



ARSAG INTERNATIONAL

THE AERIAL REFUELING SYSTEMS ADVISORY GROUP

Newsletter

February '09

ARSAG '09 registrations rolling in

7 – 9 APRIL
BALLY'S LAS VEGAS

Conference registrations for ARSAG '09 are being received on line, by e-mail, fax and post at a rapid pace. Interest in the conference does not seem to be abated by travel and budget restraints. Delegates tell us that they know the ARSAG conference is a good way to get a lot of "bang for the buck" for their organizations' budgets.

At a time when managers are examining every expenditure for relevance and value, ARSAG offers a unique opportunity to meet with international delegates who are involved in every aspect of aerial refueling. You may register online at www.arsaginc.com or by completing the attached form and returning it to arsaginc@earthlink.net, faxing to 937 431-8103 or mailing to P.O. Box 340638, Beavercreek OH 45434-0638.

Autumn ARSAG Workshop / JSB Meeting Announced

The dates for the Autumn ARSAG Workshop / JSB Meeting have been designated as 15 – 17 September 2009. The autumn meeting traditionally has been in November. The earlier September date was considered in order to allow more time between the Autumn Meeting and the Winter Meeting in January.

BAE Systems on Linden Avenue in Dayton OH has again graciously offered to host the autumn meeting in their spacious and well-appointed conference facility.

Please remember that the next meeting of the ARSAG Workshop / JSB will be on Monday, 6 April '09 at the ARSAG '09 conference site, Bally's in Las Vegas.

Focus Group Topics Named

At the ARSAG '09 conference, a special Wednesday afternoon Focus Group session will allow delegates to separate into four groups to concentrate on limited topics. The topics under consideration are:

- 1) The Aerial Refueling Clearance Process:
- 2) Aerial Refueling with Unmanned Aircraft
- 3) Alternative Fuels
- 4) Operational Aerial Refueling Experiences – Lessons Learned

Make your ARSAG '09 hotel reservations by calling Bally's at 1-800-358-8777 or 702 967-4111 on or before 6 March 2009. Mention ARSAG to get our special rate.

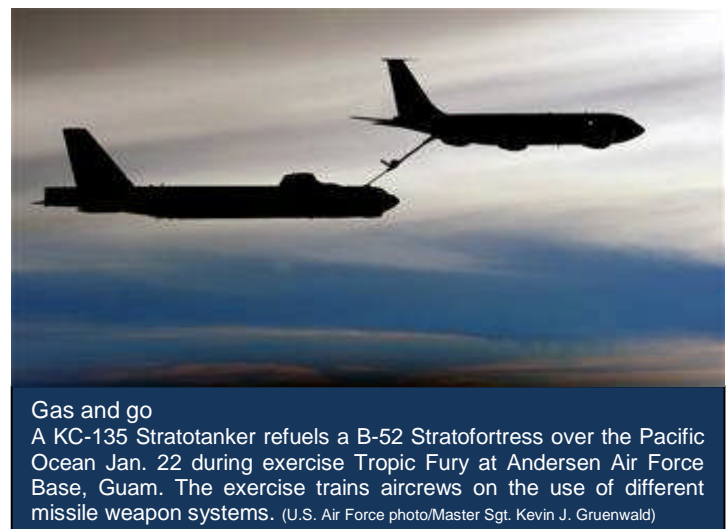
Note from the Chairman

Last month's Winter Planning Meeting in Orlando was a great work in progress with tremendous participation from our core ARSAG working group around the world. We moved forward in key document preparation and the refinement of projects in the ARSAG Workshop / Joint Standardization Board. The planning sessions with the Steering Group and the Panel chairs put the finishing touches on the draft agenda and schedules for ARSAG '09 in April. Our Executive Director and the JSB Chairman coordinated the efforts of the working groups and readied two major standards for final review, to be submitted as NATO STANAG's by April '09.

During the Orlando meeting, we held a special session of the Board of Directors to concentrate on strategic planning and the future role of ARSAG in the international community. Again, great progress was made in evaluating some organizational changes and streamlining management and administration of our organization. While some finishing touches are being put in place, I expect that we will be ready to announce and implement these changes during ARSAG '09. I know that you will be pleased with these efforts.

Our Conference Committee has everything in place for the April meeting in Las Vegas. All the information for registration and lodging is readily accessible in our newly revised website. Go there and check it out. I look forward to seeing all of you there.

Martin L. Vukich, Chairman, ARSAG International



Gas and go
A KC-135 Stratotanker refuels a B-52 Stratofortress over the Pacific Ocean Jan. 22 during exercise Tropic Fury at Andersen Air Force Base, Guam. The exercise trains aircrews on the use of different missile weapon systems. (U.S. Air Force photo/Master Sgt. Kevin J. Gruenwald)

Boeing KC-767 Tankers for Italian Air Force Make Historic Refueling

Wichita, Kansas – A Boeing Co. KC-767 aerial refueling aircraft built for the Italian Air Force transferred fuel to another Italian KC-767 during a Dec. 17, 2008 flight test over northern Kansas, marking the first time a KC-767 tanker has itself been refueled by another aircraft.

During the milestone mission, Boeing aircrews made seven contacts between the tankers and transferred more than 10,000 pounds of fuel using the Universal Aerial Refueling Receptacle Slipway Installation (UARRSI) system located on the front top of the tanker, behind the aircraft cockpit.



Boeing has two KC-767s in flight test for the Italian Air Force while building two other tankers for the customer. The Italian tankers feature an advanced aerial refueling boom with a remote aerial refueling operator (RARO) station, as well as wing pod and centerline hose and drogue systems.

Submitted by Felix Sanchez, Boeing
Boeing Photo: Robert "Buzz" Shaddy

ARSAG '09 Hotel Reservation Information Bally's Las Vegas

ARSAG '09 conference attendees will make hotel reservations directly with Bally's. You may call the hotel at 1-800-358-8777 or 702 967-4111 on or before 6 March 2009.

You must identify yourself as part of the Aerial Refueling Group to receive the special group rate of \$124 per night.

All reservations must be guaranteed with a deposit for the first night's guestroom and tax charge. If reservation is guaranteed to a credit card, a first night's guestroom and tax charge, per guestroom, will be billed immediately to the cardholder's account.

Bally's allows individual attendees the right to cancel their guestroom reservations without penalty up to seventy-two (72) hours prior to the attendees' scheduled arrival date

Send your news article for inclusion in the ARSAG Newsletter to arsaginc@earthlink.net

Boeing to display Air Refueling Technology Demonstrator at ARSAG '09

The Boeing Company is pleased to display the Air Refueling Technology Demonstrator trailer containing the next generation of air refueling technology at this year's ARSAG convention. You'll be able to experience remote vision air refueling at the controls of the third generation Air Refueling Operator's Station. Pilot the 767-400 flight demonstrator with its all glass flight deck and heads up display (HUD) over the skies of the Mojave Desert.

Boeing's Air Refueling Technology Demonstrator trailer will be open during the normal exhibit hall hours and will be located in the parking lot on the east end of Bally's Hotel.

Submitted by: Larry Strube, Boeing

Manas members continue to support coalition operations

by Maj. Damien Pickart 376th Air Expeditionary Wing Public Affairs
2/5/2009 - MANAS AIR BASE, Kyrgyzstan (AFNS)

-- Coalition personnel continue to perform their daily air mobility and aerial refueling missions at Manas Air Base, Kyrgyzstan, despite press reports that an announcement is pending from Kyrgyz leaders about the future of the base. "Until we are told that our mission has changed, we will continue to support coalition operations in Afghanistan as the premier air mobility and aerial refueling hub," said Col. Christopher Bence, the 376th Air Expeditionary Wing commander.

Manas AB currently serves as the air mobility hub for the International Security Assistance Force and coalition military forces operating in Afghanistan. The around-the-clock missions include aerial refueling, airlift and airdrop, aeromedical evacuation and support for coalition personnel and cargo transiting in and out of Afghanistan. In 2008, the wing's fleet of KC-135 Stratotankers flew 3,294 refueling missions passing 194,453,400 pounds of gas to 11,419 aircraft over the Afghanistan sky. Manas AB personnel also supported more than 170,000 coalition personnel transiting in and out of Afghanistan and processed 5,000 short tons of cargo, to include spare parts and equipment, uniform items and various items to support personnel and mission needs.

The 376th AEW began operations at the Manas International Airport in December 2001, in response to the Sept. 11, 2001, terrorist attacks. Initially referred to as Ganci Air Base, in honor of Peter Ganci Jr., the New York City Fire Department chief who died in the World Trade Center attack, Manas AB has hosted coalition personnel and aircraft from 10 countries including Australia, Denmark, France, Italy, Netherlands, New Zealand, Norway, South Korea, Spain and the United States.

Currently, 1,000 personnel from Spain, France and the United States are assigned to the base, along with 650 U.S. and host-nation contractor personnel that provide daily support to various missions. Aircraft assigned include U.S. KC-135s, French C-135FRs and Spanish C-130s.

News from Airbus Military

Following a decision made by the EADS Board of Directors and shareholders, EADS MTA (Military Transport Aircraft), the manufacturer of the A310 MRTT and A330 MRTT, has integrated into Airbus under the name of Airbus Military.

Airbus Military's first A330 MRTT (Multi Role Tanker Transport) for the Royal Australian Air Force (RAAF) - local Australian designation, KC-30A (previously KC-30B) - achieved another significant milestone in its military certification process, as this new-generation refuelling platform is prepared for delivery to the RAAF.

As planned in the RAAF programme schedule, after Phase 2 which saw the installation of various specific equipment such as the air refueling console, airstairs and the military communications system and some modifications to the fuel and hydraulic systems, the KC-30A MRTT made a successful flight on 30 December 2008.

A few days later, on 21 January 2009, the KC-30A MRTT was validated as a receiver aircraft for in-flight refueling after multiple contacts with Airbus Military's A310 boom demonstrator platform – which is equipped with the company's advanced Aerial Refueling Boom System (ARBS).



The multiple contacts of the fly-by-wire boom were made with the Universal Aerial Refueling Receptacle Slipway Installation (UARRSI), located on the forward fuselage above the cockpit of the KC-30A MRTT. These tests and evaluations confirmed its extremely stable flying qualities as a receiver aircraft, and also included tests of the military avionics system during refueling operations.

"The A330 MRTT program is on schedule and meeting its milestones as a mission-capable platform for the most challenging refueling and airlift requirements of the U.S. Air Force, NATO countries and other allies," said Ralph D. Crosby, Jr., the chairman and CEO of EADS North America. "We look forward to this aircraft's upcoming service entry with the Royal Australian Air Force, as well as the follow-on introduction of A330 MRTTs in the fleets of EADS' other international military customers."

Submitted by: Damien Allard, Airbus Military

ONLINE ARSAG '09 CONFERENCE REGISTRATION OPEN AT
www.arsaginc.com

A new ARSAG Newsletter feature, ARSAG All Stars, begins this month. A short biography of one of ARSAG's own, one of the many remarkable individuals who are ARSAG's dedicated crew members will be presented each month. Thank you to Lt Col Guido Mueller, German Flight Test Center, who suggested the ARSAG All Stars column.

ARSAG All Stars

Klaus-Dietrich Flade, Experimental Test Pilot & Cosmonaut

Klaus-Dietrich Flade -- 267th overall in space, 5th German Astronaut, 1st German on the space station Mir 1 space flight: Soyuz TM-14 / space station Mir / Soyuz TM-13 (7 days 21 hours and 57 minutes)

Born 23 August 1952 in Budesheim (Germany) Married, two children

Between 1959 and 1974 Klaus-Dietrich Flade passed through several schools in Oldenburg, Cochem, Memmingen, Bonn and Schelklingen. From 1974 to 1976 he became aircraft mechanic on F-104G Starfighter before integrating into the Officers School of the German Air Force. His university degree was achieved in Air and Space Technology with additional studies in Chemistry, small and large scale Economics as well as Organization Psychology. He specialized in chemical analysis with the help of gas chromatography and mass spectroscopy and finally in fluid mechanics and informatics.

From 1980 to 1988 he served as a fighter pilot in a fighter-bomber wing on F-104G, Tornado, and Alpha-Jet.

Training to become an Experimental Test Pilot was with class 1 at the ETPS Boscombe Down in 1988. Test assignments until 1991 included F-16, Mirage, Mig 29, C-160, Do-228 and Do-28 and helicopters like BO-105, Gazelle and UH-1D and their associated systems at the operational test squadron of the German Air Force.

After an initial selection in 1985, on 6 October 1990 he was appointed as part of the German Astronaut Team to the bilateral German-Russian space flight to the space station MIR, foreseen for 1992. Klaus-Dietrich Flade moved in Star City near Moscow for training at the end of 1990. After basic training the final preparation for the MIR'92 mission started with his appointment to the primary cosmonaut flight crew in October 1991 with the commander Alexander Viktorenko and the engineer Alexander Kaleri.

The three cosmonauts departed with Soyuz TM-14 from the launch site at Kazakhstan on the 17 March 1992, docked to space station MIR two days later, where they rejoined with the Alexander Volkov and Sergueï Krikalev.

Klaus-Dietrich Flade was the first German on the station MIR. His mission was dedicated to scientific experiments in the fields of biochemistry, medicine and material research and terminated with the landing within Soyuz TM-13 near Arkalik, Kazakhstan on 25 March 1992.

After the flight, he was trained in Russia to perform Extra Vehicular Activities (EVA) for a potential second space flight. Before the flight took place, he was selected in early 1995 by his industry Deutsche Aerospace (predecessor to EADS) to join Airbus in Toulouse as Experimental Test Pilot. There he flies all Airbus types from the non-fly-by-wire A300/310 through all fly-by-wire new generation A318 up to and including A380 as instructor, examiner and senior examiner.

Klaus-Dietrich is the responsible Project Test Pilot for all Airbus derived AAR tankers and has worked closely with ARSAG since the year 2002.



SEND YOUR RECOMMENDATIONS for next month's
ARSAG All Star to arsaginc@earthlink.net

KC-135 crew airlifts wounded from Afghanistan

by Tech. Sgt. Jason Schaap

931st Air Refueling Group Public Affairs

2/6/2009 - MCCONNELL AIR FORCE BASE, Kan. (AFNS) -- A few Airmen from the 931st Air Refueling Group spent their Super Bowl weekend resting from a 12-day aeromedical evacuation mission in Afghanistan.

Eight reservists from the 931st manned a specially equipped KC-135 Stratotanker that made four back-to-back trips to Bagram Airfield, Afghanistan, to pick up wounded and sick troops for evacuation to Ramstein Air Base, Germany.

"It was a long mission," said Staff Sgt. Trevor Derenthal, a crew chief assigned to the 931st Aircraft Maintenance Squadron.

Lt. Col. Tyoshi "T" Tung, a KC-135 pilot assigned to the 18th Air Refueling Squadron was the senior-ranking 931st member during the mission. It usually took around 21 hours for his crew to prepare, leave Ramstein, fly to Afghanistan, return to Ramstein and finish the job, he said. Twenty four hours of mandatory crew rest later, they would make the trip all over again.

"There wasn't much time for sightseeing," Colonel Tung joked. But that was more than ok, he added, because "it's all about the mission." Especially when evacuating wounded warriors.

The KC-135 is not the Air Force's first choice when using aircraft for aeromedical evacuation. But its ability to fly long distances makes it an excellent substitute when high operations tempos create aircraft shortfalls.

Aerial refueling, the primary capability of the KC-135, is not part of the evacuation mission. "The jets are wall-to-wall with (medical) equipment" and aerospace medical technicians, Tech. Sgt. Warren Bearup said. "Our purpose is to get there and get back."

Sergeant Bearup was part of Colonel Tung's crew. He is an 18th ARS boom operator and, like Sergeant Derenthal, works full-time for the 931st as an Air Reserve Technician. Between drill weekends, Sergeant Bearup is a civilian flight scheduler assigned to the 931st Operations Support Flight.

It was his office that acquired the Afghanistan mission after 931st crews successfully completed the same missions twice before. Aeromedical evacuations are another way to make sure "we're doing our part," Sergeant Bearup said, in addition to the millions of fuel pounds 931st flyers deliver every year.

There was an incident during this latest mission that clearly illustrated why the KC-135's airlift capability is so important and why Sergeant Bearup called aeromedical taskings so "rewarding."

It happened about an hour away from arriving back at Ramstein. A patient's oxygen intake became unexplainably low. A medical technician told Sergeant Bearup the situation was urgent. A call was placed to German air controllers.

"Without hesitation," the controllers cleared a direct path for the tanker through heavily congested air space, Sergeant Bearup said, and the soldier got to a care facility much faster.

The incident made things tense for a while, Colonel Tung said, and reminded his crew why "it's all about the mission."



Sick and wounded troops are taken from a specialized transport vehicle onto a KC-135 Stratotanker at Bagram Airfield, Afghanistan. The KC-135 was manned by Airmen from the 931st Air Refueling Group who volunteered for a 12-day aeromedical evacuation mission that included four trips from Germany to Afghanistan. The 931st ARG is an Air Force Reserve unit at McConnell Air Force Base, Kan. (U.S. Air Force photo/Lt. Col. Tyoshi Tung)



Easy Does It

From the rear ramp of an HC-130, Staff Sgt. Jeremy Mayo observes an aerial refueling of a U.S. Army MH-60K Blackhawk helicopter Dec. 2 over Fort Campbell, Ky. He is a loadmaster with the 9th Special Operations Squadron. (U.S. Air Force photo/Senior Airman Julianne Showalter)

AWARD NOMINATIONS SOLICITED

ARSAG is accepting nominations for the ARSAG Founders Award to be presented at the ARSAG '09 conference. Significant accomplishments in aerial refueling operations or technical contributions will qualify an individual or crew for this honor. Please provide names, organization, Contact information and a description of the nominated awardee(s)' accomplishments. Submit to arsaginc@earthlink.net not later than 15 March '09.