89 AIRLIFT SQUADRON

MISSION

LINEAGE
89 Troop Carrier Squadron constituted, 14 May 1943
Activated, 1 Jun 1943
Inactivated, 22 Sep 1945
Redesignated 89 Troop Carrier Squadron, Medium, 10 May 1949
Activated in the Reserve, 27 Jun 1949
Ordered to Active Service, 10 Mar 1951
Inactivated, 14 Mar 1951
Redesignated 89 Fighter Bomber Squadron, 26 May 1952
Activated in the Reserve, 15 Jun 1952
Inactivated, 1 Jul 1957
Redesignated 89 Tactical Fighter Squadron, 20 Jan 1982
Activated in the Reserve, 1 Jul 1982
Redesignated 89 Fighter Squadron, 1 Feb 1992
Redesignated 89 Airlift Squadron, 1 Oct 1994

STATIONS
Baer Field, IN, 1 Jun 1943
Sedalia AAFld, MO, 11 Jun 1943
Laurinburg-Maxton AAB, NC, 30 Oct 1943
Baer Field, IN, c. 15-28 Jan 1944

Langar, England, Feb 1944
Greenham Common, England, Mar 1944 (operated from Canino Airfield, Italy, 20 Jul-23 Aug 1944)
Prosnes, France, Feb 1945
Amiens/Glisy, France, May-Aug 1945
Camp Myles Standish, MA, 21-22 Sep 1945
Offutt AFB, NE, 27 Jun 1949-14 Mar 1951
General Billy Mitchell Field, WI, 15 Jun 1952
Milwaukee, WI, 5 Jan 1953-1 Jul 1957
Wright-Patterson AFB, OH, 1 Jul 1982

ASSIGNMENTS
438 Troop Carrier Group, 1 Jun 1943-22 Sep 1945
438 Troop Carrier Group, 27 Jun 1949-14 Mar 1951
438 Fighter Bomber Group, 15 Jun 1952-1 Jul 1957
906 Tactical Fighter (later, 906th Fighter) Group, 1 Jul 1982
906 Operations Group, 1 Aug 1992
445 Operations Group, 1 Oct 1994

WEAPON SYSTEMS
C-47, 1943-1945
C-45, 1949-1951
C-46, 1949-1951
C-47, 1949-1951
F-51, 1952-1954
T-33, 1954-1957
F-80, 1955-1957
F-4D, 1982-1989
F-16, 1989-1994
C-141, 1994
C-5
C-17

COMMANDERS
Lt Col Clement G. Richardson, 1 Jun 1943
Maj Roger B. Whitaker, 26 Jan 1945
Maj Bernard E. Ludeman, 1 Jun 1945-unkn
Unkn, 27 Jun 1949-1950
Maj John B. Spaulding, by Jul 1950-unkn
Unkn, 15 Jun 1952-1 Jul 1957
Col David E. Tanzi, 1 Jul 1982
Lt Col Robert G. Pinder, by Dec 1984
Lt Col Robert G. Fosnot by Dec 1985
Lt Col Willis M. Boshears, 1 Jul 1988

Lt Col George R. Malick, 1 Mar 1991
Lt Col Steven R. Fulghum, 23 Aug 1992
Lt Col Jerry L. Kemp, 1 Sep 1993
Col Allan M. Jones III, 1 Oct 1994
Lt Col Brian W. VanVliet, 1 Oct 1998
Lt Col Frank Fuller, 1 Aug 2003
Lt Col Tim Baldwin
Lt Col Mike Bending
Lt Col Mitchell Richardson

HONORS
Service Streamers

Campaign Streamers
World War II
Rome-Arno
Normandy
Northern France
Southern France
Rhineland
Ardennes-Alsace
Central Europe

Armed Forces Expeditionary Streamers

Decorations
Distinguished Unit Citation
France, [6-7] Jun 1944

Air Force Outstanding Unit Awards
1 Oct 1985-30 Sep 1987
1 May 1989-30 Apr 1991
1 Oct 1999-30 Sep 2001
1 Jan 2008-31 Dec 2009

EMBLEM

89 Tactical Fighter Squadron emblem: On a blue disc, a white rhinoceros detailed black snorting and exhaling silver gray clouds of smoke bordered cheeky blue and yellow, all within a narrow yellow border. Attached above the disc a blue scroll bordered yellow inscribed "RHINOS" and attached below the disc a blue scroll bordered yellow. Significance Blue and 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 rhinoceros, two tons of brute ferociousness with the unpredictability to attack a foe, symbolizes the aircrews of the 89th Tactical Fighter Squadron. This animal's dark yet glittering immensity, iron thews and battle madness of heart, portray the strength and determination necessary to fight for freedom. Deadly vengeance will the rhinoceros bestow on those who come its way.
(Approved, 15 Aug 1985)

89 Airlift Squadron emblem: On a disc Azure, issuant from sinister a demi-rhinoceros throughout Argent, eyed and detailed Sable, emitting from its nostrils a cloud of steam Argent (Silver Gray), detailed of the third, all within a bordure company-counter-company Or and of the first; all within a narrow Yellow border. Attached above the disc, a Blue scroll edged with a narrow Yellow border and inscribed "RHINOS" in Yellow letters. Attached below the disc, a Blue scroll edged with a narrow Yellow border and inscribed "89TH AIRLIFT SQ" in Yellow 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 rhinoceros, two tons of brute ferociousness with the unpredictability to attack a foe, symbolizes the aircrews of the 89th Airlift Squadron. This animal's dark yet glittering immensity, iron thews and battle madness of the heart, portrays the strength and determination necessary to fight for freedom. Deadly vengeance will the rhinoceros bestow on those who come its way. (Approved, 24 Mar 2022)

MOTTO
Buckeye Phantoms
Rhinos

OPERATIONS
Airborne assaults on Normandy, Southern France, Holland, and Germany; participated in the relief of Bastogne during the Battle of the Bulge, Dec 1944; transported cargo and personnel in the ETO and MTO in 1944 and 1945.

Trained for troop carrier operations, 1947-1951; for fighter-bomber missions, 1952-1957; and for tactical fighter operations, 1982-1994.

The 89th Tactical Fighter Squadron (Buckeye Phantoms) is the flying squadron assigned to the group and is the only operational tactical flying organization on WPAFB. The 89th is authorized 18 F-4D Phantom II aircraft.

Monthly weekend training helps reservists maintain job proficiency. During their first full quarter at WPAFB, the 89th TFS flew 369 sorties for 532.4 total flying hours. Training was received in such areas as air-to-air, air-to-ground, DACT (dissimilar air combat tactics), and other tactical weapons delivery techniques.

Since 1994, trained for and flew strategic airlift missions worldwide, taking part in contingency operations as needed.

The Air Force flew the last C-141 combat mission on Sept. 26 in Iraq. The venerable Starlifter type will leave the inventory entirely in 2006. The aircraft, operated by the 445th Airlift Wing at Wright-Patterson AFB, Ohio, transported sick and wounded patients from Iraq to the Army's Landstuhl Regional Medical Center, Germany. The flight marked the end of a five-day mission in which the Starlifter transported cargo to Europe before continuing to the Middle East. The Reserve wing from Wright-Patterson now operates eight C-141s. Soon, all will be replaced with C-5s. Aircrews will continue flying C-141s within the continental US until the last one is flown to Davis-Monthan AFB, Ariz.

Since the C-141's operational debut on 23 April 1965, active duty, Guard, and Reserve crews have played a critical role in every conflict, natural disaster, and operation Military Airlift Command or Air Mobility Command has been involved in, delivering people, equipment, and relief supplies to just about every point on the map. However, one mission still stands above the rest. With the signing of the Paris Peace Accords on 17 January 1973, the US involvement in Vietnam ended. On 12 February, crews flying three C-14lAs landed at Gia Lam Airport in Hanoi, North Vietnam. Their mission; repatriate the first US servicemen held as prisoners of war, some for close to seven years. The first aircraft to land that day, serial number 66-0177, is still in service. Today, it has been repainted in the same paint scheme it wore thirty-two years ago. Nicknamed Hanoi Taxi, it is the 445th Airlift Wing's flagship.

After undergoing two major modification programs during ITs career, 66-0177, now a C-141C, has become a flying museum. The forty POWs on that first flight signed the aircraft under the wing box, and those signatures are preserved under Plexiglas. Framed photos mounted on the inside of the cargo compartment show POWs in Hanoi and aboard the aircraft. Aircrew headrest covers on the flight deck are embroidered with the black and white POW/MIA logo, and each of the crew positions has engraved plaques with the name of the crew member on that first Freedom Flight. "We try to take a little extra care of this one," says MSgt. Jeff Whittman, crew chief for Hanoi Taxi. "Although we take it to a lot of airshows, it was used for aeromedical evacuation missions in Iraq for three months. But its high-visibility gray and white paint limits how it can be used. It did go into Haiti last year to deliver UN troops, though." The aircraft has logged more than 39,300 flight hours in its career. In addition to being the first C-141 into Hanoi, 66-0177 was also the last. In May 2004, Maj. Gen. Ed Mechenbier, one of the newly freed POWs in 1973, flew the aircraft to Hanoi to repatriate the recently recovered remains of two American servicemembers killed in action. It was Mechenbier's last flight before he retired.

"Next spring, we are going to try and gather all the former POWs we can and have a last hurrah with '177," says Col. Bruce Davis, the 445th wing commander. "After we convert to C-5s we will still have three empty C-141 hangars, so we will probably keep the aircraft in one of them until the museum is ready for it." The National Museum of the United States Air Force is also located at Wright-Patterson AFB and plans to open a fourth major hangar gallery by 2008. Hanoi Taxi will likely share space in the new hangar with the aircraft that have served as Air Force One. Brig. Gen. Bruce Davis, commander of the 445th Airlift Wing at Wright-Patterson AFB The 445th AW operates the very last C-141 StarLifter transports still in service. For the last two years, the wing's C-141s have served as the primary aeromedical evacuation, or AE, platform for casualties coming out of Iraq. An Air Force Reserve Command unit, the 445th AW was activated in March 2003 at the start of Operation Iraqi Freedom, and approximately 620 of the wing's Reservists were called to active duty. The mandatory two-year activation limit was reached earlier this year, but the AE mission requirements remain. Now the StarLifter crews volunteer to fly the four-a-week missions from Wright-Patterson to Ramstein AB, Germany, staging point for the AE flights. They make one flight into Balad, Iraq, and then return to the United States with servicemembers who were injured just a few days before. This schedule is expected to continue until at least the early fall. The wing's first C-5A arrives in October.

"We will have enough people trained to start using the C-5 as soon as it gets here," notes Davis, who worked though the C-5 wing conversion at Kelly AFB (now Kelly Annex), in San Antonio, Texas, earlier in his career. "People started moving into training early on. We have a good plan." Implementing that plan is the task of LTC Anne Gunter. "This job can't be done by one person," she notes. "We have an outstanding team. There is a great working relationship between the base, AFRC, and the Army Corps of Engineers to get all the actions planned and going. Wing maintenance and ops have been very cooperative as well." Convening to a new aircraft is always a huge lask, but converting to a C-5 brings a unique set of issues. The hangars buill to house the B-52 bombers that once were parked on the wing's West Ramp accommodate the C-141s, but not the giant C-5s. In addition to occupying hangar space, Galaxys also take up considerable ramp space, and the 445th AW will eventually be assigned eleven C-5s. Eleven major military construction projects, valued at $62.8 million, are under way or are planned through FY07. These projects include renovating existing facilities and buildings, installing a C-5 simulator, and expanding the ramp and aprons. The big projects, in terms of both dollars and square footage, are two new hangars and a fueling cell. "We're going to have one multipurpose hangar," says Gunter. "It will be the aircraft wash rack and will also be used for maintenance. The weather here is a critical item, so the aircraft's tail will be completely enclosed. When we started, we got maintenance to list their requirements electrical connections, storage, lighting, etc., and we made sure those requirements were included in the design."

The Wright-Patterson team also visited other C-5 bases to pick their collective brains for what was needed in Ohio. The wing conversion involves so many activities, such as relocating maintenance shops and telephone lines while the hangars are being built, that an intranet database was designed so all concerned parties could keep tabs on the schedule of what was happening when. Operations and maintenance are charging forward as well. "More and more

maintenance troops are cross training into the C-5," notes Davis. "We started training the aircrews in the spring. The first year, we want to have three trained crew members per position. One of those crew members will be an instructor. We are also setting up a C-5 standardization and evaluation section." Once pilots or copilots retrain into the C-5, they are sent to Dover AFB, Kelly Annex, or Westover ARB, Massachusetts, for seasoning actual flying time in an aircraft, not a simulator. "Most people will agree that, despite its size, the C-5 is actually easier to fly than the C-141," adds Davis, who has 2,000 hours in the C-5 and 3,000 hours in the C-141. Nine of the C-5As coming to Wright-Patterson are being transferred from the 439th AW at Westover. The 445th AW's first C-5 will come either from Dover or Travis A KB, California; the final aircraft is scheduled to be transferred from Altus AKB, Oklahoma, in spring 2007. "The various update programs have eliminated most of the differences between A models and B models," notes Davis.

The pending arrival of the C-5s means the retirement of the C-141s. The 445th AW currently operates sixteen C-141s in two flying units, the 89th and 356th Airlift Squadrons. The 356th will be absorbed in the 89th in June 2006. The very last C-141 is also scheduled to retire shortly aflcr that—forty-two years and six months after the first aircraft was flown. "This conversion is unusual in that the C-141s are still so heavily tasked even while they are being retired," observes Gunter. "When we get down to eight aircraft, which will likely be this September, our mission in the area of responsibility, or AOR, is supposed to stop," adds Davis. "It may go on a little longer than that." In FY04, the 445th AW hauled 18.5 million pounds of cargo and moved nearly 31,000 passengers and 9,050 patients out of the AOR on a four-flights-a-week schedule. In the first quarter of this fiscal year alone, the C-141 crews moved 3.7 million pounds, 5,600 passengers, and 2,400 patients. "The C-141 can still move more litters than any other jet in the Air Force," says MSgt. Gregory King, a wing maintainer regularly deployed to Ramstein AB, Germany. "It is still doing what it is supposed to do." "Our mission capable rate is way up—nearly seventy-seven percent," notes Davis. "The C-141 is still a good airplane. Our C-141s are forty years old, most with more than 30,000 hours on them, and they just keep working. Our maintenance troops deserve a lot of credit." The 445th Aircraft Maintenance Squadron has sixteen mechanics, mostly Air Reserve Technicians—that is, full-time personnel—along with some traditional Reservists deployed for thirty days at a time to care for ihe aircraft while the C-141s are in Germany. "We have a supply of parls at Ramstein. If we need a specialty part, such as a mission computer, we just call back to Wright-Patterson," says King. "Another flight is always on the way here, so it can bring the part."

"During the war, we had six or seven aircraft here, plus an alert aircraft. We were running two missions a day," recalls TSgt. Bill Selman, another maintenance technician. "The amount of maintenance we had to do on the aircraft then actually went down." "These aircraft need a little TLC, but we work around the clock to keep them flying," adds King. "Bringing the injured out of the desert is an important mission." After arriving at Ramstein mid morning, the C-141 aircrews go into crew rest. The next afternoon, they lake off for Balad and return to Ramstein the following morning. They fly back to the US the day after that. Dramatic improvements in combat medicine and the aeromedical evacuation system have greatly reduced the time it takes to get the injured from the theater to higher level medical care. Patients move so fast, in

fact, thai when a C-141 crew is flying to Germany midweek, many patients whom that evac crew will Transport to Andrews AFB, Maryland, three days later on their return flight haven't even been injured yet. "We show up at the air terminal operations center and get briefed on the cargo we will be taking down," says Capt. Bryan Bergen, a C-141 aircraft commander. "Then we get an intel brief on the airfield—what has happened in the last twelve hours. We review the airfield approach data and the tactical data, such as radio frequencies. Then we begin flight planning. From that point, it is a normal airlift mission. That is, until we get in the area." Meanwhile, the C-141 is loaded for Balad. II can carry eight pallets and 33,600 pounds of cargo. The heavier pallets are loaded in the middle of the aircraft, often carrying delivery addresses like "Snake Street, Balad AB, Iraq." There's really no need to put street numbers—everybody there pretty much knows where everything is located. The medical crew and their equipment are loaded last.

The augmented aircrew for the Balad missions consists of the aircraft commander, one copilot, one pilot sitting in the jump seat, two flight engineers, and two loadmasters. The aircraft also carries a flight mechanic, as Balad is not a place where crews want to gel stranded. Bulletproof Kevlar plates cover the flight deck floor and run up the sides of the center instrument console. Even the base of the pilot's control yoke is protected. Takeoff at Ramstein is usually planned to allow for maximum night operations. Balad is one of the most attacked bases in Iraq, but it is still safer than flying into Baghdad. The desert terrain makes it slightly safer to fly into, as aircrews and defenders on the ground can see the bad guys coming. If there is a muzzle flash from an insurgent around Balad, US forces there will immediately shoot or bomb them. During the five-hour flight, the flight engineer configures the aircraft to minimize potential damage from a ground attack, such as shifting fuel in the tanks. He also turns off the external lights. "We put observers in the windows to look for hostile fire," says Bergen. "The observers wear helmets and flak jackets. We usually just put on the flak jackets. We choose a random route in case the bad guys are watching the airfield and are armed. We have defensive systems, but we try to minimize exposure to any threats, such as small arms and shoulder-fired SAMs. We land, unload, and then the loadmaster and medical crew start reconfiguring for the AE part of the mission."

The C-141 is regarded as a nearly ideal AE platform. "The C-17 can only carry nine litter patients with the equipment stored on board. We have to bring extra gear and special stanchions to carry additional litter patients," says Maj. Darin Gunnink, a medical crew director, or MCD, with the 791st Expeditionary Aeromedical Evacuation Squadron. "If a C-17 is identified in the system, some patients may have to be floor loaded their litters tied down on the floor. It does have better lights and better temperature control than the C-141. But any C-141 can be converted to an AE platform after carrying cargo. With the comfort pallet the extra lavatories and kitchen carried on board we can carry seventy-six total ambulalory and litter patients on the C-141. The aeromedical technicians, called aeromeds or med techs, set up the litter stanchions in the aircraft while the loadmasters get the aircraft ready. Personnel at the combat aeromedical staging facility in Balad determine the order in which the patients are loaded onto the aircraft. The ambulatory and less critical patients are loaded first. The critical care air transport team, or CCATT, patients are loaded last onto the aircraft so that they can be unloaded first upon arrival

at Ramstein. This loading procedure allows CCATT patients to spend less time on the aircraft. They are always placed on the right side of the aircraft where the oxygen connections are located. Each CCATT (pronounced see-cat) patient is assigned one specific doctor, nurse, and medical technician. More than sixty pounds of specialized medical equipment is attached to the litter and mounted over the patient. Each CCATT team can handle three critically injured patients.

The medical crew, which normally consists of an MCD, three nurses, and four medical technicians, takes care of all of the other patients on board. The 791st EAES is composed of active duty, Guard, and Reserve medical team members who are combined into one squadron. Many EAES members now have more than 100 missions down range the universal term for going in theater. "It makes you feel really good when you can take care of heroes," says Gunnink. Prior to departure, the MCD and the aircraft commander confer. "Cabin altitude restrictions are necessary for patients with head wounds, detached retinas, and ear problems," said Gunnink. "If those injuries are on board, the aircraft will then need more fuel for flying at lower altitudes. If the flight is planned right, we won't have to stop en route unless there is a dire emergency." "Once the aircraft is reconfigured, we make a tactical departure. After that, the flight pretty much becomes a regular run," says Lt. Col. Clay Pittman, an aircraft commander. "We will try to find smooth air in flight and try not to jostle the patients around too much."

During the Vietnam conflict, getting a wounded troop back to the United States often took thirty days. In Iraq, the time from injury to the US averages about four days. After just a few days at Landstuhl Regional Medical Hospital in Germany, stable ambulatory, litter, and CCATT patients are loaded onto another C-141 for the flight home. "The Andrews missions are just about the longest flights we make," says Gunnink. "We always fly with an extra nurse and med tech. The extra personnel gives us the ability to fly for up to twenty-four hours. We affectionately call the C-141 'the tube of pain.' It gets us there, but it takes time." On flights where MSgt. Rick Smith is one of the loadmasters, patients get an extra treat. Shortly after takeoff, the aroma of chicken wings, shrimp scampi, and pork roast, or some other entree de jour, fill the cabin of the StarLifter. "I really enjoy feeding people on the return trip," says Smith. "The flight is very long and the hot meals give the patients something pleasant to remember it by. It's also a nice way to support the medical crew. They work really hard." The two conventional ovens and two refrigerators on the C-141's comfort pallet serve as Smith's kitchen. He spends about $90 per flight of his own money for the groceries and refuses to take any money in return. "It's just something I like to do," he says. "At Andrews, we get the patients off, get the equipment off, and go through all the seats and look for any medical waste to make sure that none of our stuff is left behind," says Gunnink. "There are a lot of places for a syringe or medicine vial to hide." The aircraft is met by ambulance busses, or ambusses, to take patients to Bethesda National Naval Medical Center, Walter Reed Army Medical Center, or Malcolm Grow Medical Center at Andrews. From there, the patients go to regional facilities near their homes or to specialized hospitals such as the burn center at Brooks Army Medical Cenler in San Antonio, Texas.

By this time, it is early evening. Once the patienls are unloaded, the loadmasters secure the aircraft, the up the web seats, and prepare the StarLifter for the flight back home to Dayton. The glow from the C-14lC's digital cockpit instruments comes up as the aircraft starts up and taxies off the transient ramp at Andrews. The crew takes off and the C-141, literally and now symbolically as well, heads west.

The last combat mission in the forty-year operational career of the C-141 StarLifter was successfully completed early in the morning of 1 October. A crew from Air Force Reserve Command's 445th Airlift Wing, the last StarLifter unit, returned to Wright-Patterson AFB, Ohio, after a five-day mission to Germany and Iraq, flying cargo in and injured personnel out and then back to the United States. The C-141 has been used to transport more than seventy percent of the injured or wounded out of Iraq since the war began. The 445th AW aircrews will fly the eight regaining C-141s inside the borders of the continental United States until next spring when the last StarLifter is retired. The 445th Airlift Wing received its first C-5A in ceremonies on 3 October, as its mission is changing to strategic airlift. During the ceremony, the crew flying the wing's first C-5 flew over the crowd, landed, and taxied up to the ramp. The aircraft (serial number 70-0457), which was transferred from Dover AFB, Delaware, was repainted with the unit's cream and crimson tail flash and 445th AW designation on the forward fuselage. Eleven major military construction projects, valued at $62.8 million, were under way or planned through FY07 for the wing's conversion to the C-5. The 445th AW will receive ten more C-5As through early 2007.

2008 The 445th Airlift Wing aircrew took off on a C-5 aircraft for a first time heavy duty cargo mission to transport the Advance SEAL Delivery System (ASDS), a type of Navy submarine, Dec. 11. "This will be the most interesting thing I have ever hauled, it's usually pallets," Capt. Adam Fink, 89th Airlift Squadron pilot said. The mission is to fly into Travis AFB, Calif., to pick up some heavy duty winches then off to McChord AFB, Wash., to receive the submarine, then to Hickam AFB, Hawaii, to deliver the submarine to its final destination, Pearl Harbor. It's been a long day for the aircrew, arriving at McChord AFB, Wash., early in the morning. As the C-5 visor opens and the ramp lowers, the sight of a Navy semi-truck in the cold and rain approaches. The sub was on the semi-trailer looking too long to fit inside of an airplane. Six loadmasters from the wing waited anxiously. "This is the biggest load I've ever hauled," Master Sgt. Dennis Lott, a loadmasterwith the 89th Airlift Squadron said. This is his last flight as well as he will retire soon. Weighing in at 55 tons and measuring 65 feet long the ASDS is designed to transport Navy SEALS. With the semi-truck and trailer plus the ASDS the load tips the scales at 198,000 pounds. The host platform for this battery-powered submarine is a nuclear powered submarine, either an SSN or one of the newer SSGNs. "The ASDS is designed to be transported to and from a submarine base via C-5 where it is installed on the back of the larger host submarine. The host then transports the ASDS to an area of interest where the ASDS will launch and operate independently before returning to the host platform," Cmdr. Curt Leyshon, SEAL Delivery Vehicle Team One said. As the semi-truck creeps up the ramp the loadmasters hook chains to the load and winch it into the cargo department, eyeing it as it approaches the top of the C-5. It was inches away from the top, but it slid in with no problem, with plenty of clearance on the sides. "It took us only one try to load it," Master Sgt. John Wesley said with 22 years of

experience. The size and weight of the cargo was impressive and not having any problems came with experience. The Navy commander was happy with the outcome. “The load itself went very, very, well comparing it with some of the more recent evolutions,” Commander Leyshon said. Taking off with a heavy duty load close to the maximum takeoff weight comes with a lot of planning for the pilots. “Taxiing up to the runway will be pretty tough,” Captain Fink said. “Nobody in this unit, especially young kids, has actually taxied an aircraft heavier than 650,000 pounds. They have never done it before. Most of the older guys in the unit have never done it before," Lt. Col. David Deluca, 89th Airlift Squadron pilot said. “It’s amazing a C-5 can hold more fuel than the C-141 could in maximum gross weight. So when you taxi the airplane that is 760,000 pounds, which is 12,000 pounds less than maximum ramp weight, the plane is unbelievable. The break out power, the power you need to take the aircraft from a stop to a movement, is extensive,” Colonel Deluca said. “The planning was immense, taking in consideration the gross weight, pressure, temperature, altitude, precipitation, deicing, which may reduce your power for take off thrusts,” Colonel Deluca said. Step by step through the planning process from the air traffic controllers to the flight engineers was extensive. “The climb was unbelievable; we couldn’t meet the required air traffic control climb gradient requirements so a waiver was granted for departure because of the gross weight,” Colonel Deluca said. Maj. William Gorczynski, 89th Airlift Squadron pilot, did a great job on the takeoff, the colonel said. Once at Hickam AFB, Hawaii, the loadmaster’s off loaded the submarine. After tipping the scales with this heavy duty load, it was nice to lose a few pounds, cargo pounds that is. After completing the mission with the submarine, the aircrew was off again to pick-up another load, two Marine CH 53 Helicopters, then off to South Korea. From the Navy to the Marines we deliver to the total force-that is what we do, deliver.

445th AW C-5 Era Comes to an End The 445th Airlift Wing at Wright-Patterson Air Force Base, Ohio, closed a chapter in its long history Sept. 28 when Lt. Col. Eric A. Piel commanded the wing’s last C-5 flight. “The C-5 was a good plane,” said Piel, 89th Airlift Squadron commander. “It handled well, held everyone and everything we needed, and has been through a lot of missions with us. It was great to be able to fly it one more time before we retire it.” “It was my first aircraft to fly, other than the training aircraft,” said Capt. Andrew Pierce, an 89th AS pilot. “I am proud to partake in the final flight and be in that moment.” With a wingspan of 222.9 feet, a length of 247.1 feet and a height of 65.1 feet, the C-5 is the largest aircraft in the Air Force inventory and the third largest in the world. Its primary role is as a strategic airlifter, moving personnel and material long distances. Ten C-5s assigned to the 445th began arriving at Wright-Patterson Oct. 3, 2005, to replace the wing’s fleet of C-141 Starlifters, which were retired. Since that time, the C-5s were utilized in support of Operations Enduring Freedom, Iraqi Freedom, Odyssey Dawn and other missions throughout the United States and the rest of the world, even making the occasional appearance at special events. Senior Master Sgt. Mike Kalbfleisch, 89th AS flight engineer, has seen the C-5 carry people, Chinook helicopters, mine resistant ambush protected vehicles and even a submarine propeller. “It’s a bitter-sweet feeling because it’s a very capable airplane,” Kalbfleisch said. Some of the wing’s C-5s have been assigned to other units, and some are being retired from duty. 2011

USAF Unit Histories
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Sources
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Air Force News. Air Force Public Affairs Agency.