

Final chapter of AK C-130s



History of the 517th AS Firebirds

By Lt. Col. Gary Gottschall
517th Airlift Squadron Commander

517th Airlift Squadron “Firebirds” have a long and proud history, rich in tradition and consistently marked by excellence. As one of five flying squadrons assigned to the 3rd Operations Group, 3rd Wing, Elmendorf AFB, Alaska, the Firebirds fly the C-130H Hercules and C-12F/J Huron. The Firebirds fly some of the most demanding missions in Alaska and have recently completed a continuous 2-year, 5-month deployment in support of Operations ENDURING FREEDOM and IRAQI FREEDOM with their C-130s.

The present Firebirds can trace their lineage to the days prior to Pearl Harbor, when the 17th Transport Squadron was constituted on Nov. 20, 1940. The squadron was activated on Dec. 11, 1940, flying C-47s from McClellan Field, Calif., as part of the 64th Transport Group. On July 4, 1942, the squadron was re-designated as the 17th Troop Carrier Squadron and prepared for war. Originally assigned to 8th Air Force, the squadron was reassigned to 12th Air Force in September 1942, and became involved in Operation TORCH, spearheading the successful thrust against the German Army in the deserts of North Africa. The squadron subsequently participated in Operation HUSKY, the invasion of Sicily. In Tunisia, the 17th helped to create the Allies’ first toehold on the European continent.

On April 1, 1943, the 64th Transport Group was ordered to the China-Burma-India Theater to supply “Merrill’s Marauders” and 170,000 British troops besieged at Imphal, India. Historians believe that the efforts of the 17 TCS and the 64th Transport Group shortened the war in Burma by as much as two years. In mid-June 1944, the 64th Transport Group moved back to Sicily, where it prepared for Operation DRAGOON, the invasion of southern France. The 64th dropped thousands of paratroopers and towed gliders which delivered materiel and troops to the fight on the ground. In May 1945, the 17 TCS moved from Naples, Italy to Waller Field, Trinidad, British West Indies, where it was inactivated on July 31, 1945.

On July 3, 1952, the squadron reactivated at

Donaldson Air Force Base, S.C., as part of the re-designated 64th Troop Carrier Group. The newly outfitted group flew the Fairchild C-82 until 1953, when they converted to the upgraded C-119. During that summer, they flew joint missions supporting the 82nd Airborne Division and participated in Operation DOGSLED at Thule Air Force Base, Greenland. The 17 TCS was inactivated July 21, 1954.

The 17 TCS was reactivated October 24, 1960, at Dyess Air Force Base, Texas, to re-supply the Distant Early Warning radar stations on the Greenland Ice Cap. The DEW Line relied completely on C-130D aircraft equipped with newly developed ski pads for re-supply. Within a year, the squadron established its “Firebirds” title as a result of rocket-assisted ski takeoffs on the 9,000-foot crest of the Greenland Ice Cap. On June 15, 1964, the Firebirds moved to Elmendorf as the only airlift squadron in Alaska, and in 1967 was re-designated the 17th Tactical Airlift Squadron. From July 9, 1969 to June 30, 1975, the squadron maintained a detachment at Sondrestrom Air Base, Greenland, in conjunction with its airlift support on the Ice Cap for radar stations and scientific studies of the Arctic.

On Dec. 1, 1969, the 17 TAS acquired two C-124A Globemasters to augment its C-130 force and provide support to remote Alaskan sites. Joining the Military Airlift Command on March 31, 1975, the 17 TAS converted to conventional C-130E aircraft, and in 1987 they upgraded to the more modern and powerful C-130H aircraft which they flew to support long-range radar sites, with daily missions to challenging one-way landing airfields located on mountainsides or icy runways on the Northern Alaskan coastline.

The squadron was re-designated the 517th Airlift Squadron on April 1, 1992, becoming a subordinate unit of the 3rd Operations Group and acquiring a C-12 detachment. In 1997, the 517 AS would nearly double in size growing from 11 to 18 C-130H aircraft, becoming the largest flying squadron in Pacific Air Forces and the largest operational C-130 squadron in the Air Force. The squadron was called to support Operation VOLANT SHOGUN and Joint Task Force-FULL

ACCOUNTING operating from a detachment at Yokota Air Base, Japan.

On June 21, 1998, the Firebirds deployed an aircrew, maintenance, and joint air drop inspection team to McChord Air Force Base, Wash., for the biennial Air Mobility RODEO. The team dominated the field of competitors, excelling in all events and making an unprecedented sweep of all top RODEO Awards to include Best Airdrop Crew, Best Short Field Landing Crew, Best Airdrop Wing, Best C-130 Wing, Best C-130 Aircrew, and the overall honor of Best Air Mobility Wing in the World.

In the past decade, the Firebirds have been engaged in worldwide operations. In 1999, the 517 AS deployed to Darwin, Australia, in support of the International Forces for East Timor, airlifting combat soldiers, humanitarian aid workers and 400 East Timor refugees. Following 9-11, the 517th was among the first to respond to Operations NOBLE EAGLE and ENDURING FREEDOM – Philippines. In August of 2004, the Firebirds began a sustained deployment in support of Operation ENDURING FREEDOM, flying missions in Afghanistan, Pakistan, Kyrgyzstan, Tajikistan and Kazakhstan. Due to the Firebirds’ extensive experience flying in mountainous terrain, their aircrews were called on to execute some challenging NVG combat airdrops and airdrop humanitarian supplies to earthquake victims in Pakistan.

In January of 2005, the Firebirds were among the first responders to Southeast Asia in support of Operation UNIFIED ASSISTANCE, moving 822 tsunami refugees and over half a million pounds of humanitarian supplies. Later in 2005, the Firebirds moved from their OEF forward operating location and began supporting Operation IRAQI FREEDOM, flying missions throughout Iraq as well as Jordan, United Arab Emirates, Qatar, Lebanon and East Africa. After sustaining 29 months of continuous deployment in support of OEF and OIF, the final Firebird C-130 combat mission was conducted on Jan. 3, 2007 and all personnel were redeployed home.

The squadron will transition from C-130s to C-17s on April 13, 2007 with a change of command.

C-130 factsheet

Capacity: 92 passengers or 64 airborne troops or 74 litter patients with 2 medical personnel
Payload: 45,000 lb, including 2-3 Humvees or an M113 Armored Personnel Carrier
Length: 97 ft 9 in
Wingspan: 132 ft 7 in
Height: 38 ft 3 in
Wing area: 1,745 ft²
Empty weight: 83,000 lb
Useful load: 72,000 lb
Max takeoff weight: 155,000 lb (170,000 lb during wartime)
Powerplant: 4× Allison T56-A-15 turboprops, 4,300 shp
Maximum speed: 329 knots (379 mph)
Cruise speed: 292 knots (336 mph)

Range without cargo: 4,522 nm (5,200 mi)
Range with cargo: 2,050 nm (2,360 mi)
Service ceiling: 33,000 ft
Maximum usable fuel: 60,000 lb
Maximum allowable cabin load: 36,000 lb
Maximum number of pallets: 5
Unit cost: \$22.9 million (1992 dollars)
More than 500 units in total force

Capable of short takeoffs and landing from unprepared runways
Primary Function: Intratheater airlift
Contractor: Lockheed Aeronautical Systems Company
The “Hercules” family has the longest continuous production run of any military aircraft in history.

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Team Elmendorf bids farewell to the C-130

By Staff Sgt. Francesca Popp
3rd Wing Public Affairs

Three C-130s make their final flight over Alaska's terrain today, ending an era of supporting the mission here.

The Hercules has flown through the skies of Alaska for more than 40 years. However, 16 of the 18 aircraft began leaving for Yokota Air Base, Japan, one by one in January 2006, to replace its "E" models. The final two aircraft were transferred to Dyess Air Force Base, Texas, to add to its "H" model fleet.

The aircraft will always be an integral part of aviation history at Elmendorf and in Alaska. It is the only military aircraft to have such a long presence here to date. With that, some may wonder why the C-130 came to Alaska.

The Hercules, operated by the 17th Troop Carrier Squadron, began supporting the then Alaskan Air Command in 1964. By the end of that year, 12 C-130s were assigned to Elmendorf. Its mission was to supply and support the remote sites throughout the state.

The 17th TCS continued flying the aircraft until July 1966, when AAC activated the 21st Composite Wing and subsequently the 17th Tactical Airlift Squadron. The 17th TAS took over the C-130 flying responsibilities.

The 17th Tactical Airlift Squadron operated C-130As, C-130D ski-wheel aircraft and C-130D-6s from which the skis had been removed. It supported the

Army's airlift and airdrop requirements, flew site support and supported two specialized missions: the Greenland Ice Cap Distant Early Warning Line sites, DYE II and DYE III, and Ice Island T-3.

Additionally, the C-130s were used in humanitarian relief efforts. In 1969, an extensive forest fire in the Swanson River area of the Kenai Peninsula destroyed 86,840 acres. The Air Force provided C-130 airlift, along with other aircraft, to send supplies, equipment and people to fight the fire.

Through the 1970s, the aircraft continued supporting remote sites, participated in exercises and had several firsts. One of those first includes Master Sgt. Emmet Heidemann. As a member of the 17th TAS Combat Control Team, he was the first man to parachute from a C-130 onto the Polar Ice Cap. Several weeks later, the C-130s supported the first mass parachute-drop on the cap. In 1975, the 17th TAS began flying a newer aircraft model – C-130E. Until this point, the squadron was the last active unit to fly "A" models from 1957. Two months after receiving its first "E" model, the squadron welcomed its last C-130 – a fleet total of 12.

By the end of the 70s, the 17th TAS flew C-130Es and HC-130s. The maintenance for these aircraft was transferred from AAC to the Military Airlift Command.

The mid-1980s ushered in even more changes for the type of C-130 flown in

Alaska. By the end of 1986, all the "E" models were replaced by "H" models.

In the early 1990s, the C-130 unit received a new name – the 517th Airlift Squadron. The squadron gained an additional six C-130Hs in 1997, bringing the total to 18. It continued flying these aircraft into the new millennium. The 21st century also brought a new maintenance unit on board to keep the Hercules flying.

The 703rd Aircraft Maintenance Squadron was activated in January 2003 and charged with maintaining the C-130s. Two years later, four mission-ready C-130s were flown to Jakarta, Indonesia, where aircrews from the 517th AS and maintainers from the 703rd AMXS provided humanitarian aid to tsunami relief efforts in the region.

The 517th Expeditionary Airlift Squadron delivered 280 tons of humanitarian supplies, and provided transport for 822 indigenous displaced personnel and 154 aid/relief workers. That same month, the squadron deployed several of its aircraft, aircrew and maintainers to Southwest Asia to support operations Enduring and Iraqi Freedom.

The squadrons completed supporting operations in Southwest Asia two months ago. Now, they are finishing what was started more than a year ago. When the first C-130 left Elmendorf for Japan under the cover of darkness that January morning in 2006, it marked both squadrons transition from C-130s to C-17s.



PHOTO BY TECH. SGT. KEITH BROWN

Senior Airman Bret Oyler, loadmaster with the 517th Airlift Squadron, directs engine start-up on a C-130 before a training mission.

Maintainers play big part in C-130 missions



Senior Airman Steven Ferrin de-ices a C-130 Hercules before it takes off for a training exercise. Airman Ferrin is a crew chief for the 703rd Aircraft Maintenance Squadron, which maintains the 517 AS aircraft.



Tech. Sgt. Joseph Goff inspects an aircraft part for abnormalities. Sergeant Goff is the nondestructive inspection laboratory section chief at the 3rd Equipment Maintenance Squadron. The 3rd EMS is responsible for the long-term health of the C-130 fleet by completing a 13-day scheduled isochronal inspections at least once a year. The ISO maintainers look for structural cracks, broken and/or worn components and coordinate repairs. Aircraft are usually scheduled to deploy shortly after an ISO inspection to maximize its availability in the area of responsibility and prevent it from needing heavy, in-depth maintenance in theater, where the capabilities to do so are non-existent.



Tech. Sgt. Roberto Zapata, a C-130 crew chief with the 703rd Aircraft Maintenance Squadron, does inlet inspections before a flight. The inlet inspections are all included in the preflight inspections. An inlet inspection is an inspection of the engine for foreign objects that can damage the aircraft during flight.

Photos by Tech. Sgt. Keith Brown

It takes a team to fly a “Herc”



Master Sgt. Gerald Gantt attaches parachutes to a pallet in preparation for a training mission. Sergeant Gantt is a loadmaster with the 517th Airlift Squadron. Loadmasters are required to keep weight and balance worksheets and are responsible for cargo and passengers. The squadron’s C-130 Hercules deliver people and cargo to remote drop zones and land on remote runways.



Maj. Bob Zid looks for “threats” as he flies a low-level route though the military ranges of Alaska. The C-130 Hercules pilot is assigned to the 517th Airlift Squadron. The mission was part of Cooperative Cope Thunder, a Pacific Air Forces-sponsored air combat training exercise in June 2006. The co-pilot helps the pilot fly the aircraft while sitting in the right seat. He or she has their own set of controls and can fly if something were to happen to the pilot. Co-pilots double check and consider the implications of the flight engineer’s performance data. They help the navigator keep track of on-time status during tactical missions and help plot and avoid surface-to-air threats. Co-pilots are also in charge of all radio communications.



Maj. Chad Christopherson (right), a C-130 navigator, checks out the route maps while Capt. Ryan Hendrickson flies the aircraft. As a navigator, Major Christopherson tells the pilot and co-pilot how to get to the mission’s final destination. During the flight, navigators operate the navigational systems to ensure positive course and time control. They use radar to detect and avoid bad weather and also calculate the release point for an airdrop. In the combat area, the navigator runs the defensive systems and help scan for threats. Navigators are also trained to navigate from the stars.

Photos by Tech. Sgt. Keith Brown



AFAF ends soon

The Air Force Assistance Fund “Commitment to Caring” campaign ends March 30. It provides Airmen the opportunity to contribute to any of the official Air Force charitable organizations.

All of the designated AFAF contributions benefit active-duty, reserve, Guard, retired Air Force personnel, surviving spouses and families. As of Monday, Team Elmendorf members have contributed \$72,077.96, or 74 percent of the \$97,920 goal.

Contributions to the AFAF are tax deductible. For more information, contact your unit representative, or visit <http://afassistancefund.org>.

Blood drive

A base blood drive will be held 8:30 a.m.-3:30 p.m. Monday outside the Log Cabin by the ALCOM building.

For more information or to schedule an appointment, call 1st Lt. Kathryn Jones at 552-0299.

Applying for employment

Air Force Personnel Center now posts employment vacancy announcements open to the general public under Delegated Examining Authority using the OPM USA-JOBS Web site. Applicants must submit their resumes using the OPM USAJOBS Resume Builder at

www.usajobs.opm.gov and apply for vacancies using the online process contained in the “How to Apply” section of the vacancy announcements.

For more information, call the civilian personnel office customer service at 552-3572.

Motorcycle/ATV briefing

A mandatory motorcycle briefing takes place 8-9 a.m. and an ATV briefing takes place 10-11 a.m. March 30 at the base theater.

For more information, call Tech. Sgt. David Case at 552-3938.

Private pilot school

Registration for the Aero Club private pilot ground school is through March 30 for the April 2-May 9 class. The class is 6-9 p.m. Mondays and Wednesdays. The cost is \$375 plus a \$265 book kit.

For more information, call the Aero Club at 753-4167.

Recycle goods

The Katmai Child Development Center is accepting plastic bags, paper-towel rolls and wrapping-paper tubes throughout the month of March.

For more information, call 552-2697.

STAP applications

Applications for Spouse Tuition Assistance Program funding for school terms beginning May-

July are accepted 7:30 a.m.-4 p.m. Thursday-April 12 at the Education Office, 4109 Bullard Ave, Suite 232. Handwritten applications will not be accepted. Do not use your saved application because the application may have changed since you last applied for STAP funding. STAP instructions/information can be found on the TopCover under “Education.”

For more information, call Max McQueen at 552-3494 or maxmcqueen@elmendorf.af.mil.

EOSO scholarships

The Elmendorf Officers’ Spouses’ Organization offers \$1,000 scholarships to Anchorage area high school seniors. Applicants must be children of active-duty or retired military members with at least a 3.0 grade point average. Applications are due March 30 to be considered for selection. Forms are available from high school counselors or on-line at www.elmendorfoso.com.

For more information, call Christye Story at 753-9109 or scholarships@elmendorfoso.com.

Volunteer submission

Volunteers with 150 or more cumulative volunteer hours from Jan. 1-Dec. 31, 2006, should submit their name before March 31 to Bob Hill at robert.hill@elmendorf.af.mil to be recognized at the Volunteer Award Ceremony April 26.

For more information, call Bob Hill at 552-8840.

Easter brunch

An Easter brunch begins at 10:30 a.m. April 8 at the Susitna Club. The meal includes ham, roasted lamb, beef, crab cakes and more. There will also be live musical entertainment. Cost is \$21.95 for members, \$24.95 for non-members, \$9.50 per child ages 6-12, and ages 5 and under are free. Seating takes place every half-hour until 1:30 p.m.

For more information or to make reservations, call 753-3131.

Easter Bunny Volunteers

The Arctic Oasis Community Center is seeking volunteers to help with “Lunch with the Easter Bunny” from 10 a.m.-1 p.m. April 7 at Hangar 5.

For more information, call the Arctic Oasis at 552-8529.

Suicide prevention

Suicide prevention briefings begin at 8:30 a.m. April 12 and 2:30 p.m. April 23 at the base theater.

For more information, call Tech. Sgt. Allison Weeks at 580-2181.

Mural viewing

The Pediatric Clinic will hold a grand viewing for the pediatric murals at 3:30 p.m. April 12. More than 100 volunteers painted the murals. Refreshments will be provided.

For more information, call Staff Sgt. Korrin Leonard at 580-5655.

National Prayer Luncheon

A luncheon begins at 11:30 a.m. April 13 at Hangar 5. The speaker is Chaplain (Maj. Gen.) Charles Baldwin, Air Force chief of chaplains. Tickets are \$4 and may be purchased through your unit chaplain or at the Chapel Center.

For more information, call the Chapel Center at 552-4422.

Airmen’s Ministry

The Airmen’s Ministry invites all Airmen to the WiRED Café, located at the Igloo Community Center, for tournament night Fridays. The tournaments include Texas Hold’em, Risk and X-Box 360. All winners will receive gift cards. There will also be free food, drinks and prizes.

For more information, call the chapel at 552-4422 or 301-5193.

Weapons registration

All military members residing in base housing, temporary lodging, or dormitories must register their privately owned weapons with the 3rd Security Forces Squadron armory.

Housing residents may store their weapons in quarters, but must use gun cabinets, mechanical locks or other safety devices to render it inoperable.

Weapons are not authorized in the dormitories or temporary lodging units. These weapons must be stored in the 3rd SFS armory upon

arrival.

For more information, call the 3rd SFS at 552-3668.

Dog food recall

There is a recall on most wet/canned and moist dog food. This dog food has been recalled due to a link to kidney failure among other medical issues resulting in permanent health issues or death.

For more information, call the Fort Richardson Veterinary Clinic at 384-2865.

ESOH CAMP volunteers

Volunteer assessors are needed for the 2007 Environmental, Safety, Occupational Health Compliance Assessment Management Program Aug. 20-24. Some experience in hazardous waste, material management and safety is preferred. Military and civilian employees in all ranks and grades can apply. This is approved for temporary duty, but must have supervisory approval. Two hours of training are required before the temporary duty assignment.

For more information, call Jon Scudder at 552-9677.

Spouses to Teachers

The Spouses to Teachers program provides support for military spouses pursuing kindergarten-12th grade teaching positions. In addition to reference and counseling services, up to \$600 is available for

eligible participants to reimburse the costs (including registration fees) of state licensure and certification examinations.

For more information, visit www.spousestoteachers.com or call (800) 231-6242, ext. 3224.

Grills recall

U.S. Consumer Product Safety Commission and Weber-Stephen Products Company are voluntarily recalling Weber Genesis 320 Series Gas Grills for fire safety. The gas hose attached to the side burner of the grill can crack or break off during shipping, causing it to leak when in use.

For more information, call Master Sgt. Donovan Potter at DSN 315-645-7703.

New CAC resolution

The military personnel flight resumed issuing Common Access Cards with “Oberthur ID One V5.2” printed on the top left corner on the card’s backside. Many people were unable to access the network with these CACs because they were using a PC with a specific Dell keyboard identified as model number SK3106. Upgrading to the latest drivers will correct this issue. Contact your CSA for assistance installing these or any drivers.

For more information, call Master Sgt. Michael Brown at 552-4078.



PHOTO BY TECH. SGT. KEITH BROWN

Tech. Sgt. James Campbell

Organization and duty title: 703rd Aircraft Maintenance Squadron, Aerospace Propulsion Craftsman

Hometown: Fayetteville, N.C.

Hobbies: Riding ATVs and playing drums

Mission contribution: Keep engines fine-tuned and ready for flight.

How long have you been stationed at Elmendorf: One year

Time in service: 12 years

Best part about being in Alaska: Working in the extremely cold weather and not being able to feel my hands and feet.

Quote from supervisor: “Sergeant Campbell is a respected technician, supervisor, leader, and mentor. Regardless of the harsh environment, he is always ready to perform extensive engine and/or propeller maintenance. His troops feed off his enthusiasm, raising the shop’s performance as they keep the mighty C-130 Hercules mission ready even though preparations for the transition to the C-17 aircraft are well underway.” Master Sgt. Terry Begeman

Tech. Sgt. Ryan Atkinson

Organization and duty title: 517th Airlift Squadron, Loadmaster

Hometown: Ritzville, Wash.

Hobbies: Camping with family, fishing, and riding ATVs

Mission contribution: In charge of the on- and off-loading of passengers and cargo selected for C-130 airlift throughout the state of Alaska and the Pacific Air Forces area of responsibility.

How long have you been stationed at Elmendorf: three years, three months

Time in service: 12 years, five months

Best part about being in Alaska: The beautiful summers and fresh air

Quote from supervisor: “Sergeant Atkinson is an outstanding evaluator/instructor for the 517th Airlift Squadron. His efforts in Iraq were incredible, airlifting more than 320 tons of cargo and 4,300 combat troops. These actions minimized the amount of Army convoys in the area of responsibility. With the C-130’s leaving Elmendorf, I am confident he will excell at his next assignment at Travis Air Force Base.” Master Sgt. Bruce Lund



PHOTO BY TECH. SGT. KEITH BROWN

40-year tradition ends for the 517th AS C-130s

By Staff Sgt. Olenda Peña-Perez
3rd Wing Public Affairs

The Firebirds began a tradition in 1967 in a native village 75 miles north of the Arctic Circle that came to show the true meaning of the Christmas spirit for the next 40 years.

The yearly flight to Arctic Village began when the porcupine caribou herd, the villagers' primary source of food, changed its migratory trek because of forest fires.

The squadron, then known as the 17th Tactical Airlift Squadron, flew the village hunters to the herd and returned with their meat, saving the village from starvation.

Ever since then, volunteers would begin raising money months before Christmas so they could buy food, clothing and school supplies for the villagers as well as make sure Santa had enough gifts for every child in the village.

Since 2006 was the last year for Firebirds' C-130s to be here, the tradition will continue with the Alaska Air National Guard, who have agreed to add Arctic Village to their list of destinations for Operation Santa Claus, said Capt. Darian Baker, 517th Airlift Squadron and Arctic Village 2006 mission commander.



SENIOR AIRMAN GARRETT HOTHAN

Kayla Nikolai and her brother, Kobi, unwrap a present from Santa who traveled with the 517th AS to Arctic Village Dec. 13, 2005.



SENIOR AIRMAN GARRETT HOTHAN

Athabascan children sing carols for Airmen from Elmendorf during the annual trip to Arctic Village Dec. 13, 2005. The children and community gathered in the village town hall to share their culture with the visiting Airmen and their families.



PHOTO BY STAFF SGT. RHIANNON WILLARD

Three-year-old Kayla Nikolai carries her toys off in her new sled after visiting with Santa Dec. 11, 2006. This was Santa's 40th and last trip to Arctic Village with the 517th AS. The Alaska Air National Guard will add Arctic Village to its list of destinations during Operation Santa.



PHOTO BY STAFF SGT. RHIANNON WILLARD

Santa and his elves board the C-130 Hercules after making a stop in Arctic Village Dec. 11, 2006. The 517th AS dropped off more than \$8,500 worth of toys and food for the people of the village.



PHOTO BY STAFF SGT. RHIANNON WILLARD

C-130s, crew display worldwide capabilities

The 17th Troop Carrier Squadron was the only ski-equipped Lockheed C-130 Hercules aircraft in the Air Force. In the late 1950s, the USAF decided to use these capabilities to help build two DEW Line DYE sites. Both of the radar installations were built slightly south of the Arctic Circle near Sondrestrom AB. These two Ice Cap radar sites depended entirely upon airlift provided by the C-130D in order to exist. The Greenland Ice Cap is an inhospitable land. It stretches for hundreds of miles as a flat, endless, unbroken, windswept and desolate Arctic desert. No animal or human can live there without artificial shelter. The two sites in Greenland were completely dependent on the 17th for their every logistical need.



PHOTO BY LINZEL FULTON



PHOTO BY TECH. SGT. KEITH BROWN

An Athabaskan child points to a 517th Airlift Squadron C-130 at Fort Yukon in April 2003. The C-130 crew made a stop there on a scheduled resupply mission for the radar sites. The 517th AS coordinated a tour for the children of the village.



PHOTO BY TECH. SGT. KEITH BROWN

Soldiers from Charlie 411 Company, Fort Richardson, Alaska, line up to board a C-130 from the 517th Airlift Squadron. The soldiers parachuted from the C-130 as part of joint training conducted in Alaska.



PHOTO BY MASTER SGT. SCOTT WAGERS

A C-130 Hercules, from the 517th Airlift Squadron, lands on a 4,500-foot dirt landing strip in southern Ethiopia. The runway, lined with lava rock native to the area, is the only means of delivering passengers and cargo to a U.S. contingency

operating base in the remote village of Bilate, Ethiopia where Guam Army National Guardsman, Airmen and Sailors work to provide military training to Ethiopian forces in the region. The HOA Flex missions have delivered more than 3.5 million pounds of cargo and 2,400 people to Ethiopia and Kenya since May 2006.



PHOTO BY CAPT. JAMES CUNNINGHAM

BAGRAM AIR BASE, Afghanistan - Army Sgt. Lamarr Haines, an 82nd Airborne Division parachute rigger, helps load a C-130 Hercules from the 517th Airlift Squadron with relief supplies destined for Pakistan. Troops loaded 14 pallets for the drop. Soldiers and Airmen here assemble approximately 20,000 pounds of food, blankets, and supplies for the drop. To date, more than 180,000 pounds of food, water, cots and medical supplies have been flown out of Bagram headed for Pakistan.



PHOTO BY TECH. SGT. KEITH BROWN

Humvees are loaded onto a 517th Airlift Squadron C-130 for a training exercise at Malamute Drop Zone with members from Fort Richardson. The Malamute Drop Zone/Landing Zone, formerly named Claxton Drop Zone on Fort Richardson, is a large rectangular clearing in the trees that acts as a runway during exercises.



PHOTO BY GERRY HARRIS

A parachute deploys to pull cargo from the ramp of a C-130 on a relief training mission. Using its aft loading ramp and door the C-130 can accommodate a wide variety of oversized cargo, including everything from utility helicopters and six-wheeled armored vehicles to standard palletized cargo and military personnel. In an aerial delivery role, it can airdrop loads up to 42,000 pounds or use its high-flotation landing gear to land and deliver cargo on rough, dirt strips.



PHOTO BY MASTER SGT. VAL GEMPIS

A C-130 aircraft from the 517th Airlift Squadron, Elmendorf Air Force Base, Alaska, takes off from Darwin Royal Australian Air Force Base bound for East Timor to deliver cargo and equipment during Operation Stabilise. The U.S. Air Force provided logistics, communications and planning support to International Forces East Timor. INTERFET is providing peacekeeping, humanitarian assistance and force protection to East Timor.



Services Eaglet

"Telling the Services Story" in daily activities and special events for the Elmendorf community

Teen Flashlight Egg Romp

10 p.m. April 6
Youth ball fields

Teen Center
753-2371

Eggs worth cash

YP
youth programs
for Police Services

Calling all contestants

Elmendorf Idol

\$500 Grand Prize

9 p.m. April 14
All contestants will make their debut and judges will decide who makes it to the next round – May 5
Kashim Club, 753-6131

Dorm Dwellers Flashlight Money Hunt

10 p.m. April 6
All dorm residents are invited to hunt for eggs after dark at the Youth Center ball fields
Bring a flashlight and dress warm
All eggs will have prizes and a cash value up to \$100
(cash in afterward at the Youth Center gym)

CC
community center

Beginner and Intermediate Appliqué Quilting

6-9 p.m. April 4, 11, 18 and 25

\$65 for this four-week course of hand or machine sewing

Shop with the instructor the first night

Arts & Crafts, 552-7012 or 552-2470

Today

Learn to Crochet 5-7 p.m., \$35, bring yarn and needle, sign up in advance, Arts & Crafts, 552-7012 or 552-2470

Swimming at Fort Richardson 1-5 p.m., \$2, Youth Center, 552-2266

Club Member Social Hour 5-6 p.m., adults only, Kashim Lounge, 753-6131 and The Cave, 753-3131

Movie Night 6-8 p.m., Teen Center, 753-2371

Cake Decorating II 6:45-9 p.m., \$35 plus \$26.96 kit, Arts & Crafts, 552-7012 or 552-2470

RC DJ (The Rajun Cajun) 9 p.m.-3 a.m., adults only, Kashim Club, 753-6131

Texas Hold 'Em 7 p.m., 6 p.m. sign up, adults only, \$5 entry, Club members receive \$5 in food and beverage coupons, hosted with Armed Services YMCA, Kashim Club, 753-6131

Saturday

March Madness Bike Ride and Potluck 11 a.m., free, bring a dish to share after the ride, sign up in advance, Outdoor Recreation, 552-2023

DJ Karaoke 9 p.m., adults only, Kashim Club, 753-6131

Shrek the Third Family Bowling League Begins 1 p.m., \$12 per person per week, each participant in the 12-week program will receive a *Shrek the Third* bowling ball, Polar Bowl, 552-4108

Spring Break Special 11 a.m.-2 p.m., bowl for 50 cents a game, Polar Bowl, 552-4108

Annual Spring Carnival 10 a.m.-9 p.m., races and games for all ages plus a bonfire and a luau theme, Hillberg Ski Lodge, 552-4838

Stained Glass Workshop 10:30 a.m., \$45 plus glass, spend a day completing projects and learning new techniques, Arts & Crafts, 552-7012 or 552-2470

Sunday

Annual Spring Carnival 10 a.m.-7 p.m., races and games for all ages including the famous Hillberg Slush Cup, Hillberg Ski Lodge, 552-4838

Cross-Country Ski Lessons 1 p.m., \$5, sign up in advance, Outdoor Recreation, 552-2023

Family Xtreme Bowling 1-8 p.m., \$30, for up to six bowlers on a lane, includes shoes, two hours of bowling, two pitchers of soda and a bucket of popcorn, Polar Bowl, 552-4108

Monday

Private Pilot Ground School Registration through March 30 for the class scheduled for April 2-May 9, \$375 plus \$265 book kit, minimum three students, Aero Club, 753-4167

Kids Bowl Free 5-9 p.m., kids receive a complimentary game for each paid game the parent bowls, Polar Bowl, 552-4108

Tuesday

Music for Little Mozarts 9-9:45 a.m. for ages 3-4 and 10-10:45 a.m. for ages 4-5, \$40 per month, Arctic Oasis, 552-8529

Bowler Appreciation Night 5-9 p.m., \$1.75 per game, \$1.75 for shoes, Polar Bowl, 552-4108

Wednesday

Wednesday Night Madness 5-9 p.m., \$18 per lane, up to five bowlers per lane, shoes not included, Polar Bowl, 552-4108

Bingo 7 p.m. cards go on sale 6 p.m. for 50 cents each, hosted with Armed Services YMCA, Kashim Club, 753-6131

Introduction to Photography 5:30-9:30 p.m., bring your camera and manual (if available), \$45, limit six participants, Arts & Crafts, 552-7012 or 552-2470

Scrapbook with the Instructor 6-8 p.m., \$25 includes all supplies, bring photos, Arts & Crafts, 552-7012 or 552-2470

Thursday

Morning Coffee Conversation Book Club 11:30 a.m., free book club for spouses of deployed military members, Arctic Oasis, 552-8529

10th Annual School Age Program Fashion Show 6:30-8:30 p.m. at the Talkeetna Theater, everyone is invited, admission is pet food for local animal shelters, School Age Program, 552-5091

Bargain Basement Bowling 6-9 p.m., \$5 for all-you-can-bowl, Polar Bowl, 552-4108

March 30

Learn to Crochet 5-7 p.m., \$35, bring yarn and needle, sign up in advance, Arts & Crafts, 552-7012 or 552-2470

Club Member Social Hour 5-6 p.m., adults only, Kashim Lounge, 753-6131 and The Cave 753-3131

Now Showing

at the Talkeetna Theater

Today 7 p.m. PG-13

The Messengers

A family moves into a run-down sunflower farm. As the farm begins to revive after years of disrepair, the family begins to notice uncomfortable and alarming changes in their father's behavior.

Saturday 7 p.m. PG-13

The Messengers

Sunday 6 p.m. PG-13

Because I Said So

Daphne Wilder is a mother whose love knows no bounds or boundaries. As a single parent, she has raised three fantastic girls – klutzy, adorable Milly, stable psychologist Maggie and sexy and irreverent Mae – to become the kind of women any mom would die to have. The only problem is they're about to strangle her. In order to prevent her youngest, Milly, from making the same romantic mistakes she did, Daphne decides to set her up with the perfect man. The one thing Daphne decides not to tell Milly, however, is that she placed an ad in the online personals to find him.

subject to change

CSAFs, Vol. 1

By Capt. Tony Wickman
71st Flying Training Wing Public Affairs

Across

- 1. Domesticate
- 5. Evil
- 8. Foreshadow
- 12. CSAF from June 30, 1961-Jan. 31, 1969
- 13. Pie ____ mode
- 14. CSAF from August 1, 1969-July 31, 1973
- 15. Dog
- 16. Fuel
- 17. USAF ace Brig. Gen. Robin ____
- 18. Musical theater
- 19. USAF base in S.C.
- 21. Select
- 22. Actress Carrere
- 25. ____ circle; close pals
- 28. Blast
- 29. Explosive combo
- 30. The female person
- 32. CSAF from April 30, 1948-June 29, 1953
- 36. Grass
- 37. Country host of Balad AB

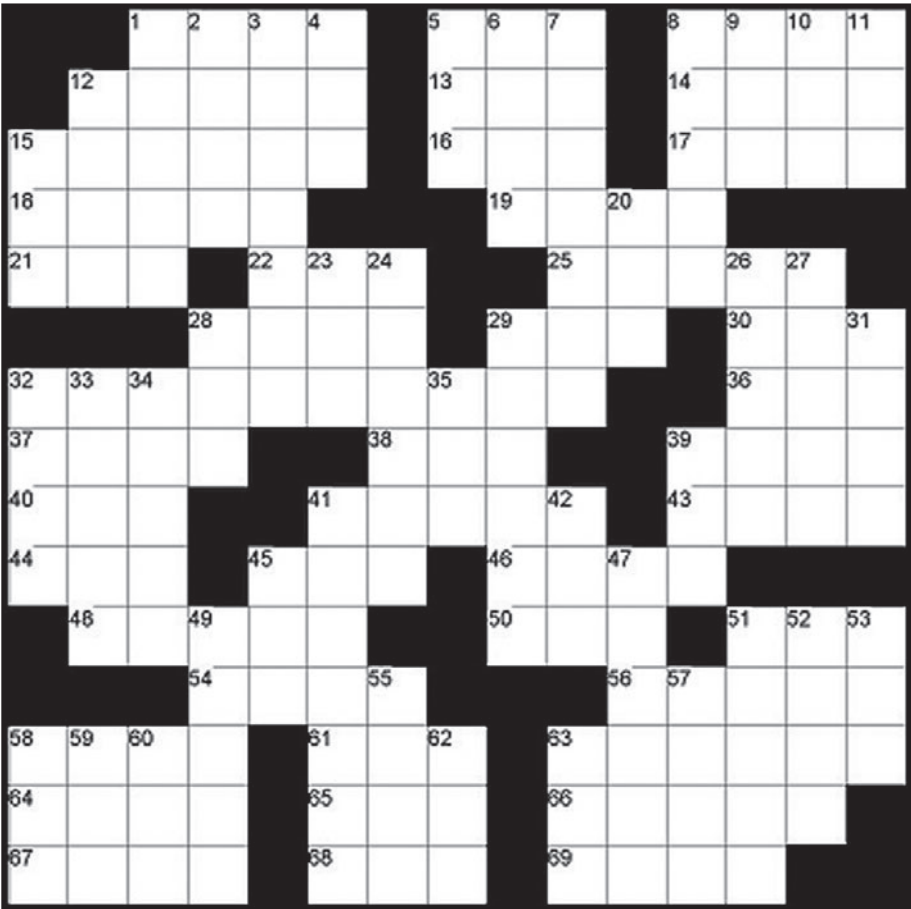


March 16 solution

- 38. Baseball stat.
- 39. Gave direction
- 40. Acting CSAF from Sept. 18-Oct. 29, 1990
- 41. Mathematical sign
- 43. CSAF from Nov. 6, 1997-Sept. 6, 2001
- 44. Flightless bird
- 45. Cooking item
- 46. Art or practice of casting magic spells; magic; voodoo
- 48. Off course
- 50. Kwik-E-Mart owner/operator on The Simpsons
- 51. Conjunction
- 54. Japanese cabinet
- 56. Computer need for the Internet
- 58. Sandy hill
- 61. Group
- 63. CSAF from Sept. 26, 1947-April 29, 1948
- 64. Largest continent
- 65. Self-esteem
- 66. Univ. of Maryland players, informally
- 67. Ringing item
- 68. Sweet potato
- 69. Before the present time; formerly

Down

- 1. Principle
- 2. Male royalty
- 3. Sea cow
- 4. Hurricane center
- 5. Paper or plastic offering
- 6. Sigh
- 7. Stylishly handsome
- 8. CSAF from August 1, 1973-June 30, 1974
- 9. Popeye’s girl Olive
- 10. Father
- 11. USN rank



- 12. Finnic people of northern Norway, Sweden, and Finland
- 15. Babble
- 20. Picnic crasher
- 23. Bond writer Fleming
- 24. Even if
- 26. Thinking piece
- 27. 70s TV show
- 28. Fast, in brief
- 29. Serious injury center
- 31. Garden spot
- 32. Abysmal
- 33. Scent
- 34. Minor Prophet of the 7th century b.c.
- 35. Sea bird (var.)
- 39. Sis’ sib
- 41. CSAF from Sept. 2, 2005-present
- 42. Drench
- 45. Greek letter
- 47. CSAF from Sept. 6, 2001-Sept. 1, 2005
- 49. Perfect
- 51. Fit in
- 52. NJ team
- 53. Span between DPRK and ROK
- 55. Roman garb
- 57. Paddles
- 58. Blob
- 59. Exploit
- 60. Zero
- 62. Singer Jones
- 63. Sault __ Marie



PHOTO BY TECH. SGT. KEITH BROWN

Senior Airman William Oxenford, a 517th Airlift Squadron loadmaster, witnesses the engine start during the final C-130 practice flight on Elmendorf March 16.

Firebirds final practice flight on Elmendorf



PHOTO BY TECH. SGT. KEITH BROWN

Above: Lt. Col. Gary Gottschall, the 517th AS commander, and his crew go over the procedures and flight plan during the crew briefing. Left: Capt. Ryan Hendrickson, a C-130 co-pilot, checks the maps and his preflight notes before the load drop. Below: The C-130 deploys three heavy equipment training platforms during the final aerial drop March 16.



PHOTO BY TECH. SGT. KEITH BROWN



PHOTO BY AIRMAN 1ST CLASS JONATHAN STEFFEN



PHOTO BY AIRMAN 1ST CLASS JONATHAN STEFFEN



PHOTO BY AIRMAN 1ST CLASS JONATHAN STEFFEN

Above: Deployed pallets dropped by a C-130 safely float down to the Nielson drop zone on Fort Richardson. Left: Airman 1st Class Brandon Walker, 3rd Logistics Readiness Squadron, gathers up the extraction parachute from the dropped pallet during the final aerial delivery.