



ARSAG INTERNATIONAL

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The Aerial Refueling Systems Advisory Group

Newsletter

November '07

DOD Joint Standardization Board (JSB) for Aerial Refueling Systems to Meet ARSAG Special Projects Workshop

13 – 15 November

at: MTC Technologies, Inc, 4032 Linden Avenue, Dayton, Ohio

Agenda Summary

13 November

0830 - 1600

- Group 1: **Study 7191 & Guide Document**
(Review draft documents)
 - Group 2: **STANAG 3447 Guide Document**
(Review draft document)
 - Group 3: **Lighting, Formation and Markings**
(Draft a standardized drogue status lights document)
 - Group 4: **Maintenance Guide Document**
(Continue adding lessons learned to 1st draft document)
 - Group 5: **Aerial Refueling Clearance Repository**
(Review all related documents, finalize POC's and complete all activities related to this topic)
 - Group 6: **U.S. Military Specs, MA-2,3,4 Coupling MA-2 Nozzle**
(Review coupling spec and initiate review of nozzle spec.)
- Defense Technical Information Center (DTIC) Briefing Regarding Aerial Refueling Clearance Information Repository

14 November

0815 - 1600

- Groups 1-6 Group Sessions Continue
- Review and Report Progress and Projects in Combined Session
(Open for inputs from all groups)

15 November

0815 – 1200

- Resume Group Sessions, Incl. Inputs from Wed. PM. Combined Session
- Groups Report in Combined Session
- Discuss Projects and Agenda for Next Meeting (January)

Military and industry members of the aerial refueling community are welcome to attend this meeting of the DOD JSB. It is requested that participants come primed and equipped for detailed consideration of the six topics listed. The meeting provides a rare opportunity to propose meaningful inputs.

The goal of the meeting is to produce definitive, near-final drafts of the subject documents. These will be posted on the ARSAG website to offer a final opportunity for submission of comments.

A detailed agenda and map are available at www.arsaginc.com

The DTIC briefing is scheduled for 1045 hrs. Tues, 13 Nov.

Submitted by:
Dex Kalt, Executive Director, ARSAG; and
Farhad Choudhury, Chairman, DOD JSB for Aerial Refueling Systems

Dayton Area Hotel List:

- Dayton Marriott, 1414 S. Patterson Blvd., 937 223-1000;
(Full service hotel, standard rate \$149; gov. per diem, \$84, for international, also, limited number per diem available)
- Holiday Inn, Fairborn, 2800 Presidential Drive (off Col Glenn Highway), 937 426-7800
(Full service hotel, standard rate \$139; gov. per diem, \$84, for international, also, limited number per diem available)
- Residence Inn, 2775 Fairfield Commons Dr, (off New Germany-Trebein), 937 427-3914
(Suites hotel, standard rate \$139; gov. per diem, \$84, for international, also, limited number per diem available)
- Courtyard / Marriott, 2777 Fairfield Commons (off New Germany-Trebein), 937 429-5203
(Suites hotel, standard rate \$109.99; gov. per diem, \$84, not honored for international, limited number per diem available)
- Homewood Suites, Fairborn, 2750 Presidential Drive (off Col Glenn Hwy), 937 429-0600
(Suites hotel, standard rate \$139; gov. per diem, \$84, for international, also, limited number per diem available)

The above list is provided as a convenience for meeting attendees.

ARSAG Calendar

DOD Joint Standardization Board for Aerial Refueling Systems (JSB)

13 - 15 November '07

MTC Technologies, Inc., 4032 Linden Avenue
Dayton, Ohio

ARSAG Winter Meeting

15 - 17 January '08

Boeing Rosslyn WDCO (Washington DC Operations)
1200 Wilson Boulevard

Washington D.C.

15 Jan. Planning Meeting:

The annual Planning Meeting for **ARSAG Panel Chairs** and **Steering Group** is scheduled for Tuesday, 15 Jan.

16, 17 Jan. DOD Joint Standardization Board:

A meeting of the **DOD Joint Standardization Board for Aerial Refueling Systems** will be held on Wednesday and Thursday, 16 and 17 Jan.

ARSAG '08 Annual Conference

8 – 10 April '08

Rosen PLAZA Hotel, 9700 International Drive
Orlando Florida

Representatives of DTIC to brief November JSB meeting

ARSAG and the JSB have been working toward a repository for aerial refueling clearance information. The goal has been to record clearance histories between specific aerial refueling tankers and receivers in a permanent, controlled-access, readily available repository. In identifying the Defense Technical Information Center (DTIC) as the appropriate site and establishing a relationship with their personnel, ARSAG and the JSB have reached an important milestone.

Debra Francis, Manager, DTIC Midwest Regional Office Wright-Patterson AFB, OH and Don Denio, Technical Information Specialist of that office will brief the November meeting of the Joint Standardization Board (JSB) on Aerial Refueling Standardization regarding DTIC, its work, procedures for submitting and retrieving information and particular applications to aerial refueling clearance data.

We invite you to participate, ask questions and be ready to make use of this important resource for aerial refueling. The DTIC briefing has been scheduled for 1045 hrs. on 13 November. A detailed agenda and map are available on the ARSAG website at www.arsaginc.com.

Rickenbacker ANGB, OH

From 27 to 30 September, 2007 Rickenbacker Air National Guard Base hosted a historic air show. "The Gathering of Mustangs and Legends" brought together a total of ninety-two P-51 Mustangs, ranging from early 'A' models to high performance racers. A large number of World War II pilots were also present, signing autographs, giving lectures and sharing anecdotes in impromptu sessions around the airplanes.



Other warbirds in attendance included two B-17 Flying Fortresses, two B-25 Mitchells (one of which was a twenty-five mission combat veteran), an Avro Lancaster, two P-38 Lightnings, two P-47 Thunderbolts, two P-40 Warhawks, a P-63 King Cobra and numerous T-6 Texans.

Military flight demonstrations included the United States Air Force Thunderbirds, an F-15, F-16 and the jaw-dropping F-22 Raptor. Static displays included a C-5, C-17, B-52, A-10s, F-15s and F-16s. As Rickenbacker ANGB is home to the 121st Air Refueling Wing, no less than seven KC-135R's were present, as well.

Originally activated as Lockbourne Army Air Force Base in June 1942, the base has gone through many transitions. Early operations included glider pilot training and B-17 bomber crew training. After the war it was converted to the home of the Tuskegee Airmen. Later tenants were the 70th Strategic Reconnaissance Wing and the 301st Bombardment wing. In 1974 Lockbourne was renamed Rickenbacker AFB in honor of World War I fighter ace Eddie Rickenbacker.

Today, Rickenbacker ANGB houses the 121st ARW, the first Air National Guard unit to fly KC-135s. Since 2003, it has also been home to the consolidated Navy and Marine Corps Air Reserve Center



Submitted by: Thomas Coggeshall
Photos by: Thomas Coggeshall

KC-767 International Programs

The Boeing Company is currently in the process of building four KC-767s for both the Italian Air Force and the Japan Air Self Defence Force.

The Italian KC-767A configuration is capable of flying in a full passenger configuration with up to 200 passengers, a full cargo configuration with up to 19 main deck 463L military pallets, or in a "Combi" configuration with both passengers and cargo. In the combi configuration, the two main deck compartments are separated by a smoke barrier and have independent environmental systems. The Italy KC-767A has a 5th generation, advanced boom controlled by a second generation remote aerial refueling operator station, a remote camera viewing system, a centerline hose & drogue system and wing air refueling pods. It will also have an air refueling receptacle for extended range and enhanced mission flexibility.

The Japan KC-767 is a convertible model that can be configured either as a freighter with 19 pallets or as a passenger aircraft capable of carrying up to 200 passengers. It will also have a 5th generation, advanced air refueling boom.



Flight test for the Italian KC-767 began in mid-May 2005. The first Japan tanker is also currently in flight testing, after completing its first flight in December 2006.

A third KC-767 will enter the flight test program in early 2008. Plans are to deliver the first tanker to Japan in the 1st quarter of 2008, followed by the first tanker to Italy in the 2nd quarter of 2008.

The KC-767 flight test program has accumulated nearly 300 test flights and is nearing 1,000 hours of inflight testing. Significant flight test accomplishments include: boom extension and retraction, multiple boom air refueling contacts, actual inflight air refueling of B-52 and F-15 aircraft, extension and retraction of the centerline hose drum unit and extension and retraction of the wing air refueling pods. Our experienced flight test boom operators describe the new, 5th generation, fly by wire boom as "the best, smoothest, most responsive boom there is flying today. Rock solid! It handles so well you can write your name in the sky."



Submitted by Alan Burch, Boeing

Oct. 6 airpower summary:

Refuelers provide global reach

SOUTHWEST ASIA (AFPN) – The U.S. Central Command Air Forces director of Mobility visited Airmen assigned to Camp Djibouti recently as part of his first visit of the Southwest Asia area of operations since assuming his position.

"My purpose is to find out what (the) requirements are and how we can help (the Airmen) get their mission done," Brig. Gen. Alfred J. Stewart said.

"If you look at a map and see how geographically separated this AOR is from Afghanistan and Iraq, you'll understand that they are pretty much completely dependent on air for re-supply," the general said. "We have C-130 (Hercules aircraft) that bring supplies here to help them get the mission done."

The CENTAF AOR stretches from the Horn of Africa through the Arabian Gulf region, into Central Asia. Those distances make air mobility a vital component to the CENTAF mission -- moving people and cargo where needed, 24 hours a day, seven days a week.

On the day of the general's visit to the Horn of Africa, C-130 and C-17 Globemaster III crews flew approximately 180 airlift sorties, delivering 300 tons of cargo and transporting approximately 5,500 passengers throughout the CENTAF AOR.

"The entire air mobility system is hard at work in (operations Iraqi Freedom and Enduring Freedom)," General Stewart said. "A lot of the time we are invisible, but we make the rest of the fight possible."

The air mobility mission also encompasses two other critical aspects -- medical evacuation and aerial refueling.

Maintaining KC-135s, turning fuel into freedom Senior Airman Mike McGovern marshalls a KC-135 Stratotanker to its parking spot at a deployed location in Southwest Asia while Tech. Sgt. Robert Wade and Senior Airman Neal Sicard stand by to place chocks around the tires of the aircraft. The Airmen are with the 340th Aircraft Maintenance Squadron. (U.S. Air Force photo/Staff Sgt. Jason Barebo)



"We have tremendous statistics to confirm that when we have injured Marines, Soldiers and Airmen in battle, if we can get them into the hands of the aerial medical evacuation system, they have a 98 percent chance of surviving," the general said. "If we can just get them, within a reasonable amount of time after they were injured, into the aerial medical system they are going to survive. That's a tremendous part of what we do."

The aerial refueling capability provided by the air mobility team allows American and coalition aircraft to stay in the air covering long distances in considerably less time, the general said.

"To carry the fight to the enemy, the KC-135 (Stratotankers) and KC-10 (Extenders) are absolutely essential," he said. "They make it possible for the Combined Forces Air Component commander to provide the air order battle over the battle field almost continuously. Without aerial refueling, it would be a much different fight. It would be much more difficult to do the things we do."

Recapitalizing and modernizing the tanker inventory is the Air Force's No. 1 priority to ensure the joint force can continue to project combat capability anytime, anywhere."

"We are able to move," General Stewart said. "We have global reach, global mobility every day and the assets of Air Mobility Command make that global reach possible."

Reprinted from USAF News

ARSAG Winter Meeting

If you are planning to attend the ARSAG Winter Meeting to be held at Boeing Rosslyn WDCO (Washington DC Operations), 1200 Wilson Boulevard, on 15 - 17 January '08 (see ARSAG Calendar, Page 1). Several hotel choices are located near the Boeing facility. A map is available at www.arsaginc.com

<u>Hotel</u>	<u>Phone</u>
Hyatt	703 525-1234
Marriott Residence	703 812-8400
Marriott Key River Bridge	703 524-6400
Marriott Courtyard	703 528-2222
Holiday Inn – Rosslyn	703 527-4814

From the desk of the chairman

I hope that all of you are as pleased as I am over our Newsletter series quality. We are placing more emphasis on the frequency, timeliness, and depth of information. We want to present current events and items of interest to all of you. It is a supplement to our Website and is directed to all our ARSAG participants. Our Editor, Publisher, Writer, and Reporter About Town is not really four people -- it is only one, our Administrative manager Janet Kalt. She works with your contributions of aerial refueling articles and photos. I encourage all of you to come forward to Janet with your ideas and inputs for the Newsletter. If you don't, she will likely be asking you for some newsworthy items.

Nothing occurring in our aerial refueling community is too small or insignificant to pass on to our people. And that includes the planning for ARSAG '08 in Orlando. We will keep you posted on that progress.

Contact ARSAG at: ARSAG International Inc., P.O. Box 340638, Beavercreek OH, 45434-0638; phone, 937 431-8106; fax, 937 431-8103; e-mail, arsaginc@earthlink.net. ARSAG website: www.arsaginc.com

Introducing the:

Defense Technical Information Center

ARSAG and the Joint Standardization Board for Aerial Refueling Systems (JSB) are pleased to announce that they are working with the Defense Technical Information Center (DTIC) to establish a permanent, controlled-access, readily available repository for aerial refueling clearance information. The following will help to introduce DTIC:

- *Recognizing the need to provide for a maximum exchange of important scientific and technical information within the DoD community, DTIC selects appropriate documents based on content, delivery medium, formats, reproducibility, and other criteria.*
- *DTIC accepts documents that cover classic military subjects, as well as those from a spectrum of disciplines. Scientific and technical documents result from DoD-sponsored or defense-related research and engineering and studies efforts and contain information from or about the conduct and management of scientific and engineering efforts.*
- *DTIC accepts virtually all documents that convey scientific and technical information or technical data. Hard copy print, digital or magnetic non-print, and digital files for online publication are all accepted. Documents may be in a variety of media and formats, and document types can range from single reports with text only to multimedia items with color, video, and sound.*

Famed Flying Tiger ace dies

SAN ANTONIO (AFPN) -- Famed Flying Tigers ace and Texas Air National Guardsman Brig. Gen. David Lee "Tex" Hill, died Oct. 11 of congestive heart failure at his home here. He was 92. The general is scheduled for burial at Fort Sam Houston National Cemetery.

General Hill flew with Gen. Claire Chennault as a member of the Flying Tigers, a volunteer group of American aviators who flew during World War II to defend China, which had no air force of its own.

He served as both flight leader and then squadron leader of the 2nd Squadron, flying the Curtiss P-40 fighter with the distinctive shark's teeth paint scheme on the nose of the plane. During his time as a Flying Tiger pilot, he was credited with 12 aerial victories.

When the Flying Tigers were disbanded in July, 1942, General Hill continued to fly, eventually commanding the 23rd Fighter Group. By the time he left active duty, he was a triple-ace, credited with some 18 confirmed aerial victories.

In 1946, he joined the Texas Air National Guard as the youngest brigadier general in the history of the Air Guard. He was 31.

"Tex Hill has forgotten more about leadership and what's important than most of us will ever know," said Gen. T. Michael Moseley, Air Force chief of staff.

Reprinted from USAF News

ARSAG '08 Aircraft Static Display

Your military or industry organization is invited to participate in the ARSAG '08 aerial refueling aircraft static display to be held during the conference in April in Orlando. Contact Dex Kalt at: 937 431-8106 or 937 287-9790 or arsaginc@earthlink.net.

Aerial Refueling History

Remembering the KC-97

The C-97 was the AAF cargo/transport version of the B-29. Between 1943 and 1950, 74 Stratofreighters were ordered; the first flight occurred on Nov. 15 1944. A tanker version (KC-97) was introduced in 1950 using the "flying boom" refueling system and all subsequent USAF



contracts for C-97s were for tankers. In all, 890 aircraft were ordered, 74 C-97s and 816 KC-97s. After 1956 USAF KC-97s were gradually replaced by KC-135 jet tankers, but some were modified for continued use in other roles. In 1964, selected aircraft were returned to a tanker configuration (KC-97L) primarily for the Air National Guard. Two jet engines were added to increase speed and altitude, making the tankers more compatible with high performance jet aircraft. Although the last USAF C/KC-97 was retired in 1973, examples remained in use with the AF Reserve and ANG as tankers or air-sea search and rescue aircraft.

On June 7, 1973 the KC-97 on display at the National Museum of the United States Air Force was christened "Zeppelinheim" by the mayor of that German town honoring its use by the 160th Air Refueling Group (Ohio ANG) during Operation "Creek Party," the aerial refueling of NATO forces in Europe. It was flown to the Museum in August 1976.

Submitted by Mark Shelly, Boeing

Advertisement

Military Airlift & Rapid Reaction Operations, 5th & 6th December 2007

Crowne Plaza St. Peter's Hotel, Rome, Italy

This conference is designed to help air transport practitioners understand military strategic airlift challenges and requirements. Discuss with key decision makers about the changing military environment. Be up to date with the latest technological developments and evaluate needs identified through recent operations in Lebanon, Afghanistan, Kashmir and Iraq.

For more information please visit our website:
www.smi-online.co.uk/07milairlift11.asp