

The

# NORTHWEST AIRLIFTER

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McChord Air Force Base, Wash.

Connecting Team McChord with the Combat Airlift Mission

December 31, 2008

## Welcome Inspectors!

## Team McChord ready for NSI

4th Airlift Squadron Airmen practice loading a training aid into a C-17 Globemaster III here during a recent Prime Nuclear Airlift mission training exercise.

Photo by Capt. Casey Collier

# Nuclear Surety Inspection scrutinizes our 'no fail' mission

By

**Col. Jeffrey Stephenson**  
62nd Airlift Wing  
commander

It is going to take a total team effort to successfully complete our upcoming Nuclear Surety Inspection commencing on Jan. 7 ... and Team McChord is ready!

This demanding NSI will test every aspect of our Nuclear Surety Program and many units throughout the base.

As the Air Force's only Prime Nuclear Airlift Wing, McChord Airmen performing duties associated with this crucial mission are charged with maintaining the highest possible standards of

individual reliability and professional competence. I know we've met and exceeded that level of excellence; however, this mission and inspection are not about a single group of Airmen. They are about leadership involvement, open and steady dialog between all the squadrons involved and last, but not least, teamwork and total community support.

Every piece of the puzzle must fit perfectly into place so we can safely and skillfully execute our PNAF mission and successfully demonstrate our Nuclear Surety Program to the inspectors.

From the meticulous maintenance of our aircraft to the exacting medical care of our aircrews, Team McChord carries out this critical mission with precision, proficiency and professionalism. I want you all to share the pride and precision we

take in our number one, no fail mission with the inspectors as they visit your work areas and examine your procedures.

Again, have no doubt that this is going to be a very rigorous and comprehensive inspection.

Nuclear Surety Inspection parameters are extensively detailed and demand the highest standards of compliance and accountability. There is no margin for error in operations within the nation's nuclear enterprise ... I can't stress it enough: it is McChord's number one, no fail mission.

Our upcoming NSI is a chance for our team to show the inspectors that we are the best at what we do. I have no doubt they will be impressed with the high caliber work we accomplish here ... I know I am!

## Air refueling: From a Question Mark to today's flight

By

**Gen. Arthur J. Lichte**  
Air Mobility Command  
commander

SCOTT AIR FORCE BASE, ILL. — Air refueling operations continue to be amazing aerial feats, especially for people who witness the process for the first time. As mobility Airmen, we consider it simply part of what we do but, in reality, it is quite remarkable to have two aircraft meeting less than 50 feet apart at more than 20,000 feet above the ground traveling at speeds close to 400 miles per hour while a tanker replenishes another aircraft with the fuel necessary to continue the mission.

The amazement is even greater when one considers the first major air

refueling operation happened 80 years ago when the Question Mark, a tri-engined Fokker C-2 aircraft with a crew of five, climbed into the southern California sky Jan. 1, 1929. Over the next seven days, the crew kept the aircraft airborne through air refueling from two, three-manned crews operating Douglas C-1 single-engine transports that had been transformed into tankers with the addition of two 150-gallon tanks to off-load fuel.

Combined, those historic tankers made 43 take-offs and landings to deliver 5,660 gallons of fuel, 245 gallons of engine oil, storage batteries, spare parts, tools, food, clothing and mail during the Question Mark's 150-hour and 40-minute operation.

Today's tanker fleet continues to play the vital role of sustaining operations. The tanker underwrites our

nation's ability to project power; the aircraft extends our reach to deliver the clenched fist of US power to our adversaries, or the open hand of assistance to people in need. Without tankers, our combat aircraft cannot reach their targets. Without tankers, our resupply aircraft and humanitarian relief materials cannot always reach their destinations. Without tankers, we cannot move our wounded warriors non-stop from the battlefield to the US for the medical care they need.

As a nation, we're overdue on building new tankers. We must make delivery of this capability a high priority for our nation. We simply must get on with it. We're working hard to ensure Air Mobility Command is ready when the next effort begins to choose the industry partner to build our next-

generation tanker.

I can understand how the group of Airmen felt at the beginning of the New Year 80 years ago. Their thoughts were likely focused on how to not only successfully demonstrate the air-refueling capability, but also make people aware of its potential significant military contributions

Today, the question isn't how critical is the tanker to our warfighters and our national security. We know the need for a tanker is critical; it's a capability our nation simply cannot do without.

Thank you for all you do — every day — for AMC, our Air Force, and our nation. As mobility Airmen, you provide global air mobility — the right effects at the right place at the right time. I look forward to a successful 2009.

## The Sharp Airman ...

**Is always prepared for an inspection and knows the appropriate Air Force, AMC and wing instructions inside and out.**

- Starts preparing early.
- Doesn't rely solely on the checklists to get through the

inspection, but knows and uses the regulatory guidance.

• Is not just an expert on the information contained in the applicable instructions and regulations, but can show compliance.

• Presents a professional image. Work areas should be spotless and remain clean for the entire inspection. During the inspection everyone should have extra crisp uniforms and there should be no 'borderline' haircuts.

### Editor's Note:

Due to the holidays, this is an abbreviated paper. Read the Jan. 9 *Airlifter* for NSI highlights.

## Professionals of the week

### 4th Airlift Squadron

#### Senior Airman T. Francis Johnson

**Duty title:**

C-17 Globemaster III Prime Nuclear Airlift Force evaluator loadmaster

**Duty section:**

4th AS standards and evaluations

**Hometown:**

Philadelphia, Penn.

**Why he's tops:**

Airman Johnson is a key member of the 4th AS PNAF section. He is assigned to the standards and evaluations section, where his responsibilities include maintaining aircrew evaluations documentation and conducting loadmaster evaluations. He is also responsible for instructing and evaluating PNAF certified loadmasters. Airman Johnson's dedication to duty and comprehensive knowledge is representative of every devoted professional that works with the 62nd Airlift Wing's No. 1 no fail mission.



#### Senior Airman Jason Flynn

**Duty title:**

4th AS PNAF mission scheduler and instructor loadmaster

**Duty section:**

4th AS PNAF

**Hometown:**

Santa Cruz, Calif.

**Why he's super:**

Airman Flynn is a vital member of the 4th AS PNAF section. He is responsible for scheduling aircrew members, arranging support at all en-route stops and checking the personnel reliability program mission currency of all PNAF aircrews. He is also assigned as an instructor loadmaster. As an instructor, Airman Flynn is responsible for shaping the future PNAF loadmaster crew force. His pride, professionalism and technical expertise play a critical role in the successful accomplishment of the 62nd AW's No. 1 no fail mission. Airman Flynn is also pursuing a bachelor of business administration degree from American Military University.



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