

94 AIRLIFT WING



MISSION

The primary mission of the 94 Airlift Wing is to provide eight combat ready C-130H Hercules aircraft to support Rapid Global Mobility through cargo and personnel airlift and tactical airdrop capabilities; provide critical patient care through aeromedical evacuation, and combat support through security, logistics, communications, civil engineering and other support functions.

To accomplish its mission, the wing recruits, organizes, and trains Air Force reservists for active duty in time of war, national emergency, or contingency tasking employing them to deliver cargo and personnel into and out of airports, as minimal as austere dirt runways to major international airports.

LINEAGE

94 Bombardment Wing, Light established, 10 May 1949

Activated in the Reserve, 26 Jun 1949

Ordered to Active Service, 10 Mar 1951

Inactivated, 1 Apr 1951

Redesignated 94 Tactical Reconnaissance Wing, 26 May 1952

Activated in the Reserve, 14 Jun 1952

Redesignated 94 Bombardment Wing, Tactical, 18 May 1955

Redesignated 94 Troop Carrier Wing, Medium, 1 Jul 1957

Ordered to Active Service, 28 Oct 1962

Relieved from Active Duty, 28 Nov 1962

Redesignated 94 Military Airlift Wing, 1 Oct 1966

Redesignated 94 Tactical Airlift Wing, 1 Jul 1972

Redesignated 94 Airlift Wing, 1 Feb 1992

STATIONS

Marietta (later, Dobbins) AFB, GA, 26 Jun 1949-1 Apr 1951
Dobbins AFB, GA, 14 Jun 1952
Scott AFB, IL, 18 May 1955
Laurence G. Hanscom Field, MA, 16 Nov 1957
Dobbins AFB (later, ARB), GA, 1 Jul 1972

ASSIGNMENTS

Fourteenth Air Force, 26 Jun 1949-1 Apr 1951
Fourteenth Air Force, 14 Jun 1952
Tenth Air Force, 18 May 1955
First Air Force, 16 Nov 1957
Fourteenth Air Force, 25 May 1958
First Air Force Reserve Region, 15 Aug 1960
Ninth Air Force, 28 Oct 1962
First Air Force Reserve Region, 28 Nov 1962
Eastern Air Force Reserve Region, 31 Dec 1969
Fourteenth Air Force, 8 Oct 1976
Twenty-Second Air Force, 1 Jul 1993
Tenth Air Force, 1 Oct 1994
Twenty-Second Air Force, 1 Apr 1997

ATTACHMENTS

Second Air Force Reserve Region, 1 May-23 Jun 1966

WEAPON SYSTEMS

T-6, 1949-1950
T-7, 1949-1951
T-11, 1949-1951
B-26, 1949-1951
AT-6, 1952-1954
C-46, 1952-1955
TF-51, 1953-1955
F-51, 1953-1954
B-26, 1953-1955, 1955-1957
T-28, 1953-1954, 1955
C-45, 1953-1955
T-33, 1954-1955
F-80, 1954-1955
RB-26, 1954-1955
F-84, 1954-1955
C-47, 1955
C-119, 1957, 1957-1966
C-124, 1966-1972

C-7, 1972-1983
C-123, 1981-1986
C-130, 1981

COMMANDERS

Brig Gen William L. Plummer, 26 Jun 1949
Col Harry Copeland, 10-19 Mar 1951
None (not manned), 20 Mar-1 Apr 1951
Col George H. Wilson, 14 Jun 1952
Col Edwin H. Lauth, 18 May 1955
Col Arthur C. Carroll, 16 Nov 1957
Brig Gen Charles D. Briggs Jr., 29 Dec 1969
Col Dona J. LaCouture Jr., 1 Jun 1971
Brig Gen Cecil T. Jenkins, 20 Jul 1971
Col Norman R. Mailloux, 23 Dec 1975 (temporary), 23 Jan 1976 (permanent)
Brig Gen Sloan R. Gill, 21 Jul 1976
Brig Gen Billy M. Knowles, 15 Jun 1978
Brig Gen Alan G. Sharp, Apr 1981
Brig Gen William W. Basnett, 1 Jan 1983
Col Jack W. Blair, Jr., 12 Nov 1988
Brig Gen Terry G. Whitnell, 1 Apr 1991
Brig Gen Walter T. Hatcher III, 9 Jun 1996
Brig Gen William P. Kane, 13 Sep 1998
Brig Gen Thomas Stogsdill, Jul 2004
Col Heath J. Nuckolls, 8 Jan 2006
Col Timothy E. Tarchick, May 2010
Col Brett J. Clark, 2013
Col Brent A. Merritt, 2015 (temporary)
Brig Gen Steven B. Parker, 2015
Brig Gen Richard L. Kemble, 5 Jan 2018
Brig Gen Craig McPike, Dec 2019
Col Carl Magnusson, 1 Oct 2021
Col Michael Parks, 2023

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

Air Force Outstanding Unit Awards

1 Jul 1972-15 Mar 1974
1 Jan 1976-30 Nov 1977
1 Jan 1981-31 Dec 1982
1 Jan 1984-31 Jul 1985
15 Aug 1987-14 Aug 1989
30 Aug 1990-29 Aug 1992
16 Aug 1992-15 Aug 1994
16 Aug 1995-15 Aug 1997
1 Sep 2007-30 Aug 2009

Republic of Vietnam Gallantry Cross with Palm
1 Apr 1966-24 Feb 1972

Bestowed Honors

Authorized to display honors earned by the 94 Operations Group prior to 26 Jun 1949

Service Streamers

Campaign Streamers

World War II
Air Offensive, Europe
Normandy
Northern France
Rhineland
Ardennes-Alsace
Central Europe
Air Combat, EAME

Decorations

Distinguished Unit Citations
Regensburg, Germany, 17 Aug 1943
Brunswick, Germany, 11 Jan 1944

EMBLEM



94 Bombardment Wing, Tactical emblem



94 Tactical Airlift Wing emblem: On a sky proper issuant from base in pale surmounting a cloud mass argent outlined asure and a sphere abased of the first with grid markings of the third a Minute Man affrontee couped above the ankles silhouetted of the last, detailed of the second and winged or, the wings outlined and detailed of the third. **SIGNIFICANCE:** The "Minuteman" symbolizes the over-all concept of an Air Reservist and has special significance to this unit which is called "The Minuteman Wing." As the Minuteman of Revolutionary Days was ready to defend his country when needed, so the Air Reservist of today is prepared to defend the United States against any aggressor. The globe, sky, and cloud have been retained as a matter of tradition from the former emblem and indicate the Wing's capability to carry troops to any location, whenever

and wherever they may be needed. The emblem reflects the Air Force colors, ultramarine blue and golden yellow. (Approved, 19 May 1959)



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94 Airlift Wing emblem: Azure, over a cloud formation Argent, a chimerical creature with the body of a panther, the head of a buffalo, all Sable, horns, talons and eyes Proper, an eagle's wings Or, crouching over the top of a sphere of the last, lined of the third, the creature snorting fire Proper, all within a diminished bordure Yellow. Attached below the shield, a White scroll edged with a narrow Yellow border and inscribed "94 AIRLIFT WING" in Blue letters. **SIGNIFICANCE:** Ultramarine blue and Air Force yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The unit's emblem is representative of the heritage and honors for the 94 Bombardment Group. The panther represents the cunningness, speed and flexibility of the modern Tactical Air Force to strike anywhere in the world. The head of the buffalo symbolizes ruggedness and the Early American Pioneer spirit and their fight for freedom of America, continued by today's modern Air Force's fight for freedom of the world. The eagle's wings symbolize courage and stamina. (Approved, 6 April 1956, Reinstated)



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The "Panthealo" (Panth-eal-o) as the insignia was known, was the combination of the insignia of the former 94 Troop Carrier Wing; the body of a panther, taken from the former 331st Squadron, the head of a buffalo from the former insignia of the 332nd Squadron; and the wings of an eagle taken from the former insignia of the 333rd Squadron. The word "Panthealo" was also a combination of the three topics depicted in the insignia—"Panth" from panther, "ea" from eagle and "lo" from buffalo.

MOTTO

Minuteman Wing

Cunning-Rugged-Courageous

OPERATIONS

Trained in the Reserve as a light bombardment wing, Jun 1949-Mar 1951. Called to active service during the Korean War, wing personnel augmented other USAF organizations. Trained in the Reserve from Jun 1952, in turn, as a tactical reconnaissance, bombardment, troop carrier, and airlift wing. Served briefly on active duty during the Cuban Missile Crisis of 1962. By 1958, wing personnel began taking part in regular airlift missions and exercises, both in the United States and overseas, including contingency operations in the Dominican Republic in 1965.

After converting to C-124s in 1966, the wing flew strategic airlift including troop and cargo carrying missions to Southeast Asia until 1971, augmenting normal airlift resources of Military Airlift Command and Tactical Air Command.

The mission of the 94 Military Airlift Wing in 1969 was to achieve, through training, the capability to provide military airlift of personnel and materiel for the armed forces and other governmental agencies, as directed, and aeromedical evacuation of patients; provide supply support and supply services for assigned personnel and equipment; provide maintenance of airframes, engines, allied accessories, and ground support equipment, including periodic, field and flight line maintenance; provide for the operation and maintenance of base facilities in support of assigned or attached units; operate and maintain communications facilities and equipment required in support of flying activities at airport and air-base-type installations; provide medical support to assigned units; and to operate air terminals for the processing of personnel and cargo to be airlifted.

On 1 July 1972 the Wing returned to Dobbins AFB where it was equipped with the C-7A Caribou aircraft and redesignated the 94 Tactical Airlift Wing. On its return to Dobbins AFB the Wing acquired command of the collocated 700th Tactical Airlift Squadron and the detached 908th Tactical Airlift Group at Maxwell AFB, Ala. The 94 Tactical Airlift Wing of the Air Force Reserve is the host unit at Dobbins Air Force Base. It is a combat-ready unit equipped with 16 C-7A Caribous at Dobbins and 16 more at its detached unit, the 908th Tactical Airlift Group, at Maxwell Air Force Base, Ala. The C-7A is a rugged short-take-off-and-landing transport designed for close ground logistical support. It has a crew of three and can carry either 31 combat-equipped troops, 25 paratroopers, or 20 litter patients with one attendant. Although not a fast aircraft, it can be deployed long distances when equipped with an internal auxiliary long-range fuel tank.

The Wing also has units for maintenance, aeromedical evacuation, mobile aerial port processing and aircraft loading, security, civil engineering, communications, and support functions. The 94 Combat Support Group Commander also serves as the Base Commander for Dobbins.

About half of the 2400 assigned Reservists train at Dobbins. The others are attached to units at Maxwell AFB, Ala., Robins AFB, Ga. and MacDill AFB, Fla. The Wing strives for periodic exercises where several units train together. If mobilized to active duty the 94 CSG would be gained by Air Force Reserve, the communications personnel would go to Air Force Communications Service, and the combat logistics support squadron to Air Force Logistics Command. The major elements of the Wing would become part of the Military Airlift Command.

GALLANT HAND During the period 18 April thru 6 May 1973, a joint training exercise was accomplished by several units of selected United States forces to test and improve their readiness in a contingency situation and to exercise joint forces in a combat situation. Aircrews and maintenance teams from some 20 states participated in the joint service exercise conducted by the U.S. Readiness Command.

The operation involved forces consisting of 36 F-4's operating out of Bergstrom AFB, Texas and James Connally Airport, Waco, Texas with 72 A-7's operating out of Heaine, Texas. Forces

operating out of Robert Gray AAF, Texas consisted of six F-105G Wild Weasel aircraft, an EC-47, and two EB-66's. A total of 524 simulated sorties were fraged during the exercise.

Joint exercises such as Gallant Hand 73 provide testing rounds for evaluation of new techniques and operational concepts in a simulated combat environment. The joint exercise involved reinforcement of a mythical overseas United Command by Army and Air Force Units based in the continental United States. The 94 TAW supplied the "Bad Guys" with tactical airlift support, maintenance support capability and personnel to augment the exercise's airlift control center and provisional airlift wing staff. The 94 TAW was instrumental in graphically demonstrating the Air Force total force concept.

From Jul 1973 to May 1975, the wing flew missions in Puerto Rico, airdropping 1.2 billion sterile screwworm flies as part of a project to eradicate the screwworm menace to Puerto Rico's livestock. The 94 has been given responsibility for Project Coronet Round-Up as of 1 July. Aircrews from the 908th TAG at Maxwell AFB and the 918th TAG at Dobbins will be in place in Puerto Rico as the new fiscal year begins. They will be flying missions that will consume some 36 flying hours per week.

The screwworm was inflicting millions of dollars annual damage on the Puerto Rican and Virgin Islands livestock industry. The battle started in June 1971 as a cooperative project between the United States Department of Agriculture and the Commonwealth of Puerto Rico. The Tactical Air Command was directed by the Secretary of the Air Force to supply the flying operations

Since that time, billions of sterile flies have been dropped on the British and American Virgin Islands, and the screwworm has been eradicated from these islands, and no case of screwworm infestation has been reported on the island of Culebra (off the coast of Puerto Rico) since last fall. The mission of the 94 is to eradicate the screwworm and reach a zero infestation ratio. A typical mission will consist of a C-7 aircraft loaded with 4,000 boxes holding about five million flies. Flying specially charted routes at 1,500 feet altitude and 105 knots, the boxes are released at five-second intervals. This speed and altitude ensures that the box will not be crushed but will open normally upon impact so the flies can escape. The flight path and release intervals are designed to disperse some 4,000 flies per square mile each week. The more heavily-infested areas receive more flies. The normal lifespan of a fly is three weeks.

Dobbins AFB Community Relations Council demonstrated its value to the community during the July UTA when 35 Air Force Reservists worked all day Sunday at the Marietta Park playground. Coordinated with the Marietta Park and Recreation Departments by Sr. Master Sergeant Fred Sweat, men of the 94 TAW, the 700th TAS, 918th APF and 918th CSS (Transportation Section) repaired and painted benches and the park fountain area, dug holes and poured concrete to assemble a swing set, a slide, a merry-go-round, a horse, a toy motorcycle and other kiddie items.

Both officers and men worked hard on the project. For example, Technical Sergeant George Atkinson worked all day and helped to supervise. It comes natural to George. He's been the Dobbins Community Relations Council Santa Claus for the past two years at the annual Christmas party.

In a letter to Brig. Gen. Cecil T. Jenkins, Wing Commander, Mayor J. Dana Eastham of Marietta said, "without your help our park maintenance staff would have had to spend countless additional hours installing the new playground equipment, repairing and painting park benches

and policing the area. Your men worked with enthusiasm and with a spirit of accomplishment. Each should be commended and I would appreciate your expressing my thanks to them."

The 94 Tactical Airlift Wing experienced a major change in its organization structure in 1975. The inactivation of the 918th Tactical Airlift Group and the transfer of all support units to the 94 TAWG command was accomplished as of 31 August 1975. The change was part of a new concept with the Air Force Reserve in which a group assigned with a wing headquarters does not require a separate group headquarters. The 908th TAG at Maxwell will remain under a group headquarters because it is detached from the wing. Formal ceremonies during the August UTA at Dobbins AFB marked the transfer of the unit. At the same time, Colonel Douglas B. Moore, Commander of the 918th TAG, retired from the Air Force Reserve. Colonel Moore had been the 918 TAG commander since August 1972. The new wing structure has the 94 TAW under the command of the Eastern Air Force Region and the 839th Air Division. Directly under the commander are the Deputy Commander for Operations, the Deputy Commander for Logistics, the Information Staff Officer and Safety Director, and the Commander of the 94 CSG, 918 TAC Hospital, 64 AME FLT, and 908 TAG. The new organization allowed the combination of several staff functions that basically were responsible for the same activities.

Air Force Reserve jumpers showed their skill by winning, a lion's share of the awards at Jumpfest '76. Reserve aircrews of the 94 Tactical Airlift Wing demonstrated their proficiency by making perfect drop after perfect drop despite adverse weather conditions.

Five C-7 Caribous from the 94 provided the airlift for the 360 competitors. The Caribou team, commanded by Lt. Col. Thomas Wood, 94 TAW deputy commander for operations, included three aircraft from Dobbins AFB, GA and two from Maxwell AFB, AL. The flight operation had to be a masterpiece of timing to ensure that all the parachutists got their jumps. Colonel Wood programmed the mission this way: Three aircraft would be flying at all times. The aircraft would board five four-man teams for each load, climb to the jump altitude and then make five passes over the target, releasing a team each time. The planes had to follow at exact intervals.

The static line jumps, from 2,800 feet required a plane over the target every one-and-a-half minutes. Each aircraft, in rotation, would take three loads of five teams each and then drop out for two rounds. Another aircraft would move into the rotation for three rounds while the first one would refuel and the crews would rest. This would continue from near daybreak to sundown daily. Aircraft would be on the ground for only about 5 minutes for loading. If a team member landed outside the plowed area, he automatically scored a maximum 60 seconds. If he landed inside the area, he had to run and touch the disc. Each member was clocked on the time it took to reach the disc from the landing. The total time of all team members was added for the team score.

Air Force jumpers were on the team that won first place. The top team active duty teams and one reserve team - swept the top team honors. Placing third was the Air Force Reserve 303rd Air Rescue and Recovery Squadron from March AFB, CA. The combined time for all 303rd members to touch the disc was 35 seconds. Air Force Reserve TSgt. David V. McKay of the 301s ARRS, Homestead AFB, FL tied for second place in the static line individual competition. Another Air Force Reservist tied for first place in the 4,000 foot free fall accuracy competition. SSgt. Daniel C. Schneider of the 301st ARRS at Homestead was among three contestants hitting the three-inch

target dead center.

U. S. Air Force Academy Cadet Charles L. Buckingham placed third in this competition, hitting only .17 meters from the disc. Air Force jumpers took all three top spots in team free fall accuracy with the Academy placing second with a combined distance from the target of 7.11 meters. Two Air Force teams tied for third in the demonstration events, and three Air Force jumpers and a Navy member scored 140 points with the Academy team scoring 130 points for the third place tie. Colonel Wood noted that his reserve aircrews made over 850 individual drops during the competition even though nearly two-thirds of the jump time was lost to thunder- storms and high winds. Had the weather held throughout the two-day Jumpfest, there would have been over 2,500 drops, the 94 TAW Director of Operations said.

Green Tiger I, held in September 1977, was the first time the 700 TAS and 357 TAS, the wing's two flying squadrons, had tested together since the wing was formed in its present status as a C-7A outfit.

The 94 Tactical Airlift Wing participated from Oct 23 through Oct 30, 1977, in Bold Eagle, a Joint Chiefs of Staff directed exercise which was supervised by the U S Readiness Command. The exercise involved a "war" between friendly and aggressor forces which was waged by over 20,000 Army troops in the large reservation of Eglin AFB, FL. All airlift for this exercise was provided by active duty and AFRES units.

The 94 participation involved 190 personnel and six C-7 Caribou. In spite of thunderstorms and heavy rains, 14 missions were flown by C-7 aircrews in support of the aggressor forces. Personnel and aircraft from the 94 TAW joined with personnel and six C-123s from the 439 Tactical Airlift Wing, Westover AFB, MA. These units formed the 7th provisional Tactical Airlift Group operating from a forward operating base at Gulfport Air National Guard Training Site, MS.

Airlift missions consisted of the C-7s and C-123s flying from Gulfport to Landing Zone East on the Eglin reservation, picking up supplies and airdropping them for the aggressor forces in the "battle zone". C-7 missions were flown primarily at night with the first sortie taking off from Gulfport at 3:30 p.m. and the last sortie returning around 8:30 the following morning. These night missions required precision flying by the 94 crews since they had to find both the landing zone and the Army units, they were resupplying in the field without ground navigation aids.

The first scheduled missions had to be postponed because heavy rains at Eglin AFB had flooded the landing zone. Of the 17 scheduled C-7 missions, only three had to be cancelled due to the weather. In addition to 94 personnel from Dobbins, other 94 units included the 908th Tactical Airlift Group, Maxwell AFB, AL, and the 37th Aeromedical Evacuation Group, MacDill AFB, FL. Six C-7s (three from Dobbins and three from Maxwell) operated as the 8th Provisional Tactical Airlift Squadron under the command of Lt Col Gordon Tyrrell, 908th TAG. The 37th Aeromedical Evacuation Group, a detached group of the 94 TAW, was the first reserve tactical aeromedical unit to participate in a major exercise. The 37th manned the mobile aeromedical station facility which provided medical treatment for 37 soldiers injured during the exercise.

Any war game involving 30,000 soldiers and airmen requires tons of supplies. Operation Gallant Crew 77, held in central Texas in March, was no exception. It was the job of the 906 Provisional Airlift Group to get those supplies where they were needed and when they were needed. The

906th was made up of 200 Air Force Reservists commanded by Col. William D. Widdows. It was a short take-off and landing squadron consisting of seven C-123K and seven C-7 aircraft. The C-123K's were drawn from Rickenbacker AFB and Greater Pittsburg Airport, Pa. The C-7 Caribous were flown by Dobbins' 94 TAW personnel and the 908 TAG at Maxwell AFB, Ala. They air dropped about 125 tons of supplies and airlifted about 340 tons. Eighty-five Dobbins personnel were deployed for the mission. Exercise Gallant Crew simulated a border dispute in which the 906th supported both friendly and enemy forces. The plan called for an airdrop of 76 tons and airlift of 268 tons for the friendlies with 49 tons to be airdropped and 74 tons airlifted for enemy troops.

Green Tiger II held in Apr 1978 was a simulated ORI type exercise that actually involved a deployment, employment, and redeployment scenario. Thirty C-7s flew to Hunter Army Airfield, Georgia, airdropped 241 paratroopers, recovered at a remote field and then flew a night resupply mission landing 31.3 tons of cargo and airdropping another 2.9 tons.

The wing participated in Brave Shield 18 (13-27 August 1978) a joint Air Force-Air Force Reserve exercise in which airlift forces deployed over 2000 Army and Air Force people and 1700 tons of cargo to exercise objective areas from 25 locations throughout the United States. The 94 provided four C-7A aircraft and flew 114 sorties.

The wing was tested to its ultimate late in the quarter in a REFORGER 78, deployment to Germany. For the first time Air Force Reserve short takeoff and landing C-7A and C-123 aircraft participated in the annual NATO exercise as an integral unit -- the 1st Provisional Airlift Squadron. Reforger (Return of Forces to Germany) is a Joint Chiefs of Staff mobility exercise that tests and demonstrates the United States' ability to reinforce North Atlantic Treaty Organization military commands according to Brig. Gen. Billy M. Knowles, commander of the 94 Tactical Airlift Wing, Dobbins AFB, Ga. "The unique STOL capability of the C-7 and C-123 aircraft will permit deployment into the exercise area in a rapid response situation," General Knowles added. "Both aircraft will use long range auxiliary fuel tanks and will have some airlift support from four Air Force Reserve C-130 aircraft during the deployment to Europe and redeployment back to the states. The participation of the C-7 A's and six C-123K aircraft marks the first time short takeoff and landing aircraft of the U.S. Air Force Reserve have been used in the annual Reforger exercise.

"Once our people are in the exercise area, they will be under the operational command of Military Airlift Center, Europe (MACE). They will respond to simulated combat zone situations. Operations will be into drop zones and improvised short field air strips. Some aeromedical evacuation will be required." continued General Knowles. "In addition to aircraft and personnel from the 94 TAW. aircraft and crews from the 302nd TAW. Rickenbacker AFB, Ohio, the 911th TAG. Greater Pittsburgh IAP, Penn, and the 439th TAW. Westover AFB, Mass, will jointly participate. The performance by these Reserve components will demonstrate the unique capability of these specially trained personnel. Presently the STOL capability of the Air Force resides solely with the Air Force Reserve and Air National Guard. It is expected that the employment phase will demonstrate the surge capability of these highly trained personnel." concluded General Knowles.

The Reforger exercise will begin Sept. 16. Of the 180 Reserve personnel in Germany for the

exercise, approximately 65 will be from the 94 TAW. Half of the 94's participants will be from the 908th Tactical Airlift Group. Maxwell AFB. Ala. Col. G. Dennis Leadbetter, 94 TAW vice commander will serve as commander of the 1st Provisional Airlift Squadron (PAS) for the exercise. "Our mission will be to supply troops in combat field conditions with food, ammunition and virtually everything they need," said Colonel Leadbetter.

Maj. Robert O. Symmes. 94 TAW chief of aircrew standardization will be the operations officer for the exercise. He and Col. Leadbetter left for Germany on Aug. 19 and will return with all personnel involved with Reforger on Oct. 1. Col. Jones Copeland. 94 TAW deputy commander for maintenance, will serve in the same capacity for the 1st PAS. Lt. Col. L.K. Wolfe. 94 TAW will be the 1st PAS Chief of Maintenance and CMSgt. Ernest "Buzz" Sawyer will be the aircraft maintenance superintendent.

The staging area for Reforger will be Wiesbaden AB. Germany. Aircraft and crews will operate out of Ramstein AB and Sembach AB in addition to Wiesbaden. An advance party will depart Dobbins Sept. 10 and aircraft and support crews will leave for Germany Sept. 13. 1978

With talking and planning finally done, REFORGER began for us with a 0500 briefing at Dobbins Sep. 13. Ferry crews were to fly the C-7s to Goose Bay, Labrador, while we were to cross the North Atlantic to Weisbaden.

Those flying the Atlantic rode a C-130 from Dobbins, with stops at Rickenbacker and Pittsburgh to pick up C-123 aircrews, maintenance and admin, personnel, and more cargo. The challenge to find room to sleep or play poker on this most crowded plane was met by some. At Goose Bay, we were met with a briefing and cold beer. We learned that one C-7 had an engine problem at Westover; another stopped at Loring and arrived at Goose four hours after everyone had left for Iceland. There were no spare C-7s for the mission.

Early on the 14th, six C-7s and C-123s headed for Keflavik, Iceland, on the first overwater leg. This portion was mostly uneventful. One C-123 turned back but was relaunched a few hours later. One C-7 crew (Capts. Fred Boatwright and Tom Crossdale and MSgt. Barden Revelle) found out why icebergs stay frozen in the North Atlantic: they lost heaters on this leg. Aircrews were met at Keflavik by maintenance. These guys worked through the cold, windy, snow-spitting night to prep the aircraft for the last leg to Weisbaden. Everything next day went fairly smooth except for a C-7 which diverted to Stornaway, Scotland, with a rough running engine. There, Capt. William Buechner, 1st Lt. Alex Camron, and MSgt. M. F. Dodd experienced a couple days of royal treatment by the people and press. It had been eight years since a U.S. aircraft had landed at Stornaway.

We were met at Weisbaden with a keg of beer and a hot meal (along with a search dog), then bussed to quarters at the Amelia Earhart and American Arms Hotels. The next two days were mostly free for aircrews. Almost everyone was enjoying German beer, bratwurst, and the Ali-Spinks fight. Sunday we had a briefing, then the rest of the day off. TSgt. Craig Smith used this time trying to recover his luggage which was on the aircraft that diverted into Loring. It arrived two weeks later on the mid-tour rotation.

Monday the work began. Each day had pretty much the same schedule: up at 0330, brief and launch to Zwiebrucken onload bullets for Bamberg; airland on the 2100x 65-foot strip at Bamberg for offload. A refueling stop was made at Ramstein where you could get lunch if you were lucky. Weather was mostly mild at first, then cooled off the last few days. Some aircraft picked up as much as 156 inches of ice.

During the limited time off at Weisbaden, most everyone wound up shopping, sightseeing, or just enjoying the beautiful German parks. Many took a riverboat tour of the Rhine River; some went castle visiting. Capt. Tim Bellury gave a glowing report of the wine festival at Rudesheim, especially about Capt. Mark Burquest's attempt to practice his German, only to find that the waitress understood English better than he spoke German.

TSgt. James McMichen had a most unique experience as he visited several German families in his wife's hometown of Lochhausen near Munich. All of us did as much as we could to enjoy the culture and people of Germany.

Finally, on Sep. 29, the aircraft began taking off for home. Icing had closed down the northern route, so the first stop was Torrejon, Spain, and another night of minimum crew rest. One C-123 landed at Cognac, France, with an engine out. Next morning began the flight to Lajes, Azores. Major Charles Burnette and crew were two hours late due to maintenance and one of the C-123s diverted into Rota, Spain, then relaunched for Lajes. This was another long leg of navigating and fuel transferring. These overwater flights were critical for the C-7s, as they were 5,500 pounds over normal max takeoff weight with little single engine capability for several hours.

Lajes was the last chance to buy cheap booze, so there was a rush on the class VI store. The NCO club was having an Oktoberfest and our naturalized Germans fit right in. Next day was one to remember. Take-off and the first four hours went smooth. The first four C-7s were flying in a very loose formation, following the four C-123s to St. John's, Newfoundland. The FM radio was full of chatter and jokes to overcome the boredom of the long flight. Then, Jack 01 (357 TAS) with crew- members Maj. Ron Peacock, Capt. Jim Ballard, and TSgt. Jerry Roland lost an engine. They also had failure of the icing pump on the remaining engine. This operates the ferry fuel system and the crew had to use a bicycle pump to transfer fuel. Full power was required on the good engine for the four hours remaining to St. John's. Most of us had some doubt the good engine would last at that power setting. There was a hopeless feeling among the other aircrews; there was nothing we could do to help.

The crew in the limping C-7 donned anti-exposure suits, life preserver units, and parachutes. They were a happy bunch when they spotted St. John's. Approaching St. John's, the C-7 crews were discussing the type of landing each would make: no-flap, 15-degree flaps, etc. Capt. Ballard offered, "We're going to make a single-engine landing." No one challenged, and they did. Jack 01 was met by several fellow crewmembers with much relief and celebration. The Newfoundlanders kept the town open until three A.M. for the occasion. Next morning it was off to Loring AFB, Maine, for fuel and customs. Maj. Peacock and crew remained to watch the disabled bird. Dobbins and Maxwell C-7s then went to Andrews where we had our last get-together as part of the 1st Provisional Airlift Squadron. Tuesday, we flew home.

The annual summer encampment for the Dobbins AFB based units of the 94 TAW began June 1 with most units training at Dobbins. The 918th CE Flt. will train at Rhine Mein AFB, Germany. The 918th WSS Flt. will undergo weapons training at Maxwell AFB, Ala., June 4, 5, 6 and 11, 12, 13. Caribou aircraft from the 94 will drop paratroopers in an exercise at Pope AFB, N.C. June 7, 8, and 9. Emphasis during the encampment will be on improvements suggested from the recent general operational readiness inspection, completing general military training requirements, upgrading training and initiating projects.

The tiger roared in spring as the wing participated in Green Tiger II during April. Thirty C-7s and 240 Reserve personnel from the wing spent two days at Hunter Army Airfield, Savannah, Ga., to participate in a mass airdrop and resupply maneuver for the 75th Infantry Division from Ft. Stewart, Ga. The purpose of this exercise was to prove that the wing could provide accurate, safe and timely personnel drops and resupply o? short field landing zones. And they did. All takeoffs and landings were scheduled and conducted on a one-minute interval between planes in each section. In addition to the passengers, various resupply bundles were air lift ed. Each aircraft was allocated 250 lbs. of equipment, totaling 24 tons of cargo airdropped.

In August 1979, the wing conducted its internal Paid Ice Storm exercise in which it deployed a large part of the wing to the northeast and operated out of Westover AFB, Mass., Moore AAF, Mass., and NAS South Weymouth to demonstrate its wartime capability.

Purple Penny, 1980. What's the best way to prepare for an Operational Readiness Inspection (ORI) and uncover any glitches that may have developed since the last one? Answer: Have a practice ORI and get a team of evaluators to grade you using the same criteria as the real thing. That's what happened Sept. 13-14 as a team of 56 evaluators from Headquarters, 14th Air Force played "ORI inspectors" during the wing's 32 aircraft deployment to Biancur and Duke Fields, Fla. on the vast Eglin AFB reservation. For many wing veterans the exercise was old hat: fly down, brief, drop some troops, RON (rest over night) and come home. For some who had never experienced what the 94 does best, however, it was a pretty good orientation.

One of those was Col. Robert S. Martin, new commander of the 908th Tactical Airlift Group. "Fourteenth Air Force gave us a very good evaluation," said Col. Martin, "and we now have a good idea of what we have to do to meet our goal this coming year; an outstanding rating on the ORI. We've done it before and we can do it again." In predictable fashion, all 32 aircraft from Dobbins and Maxwell flew the course to Florida and back without a hitch. "We didn't lose one sortie," noted Martin, "which is a real credit to the quality aircraft maintenance support we have in the wing."

The Colonel was quick to give credit to the crews and support functions, however, which also made the mobility processing, deployment and redeployment run smooth. A total of nearly 300 people made the trip to Florida which required three C-130s from other Reserve units at Andres AFB, Md., Selfridge ANGB, Mich., and Greater Pittsburgh IAP, Pa. During the mobility phase at Dobbins, 100,000 pounds of cargo was marshalled for simulated loading on C-141 airlifters. A total of 10,000 pounds of cargo was actually loaded aboard the C-130 support aircraft at Dobbins by members of the 94 Combat Support Group. Central to the exercise scenario was the dropping of paratroopers at Biancur Field. Approximately 50 active duty Army and National Guard paratroopers from Florida and Alabama Ranger units and another 10 Air Force Special Weather team members from Hurlburt Field, Fla. made the jumps after 94 aircrews flew a short low level penetration route to the drop zone. As in any wing deployment, people and cargo were efficiently cared for. An advance team went to Biancur and Duke Fields five days before the exercise and set up the facilities and arrangements for receiving people and flights, briefing crews, messing, billeting and a thousand other details.

Col. Edward Forbes, deputy commander for resources, had dining hall augmentees from the 94 Mobility Support Flight, transportation manpower from the 79th Mobile Aerial Port Squadron

and a mobility control center staffed with four people from the 908th TAG and three from the 94 TAW. The 14th AF team under the direction of Col. Don Lemme, director of operations, also benefited from the practice ORI. It was the first time they had "inspected" a unit using the Military Airlift Command grading criteria. Their written report revealed several areas needing work but overall it again verified the 94's high state of readiness and capability to perform its combat mission.

Exercise CONDOR SAMARITAN 82 was the first field training exercise which integrated all the medical units of a single AFRES wing into a combat medicine scenario. The exercise was held on 3 to 6 June 1982. All eight medical units of the 94 TAW - the 37 AEG, 35th MSES, 35th, 64th, and 67th AEF, and the 94, 907th, and 908th Tac Hospitals - participated in the four day exercise. The exercise was conducted in Ohio, Georgia, and Florida at various wing bases. In support of the exercise, and as participants, various units of the Army, Navy, and Marine Reserve in the three states provided both ground and helicopter ambulance support and personnel for patient simulation. The exercise allowed the medics to train in their wartime mission of combat medicine. This included mass casualty management, chemical warfare defense, patient care under combat conditions, and patient transport by land and air.

Held from 29 September to 2 October, exercise Patriot Samaritan was a wing wide medical exercise tasking medical units at all the wing's various bases. The exercise combined the tactical and strategic elements of medical evacuation and coordination of diverse units, including Guard and other Reserve forces. Each main location - MacDill AFB, Dobbins AFB, Maxwell AFB, and Rickenbacker ANGB - acted as the tactical scene for a Mobile Aeromedical Staging Facility (MASF). Patient volunteers were transported to MASF by helicopters from Army and Guard units. Patients were transferred to C-130 or C-141 aircraft. At Wright-Patterson AFB and Patrick AFB, patients were flown in to be processed by a medical services squadron. A nine station radio network was set up and utilized during the exercise. Medical supplies were transported between bases by wing C-130 aircraft. Some portions of the exercise were conducted in full chemical warfare suits. All wing medical units participated in the exercise: 37th AEG (MacDill), 21st MSS (Patrick), 35th MSS (Wright-Patterson), 64th AEF and 907th Tac Clinic (Rickenbacker), 35th AEF and 94 Tac Hospital (Dobbins). Wing support came from the three airlift squadrons - 355th (Rickenbacker), 357th (Maxwell) and 700th (Dobbins) - in addition to the many ground support functions. Participation also came from other Reserve components. National Guard and Army Reserve medical units provided helicopters. Other units provided volunteers to act as patients.

Exercise Patriot Peach, conducted at Gulfport Air National Guard Center, MS, was an outstanding success. The deployments from all four locations: Dobbins AFB, GA; Rickenbacker ANGB, OH; Maxwell AFB, AL; and MacDill AFB, FL; were accomplished as scheduled. Four C-130A aircraft from the 907 TAG, four C-130E aircraft from the 908 TAG and four C-130H aircraft from the 94 TAW comprised the twelve mission aircraft. After arrival, all aircraft were downloaded and immediately configured for the tactical missions. In addition, a truck convoy from the 94 TAW containing the advance party departed at 0630 on 15 May 86. The trip took 13 hours and required eight unscheduled stops for minor maintenance problems. A total of ten vehicles were in the convoy and they transported a total of 15 tons of cargo.

Col George Dutrow had done an outstanding job with the advance party and the Wing was operational within one hour of the arrival of the last aircraft. As an integral part of the Patriot Peach exercise, medical units of the 94 TAW were tasked to provide medical support and exercise the Tactical Aeromedical Evacuation System. Fifty-one medical personnel of the 37 AEG augmented by two inflight medical teams from each of our aeromedical evacuation flights (35 AEF, Maxwell AFB, AL; 64 AEF, Dobbins AFB, GA; and the 67 AEF, Rickenbacker ANGB, OH) combined resources at the deployment site. Also, medical resources from the 64 AEF provided all equipment, supplies and skilled personnel to handle moulaging of simulated patients. A road convoy with 11 vehicles, 22 personnel and equipment for a Tactical Aeromedical Evacuation Squadron (TAES-1) departed MacDill AFB, FL, on 15 May 86 arriving at Gulfport, MS, on 16 May 86. The TAES-1 was operational as of 1500L on 18 May 86. The total deployment package consisted of: 143 members of the 907 TAG, 141 members of the 908 TAG, 206 members of the 94 TAW, 51 members of the 37 AEG, 19 members of the 459 CEF and two members of the 910 TAG for a total of 562.

The flying operations were flown in accordance with the air tasking orders received each day, with the exception of six tactical missions scheduled for Sunday, 18 May 86, that were cancelled due to severe weather and the eight tactical sorties scheduled for Monday, 19 May 86, that were cancelled due to low ceilings and thunderstorms at the drop zone. A 24-hour weather watch was established at 1200 hours on Sunday, 18 May 86, and procedures to ride out high winds and/or conduct emergency evacuation procedures were established in case the severe weather northwest of Gulfport, MS, moved into our area. By Monday afternoon the severe weather had departed the area and the afternoon tactical mission was expanded to include the heavy equipment drops from the aborted morning mission. One aircraft aborted shortly after takeoff due to an engine failure.

Tuesday and Wednesday missions were flown as scheduled with steady improvement in precision and confidence by all members of the Maintenance and Operations teams. The only deviations encountered were on Tuesday with the two aero- medical evacuation sorties that were delayed approximately two hours due to an engine problem prior to the taxi out of the first sortie. A tactical surge was conducted on Thursday, 22 May 86, with twelve tactical sorties launched on time, three sequential heavy equipment loads, six multiple container delivery system (CDS) loads and three paratroop drops (20 paratroopers) were accomplished with an extremely high degree of precision. Each of the four elements consisted of one C-130A, C-130E and C-130H aircraft.

They made four independent run-ins on four different headings across the drop zone (150° - heavy equipment at 1109L, 230° - CDS at 1112L, 190° - CDS at 1115L and 150° - personnel at 1122L) in a total time of 13 minutes. The elements received A-10 fighter escort during the entire route, drop and escape. The elements rejoined for a ten ship formation recovery. The 11th aircraft made an assault landing into a landing zone, performing an aeromedical mission pick-up, recovering all paratroops. The 12th aircraft was unable to do a tactical recovery due to aircraft restrictions. The following accomplishments were achieved: 12 deployment sorties, 10 support sorties, 50 tactical sorties, 9 aeromedical evacuation sorties, 12 redeployment sorties, 744 passengers carried, 103.2 tons of cargo carried and 190.4 hours flown.

Dobbins finishes 1st in 1985 Volant Rodeo Competition. The C-130H flew into Dobbins AFB after

making an impressive victory fly-by. As the plane taxied down the runway, the crowd that awaited could see the words "#1 World Champs" taped to the side of the plane. The plane had just returned to its home base amid signs of welcome; a full military muster and red, white and blue balloons being released in the blue sky. The camouflaged plane contained the team that represented the 94 Tactical Airlift Wing at the 1985 Volant Rodeo competition held at Pope AFB, N.C., June 3-7.

The team had won the "best overall" trophy of the competition. And it was no small accomplishment, according to Maj. Gen. Alan G. Sharp, commander of the Air Force Reserve's 14th Air Force. Not only was the 94 TAW the first reserve unit to win the rodeo, they beat some stiff competition. "It's an exceptionally tough competition," General Sharp said. "Everybody that comes is selected as the best in their organization to represent their wing or country. So what you have is a selection of the best of the best and that's what the winner is." The competition involved 33 challengers from active duty Air Force, Reserve and National Guard units and six allied flying units. The rodeo tested the skills of aircrews, maintenance crews and weapon security units in airlift and military tactics.

The 94 scored 6,229 points out of a possible 7,040 combined airdrop and maintenance points. The best wing competition tested the aircrew on three low level routes, precise time-over-target and airdrops of personnel, heavy equipment and the container delivery system. "We knew from last year's competition that the trophy was winnable if we just remained calm and did our job as we had trained. That was our game plan and maintenance did a super job keeping us in the running," said Maj. Tom R. Brown, aircraft commander. Maintenance was graded on preflight, refueling and three daily observations (BPO). Crew chief, MSgt. Willis F. Michael said, "We lost six points on the first day in maintenance but then only three more points in the remaining three days. There was a crack in the landing gear door which the observers found with a magnifying glass, so it gives you an idea how exacting they were."

Other areas in which the 94 TAW competed were short-field landings, engine running on and offload (ERO), joint airdrop inspection and security police. "We didn't excel in any one category, but we did our best and just kept plugging away and overall we came out on top. The team effort was what it took to win," said TSgt. Michael C. Thomas 94 CAMS, a maintenance team member.

"Last year when the Italians won, they didn't win any single event, they were just good overall," said MSgt. Walter Langford, 80th MAPS and ERO team chief. I guess that's what it takes, to be good in everything but not necessarily the best in any one particular thing." What makes a winning team and why does Dobbins so often excel in competitions such as this? "I think its pride. We've got people who care. They really give their best to say that we're the best in the world," said Sergeant Langford. "I know I take pride in being in the Air Force Reserve and I think everybody in this unit feels the same way. We want to be the best," he said. The winning tradition at Dobbins carries over to the people in the field representing the base. "We've got a lot of people around here who care," said Major Brown. "They're self motivators, and they want to be the best." TSgt. Joe L. Albertson, NCOIC special handling 80th MAPS and ERO team member stated, "It's just like this team here. Everybody's pulling together. Everybody's proud of our base. We have a winning tradition and we want to keep it up."

But a winning tradition doesn't happen overnight. "You get a winning combination and then you develop a tradition and it sort of perpetuates itself," said Brig. Gen. William W. Basnett, 94 TAW commander. "When people do good things it just keeps happening. I think winning Volant

Rodeo is the culmination of all of that. Everybody in the wing had a part in this challenging competition and they should share in the victory." One way everyone at Dobbins contributed to the team's success was their pitching in money to rent a recreational vehicle for the team. "We did get virtually everybody in the wing to support the van, and I think it made us all feel maybe just a cut above," said Lt. Col. Edwin B. Jelks III, 700 TAS and team chief. "I know for a fact that the crews benefitted immensely from having a quiet cool place to do the final mission planning. Plus the maintenance crews had a place to go and cool off after the aircraft was airborne," said Colonel Jelks.

"It was hot out there —101 degrees," said MSgt. Homer R. Baird. "But fortunately because we were able to get the motor home which had air conditioning, we did get some relief. It worked! Having a cool place to retreat to helped us to be more alert and not as fatigued as we would normally have been in such extreme heat." "A lot of people thought the van was just a big lux-ury, but that sun out there and the heat and fatigue can really hurt your performance. I'd personally like to thank everyone who contributed," said Maj. Chuck Burch, team co-pilot.

No single factor seemed to have helped the 94 TAW return home with the trophy. "I think the deciding factor was the team work involved. Everybody worked together, nobody complained. We had a job to do and we did the job the best we could," said SSgt. Keith A. Campbell, 907 WSSF from Rickenbacker, Ohio and team leader for the security police team representing the 94. "It was a big team effort," said TSgt. Lawrence D. Rhadans, 94 CAMS maintenance team member. It wasn't just any one area. One hand washes another because you need maintenance to get the aircraft flying and you need the air crew to do the flying to win."

More superstitious team members thought luck was a factor. "The number 700 has a special place in our hearts," said SSgt. Blaine L. Bermel, 700 TAS and team loadmaster. "Our call sign on Thursday (June 6th) was 77. We won the competition on the 7th day, Friday, June 7th. The song 'On The Road Again' holds a special place in our pilot's heart and it became our theme song. We must have heard that song 700 times. And this was the 7th year of the competition. Other than that, we stuck together till the end and came out the winners," said the loadmaster.

Another winning factor was consistency. "Last year, we were good in different areas, but we weren't consistent. This year we never really stubbed our toe," said Colonel Jelks. Colonel Jelks said he thought a lot had to do with the maintenance team's efforts and they deserve recognition. "Not only did they keep us flying and keep the thing working, but also they did their part by making sure they had no safety violations.

They dotted all their i's and crossed all their t's," said the team chief. Whatever the reason, the 94 TAW won and there were a bunch of happy people as a result. "I think winning Volant Rodeo was one of the most dramatic things that has ever happened to any of the units I've been associated with in my 30 year career," said General Basnett. "It's the first time I've won anything. It feels good all over," said TSgt. Perry A. Deaton, 700 TAS and Team Loadmaster

1986 The 700th TAS was very fortunate in that the unit was able to move into a new and modern building in April of this year. The new building is almost twice as large as their previous building (732).

During the May UTA an exercise was held at Fort Campbell, KY with approximately 200 wing personnel from Dobbins AFB involved. Units participating were: 94 TAW, 94 CSG, 79 APS, 94 CES

(Food Service personnel), 94 WSSF and the 94 CAMS. Six C-130 aircraft from Dobbins deployed carrying passengers and thousands of pounds of cargo. The exercise was carried in a bare base fashion with wing personnel providing all the support. Col Samuel P. Mitchel, Deputy Wing Commander for the 94 TAW said, "I'm pleased with what the crews have been doing". "We did make some mistakes but that's what this is all about, it was a great learning experience." The purpose of the exercise was to "Evaluate the capabilities of the 94 TAW to perform its wartime mission.

The 94 TAW was also involved in exercise Aurora Express Backfill during June of 1986. This exercise tasked the 700th TAS, 439 TAW and the 908th TAG to go to Rhein Main AB, Germany and fly the missions that the active would normal fly. The exercise involved three different C-130 model aircraft. The Reserve units flew for a total 258 hours. During the employment phase 557 troops were airdropped, 1289 personnel were airlanded and 225 tons of cargo was airlifted. Col Stickler (94 TAW/DO) said "I think we watered the eyes of the OPS people at the 322nd Air Division. We had only two air aborts which resulted in minor changes to missions, but we still accomplished the mission that we were asked to fly. In the span of 13 days we launched 56 missions and flew 117 sorties. We were scheduled 125 sorties but actually 117. The exercise was a glowing success and a testament to the quality of personnel in the United States Air Force Reserve and the Individual units.

1988 At a time when efforts are encouraged for continued good relations between the United States and its allies, the 94 Tactical Airlift Wing, Dobbins AFB, Ga., is doing something about it. As the Air Force representative in an Air Force Reserve command- sponsored program, the 94 TAW serves as the "good neighbor" to Venezuela. The Good Neighbor Exchange Program, which is supported by the Air Force Chief of Staff, was recently reinstated as a result of a personal message from Maj. Gen. Mendoza, Venezuelan Air Force commander, to Maj. Gen. Roger P. Scheer, commander, Air Force Reserve.

In June 1987, General Scheer, Brig. Gen. William W. Basnett, commander 94 TAW, six 700 Tactical Airlift Squadron members and five members from the 94 Consolidated Aircraft Maintenance Squadron were the guests of VAF Transport Group 6, who also flies the C-130, in the first visitor exchange of the program. Then, in November TAW reciprocated as they hosted 21 VAF members at Dobbins AFB. During the visit, VAF members were able to exchange and compare ideas concerning air-drop tactics, and maintenance and flying techniques with their 94 TAW counterparts.

According to Lt Col Keith G. Lauer HQ AFRES current Operations and one of the main coordinators of the Good Neighbor Exchange Program, Venezuela is one of our best allies in South America. "They are financially and militarily independent, strategically located and very pro-American," Colonel Lauer said. "And the benefits received from this program are interchangeable. "For us, it allows the opportunity to fly over terrain that is different from what we are used to. We conduct on-going operations in Central and South America, and it helps us to become familiar with the local geography and tightly controlled air space."

The benefits on the Venezuelan side of the house are significant also. Colonel Lauer indicated that it allows the VAF to work one-on-one with Reserve crew members in order to learn techniques used by the 94 TAW and the Air Force in maintenance, flying and air-drop tactics.

While in the United States, the VAF members visited Robins AFB, Ga., where the Air Force Logistics Command's C-130 depot is located. It was there the Venezuelans learned what maintenance and schools were available to them. Colonel Lauer noted that U.S. allies are eligible to utilize schools here, with prior approval. A highlight of the VAF visit to the United States was the trip to Washington D.C. The group toured the Pentagon and the Capitol where they were welcomed by Representative Buddy Darden, (D- Ga.).

In response to the Good Neighbor Exchange Program, the U.S. Ambassador to Venezuela wrote to General Scheer stating that the visit with the 94 TAW was "the best planned, best executed unit exchange the commander of Transport Group 6 has ever seen." The Good Neighbor Exchange Program not only allows ideas to be exchanged but it also allows for the comparison of different ways of life and customs. The on-going exchange program builds close friendships and lends to the continued development of strong ties between the U.S. and Venezuela.

Reservists from the 94 Tactical Airlift Wing, along with other reservists from the southeastern United States participated in a joint exercise, Patriot Pearl, Roosevelt Roads Naval Air Station, Puerto Rico, from Mar 7-13, 1988. The exercise united elements of the Air Force, Army, and Navy so that fighter, airlifter and ground personnel could train together in a tactical environment. Patriot Pearl was the first Air Force Reserve combined airlift-fighter exercise ever conducted outside the United States.

Four AFRES units played major roles in the exercise. The 94 TAW, head-quartered at Dobbins AFB, Ga, provided two C-130s from its 700th Tactical Airlift Squadron and two from the 908th Tactical Airlift Group from Maxwell AFB, Ala. The 926th Tactical Fighter Group from NAS New Orleans, La., sent six A-10 Thunderbolts, and the 482nd Tactical Fighter Wing supplied four F-4s out of Homestead AFB, Fla. The Army dispatched elements of the special forces from Ft . Bragg, N.C., while the Navy acted as host, providing ramp space, office and maintenance facilities, and billeting. The Puerto Rican Air National Guard flew aggressor missions in the A-7s.

The C-130s flew low-level tactical missions over unfamiliar terrain, dropping troops and equipment while evading fighters as the A-10s and F-4s practiced close-air support, gunnery, weapons delivery, and counter-air operations. The C-130s flew low-level tactical missions over unfamiliar terrain, dropping troops and equipment while evading fighters as the A-10s and F-4s practiced close-air support, gunnery, weapons delivery, and counter-air operations.

Brig. Gen. William W. Basnett, 94 TAW commander and commander of the exercise said, "A unique aspect of this exercise involved inserting an airborne force by C-130s simultaneously with live-fire close-air support from the fighters. Once we got the troops on the ground, we resupplied them by air-op and air-land operations. All this required detailed and precise execution."

Patriot Pearl was designed to offer a realistic tactical situation and a chance to plan for and actually experience the different types of coordination needed to complete such a mission. "Everyone had to work together as a package," said Lt. Col, Edward Stickler deputy commander for operations for the 94 TAW, and the exercise. "A great deal of coordination was required between the different flying units and the support personnel to make this exercise a success. We proved that we could combine units from all the services into a single, cohesive task force and make it work. "What we did at Patriot Pearl is a classic example of the Total Force Policy in action."

94 Tactical Airlift Wing reservists recently spent four days in the wide-open deserts of West Texas, fighting a mock war. "We're plowing new ground again," said Brig. Gen. William W. Basnett, commander 94 TAW Dobbins AFB, Ga. The unit was a prime player in Patriot Peso, a joint-service exercise involving air and ground units of the Air Force and Army - active duty, Guard and Reserve. The desert scenario of the exercise complemented the training. 94 TAW crews received in the jungle scenario of Patriot Pearl, a 14th Air Force exercise held this past March in Puerto Rico. Though both exercises were small-scale as far as strike forces go, both were gigantic in terms of training with different weapon systems. Airlifters, fighters, armored units, air defense artillery units and special forces all converged at Fort Bliss and Biggs Army Airfield for the exercise.

Participating AFRES C-130 units came from the 94 TAW', the 907th Tactical Airlift Group, Rickenbacker ANGB, Ohio, and the 908th TAG, Maxwell AFB, Ala. A-10s from the Reserve's 917th Tactical Fighter Wing, Barksdale AFB, La., provided escort for the transports. Keeping the action hot were aggressors in the form of F-4s from the Reserve's 924th Tactical Fighter Group, Bergstrom AFB, Texas, and a number of active duty aircraft including F-16s from Hill AFB, Utah, and Luke AFB, Az., T-38s from Holloman AFB, N.M., and several helicopters. Other threats came from anti-air-craft artillery units and actual launches of unarmed surface-to-air missiles, called "Smokey SAMS." At the close of activities, the C-130s had chalked up 60 sorties, all on time, for more than 100 hours of flying throughout the exercise. Seventeen dirt landings were accomplished, 91 troops and more than 45 tons of equipment were delivered, and 55 troops and eight tons of equipment were airdropped. Escort aircraft flew 24 sorties, and the aggressors logged 14.

"West Texas is an ideal place to conduct such an exercise," General Basnett said. "The desert and mountainous terrain is similar to what we could expect in a low-intensity conflict in many parts of the world. "We've been seeing expensive, very large scope exercises in the past, but this is the sort of strike package we can expect — with a small force involved. "This concept is off and running now," General Basnett said. "It's gaining momentum, and everybody's talking about it. It's easier now than it was a year ago to get fighters to participate, and the Army is becoming indoctrinated to how we operate. We're learning a lot about the Army, too—from their mission to just the language of a joint effort.

It seems that everyone who flies an airplane comes through Dobbins AFB, Ga., at one time or another, but they all usually don't come through at once. In addition to the 115 aircraft based here at Dobbins, on Tues., Nov. 22, 1988, an additional 81 F-16 Fighting Falcons worth \$1.6 billion, sat proudly on the ramp at the base of the air traffic control tower. At approximately 7 a.m., on the 22nd, it was confirmed that the Fighting Falcons and support personnel from 56th Tactical Training Wing, MacDill AFB, Fla., would be evacuated to Dobbins AFB as Tropical Storm Keith threatened the Tampa area. The first 2-ship formation was scheduled to arrive at 9:30 a.m., and the C-141 with maintenance and security police support personnel, at 10 a.m. Then, every 10 minutes thereafter 2- and 4-ship formations would make their arrival.

Sep 1988 Hurricane Gilbert blasted across Jamaica on its way to Mexico in September, the tiny island was devastated by the storm's power and fury. Land was flooded and homes and possessions were lost. The people of Jamaica needed help. The response of humanitarian aid to Jamaica was forthcoming from many different directions. The Second Presbyterian Church,

Knoxville, Tenn., with help from a 94 Tactical Airlift Wing C-130, 700th Tactical Airlift Squadron crewmembers and 94 Consolidated Aircraft Maintenance Squadron range-riders from Dobbins AFB, contributed to the relief effort with food, clothing and medical supplies desperately needed in Jamaica. Maj. Frederick "Rick" Kuhlman, 94 TAW executive officer, told Brig. Gen. William W. Basnett, 94 TAW commander, that his church wanted to send relief supplies to Jamaica. The general advised him that if he could get clearance through government channels, Dobbins AFB would supply the airplane. The Denton Amendment allows private organizations to send humanitarian supplies on space available status. The next step was to gather the relief supplies. Rev. Dennis Falasco, the church minister, Major Kuhlman and youth advisor Ben Broome worked together to gather relief supplies and get them where they were needed. Once on the ground, Major Kuhlman and Reverend Falasco met with two friends who were handling the relief effort in Jamaica - Dr. Herbert Swabe, principal of Iona High School in Ocho Rios, Jamaica and chairman of the Presbytery Ways and Means Committee that oversees 33 Presbyterian churches in Jamaica, and Mr. Dean Brown, a missionary to Iona High School and Project Accord coordinator overseeing food distribution for Kiwanis Clubs in Jamaica. Major Kuhlman noted that both Dr. Swabe and Mr. Brown, had to receive approval from the Jamaican government to accept and distribute the supplies that were donated. The relief supplies, totaling approximately \$35,000, were unloaded in their care for distribution. "It was the largest private community donation they have received," Major Kuhlman noted. The humanitarian airlift crew consisted of Maj. John D. Bailey, pilot; Capt. James P. Smith, co-pilot; Maj. Charles L. Waters, navigator; MSgt. Manfred W. Kimball, flight engineer; TSgt. Charles W. Lane and SSgt. Ken A. Bradley, loadmasters and TSgts. Samuel Fugate and Guy Anderson, 94 CAMS.

Hurricane Hugo flattened much of the Caribbean and all of Charleston, S.C. Massive relief efforts were put in motion, but sometimes the wheels of progress grind slowly. But reservists of the 94 Tactical Airlift Wing were ready to help wherever they could, and 14 days later a 94 TAW C-130 carried supplies into Charleston.

On Oct. 5, 1989, a Dobbins-based C-130 carrying a pallet of baby food, diapers and other essentials lifted off for Charleston. The supplies had been collected as part of a massive effort by the employees of Hartsfield Atlanta International Airport. They were able to ship most of their supplies by 18-wheeler; the 94 TAW hauled the rest. Almost immediately, members of the 94 Combat Support Group transportation and supply offices, 80th Mobile Aerial Port Squadron and the 700th Tactical Airlift Squadron began palletizing and loading cargo onto Military Airlift Command aircraft bound for the Caribbean. These units loaded aircraft not only here at Dobbins, but also at Fulton County Airport near Atlanta which turned out to be a bare-base operation. The 94 TAW Airlift Control Flight was called upon by the Military Airlift Command to provide command and control for the airlift effort to the Caribbean. Reservists from the heavy equipment school delivered a truckload of chainsaws, a front-end loader and a dump truck to Charleston.

Dobbins AFB support of relief efforts continues today. On Nov. 28, base transportation and 80th MAPS personnel palletized cargo bound for Puerto Rico and loaded it onto a MAC C-141, and recovery efforts are underway to retrieve equipment loaned to Charleston. Although there was no fanfare, 94 TAW was involved with Hurricane Hugo support from the very beginning.

Air Force Reservists from the 911th Tactical Airlift Group, Pittsburgh IAP, Pa., took home the top

unit award at Patriot Peach '89. Twelve Air Force Reserve units from throughout the United States, flying C-130 and C-141 aircraft, competed in the joint airlift and aeromedical competition here Oct. 28. The exercise was designed to enhance the Air Force Reserve's effectiveness by providing realistic simulated wartime training for tactical aircrews and aeromedical evacuation personnel. The 911th TAG won the top award based on the best combined scores from the airlift and aeromedical competitions. The top performing aeromedical crew was made up of members of Pittsburgh's 33rd Aeromedical Evacuation Squadron.

The 94 Tactical Airlift Wing here sponsored the Air Force Reserve exercise. Lt. Col. Edward A. Stickler, Patriot Peach mission commander, described the exercise as "a complete success." "We patterned the project after the Military Airlift Command's Airlift Rodeo and the 94 TAW's exercise Patriot Ace, conducted last May. The airdrop scenarios were conducted under simulated high-threat/wartime conditions. It was an exciting and challenging training experience for everyone involved, and the team spirit and esprit de corps were just great. One of the benefits of the exercise was the exchange of ideas and experience of the participants," Colonel Stickler said. Participants competed in C-130 short field landing, C-141 accuracy landing, aircraft engine running onloading and offloading, and airdrop. Medical evacuations reservists were scored, by time, on aircraft configuration, onloading and offloading patients and on-board patient care. More than 100 Civil Air Patrol cadets from the Georgia Wing at Dobbins AFB served as casualties and litter patients. The 315th Military Airlift Wing, Charleston AFB, S.C., took honors for best C-141 airdrop, engine running offload and overall aircrew, and the wing's 31st AES won best strategic aeromedical team. The 911th TAG aircrew captured the best C-130 engine running offload and overall C-130 aircrew awards.

It was the 94 Tactical Airlift Wing's turn to serve two weeks in the year round operations of Volant Oak. Volant Oak is a continuous Air Force Reserve and National Guard operation providing airlift support in Central and South America. Taking their turn at Howard AFB, Panama City, Panama, in support of U.S. Central Command, the 94 TAW reservists joined reservists and Guardsmen of the 908th Tactical Airlift Group, Maxwell AFB, Ala., and the 164th Tactical Airlift Group, Memphis, Tenn. Away from their homes and families Dec. 15-29, 1990, reservists flew 42 missions, airlifted 167 passengers, transported 179 tons of cargo and airdropped 52 paratroopers.

"Volant Oak is unique because it is a total Air Force Reserve and Air National Guard mission," said Lt. Col. "Skip" Nathan Mason, 700th Tactical Airlift Squadron pilot and mission commander for Volant Oak. "It is staffed year round by reservists and Guardsmen. "It's a good mission," said Maj. Kevin Gootee, 700th TAS pilot scheduler. "We flew to a lot of interesting places. The worst part is being away from home. It's very difficult for all of us to pull away from families during Christmas." To help make it seem "a lot like Christmas," the 164th TAG provided a Christmas dinner with fried peacock bass as the main Reserve and Guard members were also able to contact their families through the Military Affiliate Radio System and U.S.-based long distance communications companies.

In 1990-1991, wing personnel transported passengers and materiel between the United States and Southwest Asia.

94 Tactical Airlift Wing reservists deployed to England in July to help the Air Force meet increased

airlift demands caused by Operation Desert Storm. Three aircrews and support personnel from the 94, along with units from the 908th Tactical Airlift Group, Maxwell AFB, Ala., and the 910th TAG, Youngstown Municipal Airport, Ohio participated in Volant Pine.

Volant Pine is an Air Force Reserve and Air National Guard mission which supports intra-theater operations in Europe, according to Ronald K. Peacock, 700th Tactical Airlift Squadron operations officer. The Air Force Reserve was tasked with half of the airlift requirements in Europe and the Air National Guard was tasked the other half, explained Peacock. "The Air Force Reserve broke it down even further, tasking Reserve wings with four-week rotations.

The 94 TAW was assigned the first four weeks." Dobbins reservists served in two-week periods from June 29 to July 28. They didn't go for training, but performed the mission normally assigned to rotating active-duty aircrews and support personnel, Peacock said. Maj. Gary M. Davis, 94 Consolidated Aircraft Maintenance Squadron maintenance officer, returned from Volant Pine after the second rotation with a feeling of success.

"The coordination between the active Air Force, Air National Guard and the Air Force Reserve made the mission flow smoothly," Davis said. Without the extensive planning to have the right equipment, people, and transportation for the crews, we would not have been able to accomplish the mission as effectively as we did, he added. Each rotation was responsible for more than 30 flights, according to Davis. Davis was in charge of 35 maintenance crew members responsible for almost all aspects of cargo transportation. Two of those members were MSgt. Richard L. Rice, noncommissioned-officer-in-charge of avionics and navigation, and TSgt. Kenneth G. Koch, flightline maintenance technician.

"The mission challenged our skills, but we were able to deal with any situation in order to have most flights either on time or ahead of time," said Rice. Koch said what he remembered most was that there was enough transportation to get the maintenance crews to where they needed to be quickly and that the living conditions were excellent. "If a crew has to wait to get to the aircraft or is tired because of inadequate sleeping quarters, then the mission will not be as effective," he added. After four weeks, the 94 TAW turned the mission over to new units.

1990 The temperature outside is 120 degrees. You have flown for 18 hours and have just landed at an abandoned portion of an airport. Now it's time to go to work. First, the aircraft has to be off loaded by hand because there is no other way to unload equipment. You strip down to shorts and boots, grab a shovel or broom and start cleaning. Within six to eight hours, the C-130s begin to launch on employment missions. This scenario is what reservists assigned to the 94 Tactical Airlift Wing at Dobbins faced while supporting Operation Desert Shield. Col. Jack Blair, commander of the 94 TAW, said, "That was the start and it didn't stop." Volunteers from the 94 TAW and 14th Air Force deployed on Aug. 17 for a month in Southwest Asia.

He explained that the installation was no more than a host country airport with hangar space that had been uninhabited for almost five years. Although the airport was fitted with concrete ramps, lights and hangar facilities, Colonel Blair said, "The hangar had not been inhabited and was built with limited toilet facilities that were virtually plugged and with office space that was infested with rats, mice, cats and pigeons.

"There were none of the basic essentials for life, including food, water, standard electricity, fuel for the aircraft, work space or maintenance capability. "Therefore, Colonel Blair explained, in addition to the wing mission, which is running a forward operating base, supporting a tactical

airlift squadron and prosecuting intra-theater airlift, Dobbins reservists had to basically build a base. "We had to use maintenance, support and operations personnel after they generated the aircraft to do those things which are usually accomplished by civil engineers. We all learned to appreciate the civil engineering discipline a lot more," he said.

After four 24-hour days, the base began to take shape. Colonel Blair said, "The reservists worked so hard and did so many different things, they had not taken any time to sense their accomplishments. As we completed about the fourth or fifth day, we actually had to shake ourselves and look at what had been achieved. It was frankly remarkable. "According to Colonel Blair, the reservists' training was key to their success. "I think that tactical forces need to always realize that it is a 'come as you are' war. You have to be able to not only accomplish the mission, but do it in the most austere circumstances, which may involve bare base operations."

He explained that the wing's preparation for the July Operational Readiness Inspection and other various exercises had prepared it for its missions. "We had the assets that we needed in the aircraft, and we particularly tailored the aircraft loads and personnel so that we could accomplish the base-building mission, if necessary," he said. He added that the reservists were able to prosecute a mission launch with 100 percent effectiveness. Colonel Blair said that all three Air Force disciplines, the Guard, Reserve and active duty, worked together at the site. He said the accomplishments at their location asserted the effectiveness of the total force concept. He said, "You could not tell the Reserve folks from the Guard folks from the active duty folks." Colonel Blair added, "When we left the desert, the quality of life was the best of any of the Military Airlift Command deployed locations. Other MAC tactical airlift crews were looking for ways to spend the night at our facility.

1990 QUARRY HEIGHTS, REPUBLIC OF PANAMA - The 94 Airlift Wing, Dobbins AFB, Ga supporting the U.S. Southern Command during Volant Oak duty at Howard AFB, flew the first flight bringing disaster relief to Nicaragua April 16. This followed a volcanic eruption April 9. Materials were moved from Rodman Naval Station to Howard AB by military and civilian personnel of the Storage Division of the 93rd Theater Army Area Material Management Center under U.S. Army South's 41st Area Support Group. Air Force personnel of the 6th Aerial Port Squadron loaded the five pallets of supplies onto the 94 AW's C-130. Items sent were 100 boxed rolls of plastic sheeting (used for temporary shelter); 1,500 5-gallon disposable water containers and 5,300 disposable protective face masks. On hand to greet the flight upon its arrival at Managua was a representative of the Nicaraguan Ministry of External cooperation and U.S. Embassy officials. From there the supplies were transported to the emergency committee in Leon by the Ministry of Construction and Transport Trucks. About 15,000 people were evacuated from the villages closest to the Cerro Negro volcano after it erupted. Following approval of the aid request by the departments of State and Defense, USSOUTHCOM's Training and Logistics Supply directorates coordinated the moving of the materials to Managua International Airport from the disaster relief stockpile in Panama belonging to the U.S. Agency for International Development.

The excitement and anticipation was tangible in the fuel cell hangar at Dobbins AFB on the evening of Sept. 14. Family members of reservists from the 94 Tactical Airlift Wing and 14th Air Force peered into the darkness waiting for the first glimpse of the commercial aircraft returning from Operation Desert Shield. The reservists walked off the plane to a hero's welcome as the

crowd cheered and patriotic songs boomed from the loud speakers. Inside the hangar, teary-eyed family members waited for hugs, and reporters stood eager to hear their stories.

The remaining 94 TAW reservists from the first group of volunteers returned the following afternoon aboard a C-130. A second group of volunteers from the 94 Consolidated Aircraft Maintenance Squadron returned after their month in Southwest Asia on Oct. 10. These reservists from Dobbins AFB put their capabilities and readiness to the test.

Sometimes it takes a disaster to bring people together and it didn't take long for 94 Airlift Wing personnel to come together to help during the Hurricane Andrew crisis. As the ravaged Floridians watched wave after wave of C-130s pierce the post hurricane clouds, they may not realize the intense support necessary to bring the Herks of relief to their rescue. Unification became the key for 94 AW support personnel who came together as professionals and concerned citizen airmen to get the planes loaded and on their way. "It was extremely fast paced during the startup phase because we were acquiring and coordinating planes from 10 Reserve locations," SSgt Bill Poppell, command post technician, said. The command post took all of the directed missions and scheduled the flights tracking more than 20 aircraft each day.

They worked around the clock with two or three people per shift Monitoring aircraft from 10 Air Force Reserve flying units, the command post witnessed aircrews logging 957 flying hours and moving 1531 passengers. "The intensity seldom let up. It continued around the clock until Sept 8," Poppell said. Working with a limited staff, the agency tracked 187 missions carrying 2.4 million pounds of relief cargo. Many Reserve workers came in after their normal workday to perform another eight-hour shift in the command post. Transportation personnel also came together to provide more than 250 aircrew members, maintenance and other support people, with immediate transportation from arriving aircraft to billeting and off base restaurants.

"The 94 sent folks from many specialties, from finance to medical to civil engineering, to support the Reserve in helping set up the Reserve units there at Homestead," said Maj. Eric Shiakallis, 94 AW resource management officer. "We coordinated requests for personnel and equipment and tried to get the items or people needed. If we didn't have the assets here, we coordinated through AFRES to get other units that had the assets to send."

Exercise Volant Partner 92-05 got under way Sept. 19, 1992. Members of the 94 Airlift Wing from Dobbins ARB, Ga., 910th Airlift Group from Youngstown Air Reserve Station, Ohio, and the 908th AG from Maxwell AFB, Ala., participated in the two-week deployment to Aviano AB, Italy. The joint team of more than 270 people deployed to Italy to provide airlift support for North Atlantic Treaty Organization exercises in Europe Reforger, Display Determination and Alley Express. While in Italy, nine C-130 aircraft and 12 crews flew more than 302 employment hours. The 30 missions moved more than 673 and 770,000 pounds of cargo in support of the exercise.

There is more involved in this kind of exercise than is first apparent. To move anything from one place to another involves many different points of coordination in the military airlift machine. Much of the equipment provided, to the deployment by the 401 Fighter Wing at Aviano AB had been in storage and required some work. The aircraft ground equipment section performed all of the required maintenance work and even found time to help out the hosts in response to a lightning strike.

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Transportation personnel set up a sub-motor-pool at base operations to move passengers and vehicles with minimal delay. They soon set up an air cargo terminal to receive and prepare cargo and load aircraft with supplies and equipment As operations changed from evacuation support to relief operations, transportation personnel began preparing various support vehicles for air shipment to the weather beaten south. "We prepared Hum-V's, fuel and waler trucks, K-loaders and oilier utility trucks far airlift I don't expect to see them for 60 days," said Durant. As aircraft arrival and departure activity increased to a 24-hour activity, so did base operations. Air operations from Dobbins into Homestead, Miami and Opa Locka, Fla., were the supply delivery points for the Air Force." The computer lines coming out of all the base operations at the airfields we were using were down," said Al Black, lead air traffic controller. "We didn't know when our aircraft were returning until they were 15 to 30 minutes away from Dobbins."

Most of the missions flown out of Dobbins had to return immediately after downloading cargo because there were no facilities available for crew rest. "With aircraft returning at all times of night, we had to adjust our work schedules so our people were working 10 hour shifts, on a 24-hour schedule," Black said. Weather, transient alert and control tower personnel also switched to a 24-hour schedule. Base operations dispatch, logged 142 hurricane related missions operating out of Dobbins from Aug. 29 to Sept. 5. As with Desert Storm and Desert Shield, Dobbins personnel again answered the call for help as soon as die request was made They showed the necessity of teamwork when it comes to pulling agencies together to bring critical relief to the hurricane victims in a timely manner without mishap or delay.

1992 Aug. 24, Tropical Storm Andrew became Hurricane Andrew and turned toward Miami, Fla. The day after the disaster, the 94 Airlift Wing had four planes waiting for the orders to begin hurricane relief. Two days later, the 94 AW and other Air Force Reserve units began the massive effort to relieve some of the suffering brought about by the hurricane. When the effort began Aug. 27, the 94 AW was tasked just like any other unit helping in the effort. But the very next day, the 94 became the focal point for all Reserve C-130s performing hurricane support missions.

"We quickly accepted the tasking from AFRES to be the central point of contact for all AFRES C-130 relief missions," said Col. Carl Vogt, 94 Operations Group commander. "This required activating the command post on a 24-hour basis and establishing a current operations function. Once we identified the procedures and points of contact at the various locations, the process of sending the cargo and personnel speeded up." The 94 AW not only coordinated the relief effort by the Reserve, it also generated more than 187 missions to Homestead AFB, Opa Locka and Tamiami. "Operating the base 24 hours each day required crew control, base operations, transient alert and the control tower to put in substantial extra effort," Vogt said.

"We were given priority handling by air traffic control they moved airliners out of the way so that we could go straight through to Homestead," said MSgt. Raymond J. Parsons, 700th Airlift Squadron Flight engineer. Even before the 94 AW began flying relief missions, Dobbins ARB was supporting the hurricane-hit region. Dobbins serves as the hurricane evacuation base for aircraft from Florida. 69 F-16s from MacDill AFB, Fla., were evacuated to Dobbins ARB the day after south Florida was hit. They stayed until they could safely return home.

"When we were notified that the F-16s were coming in, we set up teams to park and service them," Aubrey Emmett, transient alert supervisor, said. "We parked them wing-tip-to-wing-tip. In less than four hours, we had parked 65 airplanes using five transient alert personnel and six people from MacDill." Our folks did an outstanding job," Emmett said. "They were dedicated to what they were doing and did it in a very professional manner. Once the guys got started they didn't leave the ramp until all the airplanes were safely in place."

Since relief efforts began more than 2.4 million pounds of cargo including water, food, cots, sleeping bags, port-a-potties and generators have been shipped aboard Reserve C-130s. More than 703 people have also been sent to help in the clean up efforts at Homestead AFB. "Initially, items to fulfill basic human needs couldn't be satisfied," said Capt. Rick Sandford, Homestead AFB public affairs officer. "The 94 was instrumental in helping to take care of those needs." Four of the flights to southern Florida carried supplies as well as Atlanta media who recorded the efforts of the 94 AW Reservists.

A contingent of the 94 Airlift Wing deployed to Edmonton, Alberta, Canada, Memorial weekend for 15 days in support of Maple Flag XXV. In addition to the Maple Flag commitment, the wing also participated in the joint Canadian Exercise Rendezvous '92 during the first week. Participating in the deployment were an equal number of members from Dobbins ARB, Maxwell AFB, AL. Pittsburgh International Airport ARS, Pa., and Youngstown ARB, Ohio. There were 130 people based primarily at Namaeo Canadian Forces Base near Edmonton. From the Namaeo base of operation, all eight aircraft, two from each unit, were flying daily during the week, with some flying more than once a day. Our flight crews received some real-world combat training at the Stic Lake Weapons Range about 180 miles northeast of Edmonton. Their missions were flown into very congested airspace, with the constant threat of enemy fighter interception. Our C-130s dropped both paratroopers and simulated loads. The aircrew competition was intense. On their return to Namaeo CFB, the competition continued with spot landings on a narrow assault strip. The deployed maintenance support included people from four separate units. Almost immediately these people came together to form a very cohesive and efficient maintenance organization. The maintenance function had use of a Canadian hangar and one office.

Despite the existing physical facilities, the first day required everyone's efforts to unpack and

set up. Although the original plan was for a one shift maintenance operation, the RV '92 night flying the first week made it necessary for a two-shift operation. The flexibility and cooperation of all the maintenance people made this a reality without any delays. With the exception of one worrisome auxiliary power unit, maintenance was able to keep everything flying the entire two weeks. Participating members of the 94 AW were housed in downtown Edmonton.

Edmonton, the capitol of the Alberta Province, is situated 300 miles north of Montana. It is a very clean and beautiful city with modern skyscrapers and tree-lined streets throughout the city. The weather cooperated for most of the exercise. Not only did the Maple Flag exercise provide an outstanding opportunity to finetune the wing's deployment skills, but it also strengthened ties with our Canadian neighbors to the north.

Members of the 94 Airlift Wing deployed to the Arabian Gulf Region mid-January 1993 in support of Operation Southern Watch 911th and 908th airlift groups members joined with the 94 AW in the deployment. While the duration of the 94s participation is uncertain, some personnel were expected to remain on duty for up to 30 days. The 94 AW members will be flying and supporting routine logistics missions in the region.

The 94 Airlift Wing has once again accomplished a "first-time ever" for the Air Force Reserve. This time it was for providing realistic wartime training essential for its aerial port personnel. Patriot Tomahawk, a three-day round-robin style operation held recently at Dobbins and Robins AFBs, Ga., and Maxwell AFB Ala., was devised by Col. William P. Riley, 94 AW deputy commander of resources. After Desert Storm, challenge areas were identified in the aerial port arena. Riley, with the support of his staff, wanted to ensure a realistic environment was created in which the 94 AW aerial porters could train and overcome these challenges.

"Our aerial port personnel need, on a regular basis, training that will ensure they are prepared for their wartime mission. During this weekend, they received more training than many units might receive throughout the whole year," Riley said. You see, some aerial port units trained for locations they thought they might go to and then ended up in the Desert," Riley explained. "It's the 94's goal to provide worst case scenarios during our training, so if we are called up in the future, we won't be so surprised."

Patriot Tomahawk involved the loading and unloading of aircraft in the dirt, with short turnaround times, sometimes in condition black. This meant the aerial porters worked in chemical warfare gear. While providing this invaluable training there were other agendas being accomplished as well." This exercise was designed to provide our younger, lower ranking personnel with the opportunity to make management decisions and to allow them to show us just what they can do," Riley said. "It was their program from the get go," the colonel added. Patriot Tomahawk will be conducted on a quarterly basis. During this most recent exercise, five separate aerial port units participated with nearly 300 personnel involved; 40 missions were flown with 138.8 tons of cargo processed and moved.

1995 Children waving behind a fence guarded by an armed Albanian official stand as a symbol of hope to a passing American C-130 Hercules. A 12-member aircrew from the 94 Airlift Wing recently flew supplies on a "Hope for the World" mission to Albania, a society coming out of the dark, ages of communism. The C-130 was the first American aircraft into Albania, one of the few communist countries left in Eastern Europe. The two previous humanitarian missions were flown

from Italy. "This type of overseas mission gives us a unique opportunity to get real-world training," said Capt. Chip Kaczyński, 700th Airlift Squadron aircraft commander.

"For instance, we learned more about landing procedures in different countries through application than we could have learned in training or exercises." "We weren't sure what to expect," said 1st Lt. Kim Schmitt. "Once we contacted the tower, I was surprised to find that they spoke English, and landing was easier than we thought it would be. "Their mission was to deliver 8,000 pounds of clothing, furniture, schoolbooks, beds, a refrigerator and plexiglass for broken windows for orphanages in Albania. The aircrew spent approximately 35 hours of the five days flying. They flew all day and arrived at destination points at night, landing the third day in Albania. The C-130 approached the coastal border of the country and passed over peasant fields and clusters of wealthy homes, indicating the economic problems of the country, Hope for the World, an organization that runs orphanages and vocational schools, gives under privileged hope for the future by improving the orphanage buildings and teaching job skills.

The aircrew were glad to be participating in a worthwhile cause during the holidays and supplying necessities that would last well into the new year. "It's great to get away from the commercialization of Christmas and do something that has real meaning for children in need," said SSgt. Tom Greulich, 700th AS loadmaster. "Seeing these children get basic necessities for Christmas put things into perspective," said SSgt. Doug Williams, 700th AS flight engineer. "It makes me realize how lucky I am that my kids get to ask for toys instead of food or clothing." "The children's needs are great. There is 75 percent unemployment in Albania and the majority of the population is 26 years old or younger," said Joe Jackson, Hope for the World's Georgia volunteer projects director for Albania.

Since Mar 1996, group personnel and aircraft periodically deployed to Europe in support of peacekeeping missions in Bosnia. Operation Joint Endeavor

Apr 1996 94 AW members return home after supporting Operation Joint Endeavor

C-130 and two Air Force Reserve flight crews assigned to the 94 Airlift Wing departed Dobbins September 14 to participate in the United Nations-sponsored humanitarian airlift to Yugoslavia. The crews operated out of Frankfurt, Germany, and are scheduled to remain in place at least until the end of September. The aircraft will be flying humanitarian flights from Frankfurt with Meals-Ready-to-Eat and other food supplies to Northern Yugoslavia. The relief missions are also scheduled into Zagreb to pick up food and supplies for transport to Split.

As Hurricane Georges churned its way through the Gulf of Mexico, a 94 Air Wing aircraft, returning from Panama, were diverted to the Dominican Republic, Haiti and Puerto Rico to deliver medical and building supplies to the devastated islands. More than 300 people were killed across the Caribbean as the storm, with 100 to 125 mph winds, cleared a path from the North Atlantic to the Florida Keys and eventually along the Mississippi coastline.

A C-130 from Dobbins was the last Reserve aircraft to serve Operation Coronet Oak in Panama, at Howard Air Force Base, Panama. The base is moving its operations to San Juan International Airport, Muniz, Puerto Rico, in June. The flight, which flew its last two-week tour to Panama April

3, supports Operation Coronet Oak, a 22-year mission to support embassies and military installations in Central and South American theaters. The aircraft's departure from Howard marks the last time a Reserve flight will enter Howard AFB, according to Master Sgt. Manny Kimball, chief flight engineer, 700th Airlift Squadron. Although two Air National Guard aircraft are scheduled for two-week rotations before the Oak moves to San Juan, there are no other Reserve flights to Howard.

Dobbins Air Reserve Base has supported Operation Coronet Oak since 1977, when the first two-week rotations were assigned. Four aircraft and several crews from transportation, maintenance and other Dobbins units, alternate with other Air Force Reserve and Air Guard bases throughout the country, providing airlift and tactical support to the South and Central American region. With the move to Muniz, Dobbins is set to begin a four-aircraft, five-crew biweekly rotation.

Many reservists are sad to be leaving Panama, having spent a part of their career at Howard. Kimball, who was stationed at Howard in 1966-67, sees the base closing from a unique perspective. "It's kind of ironic, I served at Howard at the beginning of my career, so it's almost like the end of era for me," said Kimball, a reservist of 28 years. Fellow unit member Master Sgt. Kenneth Bradley, a loadmaster with the 700th, also sees the base closing as the end of an era. "I've been flying to Panama for 16 years, and I'm truly going to miss it."

Hurricane Floyd Both Coast Guard and Navy helicopters sought refuge on the Dobbins flightline. Crew members from the North Carolina Air National Guard load MREs headed for hurricane relief in North Carolina. A Federal Emergency Management Agency employee directs the parking of a truck as part of the hurricane relief staging area established at Dobbins.

On Oct. 1 1999, the 94 AW formally changed from a wing that provides theater airlift support to a training wing for C-130 crews. The 'schoolhouse' will train pilots, navigators, load masters and flight engineers from active duty, Air National Guard and Air Force Reserve forces. In making the change, the wing moves from Air Mobility Command to the Air Education and Training Command; however, will continue to report through 22nd Air Force to Air Force Reserve Command.

During ceremonies last month, representatives from the AMC and AETC officially made the change, unveiling the AETC insignia freshly applied to a 94 AW aircraft. Col. William Kane, 94 AW commander, returned the AMC flag to Maj. Gen. John Hopper, 21st Air Force commander. Moments later, Kane accepted the AETC flag from Col. Robert Glass, 19th Air Force vice commander. "After reviewing the AMC Inspector General's report following your recent Operational Readiness Inspection, and after reviewing the litany of operational success stories behind you, I'm proud to say that AMC and 21st Air Force are turning over a highly mission capable and motivated unit to AETC," said Hopper of the mission change. After the ceremony, he visited with units at Dobbins ARB that remain assigned as AMC gaged assets. Force began looking for an additional training location. Dobbins and the 94 AW were a good fit. We already had the flight simulator and we had the people and experience to do the mission," said Kane. "We have an excellent reputation for getting the job done, and I know we will continue to perform in an outstanding manner for the Air Force as a training wing." He added that Dobbins' geographic location brings the same benefits to the training mission as it did to maintaining strength requirements as an airlift wing. Though the flying mission has changed, some units in the wing will remain under AMC control while there are still unanswered questions for other units.

1999 Volunteer members of the 94 Airlift Wing (continue to play a supporting role in Operations Shining Hope and Allied Force. C-130 support personnel and crewmembers are supporting and flying missions out of Ramstein Air Base. The 94 and other Reserve air crews and aircraft are delivering supplies, personnel and equipment to other bases in the European theater, including Aviano, Italy. Bosnia; and Tirana. Albania. Working 10-18 hour days, C-130 crews are transporting tons of cargo ranging from engines to air conditioners.

The 94 has rotated more than two crews and support personnel and expects the needs will continue for the next several months. During their missions, crews perform 15 to 20-minute engines running off-loads to limit the time spent on the ground. Even with this, some missions can take up to 18 hours with a special extension of time granted by European command headquarters. A typical mission includes transportation to and from the living quarters, flight briefings and preparation, assignment of survival equipment and possibly two sorties. Flight times from Germany to operational bases were up to four hours.

"Our people are doing a great job in meeting AFRC mission needs," said Col. William Kane, 94 AW commander. "When the word came down that volunteers were needed by the Reserve to support Shining Hope, the response was fantastic. We had two aircrews to volunteer in a day. We had maintainers and support personnel volunteering within minutes of the request for volunteers. "The sense of voluntarism here at Dobbins makes this a great place to work." Kane said. According to Kane, when the current campaign ends, there will continue to be a need for C-130 airlift in meeting humanitarian efforts to repatriate refugees. He also adds that Shining Hope is a combined effort by Guard and Reserve forces from across the country.

2001 There is a lot of work behind the scenes of any successful operation. Operation Pacific Warrior 2001, a joint Army, Air Force, Navy and Marine active-duty members, was no exception. The exercise was held Jan. 27 through Feb. 9. Included in the behind-the-scenes planning and coordination of Pacific Warrior were Chief Master Sgt. Jim Emmitt, 94 Aeromedical Evacuation Squadron, superintendent of Standards and Evaluation, Senior Master Sgt. Dallas Godfrey, 94 Plans, logistics management specialist, and Master Sgt. Kenneth Farrey, air reserve technician and medical NCO with the 94 AES. Other players and support personnel from Dobbins ARB included a C-130 aircrew from the 700th Airlift Squadron, aircraft maintenance technicians from the 94 Maintenance Squadron, members of the 94 Aeromedical Staging Squadron, and drivers and mechanics from the 94 Logistics Group and Transportation.

The scenario was a simulated conflict between North and South Korea. The exercise was designed to test the participants' skills at providing patient care and mass casualty exercise involving reservists and the exercise was a challenge.

"This is the second time the exercise has been held," said Emmitt. "There were about 30 people in the battlestaff who provided the command and control element of the exercise for the Air Force. The control and coordination of more than 1700 service members taking part in sites on the islands of Oahu and the big island of Hawaii in the Hawaiian Islands. Those sites included Wheeler Army Airfield, Schofield Barracks, Kaneohe Marine Corps Base, Hickam Air Force Base, and the civilian airport at Hilo.

The coordinating efforts of the battlestaff involved billeting, airlift requirements, the in-processing of personnel, and redeploying out of the area for more than 900 Air Force participants.

"The exercise provided a great number of training opportunities," said Emmitt. "More than 25,000 training items on operation and survival in the field were incorporated in the exercise. In this scenario, the Army moved casualties from the battlefield area to designated receiving areas for the Air Force. One of the biggest benefits of the exercise was the opportunity to interface with the Army."

2002 Brisk winds were blowing and bad weather moved in, but nothing slowed the determination of members of the 700th Airlift their missions. During the March drill, Dobbins units participated in a fly away to Keesler Air Force Base, Miss., to practice their skills in a variety of airlift missions. Five aircraft and 106 reservists racked up in-flight training hours as they honed their skills at preparing and dropping cargo, scheduling missions, and maintaining aircraft. The 700th AS contributed a majority of the personnel with support from the 94 Maintenance Squadron, 94 Logistics Group, 94 Airlift Wing Base Plans, 80th Aerial Port Squadron, 94 Aeromedical Evacuation Squadron and the 94 Operations Group. "Since our mission at the 700th changed from an operational flying squadron to a training unit, we've had very few opportunities to receive training outside of Dobbins," said Tech. Sgt. Eric Marioneaux, 94 OG operations resource manager. "This assignment offered us a great opportunity to do what we do best, only in a different environment. We received additional training as we all work together to accomplish a common goal." One of the training missions included a joint operation with an Army Ranger training battalion from Fort Benning, Ga.

Three hundred Army paratroopers were scheduled to participate in a Joint Airborne Air Transportability Training mission that included the use of three C-130s. "About every two months the Army holds a conference with the other services stating which training requirements they need completed," said Tech. Sgt. John Goodman, 94 OG mission scheduler. "We attend these conferences and volunteer our services for the training missions that can give us the most amount of training for the squadron." The squadron's planes flew to Eglin AFB, Fla., to pick up the paratroopers, but unfortunately after landing at Eglin bad weather conditions forced the Army to cancel the scheduled training mission. Departing from Keesler the medics flew to an auxiliary site north of Biloxi, Miss. During the flight unit members conducted mock training scenarios that better prepared them for all future missions.

While the AES was training, another mission was also taking place. The 700 AS conducted assault landings followed by combat offload and combat on-load training in a simulated "hot landing zone." After performing a hot crew change, where a new crew changes place with the previous crew while engines continue running. The C-130 formation took off on a tactical low-level flight for cargo drops over different targets. "These type of missions give us live tactical experience," said Master Sgt. David Williams, 94 Aerial Delivery Flight supervisor. "When we are in a different environment, many unexpected scenarios arise which give us the opportunity to adapt and overcome."

While the riggers prepared cargo, behind the scenes maintenance crews were making sure that all the planes stayed in the air by conducting pre and post flight inspections and providing service support for situations as they arose. "Due to the vast combination of missions, maintenance had to reconfigure the aircrafts for troop drops, cargo drops, rolling stock and aeromedical missions," said Senior Master Sgt. Bob Leonardo, 94 MXS sortie generation flight chief. "We had a 10-man team that worked

At the turn of the century, part of Dobbins Air Reserve Base was covered with cotton fields. The fields were terraced as part of cultivation practices back then. Today, those terraces are still there and lay close to the Jonesville cemetery, a monument to the small community that was once a trolley stop between Atlanta and Marietta. Near the cemetery, you'll find current inhabitants of the woods - the Pink Lady Slipper, a orchid-type flower from the Georgia Natural Heritage Special Plant list, and a variety of plant and wildlife species common to the wet-lands of south Cobb County. All this makes this part of Dobbins a nature lover's paradise.

Coming soon, you'll be able to take a leisurely stroll down a six-foot wide nature trail and view these sights. Thanks to the work and expertise of Tech. Sgt. Wayne Jones, the one-mile long trail is nearing completion. As a reservist Jones is a Disaster Response technician in the 94 Readiness office, but during the week he's using his skills as a civilian Environmental Protection specialist to bring the trail to the base. "This trail is good for the base in a number of ways," said Jones. "Our people can use it as a way to enjoy nature, exercise, reduce stress and stay on base to do it all. It also makes a great statement for the base and the military. This is federal property and the trail is an indication that we care about land that has been entrusted to us. With the trail, we've improved the land and lived up to our responsibilities of stewardship." Building trails isn't new for Jones. He's been in the business for 15 years working as an environmental protection specialist for the Navy, Marines and now Air Force. One of his main objectives in building trails is to use all natural or recycled products in their construction.

Dobbins' trail uses wood chips for pathways, recycled plastics and wood for flowerbeds and a bridge walkway and leaves and rocks for other displays. The trail will also have informational signs, three picnic areas, and kiosks at both ends, all produced with recycled products "Our trail highlights the natural plant and tree species, and we'll have signs about the plants of interest and of significance to Georgia," explained Jones. "The trail passes by Little Lake where we'll point out the amphibians and reptiles that live there. We also have migratory and songbirds that frequent the area. I think if people just want to get out of the office for a while, the nature trail will bring them some peace and tranquility. "According to Jones, recent rains have delayed progress on the trail, but it doesn't bother him. "This is an ongoing project," added Jones, who also admits to being an avid lawn keeper. "We have long-term plans for maintaining and improving the trail and its surrounding nature." The trail begins behind Little Lake, which is off Atlantic Blvd, extends to Jonesville Cemetery and circles back to Little Lake. Parking is available at the start of the trail.

2003

As major combat actions ended for Operation Iraqi Freedom, dozens of airmen from the 94 Airlift Wing started arriving back at Dobbins ARB after several months of duty. Troops from the 94 Security Forces Squadron and the 94 Aeromedical Evacuation Squadron returned home in early May. They had been activated after the war with Iraq started. And later in the month, another group of cops arrived from Afghanistan, after spending six months providing base security. 2003

Arriving in Kuwait shortly after a Scud missile attack, 13 members of the 94 SFS were glad they made it that far and were anxious to get on to their mission at King Faisal Air Base in Tabouk, Saudi Arabia. Located in the northern part of Saudi Arabia, the sprawling air base is closely linked to a commercial airfield that serves the city of 150,000. Security forces members began their

mission by patrolling more than 10 miles of their section of the perimeter.

“One of our big challenges was getting there, but after we settled into our mission, we weren't ready to leave when the time came,” said Master Sgt. Timothy Diehl, 94 SFS NCOIC of supply who was the squad leader for the deployment. For Diehl and his troops, this was their first trip into what they called the ‘sand box.’ “Our mission was to secure a section of the air base,” said Diehl who organized his team into three-man teams. “We patrolled the perimeter using all terrain vehicles, manned base entry points and conducted operations using a K-9 team.” Diehl added that while at the base, the contingent participated in a riot control exercise with the Royal Saudi Air Force.

“It’s really good to have him home,” said Jewell Johnson, mother of Shaun Johnson, 94 SFS security specialist. “We’re so glad they’re all back safe, but now, Shaun’s going to return to his normal life and finish his college education.” Jewell and Nathaniel, Shaun’s father were two of a small group of friends and family that met with Shaun at Base Operations. Shaun was looking forward to getting back to his video graphics training and business, but said he was really happy to be able to sleep on a real mattress. The contingent arrived home May 1. Several days later on May 4, another group of Reservists touched down to a rousing welcome from their families and their unit as a C-141 shuttled 94 AES members to their own back door in Bldg. 838. Two members of Maj. Wayne Hudson’s fan club were certainly delighted to have him back home. Dayne age 10 and Kyle age seven were on hand to greet their dad when he arrived here. Hudson, 94 AES chief of operations, was the deputy director for the 491st Expeditionary Aeromedical Evacuation Squadron and led a 16-person contingent from Dobbins ARB to Rota, Spain. The U.S. Naval facility in Rota, Spain, is strategically located near the Straits of Gibraltar and is at the halfway point between the United States and Southwest Asia. “I was most impressed with the cooperation and team attitude among units that ran the EAES,” said Hudson, an employee with Prudential Financials when he’s not caring for patients. “The esprit de corps was extraordinary. We weren’t training, we were participating in launch and recovery missions and when you actually see the patients, you know that you are contributing.” Hudson’s team worked at processing battlefield injuries that included gunshot and shrapnel wounds, burns and accident victims.

“I had to learn to be flexible,” said Airman 1st Class Stephanie Strickland. “Nothing went perfect, and we had to always be prepared to handle the situations that came up. Configuration teams prepared planes to go pick up patients in Kuwait and return them to the field hospital operated by the Navy. There, patients were evaluated, treated and either sent home or back to duty. When patients were sent home, Strickland and her team configured the aircraft for those flights as well.

“We didn’t know who the bad guys were,” Fisher recalled. “Ten and 12 year olds carry weapons there and local warlords were always fighting around our perimeter. Not with us, but with each other. It wasn’t unusual for them to fire across the base at each other.” However, according to Fisher, there were occasional rocket attacks and small-arms fire directed at coalition forces on the base. Not to mention the landmines. “You always walked on known trails,” he said. “And when the season changed and the grass turned green, you didn’t walk on the green grass.” As part of their mission, the cops performed airfield security, worked security details off base with counter intelligence forces, conducted patrols in local towns to show a presence, and assisted humanitarian efforts with medical personnel.

In 2003 the 94 AW reorganized. The former logistics group is now known as the 94 Maintenance

Group. Under the group, the next tier is broken up into three primary units: maintenance squadron, aircraft maintenance squadron, and maintenance operations flight. "Reorganization moved base supply, fuels and contracting from the logistics group to the 94 Mission Support Group," said Col. Fred Alley, 94 Maintenance Group commander. "What remains is a newly formed maintenance group, which is lean and focused on direct support of the flying mission." Under the maintenance group, the maintenance squadron handles everything that is not directly on the aircraft itself. This includes the back shops. The aircraft maintenance squadron covers the flight line personnel that include crew chiefs, expeditors, and pro supers. The new squadron is commanded by Maj. Paul Meyer. The third unit under the group is the maintenance operations flight. This flight is primarily involved with maintenance support, flight scheduling and maintenance control.

Another major part of the reorganization impacts the support group. It is now redesignated the 94 Mission Support Group and supports the newly created logistics readiness squadron. The 94 LRS is now composed of several areas: transportation, supply, wing plans and contracting. Also, added to the mission support group from the 94 Operations Group is the 80th Aerial Port Squadron. "This reorganization process enables each specific group to concentrate on their area of training and expertise," said Col. Curtis Williams, 94 Mission Support Group commander. "This will produce a better flying and fighting machine."

2004 In less than a month after the landfall of Hurricane Katrina, Hurricane Rita threatened the Gulf Coast's shores. This time, along with Dobbins Air Reserve Base, the Department of Veterans Affairs, the Federal Emergency Management Agency, Georgia Emergency Management Agency, and the Georgia State Defense Force, the Red Cross and a host of public health and other civilian support groups were able to respond with the benefits of experience as well as the desire to help those in need. "We received the call from Mr. Paul Brannigan with the Department of Veterans Affairs to initiate the setup for the Emergency Operations Center on Sept. 22," said Col. Steven Slick, 94 Mission Support Group commander and EOC director. "The EOC was up and ready for the first aircraft arrival of medical evacuees that afternoon. "That Thursday afternoon, the EOC received its first group of incoming medical evacuees arriving on the Navy's DC-9 passenger aircraft named the "City of Atlanta."

Medical evacuees transported from Beaumont, Texas and Port Arthur, Texas, included nursing home and medical patients who were able to walk; patients in wheelchairs and patients who required the need of stretchers. Buildings 747 and 746 were once again welcoming centers for the evacuation of Gulf Coast areas under the threat of a hurricane with winds traveling at more than 140 miles per hour. For Hurricane Rita evacuees, building 746 served as the medical operations center for the reception and triaging of medical and nursing home patients. Building 747 served as the facility for the staging of medical equipment, food and water distribution. Both facilities supported the in-processing and transportation functions for medical patients transported to Atlanta. "Dobbins ARB and the 20 agencies represented (including Cobb County Public Health) made the operation a success," said Mr. Brannigan, who is also a coordinator for the National Disaster Medical System.

"Everyone gave their all to support one mission -- to help the medical evacuees from the impacted areas. A lot of good people were at the right place at the right time." "The evacuation efforts in connection with Hurricanes Katrina and Rita were the first times the military airlift

portion was utilized as a part of the NDMS response," he added. Our participation was primarily a support function, said Mr. Ken Farrey, who served on the Emergency Management Staff. "The Department of Veterans Affairs and the NDMS were the lead agencies." "There was a lot of behind-the-scenes support," said Mr. Wayne Jones, who served as the 94 Airlift Wing Emergency Management chief. "Transportation, additional manpower, communications, security, along with food and water distribution are only a few of the specifics that Dobbins provided in support of the operation." "There were key people in key positions that made things happen," said Colonel Slick. "I'm proud of the job the Dobbins team did in support of the evacuations. 'That's not my job' was never the response. We adopted and created new ways to get the job done in support of the evacuees from the Gulf Coast."

Hurricane Katrina Sept. 3, a Dobbins C-130 and a crew of six personnel and two other crew flew on a mission that transporting the injured and much needed food and water to people in need. The trip began by flying to San Antonio where they staged their operation. From there, the crew flew to Westover Air Reserve Base, Mass., and McGuire AFB, N.J., and picked up two teams of aeromedical personnel. They transported the two teams to the front lines of the hurricane relief in New Orleans. They evacuated civilians from NO International airport. And flew them to Jacksonville, FL. The Dobbins crews flew missions like transporting supplies to various locations in MS and LA. 2005

From the business as usual tranquility at Dobbins Air Reserve Base to a frenzy of activity as far as the eyes could see. That's the scene one would have witnessed last month when Hurricane Katrina evacuees began to arrive. Plane after plane, victims of Katrina scrambled off the aircraft in search of some long awaited comfort. Some of the evacuees weren't even sure where they were. They only knew they were finally safe. Support teams made up of members from a variety of Dobbins units, the Red Cross, Georgia State Defense Force, Federal Emergency Management Agency, Cobb and Douglas Public Health, local police and fire fighters scrambled to set up facilities to receive the evacuees from Katrina. Once the National Disaster Medical System was activated Dobbins was designated as one of 17 sites to receive a portion of the expected 2,500 evacuees. A triage was set up at the 80th Aerial Port Squadron (which was later relocated to buildings 746 and 747) to care for the patients.

Three teams were formed to get the job done. Each team was made up of a doctor, nurses, respiratory care technicians, and a nursing assistant and on some teams a social worker. Once triaged the patients were transported by ambulance to area hospitals. "When we came, we didn't have much time to pack. We didn't know how long we'd be here or what we'd need," said registered nurse Sandra Judge, Augusta Veterans Administration. With only one thing on their minds the teams sprang into action with pure instinct that comes with many years of training. Seeing to each person's need the nurses and doctors moved quickly to see as many people as they could never neglect a single concern and always giving a little piece of their heart. If you were to scan the hangar the faces all look the same; reflecting shock and disbelief but also relief to be out of their situation for the moment. Enjoying the food that was provided by local vendors the evacuees took a few moments to reflect on the comforts that hadn't been theirs for days. Children began to run around and enjoy the toys that they were given when they arrived. Their spirit reflected the resilience of the human spirit.

People from the local community also chipped in to help these special people in need. Local residents showed up at the main gate with gift certificates, shoes, clothes, toys, food and most anything you can think of that someone would need. According to Ms. Amanda Alligood, Family Support Center, people would pull up to the gate and ask what was needed and no matter what was mentioned they would drive off and come back with the items. That attitude was the prevailing attitude of the weekend. Teamwork was reflected in all parts of the operation and everyone wanted to help.

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Changes are in store for Air Force Reserve Command's C-130 tactical airlift units in Georgia. Air Force Chief of Staff Gen. T. Michael Moseley announced the 94 AW at Dobbins Air Reserve Base will change from a C-130 formal training unit to a combat-coded unit. The change in status means the wing's C-130 aircraft, crews, maintenance professionals, etc., will deploy overseas on air

expeditionary force rotations.

“Because today’s strategic landscape is dynamic and threatening, we have to ensure that, as a Total Air Force, we continuously search for and find innovative ways to leverage the limited resources we have available to increase our combat and homeland defense capabilities,” General Moseley said. “These initiatives will strengthen an already powerful partnership. I look forward to seeing the fruits of our collective efforts.” The conversion at Dobbins ARB will increase the Air Force’s in-theater airlift capability. At the same time, it will reduce the frequency of deployments for other Total Force C-130 airlift units. The regular Air Force’s Tactical Airlift Center of Excellence at Little Rock AFB, Ark., will not only absorb the domestic training done by the 94 AW but will also expand its C-130J training responsibilities, to include training international partners on the C-130J. 2007

The 94 Airlift Wing is set to reconnect with its past as it’s to rejoin Air Mobility Command for the first time on Oct. 1. For the past 10 years, it has been a part of Air Education and Training Command with primary mission of training active duty, guard and reserve aircrews in C-130 operations. The transition from AETC will most significantly the Operations and Maintenance Groups, while to a lesser extent, impacting units within the Mission Support Group.

“We will go from having a heavily-tasked, day-to-day mission training fully-capable C-130 aircrews to an operational mission where we are preparing to deploy to war,” said Col. Steven R. Clayton. 94 Operations Group commander. “We’ve joined the military to fight our nation’s war, and by joining AMC, we will have a more direct way to do that.” As part of the transition, approximately 150 Airmen from the 94 AW have already been tasked to deploy to U.S. Central Command’s area of responsibility.

“We’ve already almost filled every slot on the DRMD (deployed requirements manning document) with volunteers,” Clayton said. “I’m proud of the way our Airmen have stepped up to volunteer.” Senior Master Sgt. Clarence Hester, Logistics Readiness Squadron superintendent, insists that the conversion to an AMC combat mission will mean more taskings for wing members. “Previously under the AETC training mission, our taskings were mainly individual volunteer deployments,” said Hester. “Under AMC, we will see more mass deployments, especially in the maintenance, operations and logistics functional areas. The Ops tempo should increase significantly because our aircraft will now be aligned in the Air Expeditionary Force rotation along with personnel required to maintain and fly the aircraft.”

Colonel Clayton pointed out that it’s not just our Airmen that are affected by this change, but their families and loved ones, too. “Our Airmen need to think about their families,” added Clayton. “They prepare for this kind of mission; our Airmen are ready, but their families are not used to deployments. Our Airmen must take care of and explain this to their families.” One of the most difficult areas of the transition was how to handle the full-time employees who would no longer have jobs after the transition.

“We’ve been posturing ourselves for quite a long time to minimize the effects of lost jobs,” said Clayton. “We’ve either found new jobs for the mon base or allowed employees to leave in order to accept new jobs elsewhere.” Although many full-time employees relocated as part of the move, overall the numbers of traditional reservist jobs will increase. With joining AMC, comes Operational Readiness Inspections (ORIs), deploying for Air Expeditionary Force buckets and new forms of stress for Airmen.

“We currently have 17 units, only four are currently AMC gained,” said Hester. As of Oct. 1, all of our units will become AMC gained, which means one ORI instead of two, as we’ve had to do during the past several years. “We have a series of deployment personnel and cargo exercises scheduled to get the wing prepared to deploy and pass our AMC ORI in 2014,” added Hester. “One key element to help ensure we are successful during the ORI is for the wing to shift from a training to a combat wing mindset.”

Col. Tim Tarchick, 94 Airlift Wing commander, is positive that the Airmen at Dobbins Air Reserve Base are prepared for the change. “We have some of the finest Airmen in the Air Force Reserve Command here,” said Tarchick. “There will be more deployments and inspections to prepare for, but I know that our Airmen are ready for the challenge and look forward to it.

The newly constructed air traffic control tower opened Aug. 1. To commemorate the opening, a ribbon cutting ceremony is scheduled to be held Aug. 9 at 9 a.m. at base operations. According to the New South Construction website, the \$7.5 million, nine-story tower will encompass 7,000 square feet of land and include state-of-the-art restroom facilities, shower and locker areas, administrative areas, a training and break room for air traffic controllers beginning Aug. 1. “Our old tower reached the end of its serviceable life,” said Clancy Miller, airfield operations manager, Dobbins Air Reserve Base. “This new tower will be adequate for our requirements and viable for at least the next 40 to 50 years.” “With the new tower, we can service any mission and won’t have to worry about any points of failure,” said Miller.

“With its new 21st century design, the new tower provides space for more enhanced equipment which the old tower could not sustain,” said Dave Seal, air traffic control manager, Dobbins Air Reserve Base. “The new tower also allows easier access to maintenance workers, cleaning crews and various other workers who need to service the tower.” Construction began on the tower in July 2010 as a joint project between Merrick & Company and New South Construction Company after receiving approval by Congress. The contract was awarded Sept. 29, 2009, said Ken Williams, 94 Airlift Wing base civil engineer. Towering 100 feet into the Marietta sky, the environmentally-friendly building built using the Leadership in Energy and Environmental Design specifications stands 40 feet taller than its predecessor, allowing better visibility and more efficient and sustainable space to maintain equipment, said Williams.

In addition to its larger size and enhanced functionalities, the high-rise tower will also include an elevator, an amenity not found in the old tower, preventing workers from climbing over 150 stairs to reach work each day, said Miller. Last year, air traffic controllers conducted 70,118 operations, making Dobbins the 12th busiest Air Force base in terms of traffic, Williams said. The previous tower, constructed in the 1950s, went through small renovations in the 1980s and is scheduled to close July 29. Demolition of the old tower will begin Aug. 15 and be completed no later than Nov. 2011, Miller said. The new ATC tower stands 40 feet higher than the old tower.

Demolition of the old tower is contracted to begin Aug. 15 and end no later than Nov. Plans to construct the tower have been actively underway for the past two years. The new tower is scheduled to open Aug. 1. A larger top cab was designed to provide more space for equipment and provide an enhanced capacity for upgrading communication capabilities. The old tower, built in the 1950s, underwent small renovations on the top cab in the 1980s. The new tower is scheduled to begin operations Aug. 1, 2011

Over 100 Airmen from Dobbins Air Reserve Base deployed to the Middle East, departing on four C-130 aircraft in a series of send-off ceremonies that concluded today. The 94 Airlift Wing transitioned from Air Education and Training Command to Air Mobility Command in 2011. This is the first major deployment for the flying mission at Dobbins since before the wing joined AETC in 1999. C-130 aircrews and maintainers will serve a critical role in delivering cargo and personnel in and out of austere and unimproved landing zones. This mission will be in direct support of contingency operations in the Middle East.

"You are ready," said Col. Timothy E. Tarchick, 94 Airlift Wing commander. "You joined the Air Force Reserve knowing that this day would come, and this is that historic day." Also in attendance at the ceremony was Maj. Gen. Wallace W. Farris Jr., 22nd Air Force commander. Farris acknowledged the importance of preparation for the conditions that Airmen will face while deployed. The General also stressed the importance of good wingmanship and strong family support. "When you're over there, you're a band of brothers and sisters," said Farris. "Take care of each other." Members of the Airmen and Family Readiness Office distributed information on deployment, stress and various initiatives for spouses on the home front.

Ten members of the 94 Maintenance Group and the 80th Aerial Port Squadron, Dobbins Air Reserve Base, returned home May 17 after a 120-day deployment to Southwest Asia in support of Operation Enduring Freedom. The returning Airmen performed vehicle maintenance and assured the safe and timely delivery of supplies to the region. "Think about the sacrifice these Airmen have made," said Col. Marshall S. Irvin Jr., 94 Mission Support Group commander. "It was important for the country and will go down in annals of history." Family members, senior staff and members of the Airmen and Family Readiness Office were present to welcome the Airmen home and brief them on programs such as the Yellow Ribbon Program and TRICARE plans.

Is it important for returning Airmen to be aware of and take advantage of the TRICARE plans available to them and their families, said Adamor Rodriguez Jr, Georgia National Guard health benefits advisor. Some plans are available at no cost to the returning Airman. The base has been so helpful, said Denise Howard, wife of Tech. Sgt. Dallas Howard. Family readiness has called on all the holidays and gave us plenty of information on how to deal with the deployment.

"Take some time to get re-acclimated to your families," said Irving. "Let them get re-acclimated to you. You received a briefing on yellow ribbon. This program is good for you and your family. I highly encourage you to go to yellow ribbon." The Yellow Ribbon Reintegration Program is a Department of Defense-wide effort to promote the well-being of Reserve members, their families and communities, by connecting them with resources throughout the deployment cycle. Reintegration during post-deployment is a critical time for members of the Reserve, as they often live far from military installations and members of their units.

The 94 Airlift Wing was recognized for meritorious service and awarded the 2012 Air Force Outstanding Unit award. The 94 AW was one of 14 Air Force Reserve wings given the award. The recognition is given by the Secretary of the Air Force to numbered units that have distinguished themselves by exceptionally meritorious service or outstanding achievement that clearly sets the unit above and apart from similar units. "This award is a testament not only to the consistent hard work and dedication of the men and women of the wing, but also of the support of our communities and families,"

said Col. Tim Tarchick, 94 AW commander. "I am very proud of our Airmen - whenever our nation calls, they are always there to answer." During the award period, the 94 AW deployed more than 350 personnel and was the lead wing for a deployment to South-west Asia resulting in more than 700 flight hours and 830 combat or combat support sorties.

Prior to the deployment, the wing culminated 10 years of support to the formal training unit mission, as Air Force Reserve Command's only C-130 Field Training Unit. During those years, the unit trained more than 1,200 qualified, combat ready, tactical airlift crew members for proficiency in formation airland, airdrop and covert night tactical formation operations. "It is simply amazing to see the work of this wing," said Chief Master Sgt. Wendell Peacock, 94 AW command chief. "Transitioning from a training wing to a unit with a wartime mission is a major shift that does not happen overnight. The fact that we were able to do that as smoothly as we did is a direct reflection on our Airmen. Their tenacity is second-to-none."

2012 Over 100 Reservists returned to Dobbins Air Reserve Base from the Middle East Sept. 21-24. Members of the 94 Airlift Wing returned in various groups from a four-month deployment, during which they formed half of a combat-ready squadron — the other half of the squadron consisted of active duty Airmen from Pope Air Force Base, N.C. "On behalf of the 94 Airlift Wing and everyone on this installation and in this community, welcome home!" said Col. Timothy E. Tarchick, 94 Airlift Wing commander. "Thank you for getting it done!"

The first wave of 53 Airmen arrived Sept. 21, with the remaining arriving on Sept. 22 and 24. Over the course of the deployment, the Aircrews flew 832 sorties, amounted to over 2,700 flying hours. Approximately 1,850 of those hours were combat hours in support of Operation Enduring Freedom. "They carried 5,052 passengers, 2,650 tons of cargo, 164 distinguished visitors, and, most importantly, 430 aeromedical evacuees," said Tarchick. "They flew missions into Egypt, Turkey, Lebanon, Jabuti, Oman, Bahrain, United Arab Emirates, Afghanistan, Yemen, Pakistan and Jordan."

The deployed 94 Airmen responded immediately to bring medical supplies to Yemen after a suicide bomber killed and wounded over 100 Yemeni military. They were also the first into Lebanon with humanitarian supplies and relief vehicles to support Syrian refugees, who were then overwhelming the abilities of the Lebanese people to help. These aircrews manned the first Air Force aircraft to land in an Al Qaeda-controlled part of the Yemeni countryside, forcing them to approach and land without the use of radio communication with the airfield.

"To the men and women of the 94 AW that just returned, you lived up to the highest standards of this unit, the Air Force and the tactical airlift community," said Tarchick. "These operations and maintenance teams worked closely together to overcome early difficulties in maintenance resulting in a 27% increase in aircraft availability." Their teamwork also resulted in 33 days without a dropped mission and a near perfect record of 97.6% maintenance effectiveness. The maintenance Airmen were recognized as the best maintenance unit for the month of July.

Additionally, one of the deployed aircrews was recognized for expertly managing degrading engines and was awarded the Wing Flying Safety Award for the month of July. Airmen were greeted by family members whom they had not seen since early May. "A lot more than you think can happen in four months," said Kelly Martin, wife of Master Sgt. Joseph Martin, 94 Maintenance Group. "I've been keeping busy with our girls: camping, swimming, and activities like that. Our oldest girl started high school, so that was a big event. It's going to be an

adjustment, having him go back to taking care of the things I've had to take care of. Kelly Martin also said that she was extremely proud of her husband and couldn't wait for his return. Master Sgt. Martin has been deployed before.

Jul 2013, 48 Airmen from the 94 AW participated in Maple Flag 2013, a multi-unit international exercise sponsored by the Canadian Armed Forces and Air Combat Command. Airmen from the wing traveled to Edmonton, Alberta Canada last month to participate in Maple Flag 2013, a multi-unit international exercise sponsored by the Canadian Armed Forces and Air Combat Command. The C-130 aircrews deployed, planned, employed and debriefed with foreign military personnel. Participation was, by and large, due to initiative taken by 700th Airlift Squadron personnel. Missions performed were low-level flying and following foreign terrain to insert paratroopers behind enemy lines while encountering threats from simulated surface to air missiles near designated drop zones. Aircrews from Canada, Belgium, United Kingdom, Singapore and the Netherlands also participated.

"Maple Flag provided invaluable training for the wing," said Master Sgt. Jeffery Botz, 700th AS loadmaster. "The vast majority of aircrews we sent to Canada have been flying less than five years and had yet to train in a full NATO scenario." This was the wing's first Maple Flag. Plans are underway to participate again and take advantage of more training.

Nov 2013 Beginning this month, the 94 Airlift Wing will replace its current aircraft with eight C-130H3 models. The H3's are approximately 10 years newer than the current H2's, expanding current airlift capability and benefitting base aircrews and maintainers at no cost to taxpayers. "This conversion is part of the Air Force structure realignment," said Master Sgt. Felicia Bryant, 94 Maintenance Group scheduler. "The first H3 will be on the ramp this month, with the last of the eight aircraft arriving in May 2014."

As new C-130J's enter the active duty Air Force fleet, the older H-models will be handed down to units to increase the life span of the C-130's within those units. "These planes have new center wing boxes," said Lt. Col. Thomas Moffatt, "Basically, the H models will come to us freshly overhauled and more modern, such as night vision upgrades that make it better and easier to fly at night. There will also be differences in the navigation and warning systems that will enable our aircrews to react faster." All of C-130H2 aircraft were manufactured at Lockheed-Martin Plant 6 in Marietta and came directly to Dobbins. The majority of the new H3 aircraft will be arriving from the 50th Airlift Squadron out of Little Rock Air Force Base, Ark.

"We strive for excellence in everything we do," said Col. Augusto Casado, 94 Maintenance Group commander. "Along with our keen focus on core values, vision and mission, we have a four-part philosophy that everyone understands and embraces. We call it the 'Big Four': safety first, do it by the book, document what you do, and communicate, communicate, communicate." The 94 MXG currently has two C-130 H2s and six C-130 H3s. Regardless of the challenges faced, the maintainers are executing the Air Force Reserve Command plan as tasked and plan to be done by end of July. "The conversion has been very challenging and we have had to ensure safety and maintenance requirements are properly addressed," said Casado. "Our keen technicians have discovered a variety of issues on the inbound aircraft. We are working diligently to correct these and be able to provide mission capable aircraft as expeditiously as possible." Defined as

the sum of the unit's full mission-capable and partial mission-capable aircraft, MC rates depend on a variety of factors such as the nature of the discrepancy, supply parts availability, other mission demands, equipment and personnel availability.

According to Master Sgt. Carlton Mayo, 94 MXG maintenance analyst, the maintenance group has already attained some of the highest MC rates in the command for the current fiscal year. The performance has not only been among the best in the Reserve for the C-130 community, but it has also exceeded the command's standards by a substantial margin. This group has a rich history of accomplishments," said Casado. "During my short tenure as the commander, we became combat-coded after over ten years as a training location, excelled in our Logistic Compliance Assurance Program inspection (LCAP), established the first Aircraft Maintenance Unit for a unit equipped (UE) C-130 MXG and have completed several successful deployments. We are on track to continue our positive trajectory largely due to the passion, professionalism, excellence, and dedication to the mission our MXG Airmen bring."

The 94 MXG continues to recognize superior performers within the group in a variety of ways. In 2013, the 94 Maintenance Squadron won all four wing level enlisted awards; Airman. Non-commissioned officer, Senior NCO and First Sergeant of the Year. Additionally, the group had three Promotion Enhancement Program selectees that same year. The 94 MXS is the lead unit for an upcoming four unit, eight aircraft. 75 man maintenance package during this year's Maple Flag exercise, added Mayo. Maple Flag, which takes place in Cold Lake. Canada is a joint international exercise with realistic training in a modern simulated combat environment. The 94 MXG has 280 people within its ranks. "Although we do not chase stats, we do have a goal of excellence and safety," said Casado. "Maintaining our MC rate goal will be challenging due to the C-130 H2 to 113 conversion, but our focus remains on safety, quality and efficiency."

2017 Reserve Airmen of the 700th Airlift Squadron delivered supplies and personnel to Homestead Air Reserve Base, Florida, to assist relief and reconstitution operations at the installation, and in Southern Florida. "Some of the challenges were the whole process of coordinating what materials and what cargo we were going to take down there first," said Maj. Jonathan Sumner, 700th AS flight commander. The more than 16,000 pounds of cargo delivered to Homestead ARB included ready-to-eat meals and infrastructure equipment. Civil engineer and public affairs personnel from Dobbins ARB also stayed behind as part of the relief operation. "The loadmasters did a fantastic job of prioritizing what they were going to put on the aircraft," Sumner said. Once the aircraft was loaded and after it took off, a few challenge arose as a result of the extensive damage caused by Hurricane Irma.

The storm had damaged radars and other navigational aids pilots use on their approach to Homestead ARB. Damage from the hurricane also caused many of the local area air traffic controllers to be closed; however, considering all these setbacks, the crews at Homestead ARB made the most of their limited resources and made it a successful operation, Sumner said. "When we landed there, usually you have a tower frequency, a ground frequency and a clearance frequency, and there was one guy controlling all that," explained Sumner. "They were limited on some of their radar coverages on the way down there, but they were running things at Homestead [ARB] very smoothly. It all came together at the end there. But there was definitely a lot of moving parts to it."

Aligning these moving parts was key to mission success, whether it was getting the necessary

cargo loaded on the plane quickly or calling reservists in to get the job done. “I was glad the 94 [AW] was able to contribute so quickly to the relief efforts,” said Col. Jim Kellogg, 94 AW commander. “It’s a testament to our Citizen Airmen who dropped everything to commute in from two to three states away to answer the call and help those in need.” 2017

MONTE REAL AIR BASE, Portugal Approximately 50 Airmen and two C-130H3 Hercules assigned to the 94 Airlift Wing, Dobbins Air Reserve Base, Georgia, arrived at Monte Real Air Base, Portugal to participate in Real Thaw 18, a Portuguese-led exercise.

The annual two-week exercise includes armed forces from multiple nations participating in training missions aimed at merging and deploying different platforms toward a major objective, covering a vast range of activities including air-to-air and air-to-ground training, tactical air transport operations and close air support.

“It provides a unique training opportunity,” said Maj. Richard Konopczynski, 700th Airlift Squadron deputy mission commander. “We get to work with our coalition partners. We have other C-130 units here from different countries, and we get to not only compare our techniques, but also work in a deployed environment.” This year’s exercise included 1,500 participants and 35 aircraft from Spain, Denmark, Netherlands, France, Portugal and the U.S.

The exercise also goes beyond the scope of flying missions to include support roles such as communications, security forces, maintenance and intelligence. The scenarios will integrate daily realistic interoperability tasks in the air and on the ground between multinational units.

“We set up a scenario that resembles a very specific situation in the world,” said Lt. Col. Joao Rosa, exercise coordinator and Portuguese air force fighter pilot. “We are simulating that we deployed a NATO force to a country. What we are going to do with all the types of aircraft we have, with all the army forces and navy forces, is to protect that small country.”

“The goal is for participants to know each other on a more personal level to establish rapport and create lasting bonds,” said Rosa. “The exercise brings everyone together as much as possible, whether it be flying, briefing or working together.” These relationships have real-world consequences with much of the warfighting effort involving a number of allied forces from different countries working together now and in future contingency operations. “It’s an opportunity to exercise a lot of our skills, tactics and procedures in a coalition environment,” said Konopczynski. Dobbins ARB is participating for the first time in the exercise, which will last from Jan. 29 to Feb. 9, 2018.

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