

167 AIRLIFT WING



MISSION

LINEAGE

Redesignated 167 Aeromedical Transport Group (Light), 1 Apr 1967

Redesignated 167 Air Transport Group (Heavy), 18 Jan 1964

Redesignated 167 Military Airlift Group, 1 Jan 1966

Redesignated 167 Aeromedical Airlift Group, 1 Aug 1967

Redesignated 167 Tactical Airlift Group, 3 Jun 1972

Redesignated 167 Airlift Group, 15 Mar 1992/June 1, 1992

Redesignated 167 Airlift Wing 1 Oct 1995

STATIONS

Charleston, WV

Martinsburg, WV

ASSIGNMENTS

West Virginia Air National Guard

WEAPON SYSTEMS

Mission Aircraft

C-119, 1961

C-121, 1963

C-130, 1972

C-5, 2006

C-17

Support Aircraft

COMMANDERS

Col Eric W. Vollmecke

HONORS

Service Streamers

Campaign Streamers

Armed Forces Expeditionary Streamers

Decorations

EMBLEM

MOTTO

NICKNAME

OPERATIONS

For the second consecutive year, the 167 Airlift Wing answered the call of duty in support of the Global War on Terrorism. Unit members deployed to multiple locations in support of operations Enduring Freedom, Iraqi Freedom and Coronet Oak and, despite the return of about 175 airmen in August, many still find themselves deployed. Gov. Bob Wise visited the base in March as the unit prepared to deploy. Speaking to unit members in a packed fuel cell building, Gov. Wise said he felt privileged to stand in front of the wing as the state's governor. He added that the wing distinguished itself many times by its devotion to service and exceptional performance and said he considered the 167 to be the "highest-rated unit in the country." The unit experienced a severe incident in July, as about 20 members were injured when the C-130 carrying them home from Puerto Rico encountered turbulence off the coast of Virginia. Most of those hurt suffered only minor injuries, but several members stayed behind at Portsmouth Naval Medical Facility to recover, returning home several weeks later. The plane was flown back to the base after an eight-person maintenance team cleared it to fly. Soon after, the 167 celebrated one of its largest homecoming events ever, with about 175 unit members returning Aug. 1-2 from duty in Southwest Asia and Puerto Rico. About 300 friends and family members were on hand to greet those coming home. Adjutant General Allen Tackett and Joe Martin, Secretary of the Department of Military Affairs and Public Safety, also attended. While deployed, wing members conducted resupply and combat airlift operations, and also transported VIPs around the region. In addition, one of the 167's C-130H's flew the 10,000th C-130 flight hour of Operation Iraqi Freedom. The majority of those returning from Southwest Asia had been there for about five months. Another 75 unit members returned after supporting operations in Puerto Rico. Those deployed were thankful for the hard work of the Family Readiness Group, which worked tirelessly to help family members left behind. Group members conducted a series of base open houses to inform families of benefits and entitlements available to them during deployments. But FRG members went way beyond simply holding

meetings. According to volunteer Joy Enders, sometimes the best support that members could offer was just being there. "The first week (after deploying) was probably the hardest on families when they couldn't communicate with their loved ones," she said. "But, family members understand that, like them, we're a family under the 167 family." As the year closes, the 167 finds its members deployed once again. The Aeromedical Evacuation Squadron is manning a mobile aeromedical staging facility in Southwest Asia. In addition, about 100 airmen left in October for a rotation to SW Asia. As Chief of Staff Lt. Col. Roger Sencindiver recently said, it is easy to see why 167 members continue to be deployed – it's because they are good at what they do. "They are some of the best."

The 1187 men and women of the 167 Airlift Wing, located at Martinsburg Regional Airport in Martinsburg, support and maintain 12 combat ready C130H-3 aircraft that are tasked with continuous airlift support worldwide. The organization's four groups, Operations, Mission Support, Maintenance and Medical Group provide deployment capabilities anytime and anywhere to meet a variety of missions. The past fiscal year proved to be another busy deployment year for the 167 AW. Approximately 246 individuals deployed to the Southwest Asia theatre in support of the global war on terrorism. Included in this deployment were airmen from Civil Engineering, the Aeromedical Evacuation Squadron, the Medical Squadron and the Logistics Readiness Squadron who drove vehicles as part of Army convoys. The remaining personnel were primarily maintenance and aircrew personnel. The 167 Airlift Wing flew 4,771 hours, these hours included 2,128 sorties, 4,865 passengers, 5,901 air dropped personnel and 1,075,637 pounds of cargo in support of Operations Iraqi Freedom Enduring Freedom, Joint Forge and Coronet Oak. Countries visited included Djibouti, Bulgaria, Cyprus, Croatia, Spain, Greece, Italy, Malta, Portugal, Bosnia-Herzegovina, Serbia, Slovakia, Guatemala, Honduras, Jamaica, Panama, Haiti, Afghanistan, Bahrain, Saudi Arabia, Jordan, Kuwait, United Arab Emirates, Oman, Pakistan, Iraq, Qatar, Brazil, Columbia, Bolivia, Virgin Islands, Puerto Rico, Azerbaijan, Canada, Germany, England, Ireland, Scotland, Poland, Mali, Canary Islands, Morocco, Senegal, and Cape Verde. Other major deployments included about 200 personnel deployed to Ramstein AB, Germany in support of Operation Joint Forge, and about 168 deployed to Puerto Rico supporting Operation Coronet Oak. On January 11, 2004, a change of command ceremony was held replacing the retired Col Jesse Thomas, who had been the Wing Commander since April 1999, with Col Eric Vollmecke, a traditional guard officer. Col. William Gain was later selected as the 167 Air Commander, a full-time position. 2004

In 2005 the 1,182 men and women of the 167 Airlift Wing located at Martinsburg Regional Airport in Martinsburg maintained C-130H-3 aircraft that were tasked with continuous airlift support worldwide. The organization's four groups — Operations, Mission Support, Maintenance and Medical — provided deployment capabilities anytime, anywhere, to meet a variety of missions. A 167 Airlift Wing presence was felt around the globe during 2005. Members performed missions in the following locations: 97 Cities in USA, Alaska, Hawaii, St. Croix VI., Canada, Cuba, Argentina, Columbia, Ecuador, Peru, England, Germany, Ireland, Italy, Portugal, Scotland, Spain, Djibouti, Israel, Greece, Morocco, Romania, Turkey, and Yugoslavia 2005 was as challenging as any previous year for the 167 Airlift Wing. The 167 supported Hurricane Katrina missions in response to the greatest national disaster ever to hit the United

States. Wing members flew over 88 hours and carried 287 people and 120 tons of cargo while supporting relief efforts. Seventy seven airmen deployed to the Gulf Coast to help victims in Mississippi, Louisiana and Texas. Members assisted military forces managing the relief effort in the region, supported local officials with security forces north of New Orleans, and cooked 6,500 meals per day in Gulfport, Miss. In addition, Aircrew Evacuation Squadron members aided in the evacuation of 117 nursing home and hospitalized patients from the region to a medical facility at Dobbins Air Force Base, Ga. Patients in wheel chairs were transported aboard a C-5 Galaxy aircraft. It is believed that this was the first time the Air Force used this type of aircraft to transport patients in wheelchairs. 167 Airlift Wing members also provided transportation to hurricane victims temporarily housed at Camp Dawson in Kingwood, W.Va., and base chaplains worked at the Air Guard headquarters in Washington, D.C., helping manage recovery efforts on the Gulf Coast. The unit was also tasked for flood duty in West Virginia in 2005. The 167 conducted and successfully completed the Site Action Task Force 1 (SATAF1) meetings, which were held the last week of January 05. The conversion from C-130 aircraft to C-5 aircraft is progressing rapidly. Ten temporary technician and five AGR slots are being used to oversee the conversion. Base officials are working diligently on getting a manning document for the C-5 force structure. The replacement of the air traffic control tower was one of the first major events to take place in the conversion process. The 167 lost nine C-130H-3 aircraft to other units as part of the conversion process. Only three C-130H-3 aircraft remained as of November 2005. Also, unit members flew the last TACC mission in the C-130 in November. The unit will not be mission ready until the C-5 conversion is complete. Also, 167 personnel made many trips this year to Stewart AFB to gain more knowledge about the C-5 conversion process. The 167 currently has ten engineers in training at Altus AFB, Oklahoma. Two engineers have completed formal training and are now in seasoning training. Two loadmasters will begin training soon at Altus AFB, Oklahoma, and four others are now in seasonal training. Pilot training will start in January 2006. Col. Vollmecke, Chief Master Sgt. Doyle, 1st Lt. Schmidt and Chief Master Sgt. Michael deployed to Kandahar Air Base in southern Afghanistan from May through September 2005. Col Vollmecke oversaw all airlift into the base, which was the primary means of resupplying the soldiers and airmen stationed there. While there, Col. Vollmecke and staff visited with the 205th Corps of the Afghan National Army. The base had several other personnel deployed to various locations in support of Iraqi Freedom/Noble Eagle missions. Gen. Robert "Doc" Foglesong, Commander, U.S. Air Forces in Europe, flew with members of the 167 Operations Group while deployed at Ramstein Air Base, Germany. Lt Gen William Welser III, commander of 18th Air Force, visited the 167 to participate in the Wing Family Day celebration. Family Day festivities included military equipment and rescue dog demonstrations and face painting activities and amusement rides for the kids. Col. Gain presented Lt. Gen. Welser with a 167 AW tail flash plaque for his visit. Chief Master Sgt. Susan Lesh and Master Sgt. Chip Palmer were recognized for their selection as Outstanding Airmen of the Year by United States Automobile Association. Mr. John Truesdell, Deputy Assistant Secretary of AF Reserve Affairs, visited with the 167 Base Commanders on 31 August 05. The 167 Communications Flight received a 2005 NGAUS Distinguished Mission Support Plaque on 19 September 05 at the NGAUS Convention in Hawaii. Many 167 Airlift Wing members were featured in the local newspaper's "Unsung Heroes" section, which honors and informs the public about a service member's journey through a deployment and the hardships it brings to airmen and families.

Wing members also supported many other events throughout the Tri-State area. The 167 Airlift Wing aggressively embarked on the conversion from C-130 Hercules aircraft to the C-5 Galaxy aircraft. The conversion will require over \$200 million of new construction to configure the base for the much larger aircraft. The unit most recently took possession of a new 127-foot Air Traffic Control Tower, which replaced the existing 58-foot control tower constructed in the early 1960s. The new tower will provide air traffic controllers total coverage of the airfield. The base also acquired a new main gate and west entrance off U.S. Route 11. The new gate is part of an infrastructure project which provides a new entrance road and redundant utility corridor for future construction projects. Presently under construction is a new C-5 General Purpose Maintenance Hangar and Shop complex. This 174,000 square foot structure will completely enclose the C-5 airframe for scheduled maintenance to protect it from the elements of the weather. The shops are located to ensure effective and efficient use of manpower and processes necessary to support the maintenance mission. The aircraft parking ramp project consists of six concrete parking spots complete with underground piping and hydrants for direct fueling of the aircraft. It also provides for the rough grading of the future Jet Fuel Storage and Corrosion Control Hangar to be built in 2006. The Jet Fuel Storage Project consists of above ground jet fuel storage tanks along with a high volume fuel pumping station, administrative building, and covered truck refueler parking. Construction will meet all applicable Environmental Protection Agency regulations. The Corrosion Control Hangar to be built is an 80,700 square foot facility capable of fully enclosing C-5 aircraft to allow for washing, spot painting and airframe repairs. The project will include functional shop space and administrative areas that are directly related to corrosion prevention and metal repair, and shall consist of a reinforced concrete foundation, floor slab, steel framed masonry walls, sloped metal standing seam roof, interior walls, high expansion foam fire protection system, exterior and interior utilities, access pavements, site improvements communications, heating and air conditioning. The facility will meet Department of Defense antiterrorism standards. A C-5 aircraft training simulator will be constructed in a 12,000 square foot structure that will house a C-5 aircraft computer simulator. The facility is presently under construction and scheduled for completion in October 2007. The massive size of the C-5 Galaxy has made it necessary to expand and structurally upgrade the existing runway. The project is phased into 2006 and 2007 and will consist of a 1,000-foot over run extension to the east and an 800-foot extension to the west with corresponding extensions to parallel taxiway Alpha. When completed in FY 07 the available surface for takeoff will increase from 7,000 to 8,800 feet. Additional projects for 2007 include a new 30,000 square foot Operations Building; a 29,000 square foot Fire Department; and a 36,500 square foot Logistics Complex. All 2007 projects are in the process of design and plans development. Three projects are slated for completion in 2008: an 80,000 square foot Fuel Cell Hangar, upgrades to other shops and the second phase infrastructure upgrade for portions of the base not affected by new construction.

2006 The Wing has four groups-Maintenance Group, Operations Group, Mission Support Group, and Medical Group-all providing worldwide deployment capabilities anytime, anywhere, to meet a variety of missions. The year began with 167 Airlift Wing Staff thinking to the future. With the C-5 conversion looming large, the Wing began to execute transition plans that had been in the works for years, and to formulate new plans as needed. Knowing that full-time hires

would be a critical portion of the conversion, the Wing met with the State Human Resources Office (HRO) to establish procedures for what was going to be a challenging year of vacancy advertisements, job certifications, selections, and accessions. As a result of multiple meetings and smart work on everyone's part, the Wing began hiring the first of more than 60 new employees, and is on its way to filling the remainder of the new positions related to the conversion. As part of the effort to fill the new vacancies, a job fair was held during January's Unit Training Assembly for traditional guardsmen. The job fair was intended to inform the guardsmen on application procedures and what vacancies were available so they would have an opportunity to apply for upcoming full-time jobs on the base. Also in January, Colonel Eric W. Vollmecke was awarded the Bronze Star Medal for his service in Afghanistan in support of Operation Enduring Freedom. Brigadier General Terry Butler, commander and chief of staff of the West Virginia Air National Guard, presented the award. Colonel Vollmecke was mobilized in April 2005 and named commander of the 451st Air Expeditionary Group at Kandahar Airfield, Afghanistan. He served in that capacity from May to September 2005, commanding a group of about 300 Airmen during a period of the heaviest fighting in the area since the initial U.S. invasion in 2001. February was a bittersweet month for the 167 AW as unit members bid farewell to the last three C-130 Hercules aircraft, which were headed to their new home in Charleston. A ceremony was held at the 167 AW with West Virginia's two senators, Robert C. Byrd and Jay Rockefeller along with Maj. Gen. Allen Tackett boarding a 167 AW aircraft for its final flight to Charleston. When the last three C130s arrived in Charleston, Colonel Vollmecke presented his counterpart, 130th Airlift Wing Commander Tim Frye, with ceremonial key to the aircraft. The presentation signified a transition essentially made possible by the unified efforts of the state's congressional delegation and West National Guard Adjutant General Allen Tackett to stave off the Pentagon's recommended removal of C-130s already based in Charleston. For more than 33 years 167 AW planes have flown humanitarian support for every hurricane relief effort while participating in many military operations all over the world. In April, the Wing began the full-time hiring process for the C-5 conversion by bringing on 13 maintenance personnel who would be among the first maintainers to be trained on the new aircraft. In May, these new hires, along with those already in place, formed a team of over 50 unit members who went to Dover and Travis Air Force Bases to attend training given by Field Training Detachments (FTD) at those units. Also at this time, the Wing received a planning document and authority to use this document for hiring purposes. The WV CERF-P team, which is composed of 167 AW members and other Guard members from around the state, represented the West Virginia Guard in Operation Vital Guardian in Washington, D.C. in a demonstration of the nation's best emergency response teams. CERF-P, or Chemical, Biological, Radiological, Nuclear or High Yield Explosive Enhanced Response Force Package was established to assist local first responders in the event of terrorist incidents, weapons of mass destruction attacks, or natural disasters. In May the 167 AW held a job fair at the base that was open to the public. This fair was intended to generate interest among the public regarding the upcoming full-time hires. Approximately 50 people attended along with several members of the media. On the same day, the Wing also hosted a Center of Influence meeting with key members of the local community. The focus of this meeting was to reach out to minority groups within the local area so that they could see opportunities with WV Air National Guard. Both events received extensive media attention. Also in May, full-time hiring began in earnest. Job advertisements

went out on base for new supervisory positions, and advertisements for the remaining positions were distributed nationwide. When Lieutenant General Blum requested 6,000 volunteers for Operation Jump Start (OJS) in July, Lieutenant Colonel Chris Walker from the 167 AW responded. He volunteered and was selected to head the Air National Guard Crisis Action Team responsible for directing the ANG's portion of OJS. Col. Dave Porter also volunteered and headed up the OJS clinic in New Mexico for one month. Additionally, over 30 members of the unit have served in OJS since its inception. Senator Robert C. Byrd visited the 167 AW in August to dedicate the runway and tour construction under way at the base. Byrd praised members of the Wing for answering the call to duty, whether at home or abroad. He said the Wing "never lets us down." Byrd praised Wing members for their past performance and expressed his confidence that they would be successful with the new C-5 mission. Throughout the year, several events occurred concerning the 167 AW country partnership with Peru. Col. Vollmecke traveled to Peru in July to meet with the Peruvian military, and he and Col Gain went back to Peru in September to meet again with the Peruvian military and discuss future partnership efforts. In August, two Peruvian Air Force officers assigned to the American Embassy visited the base for a tour of facilities and information exchange. In October, at the beginning of the new federal Fiscal Year, the Wing received funding for all full-time positions.

Early in the year, leaders in the Air Force Logistics community published plans to regionalize C-5 Isochronal Inspections (ISO) in an effort to reduce cost and increase aircraft availability to the warfighter. Wings selected to perform this task would receive additional manpower, while units not selected would likely lose manpower. An advance team of Active Duty, Guard and Reserve personnel came to the 167 in June to do a preliminary assessment of the Wing's ability to perform regional inspections. In October, a follow up team met with MGTackett and the 167 AW commanders at Martinsburg to discuss the C-5 Regional ISO Proposal. On December 10, 2006, the 167 Airlift Wing celebrated the arrival of the first (of 10, plus one spare) C-5 aircraft. As important, Sen. Byrd also announced that the 167 Airlift Wing was selected as the regional isochronal inspection site for the Air National Guard. This means potentially another 120 full-time jobs for the base, as an average of 33 C-5 aircraft will get periodic maintenance at the base each year. All the aircraft will be permanently transferred to Martinsburg from Altus and Westover Air Force Bases on a phased basis in Fiscal Years 2007 and 2008. The current schedule of C-5 deliveries, which has been changed several times in the last few months, is as follows:

1 C-5 Aircraft: December 2006

1 C-5 Aircraft: January 2007

3 C-5 Aircraft: April-July 2007

3 C-5 Aircraft: August-September 2007

1 C-5 Aircraft: January-March 2008

1 C-5 Aircraft: April-June 2008

1 C-5 Aircraft: July-September 2008 (the spare plane)

Members of the 167 Airlift Squadron have aggressively embarked in C-5 training this year. Personnel are undergoing seasoning training at Westover, Dover, Stewart, Lackland, and Travis Air Force Bases. There are currently 25 pilots, seven engineers, and 13 loadmasters qualified on the C-5. During seasoning training, 167 Airlift Squadron crews are flying worldwide Air Mobility Command-directed airlift missions to include combat sorties in Iraq. The active duty loadmaster augmentee has arrived at Martinsburg to provide valuable C-5 experience during the

conversion. The 167 Aeromedical Evacuation Squadron had members volunteer to deploy to Southwest Asia and Germany in support of OIF/OEF. The AES is also supporting Operation Jump Start. During Team Yankee Exercise 2006, the unit supported an annual mass casualty exercise in the New England states. The 167 Intelligence Section has been busy retraining personnel to support the wing's new mission. Some personnel have deployed to Operation Iraqi Freedom in support of the Scathe View mission, and one member supported the Predator unmanned aerial vehicle mission at Nellis AFB, Nev. The Intelligence Section is very active on base and in the local community in support of counter-terrorism operations. Many 167 AW members have been recognized throughout the year. Staff Sgt. Nathan Mueller, 167 Communications Flight, was named Airman of the Year for the state of West Virginia. Brig. Gen. Terry Butler, commander and chief of staff of WVANG, presented Staff Sgt. Mueller with the J. Kemp McLaughlin trophy, given annually to the Air Guard's top performer. Maj. Audie Sanders, 167 Military Equal Opportunity Officer, received the MEO of the year. Maj. Sanders was an easy pick for this award, as he is one of the most highly requested MEO instructors. He was instrumental in the design of the national curriculum for reserve component MEO students. Several members of the 167 AW have been featured in the local newspaper's "Unsung Heroes" series, which shares stories of area veterans who served in wars and conflicts from World War II through the present day. The 167 AW also lost two valuable members from the base. In July, Col Brooke Taylor, 167 AES Commander, retired after 20 years of service in the active duty Air Force and West Virginia Air National Guard. The second member was Lt. Col. Charles Sencindiver, 167 Chief of Staff, who retired after 38 years with the West Virginia Air National Guard.

2006 This year's construction tempo has increased dramatically from last year's impressive start. More than \$134 million of construction for the C-5 conversion was in progress during 2006. Due to escalation of material costs, the new estimate to complete the build-out of the necessary conversion projects is now over \$250 million. With the C-5 conversion well underway, meeting construction schedules is critical to meeting mission needs. Facilities and infrastructure must be in place to ensure the Wing is ready to house its rapidly robusting personnel and equipment. To date, completion is keeping pace with demand. Nowhere is this effort more evident than with the extremely tight and critical schedule for completion of the new ramp, taxiway and runway. With delivery of the first C-5 in December, these projects had to be completed within an extremely aggressive construction schedule. This year also saw the Wing establish its long range building use plan. Wing leadership worked with programmers from the ANG Readiness Center to determine buildings to be demolished and those that would require renovation. The following paragraphs give a more in depth description of each of the projects underway this calendar year.

General Purpose Maintenance Hangar Structural steel frame is 99 percent complete and exterior metal panels are installed with trim and flashing detailing remaining. Structural detailing is nearly complete and shoring towers have been removed. Metal interior and exterior studs are being installed along with electrical mechanical and fire suppression equipment. Drywall is being installed in the electrical room. Windows and exterior doors/roll-up doors are also being installed. Metal roof decking is still in progress, and the standing seam metal roof is being installed on the Maintenance Hangar. The Maintenance Mall is complete except for flashing and detailing. Rigid insulation is continuing to be installed over the roof deck of the

hangar. The goal was to get the hangar enclosed before cold weather so interior finishes could continue. This hangar will be a 174,000 square foot structure to completely enclose the C-5 airframe for scheduled maintenance. Shops are located to ensure effective and efficient use of manpower necessary to support the maintenance mission. Parking Apron and Hydrant Loop Concrete paving on the apron is 80 percent complete. The taxiway portion is in progress with sub-base and drainage layer being installed. Sixteen of 26 lanes have been completed. Twenty-four hour construction, five to six days a week is being conducted on the apron project until the concrete is complete. Flight Simulator Pre-final inspection stage. Punch list items are being completed. This is a 12,000 square foot structure that will house a C-5 aircraft computer simulator Corrosion Control Hangar Caissons are completed and grade beam installation is in progress. Structural steel work is scheduled to begin in late 2006. Base engineers have reviewed the 100 percent design for the building enclosure and forwarded comments to the Contracting Officer for incorporation into the design documents. This hangar will be an 80,700 square foot facility capable of fully enclosing C-5 aircraft to allow for washing, spot painting and airframe repairs. The project will include functional shop space and administrative areas that are directly related to corrosion prevention and metal repair, and shall consist of a reinforced concrete foundation, floor slab, steel framed masonry walls, sloped metal standing seam roof, interior walls, high expansion foam fire protection system, exterior and interior utilities, access pavements, site improvements communications, heating and air conditioning. The facility will meet Department of Defense antiterrorism standards. Jet Fuel Storage Project has been awarded and the notice to proceed on the project was scheduled for issue in late December. This project consists of above ground jet fuel storage tanks along with a high volume fuel pumping station, administrative building, and covered truck refueler parking. Construction will meet all applicable Environmental Protection Agency regulations. Runway/Taxiway Upgrade Milestone one (4000 feet of usable runway) is completed with the exception of shoulders and the tie to the taxiways on the civilian side of the airport. That portion of the runway has been re-opened for use. The cut down of the runway hump and fill of the extended portion of the runway is ongoing, which is the largest issue left to resolve to complete milestone two (6000 feet of usable runway). Sub-base has been installed up to milestone two and the drainage layer and asphalt will follow. Several issues are still being worked with the Federal Aviation Administration and Army Corps of Engineers in regards to wetland preservation and noise gradients that must be resolved before west-end construction can begin and east-end construction finalized. This project is phased into 2007 and will consist of a 1,000 foot overrun extension to the east and an 800 foot extension to the west with corresponding extensions to parallel taxiway Alpha. When completed in FY 07 the available surface for takeoff will increase from 7,000 to 8,800 feet. Fiscal Year 2007 will be the peak construction year for the Wing with nine projects underway and \$151 million obligated for ongoing projects. Projects planned for 2007 include a 29,000 square foot Fire Department; 36,500 square foot Logistics Complex; Avionics wing attached to the General Purpose Maintenance Hangar and continuation of the Runway/Taxiway upgrade project. All 2007 projects are in the process of design and plans development. Three projects are slated for completion in 2008, including an 80,000 square foot Fuel Cell Hangar, upgrades to other shops, and second phase infrastructure for portions of the base not affected by new construction. Conversion is still the most spoken word at the 167 Airlift Wing. Shortly before the new year, the Wing accepted its first C-5 Galaxy aircraft. New

construction, new aircraft, and new personnel brought many firsts to the Martinsburg area. The 167 was also selected as one of three sites for future C-5 isochronal inspections. In a ceremony at the base, U.S. Senator Robert C. Byrd (D-WV) and Vice Commander of Air Mobility Command Lt. Gen. Christopher A. Kelly announced that the 167 would be awarded an ISO mission. Aircraft maintainers will look for and repair problems in every system throughout the jet. An average of 33 C-5 aircraft will be scheduled for a comprehensive 40-day inspection and maintenance every year and a half at the 167. The additional mission will bring at least 120 new jobs to the base, in addition to the 200 new jobs associated with the conversion. The Wing is still comprised of four groups-Maintenance Group, Operations Group, Mission Support Group, and Medical Group. The Wing continues to face each challenge with the same vigor and attitude-"Mountaineer Pride Worldwide." January hosted another first for the Wing as the first 167 C-5 Galaxy crew completed a mission to Balad Air Base in Iraq and returned on January 27. The 18-member crew used a Dover Air Force Base C-5 for the mission. After delivering cargo, the crew made contact with 167 Security Forces Commander Lt. Col. Rodger Ausherman, who was deployed in support of Operation IRAQUI FREEDOM. The mission was extremely successful despite a bad tire that was identified and fixed at Cannon Air Force Base in New Mexico. In March 2007, the 167 proudly launched its first C-5 mission from Martinsburg to Dover, Delaware for off-station proficiency training. 167 Airlift Wing

A large crowd gathered inside a hangar at the 167 Airlift Wing here on Feb. 4 to witness a new chapter begin in the rich history of the West Virginia Air National Guard. Parked just outside on the aircraft ramp was a massive C-5 Galaxy transport plane. The plane was on loan to the 167 from Stewart Air National Guard Base in New York. Similar aircraft will soon find a new home in the Eastern Panhandle as the first of 10 funded C-5s destined for the Martinsburg base is expected to arrive in December. More than 1,000 members of the Air Guard joined state and local officials at an hour-long ceremony to bid farewell to the last of the Wing's fleet of C-130s. The C-130s were transferred to other units, including the base's sister unit, the 130th Airlift Wing in Charleston, to make room for the enormous C-5. "Less than a hour from now, the last of the C-130 aircraft will depart from this magnificent unit," said U.S. Sen. Robert C. Byrd, D-W.Va. "With that departure, we will witness a turning of the page of the history of our state's beloved National Guard. As we, together, turn that page, there is a new chapter beginning." "Even now, the 167 is beginning to transition to new missions and new challenges, which will culminate when the formidable C-5 aircraft begin to arrive one year from now," Byrd said. In the late 1990s Adjutant General Allen Tackett and then-167 Wing Commander "Speedy" Lloyd sought to diversify the state's Air Guard units. Both senior officers knew that a state with two C-130 units was vulnerable during the Base Realignment and Closure and Quadrennial Defense Review processes. Byrd and Tackett worked with Air Force and Air Guard leaders to bring C-5s to Martinsburg. Tackett knew the project would take an enormous amount of federal funding, so he looked to the state's senior senator for help. Byrd responded by securing funding for the project, which, when construction is completed in 2009, will have brought more than \$200 million federal dollars to the Eastern Panhandle. According to a press release from Byrd's office, the economic impact to the local economy will be \$50 million per year. Additionally, nearly 200 new full-time jobs will be added at the 167 Airlift Wing base. Full-time jobs in aircraft and vehicle maintenance, command post and base supply are now being advertised. Additionally,

150 traditional Guard member slots will be created. Years in the making, the transition to C-5s will be challenging, but one that members of the 167 appear eager to take on. Capt. Andrew Schmidt, public affairs officer for the 167 said, "The conversion is important because it will keep this unit as a front line player in the war against terrorism and will provide a strong economic footprint in this part of the state." Col. Eric W. Vollmecke, 167 Airlift Wing commander, believes the Wing is ideally suited to take on the new weapon system. "Make no mistake, our new C-5 mission will be just as critical to the Air Force," he said. "The C-5 is a symbol of America. There is no other country on earth that can make such a massive aircraft and keep it flying the globe. "There are many things that the active duty does well, but maintaining aircraft is something that the Guard and Reserve does especially well. We've proven over time that we can keep our planes flying no matter what the circumstances, and that's not going to change with the C-5s." Lead engineer for the project, Lt. Col. Billy Burkhardt, said the new construction will "totally transform the base." Expected to be in service for the next 40 years, the C-5s will require an estimated \$220 million in upgrades to the 167 Airlift Wing base. Improvements will include three new hangars. "The biggest hangar right now is 32,000-square-feet," Burkhardt said, noting the largest of the new hangars will be almost three times that size. He said the expansion project to accommodate the C-5s will enlarge the base from 100 acres to approximately 240 acres. Burkhardt said the 14-acre ramp at the air base will have to be expanded to 44 acres to accommodate the U.S. military's largest aircraft. One of the most striking additions to the small air base in Martinsburg is the 128-foot air traffic control tower. Completed in November 2005, it serves both the 167 Airlift Wing and Eastern West Virginia Regional Airport. "It is the highest habitable building in Berkeley County," Burkhardt said of the tower. Burkhardt said an added benefit of the massive construction project "is that many of the people working on the project are from the local community, from the local concrete and quarry companies right down to the garbage service." The adjacent airport will also benefit from upgrades to the runway, which will be extended from 7,000 to about 8,000 feet. "It will be the largest and newest runway in the Tri-State area," Burkhardt said. Burkhardt touted cooperation between the Airport Authority and the Guard as vital to the conversion. Rick Wachtel, chairman of the EWVRAA, agreed. "We have an excellent partnership with the 167 Airlift Wing," Chairman Wachtel said, adding that the Air Guard "brings \$2 million in services to the airport." Wachtel said those services include manning the air traffic control tower, providing security for the airfield, and plowing the runways and taxiways to remove snow during the harsh winter months. "The base also mans the air crash rescue facility 24/7," he said. The official announcement that the base would undertake such a massive construction effort to house the C-5 created a lot of discussion in the community. According to Lt. Col. Roger Sencindiver, wing chief of staff, two environmental impact statement scoping meetings were held to solicit public input. Sencindiver said all public concerns were addressed, and feedback from local leaders was "very positive." Martinsburg City Councilman Gregg M. Wachtel said having the C-5 make a new home at the 167 Airlift Wing is critical to the community. "I think it will have a very positive impact on the economy," Councilman Wachtel said. "It keeps the Air National Guard base here and adds Guard positions to the area." Councilman Wachtel said he hopes C-5 industry-related businesses eventually relocate to the community. 2006

George Karos, who has been the mayor of Martinsburg for the past five years, lauded the

arrival of the C-5 to the 167 Airlift Wing. "I imagine it will bring more (jobs) in," Karos said. "I like to call it the domino effect." Karos explained that when the conversion is completed and the Wing begins flying missions, the surrounding businesses will benefit. "More traffic means more business, and I think that's good for the economy," he said. In a nutshell, Karos is convinced the C-5s will bring an economic boost to the local economy. "It's a positive thing for the Eastern Panhandle," the mayor said. "I'm happy that they are here." Karos said the Martinsburg City Council, Eastern West Virginia Regional Airport Authority, Berkeley County Commission and West Virginia National Guard "will make a great team." "I look forward to what the future brings," he said. While the Martinsburg air base and surrounding community ponder a future that involves supporting one of the Air Force's most important strategic airlifters, officials at the Charleston air base believe the conversion is good for them as well. Many of the C-130 aircraft leaving Martinsburg will end up just a 45-minute flight southwest at the 130th Airlift Wing in Charleston, replacing that unit's older C-130 fleet. Guard leaders see the arrival of the C-5 planes in Martinsburg and the transfer of C-130s to the base in Charleston as a win-win situation. After all, less than a year ago the future of the 130th Airlift Wing was in doubt. The Defense Department had announced it was considering closing the base, which would have meant the loss of 150 full-time and 600 parttime jobs. Now, a C-130 unit will not only remain in Charleston, but its members will fly the more modern H3 version of the C-130, which has enhanced avionics, better night vision goggle capability, and improved weather radar. With ten C-5s on the way for the 167 and the future of the 130th secure, the West Virginia National Guard has made yet another leap forward towards modernization of its force and maintaining its status as one of the best prepared and equipped organizations in the United States military.

Air Guard leaders in Martinsburg are still buzzing over Sen. Robert C. Byrd's (D-WV) announcement in early December that 120 new jobs will be created at the base as part of the Air Force's regional C-5 maintenance program. Byrd surprised Air Guard and community leaders at a base rally with news that the Air Force had agreed to locate one of three regional isochronal inspection sites at the 167 Airlift Wing. As many as 33 of the massive C-5 will transit through the Martinsburg air base for periodic inspection each year as part of a comprehensive maintenance program designed to keep the Air Force's largest aircraft flying well into the future. The Mountain State's senior senator received a thunderous round of applause from several hundred Guard members and a host of state and local dignitaries crowded into a base hangar to celebrate arrival of the Wing's first C-5. Adjutant General Allen Tackett said the new jobs are in addition to the nearly 200 high-tech positions already scheduled for the base as part of the unit's conversion from C-130 to C-5 aircraft. Things have changed drastically at the base since Col. Eric Vollmecke took command of the Wing in January 2004. "This reorganization is an example of how the Air Force is working smarter given the current budgetary climate," Vollmecke said. "We expect similar changes in other areas such as personnel and supply. "Its good news, and we're ready for the challenge," he said. 2007

2007 In April, the 167 Airlift Wing took part in a memorial tribute for the students and faculty of Virginia Polytechnic Institute. Members were permitted a day of mourning by wearing the school colors-orange and maroon-to honor those who lost their lives on that fateful day in

Blacksburg, Virginia. Family Readiness made over \$400 selling orange and maroon ribbons. All proceeds were contributed to a scholarship fund in the name of Corporal Cadet Matthew J. LaPorte, a member of the Air Force ROTC program. With new C-5 missions, the unit has been challenged with adding personnel in a variety of areas, especially in certain key career fields such as aircraft maintenance. Despite, or perhaps due to challenging times that included deployments and sacrifices, the 167 Recruiting Section became the top unit in the Air National Guard in terms of accessions. The recruiting staff was honored at the annual Recruiting and Retention Workshop in Atlanta, Georgia for this accomplishment. Not only did the 167 capture the award for most accessions, but newly promoted Master Sergeant Robert Hall was named the top recruiter in Region Four, which encompasses ten states. Sgt. Hall had a remarkable year, adding 88 recruits, which compared favorably to the national average of 30. The Recruiting and Retention Workshop also announced that the guard Recruiting Assistance Program (GRAP) has now been extended to retirees. The GRAP program uses military members and retirees to work as augmentees in bringing in new recruits. The program has been a win-win for the base according to the recruiting staff. The final accessions count for the 167 for 2007 will be approximately 225 new airmen. The 167 Airlift Wing bid farewell to long-time members who either chose to retire or transfer to other units. Senior Master Sergeant Fred Davis retired after 41 years of service. Colonel William Gain retired with over 38 years of service, and intelligence officer Lieutenant Colonel Jim Marrs departed to stand up a new Intelligence Training Squadron at Goodfellow Air Force Base in San Angelo, Texas. July was a memorable month as the base hosted President George W. Bush. Amidst a crowd of over 2,000 well-wishers, President Bush smiled and greeted unit members and their families who came for his visit on July Fourth. The two-hour event, the first ever held in the new C-5 hangar, was punctuated by a rousing holiday speech in which the President compared the current Global War on Terrorism to the struggle that our forefathers fought more than 200 years ago when founding this country. The end of the summer held many challenges for the base as it prepared for a Unit Compliance Inspection, and the clinic and aeromedical sections prepared for a Health Safety Inspections. The UCI resulted in satisfactory results and the medical units received an excellent rating on the HSI. In September, leadership at the unit changed. After 29 years of service to the Wing and his country, Colonel Roger Nye was named Wing Commander, replacing Colonel Eric Vollmecke, who moved to State Headquarters to become a general officer and the state's next Chief of Staff. The enlisted force also welcomed a new leader as Chief Master Sgt. John Alderton was selected as the next Command Chief for the Wing. During October, the Wing's aircraft remained at Westover Air Reserve Base in Massachusetts while construction on the runway was completed. In early November, the Wing happily welcomed all the planes home and looked forward to beginning operations from Martinsburg. Construction projects continued in 2007 when a 173,000 square foot Maintenance Hangar, which can enclose a C-5 aircraft, was completed in August and maintenance personnel began to move into the new facility in September. The other major project completed in 2007 was the construction of four aircraft parking ramp spaces and the associated taxiway. This first phase of the runway/taxiway project is complete and there is approximately 6,600 feet of available runway until construction recommences in the Spring. Completion of this phase allowed the Wing to bring home eight C-5 aircraft from Westover Air Reserve Base, Massachusetts, thereby saving the government \$250,000 per month in outbasing expenses. Although Phase II of the runway project was

delayed until Spring, all other construction projects are continuing. Operations on the west end of the runway will resume in the Spring when warmer temperatures will facilitate concrete placement. The runway project is being incorporated with a project to complete the parking ramp. The combined project is a Congressional add and will extend the runway 1,000 feet to the east and complete the remaining concrete for spots 7 and 8. The POL/ Jet Fuel Storage project is well underway. All buildings and canopies have been erected and interior/ finish work is underway. The aboveground fuel tanks are in place and the plumbing for the underground hydrant system and the pump house is approximately 90 percent complete. Approximately 17 of 27 concrete "lanes" required to complete parking spots 5 and 6 have been placed. The contractor anticipates completing these two parking spots in January 2008. The Base Supply/Fire Department contract was awarded to Brechbill & Helman and work began on that facility in early May. To date, the site and foundation work on these projects are complete and walls are being erected. The combined projects are 18 percent complete. The Corrosion Control Hangar project is currently 80 percent complete with major work still being required on the electrical, mechanical and fire suppression systems. The estimated completion date is March-April 2008. Fiscal Year 2007 was a very busy year for construction with \$39.10 million planned costs and an additional \$5 million Congressional add secured by Senator Robert C. Byrd (D-WV).

2008 The light is on at the end of the conversion tunnel at the 167 Airlift Wing. 2008 saw many new projects completed, and the last of the 11-plane fleet touched down at Martinsburg in September. During the year, the base also completed the following projects: POL/Jet Fuel facility Runway/Taxiway West construction, upgrading available runway to 7,800 feet The 167 was proudly represented around the world as the following real world taskings where filled by unit members. Members of the Aerial Port, Civil Engineering and Airlift Squadron deployed to Phoenix Arizona in support of Operation Jump Start. In support of Operation Iraqi Freedom, the Medical Group deployed members to Kabul, Afghanistan and Balad Air Base, Iraq and one member of the Mission Support Flight deployed to Al Udeid Air Base, Qatar. In support of Operation Enduring Freedom the Logistics Readiness Squadron deployed a member to Ramstein Air Base, Germany. The Medical Group deployed one member to Manas, Kyrgystan, and one to Kabul, Afghanistan. The Wing also provided support to for Tropical Storm Gustav. As the storm was about to make landfall, an aeromedical evacuation crew headed to Texas to assist state officials preparing for the possible landfall of the storm. The crew, consisting of two nurses and three medical technicians, staged at Fort Worth Naval Air Station in preparation for moving special needs patients. The crew transported 46 patients to medical facilities following the evacuation from areas that could have been affected by the storm. Officials from the Texas Emergency Operations Center requested West Virginia's assistance through the Emergency Management Assistance Compact, an agreement between states that provides for mutual aid in the wake of natural disasters or other state crises. The unit also deployed its biggest contingency since 9-11 as 28 members of the Security Forces Squadron left for Baghdad, Iraq in August with a return date of March 2009. The 28-man team is responsible for patrol and security of portions of Baghdad International Airport. Another major event that took place was the promotion ceremony for former Wing Commander Eric Vollmecke. Brigadier General Vollmecke was pinned as a Brigadier General on May 3, 2008. The Wing's Family Readiness

Group continued supporting families with an annual holiday party with Santa, the annual Easter Egg Hunt and, hopefully, the first of many Harvest parties. The group has been extremely busy supporting those families with unit members deployed and working in conjunction with a new MKO program (Military Kids Organization). The base also hosted a Family Day in July, entertaining over 2,500 members and families.

2009 The 167 Airlift Wing was active throughout the year in world-wide tactical and contingency operations. The unit flew 712 missions with 3,046.7 hours of flying time. Wing crews moved 775.73 tons of cargo and 2,593 passengers in support of these missions. Security Forces sent 28 airmen on a six-month rotation to Baghdad International Airport. Nine members of the 167 Services Flight deployed to Manas Air Base in the Republic of Kyrgyzstan in support of Operation Enduring Freedom. More than 400 Wing members deployed to Volk Field, Wisc., in late April for a week of Ability to Survive and Operate training in preparation for the Operational Readiness Inspection, slated for March 2010. In addition, 79 Wing members, nine passenger vehicles, and six dump trucks were deployed to southern West Virginia in support of flood recovery efforts in late May 2009. The 167 Airlift Wing participated in two historical events in Fiscal Year 2009. In January 2009, the 167 served as a staging area for several emergency response units during the historic inauguration of President Barack Obama. West Virginia National Guard's Chemical, Biological, Radiological, Nuclear and Explosive Enhanced Response Force Package, military police, a Mobile Aeromedical Staging Facility, an Aeromedical Evacuation Liaison Team, two Critical Care Augmentation Teams, a Crisis Response Element, a medical Blackhawk helicopter, and a Joint Incident Site Communications Capability System were staged at the unit and placed on standby during the event. More than 300 individuals were billeted on base and were supported by the 167 Services Flight. Additionally, the Wing participated in the movement of NASA equipment, assisting in the transport of a crew module and launch abort system simulator for Ares 1-X Flight Test Vehicle, part of NASA's Constellation Program, from Langley Air Force Base, Va., to the Kennedy Space Center in Florida. Several squadrons and the unit have seen growth and change. The 167 Aeromedical Evacuation Squadron has received a substantial piece of equipment to aid in the training of airmen. A C-130 Hercules, originally stationed at Ramstein Air Base, Germany, has been diverted from the "bone yard" at Davis-Monthan Air Force Base near Tucson, Ariz., to the 167 Airlift Wing. The aircraft will be stripped of its engine, fuselage and wings and will be turned over to the 167 Aeromedical Evacuation Squadron to be used for training. Airmen have already begun using the decommissioned aircraft for egress training. The 167 Contracting Office was honored in January with a Veterans Administration Federal Achievement Award for Fiscal Year 2007. The award recognized the office for exceeding the federal statutory requirement to award three percent of all contracts to Service-Disabled Veteran-Owned Small Businesses. The 167 Services Flight and the Mission Support Flight merged into the new Force Support Squadron, which reports to the Mission Support Group commander in line with new U.S. Air Force standards. Recruiting once again exceeded accession goals with 132 accessions for the fiscal year, 20 percent beyond required goals. Currently, the 167 is ranked 5th in the country for recruiting, up from 16th three years ago. Retention personnel reenlisted 125 unit members. The Family Readiness Group has once again seen a busy and productive fiscal year. The FRG completed approximately 10-15 inhouse projects with 100 volunteers, including four blood drives in

conjunction with the Red Cross. The FRG hosted several family functions in Fiscal Year 2009 including the 2nd Annual Fall Harvest Festival, an Easter Egg Hunt, and Christmas with Santa. FRG also organized four sessions of the Strong Bonds program for a total of 120 individuals. Additionally, the Home Community Care program, which cares for Guard members' children at no cost when their spouses are unable to do so due to work obligations, has completed its first full year of operation. The base open house was held in April, at which time West Virginia Adjutant General Major General Alan E. Tackett, U.S. Senator Robert C. Byrd, and West Virginia Governor Joe Manchin III, officially recognized the fully operational status of the 167 as a C-5 Galaxy unit. The 167 Airlift Wing has officially been withdrawn from conversion status, though construction is ongoing, with evidence of the progress in new signage, the demolition of the dormitory, the Motor Pool, and the former Supply building. Another phase of the base infrastructure project has been completed and the Fire Station and Base Supply buildings are now fully operational. Currently under construction is the new Fuel Cell Facility and the Squadron Operations building. Funding for the new Avionics Shop was approved in the amount of \$4.3 million under the American Recovery and Reinvestment Act of 2009 and construction is currently underway. To date, nearly every facility on base has been either revitalized or replaced and total construction costs have exceeded \$270 million, making the 167 one of the most modern air bases in the world. 2009

2010 Airmen with the 167 Airlift Wing had their mettle tested in 2010 during a variety of missions, both at home and abroad. The Wing -- based in Martinsburg -- geared up for an Operational Readiness Inspection at Volk Field in Wisconsin. As the Wing ramped up training for the ORI, it simultaneously planned for the inaugural Thunder Over the Blue Ridge air show and open house, which would ultimately attract more than 80,000 visitors to the base during Labor Day weekend. One hundred eight Airmen from the Wing deployed around the world in 2010. Twenty-five members of the unit's Security Forces Squadron deployed to Eskan Village, Saudi Arabia, while 15 firefighters were dispatched to Kuwait. Eight Airmen from the Force Support Squadron also deployed to Manas, Kyrgyzstan. In January the Wing was used as a staging area to deploy much needed supplies to Haiti after an earthquake devastated the area. Airmen were responsible for ensuring that 385,000 pounds of critical life-saving supplies were delivered to victims by military and civilian aircraft. For six days hundreds of Airmen worked around the clock in an effort to load medical supplies and equipment, generators, air conditioning units, tents, food and water for humanitarian flights to the airport in Port-au-Prince, Haiti. The base was chosen to support this mission due to its ideal proximity to the National Capital Region.

Phase Two is underway and should be completed and the facility ready for occupancy by October 2011. The new 71,600 square foot fuel cell hangar is estimated to cost approximately \$22 million. The fuel cell hangar will house additional specialized maintenance shops. The base is striving in its design to ensure that the new hangar will meet the requirements for a LEED certified "Silver" building and EPA 2005 energy requirements, and will be among the most energy efficient and environmentally friendly facilities in the National Guard. Two other large projects are currently in the planning phase -- a new base entrance from Coonskin Drive and an improved communications facility. The Coonskin Drive project will result in the base having a secure entry for Air Force and Army National Guard members. The project involves construction

of a new bridge into Coonskin Park, which will greatly enhance access to the park for the public. The communications facility is under design and, when completed, will provide a centrally located system for both intra-base and off-base telephone and computer communications. Three C-5 conversion projects were done or expected to be completed in 2010. Construction of the C-5 squadron operations building was completed in July 2008 at a cost of \$6.7 million. The 30,000 square foot building houses the Wing's flying functions. The Wing's new C-5 fuel cell hangar was completed in 2010 at a cost of \$26.7 million. The 80,600 square foot hangar fully encloses a C-5 aircraft and provides exhaust, ventilation and breathing air systems for repair and maintenance of the C-5 Fuel System. The C-5 Avionics Shop is a 15,000 square foot addition to the west side of the general purpose maintenance hangar. The project, scheduled to be completed in December, will finalize the relocation of all maintenance functions into one centrally controlled area. In addition, the extension and upgrade of the base's runway-taxiway was awarded in October at a price tag of \$8.1 million. The project, which is projected to be completed in November 2011, includes mass excavation, new taxiway lighting, relocation of utilities, paving, site drainage and asphalt shoulders. Building 110, one of the original buildings on base that at one time housed nearly all of Wing's personnel and aircraft, was turned over to contractors in October for demolition. As the 167 Airlift Wing enters into the next decade and embraces its role as a fully operational C-5 Galaxy unit, the Wing's motto of "Mountaineer Pride Worldwide" serves as a compass to tackle any mission, anytime, anywhere.

MARTINSBURG, W.Va. (Jan. 14, 2010) -- Airmen with the West Virginia Air National Guard's 167 Airlift Wing were responsible for ensuring that 385,000 pounds of critical life-saving supplies were delivered to Haiti's earthquake victims via military and civilian aircraft. On Jan. 14, the air base in Martinsburg, W.Va., was transformed into a staging area for supplies bound for earthquake victims. Over the next few days, hundreds of Airmen from the 167 worked around-the clock in an effort to load aircraft quickly and safely for humanitarian flights to the airport in Port-au-Prince. Late on the night of Jan. 13, 16 tractor trailers and eight box trucks full of life-saving supplies were delivered from the Department of Health and Human Services warehouse in Frederick, Md., to the Martinsburg base, said Jerry Hill, logistics manager for HHS. The cargo, comprised of medical supplies and equipment, generators, air conditioning units, tents, food and water, was loaded onto aircraft bound for Haiti's capital. A DC-8, which had made a previous supply run to Haiti from the Martinsburg base, was expected to deliver 43,000 pounds to the airport in Port au Prince Tuesday night, Hill said. In total, 115 aircraft pallets stacked with cargo were loaded onto four aircraft during five flights, he said. "The support that we have received here from the base was overwhelming," Hill noted. Hill credits the 167 Airlift Wing with helping to make the humanitarian flights to Haiti so successful. "[They] should be proud of their accomplishments in supporting this world-wide effort," he said.

The West Virginia Air National Guard's 167 Airlift Wing at Martinsburg ANG Base completed the last phase of a five-year infrastructure project to support its transition to the C-5 Galaxy transport, according to wing officials. Extending the base's taxiway alpha to enable the massive airlifters to launch from the runway overrun without back-taxiing and turning around was "the last military construction project for the base's C-5 bed down," said Maj. Paul Henry,

Martinsburg's deputy base engineer, in an Aug. 8 release. The final \$10 million taxiway upgrade "will save a lot of fuel and a lot of wear and tear on the landing gear," he added. The 167 AW began converting from the C-130 to the C-5 in 1999; it now operates a force of 11 Galaxies. Reconfiguring the airfield layout to handle the C-5s required widening and realigning taxiways, installing new lighting, and reworking access roads, costing approximately \$50 million 2012

Members of the West Virginia Air National Guard's 167 Airlift Wing in Martinsburg are executing a repair on one of the unit's C-5A transports that previously had only been done in depot, according to a unit release. "To our knowledge, the process that we are doing has never been done in the field," said MSgt. Brad Teter, chief of the wing's aircraft structural maintenance shop, in Martinsburg's May 7 release. "It's a depot-level repair," he said. During an isochronal inspection of the aircraft earlier this year, maintainers found cracks in the crown skin of the airplane's upper fuselage that required repair, states the release. Instead of sending the C-5 to depot, wing officials opted to repair it in-house by replacing two panels on the crown skin. Teter said the wing's maintainers believe that they can complete the procedure in 15 days, roughly half of the estimated time to fix it in depot. 2013

The West Virginia Air National Guard's 167 Airlift Wing in Martinsburg received its first C-17 transport as part of its transition from operating C-5As to the newer airlifter. The C-17 touched down at Eastern West Virginia Regional Airport on Sept. 25, according to a unit release. That was the same day that the unit flew its final training sortie with the C-5, states a separate release. "The C-17, it's a great airplane," said Col. Shaun Perkowski, 167 AW commander. "I know that [wing] members are excited to be moving to a weapons system with a strong future," he added. The 167 AW is slated to take delivery of its full complement of eight C-17s by July 2015. The wing is scheduled to officially introduce the C-17 in early December and then commence C-17 flying operations in January. It's been operating C-5As since March 2007. Its remaining C-5s are scheduled to depart by May 2015 for retirement in the Air Force's aircraft boneyard at Davis-Monthan AFB, Ariz. 2014 The first of eight C-17s slated to join the West Virginia Air National Guard's 167 Airlift Wing in Martinsburg touched down at Eastern West Virginia Regional Airport, Sept. 25, 2014.

The West Virginia Air National Guard's final C-5A Galaxy airlifter flew to the boneyard last week, completing the 167 Airlift Wing's conversion to the C-17 Globemaster III, unit officials announced. Lockheed Martin saluted the conclusion of a 52-year partnership with the wing, spanning the C-121 Super Constellation, C-130 Hercules, and finally the C-5, during the ceremony marking the transition to a Boeing aircraft. "Today we pause to celebrate a sustained and successful era of iron and partnership, but it is the people who move the iron that are the most important," said 167 AW Commander Col. Shaun Perkowski during a May 20 ceremony in Martinsburg. The 167 AW is the last of three ANG units to transition to the C-17 as part of the Air Force's plan to retire its oldest Galaxies and convert the remainder to C-5M Super Galaxy standards. The unit has received seven of its eight C-17s, the last of which is slated to arrive in July, according to the unit. 2015

USAF Unit Histories

Created: 12 Mar 2021

Updated:

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