

# 60K Tunner dedicated to town of North, S.C.



Col. Ed Stickler (left) 315 AW commander, and Brig. Gen. Robert D. Bishop, Jr., dedicate the "Spirit of North" 60K to North, S.C. Mayor Neil Livingston

By Staff Sgt.  
Brian Jones  
437 AW Public Affairs

437th Aerial Port Squadron held a dedication ceremony for one of its newest "K" loaders Oct. 15 at North Auxiliary Airfield in North, S.C. The 60K Tunner was dedicated "The Spirit of North."

Presiding over the ceremony was Brig. Gen. Robert D. Bishop, Jr., 437th Airlift Wing commander.

"The town of North came to mind immediately when deciding whom to dedicate the new 60K," said Bishop. "They have given Charleston AFB outstanding support since the '40's. I find it appropriate to recognize the people of North for their contributions to the men and women of Team Charleston."

Neal Livingston, mayor of North, said, "We appreciate the

recognition given to the town of North. The town is here for the Air Force. We support the Air Force mission 100 percent."

When asked about the new loader, Mayor Livingston replied "that's one impressive machine".

The 60,000-pound loader/transporter is named after Lt. Gen. William H. Tunner. Tunner was an Airlift Commander during the Berlin Airlift and the Korean conflict. Many of his basic concepts are still in use by AMC today. The Tunner Loader is highly mobile and versatile. It can interface with all military and commercial cargo airlift. Its deck elevates from 39 inches to 18 feet, 6 inches. The 60K Tunner is a durable vehicle with unmatched performance.

Members of Charleston Air Force Base and the citizens of North attended the ceremony.

## Humanitarian

continued from page 1

tors then work together with the commander in chief of the area, i.e., Atlantic Command. Military airlift requests are sent to the United States Transportation Command here where decisions are made as to how the support will be sent — air, land or sea. If by air, AMC is then tasked to match the units and aircrews with the missions. Those missions can be generated solely for the relief effort, or can be part of an existing mission in the flight schedule or even contracted through a commercial airliner.

### Contingency responses

Wherever the tragedy, the world can count on people such as Maj. Vic Kleiser, who often works 12-hour shifts to organize airlift packages into hot spots such as East Timor, Kosovo or Bosnia.

Kleiser is the deputy chief of contingency operations for AMC, and is one of several people who tackles the tough job of connecting the flights to a mission and aircrew. He explained that once the Defense Department approves the government-funded cargo and USTRANSCOM decides it will go by air, he schedules airlift against the request and arranges about 100 other details to make the mission successful.

For instance, he finds out if the aircrew will stay overnight at another base, or if they need refueling support. A lot of time is spent tracking down the point of contacts for the shipment to get the rest of the details, i.e., country clearances or load plans, he said.

In the contingency mode, airlift missions can fall under FEMA such as sending cots and generators to flooded Grand Forks, N.D., or come under DoD direction such as the airlift packages of humanitarian daily rations to Kosovo.

Supplies being sent in the contin-

gency arena are usually excess government goods such as the HDRs or generators. Many times aircraft flying routine schedules to Europe or Asia are used to transport the materials, or AMC can contract with commercial airliners.

Contract airliners are used to augment military airlift. The Special Assignment Airlift Division blends military and commercial airlift to handle unique requirements often on a very short notice.

"In August a small fleet of military and commercial aircraft was assembled in less than 72 hours to evacuate Johnston Island as a Pacific hurricane was bearing down on it," said John Boschert, Special Assignment Airlift Mission director.

In August, they responded within hours to carry an earthquake rescue team to Turkey on a C-5 galaxy aircraft. In April, four commercial airlines were used to carry tents, blankets and food to Kosovo.

"Using SAAM missions with both military and commercial aircraft, we can respond quickly and efficiently to support a crisis or disaster anywhere in the world," Boschert said.

Whether it's South Dakota or the South Pole, South America or Sudan, or whether it's plastic sheeting, water or tents, the long, hard days spent on the phone and in coordination are all worthwhile, said Kleiser.

"I see the images on TV and hear the daily reports about Turkey or Taiwan. I'm glad I'm part of providing some type of relief to them," he said.

### Denton Amendment relief

Because humanitarian airlift can be expensive for the U.S. government, Congress passed the Denton Amendment in 1985 as a cost-effective way to transport humanitarian materials to overseas locations. The premise of the legislation was to send community donations on a space-available basis

on military aircraft already scheduled for missions. Reserve, as well as active duty units, will often volunteer to include Denton cargo when destinations are compatible.

The legislation initially applied only to Central America. Congress, however, expanded the authority worldwide in 1987. It's named for former Prisoner of War hero and U.S. Senator Jeremiah A. Denton (Republican-Alabama).

AMC works closely with Denton Amendment supervisors once approval for the shipment is granted by the U.S. Agency for International Development in conjunction with the State Department and the Department of Defense. A contracted private organization called Joint Relief International administers the program on a day-to-day basis.

One of the coordinators for AMC's role in Denton airlift is Lt. Col. Mike Green. Sometimes he talks to units directly to see if they can support a mission, but most of the time aircrews work directly with JRI, based at Charleston. Green oversees the Denton program to ensure maximum use of AMC's airlift assets.

"My job comes in at that point by finding out what is being moved, the cargo priority, how fast it needs to get there, and if the receivers still require the humanitarian supplies," said Green.

He said he tries to keep the military's real-world and training needs with the requests for humanitarian support balanced by "looking at the big picture and making sure aircrews know opportunities exist for humanitarian airlift."

Community members who want to send supplies overseas should initiate their requests through U.S. AID based in Washington, D.C. at (703) 741-0563.

## Flight pay

continued from page 1

flyers," said Lt. Gen. Donald Peterson, Air Force deputy chief of staff for personnel.

Certain Air Force careers are eligible for the CEFIP. Initially, those in aircrew operations career field (Air Force specialty code 1AXXX), flight attendant fields (8A000) and aerial gunners (X, K, Q, 2W1XX) qualify for the new program. The flight attendants and aerial gunners will be converted to AFSC 1AXXX by the fall of 2000. Those members not transitioning to CEFIP will continue to be paid HDIP when serving in a flying position.

CEFIP is the result of a two-year aviation compensation review by the Department of Defense.

"When fully implemented after our transition program, this will be the only special pay career enlisted aviators receive," Peterson said.

Patterned after the officers' aviation career incentive pay program, CEFIP is paid continuously — even when the member is performing non-flying duties. Like the officers' incentive pay, CEFIP is based on individual years of aviation service and meeting flying "gates."

Members must meet three "gates." They must fly for six years in the first 10 years of aviation service to receive continuous CEFIP through 15 years, nine of the first 15 years to receive continuous CEFIP through 20 years, and 14 of the first 20 years to receive continuous CEFIP through their 25th year of aviation service.

Members meeting eligibility requirements will receive the following monthly rates of pay for CEFIP: four or less years of aviation service, \$150; more than four YAS, \$225; more than eight YAS, \$350, and more than 14 YAS, \$400.

Individuals not designated as career enlisted flyers will not receive CEFIP.