43rd Comptroller Squadron.

The RPO will use Wednesdays to prepare pay documents for the Defense Finance Accounting Service (DFAS) pay processing due each Thursday as well as work complex pay problems. Technical Sgt. Reginald Nash and Ms. Lori Reynolds are the RPO staff members. They will not see customers on Thursdays except for emergencies. Call or e-mail before coming to the Finance Office on any Thursday.

Anyone with questions should call Maj. Thelma Jenkins at (910) 394-1330

**Flight Engineer candidates
(1A1X1) wanted**

Candidates must be able to pass a Flying Class III physical and have a minimum G-57 ASVAB score. Flight engineer candidates must also have a prior 5 or 7 skill level in the 1A0, 1A2, 1A3, 1A7, 2AXXX or 2M0 career field ladder, or Army/Navy/Marine equivalent MOS or possession of a valid Federal Aviation Administration Flight Engineer certificate, FAA private pilot license or valid FAA aircraft and power plant license, or aircraft maintenance technician license. If interested, contact Chief Master Sgt. Studstill at DSN 424-7795 or (910) 394-7795 or terry.studstill@us.af.mil.

Volunteers needed

The 4-H Rural Life Center in Halifax, N.C., is asking for four or five military volunteers willing to help with a program for 60 children, 10-15 years old from July 26 -29.

Contact Joe Long at 252-583-5161 Extension Office

Shoot For The Stars!



JOIN THE 440TH AIRLIFT WING!

CALL 1-800-257-1212

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

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