

DISPATCH



AIRLIFT

Inside

- ▶ Selectees / 3
- ▶ Vigilance / 9
- ▶ C-141s / 10-11
- ▶ Heat safety / 15

Vol. 39, No. 28

437th Airlift Wing, Charleston AFB, SC

Friday, July 21, 2000

DOD temporarily slows anthrax vaccination effort

The Department of Defense announced July 11 that it is temporarily slowing its Anthrax Vaccine Immunization Program (AVIP) effort. Most of the remaining vaccine will be used to help protect those most at risk serving in the High Threat Areas of Southwest Asia and Korea.

DOD will continue new starts for the highest risk personnel serving in the High Threat Areas; other new starts will be deferred. Those personnel who have begun the shot series, but have since departed the High Threat Areas also will be deferred. A full resumption of the vaccination effort will occur when a sufficient supply of FDA-approved and certified safe and effective vaccine is available.

"While we regret this necessity, we do not have a sufficient supply of vaccine at this time," said Secretary of Defense William S. Cohen. "We will expand our vaccination effort as soon as logistically feasible, with FDA-certified vaccine. In making the decision to protect our servicemembers against see **Anthrax**, page 3



The last sunrise

The sun rises above a Charleston-based C-141B Starlifter from the 16th Airlift Squadron as it prepares to make its final flight to the aircraft 'boneyard' at Davis-Monthan AFB, Ariz. For more on the 16 AS and C-141 deactivation, see pages 10-11

Tech. Sgt. Cary Humphries, 1 CTCS

C-17 Globemasters have bright future says top acquisition leader

By Lt. Col. Ed Memi
437 AW Public Affairs

The "godmother of the C-17" and the Air Force's top acquisition official paid a visit to Charleston recently to fly in the aircraft and meet with aircrews and maintainers as the Air Force considers buying more than the initial purchase of 120 planes.

The godmother of the C-17, as she jokingly calls herself, is Darleen A. Druyun, principal deputy assistant Secretary of the Air Force for



Darleen Druyun

Acquisition and Management. She visited the base July 11-12.

She was joined in her first official visit by retired Gen. Duane Cassidy, a former commander of Military Airlift Command, Blaise Durante, deputy assistant secretary for Management, Policy, and Program Integration, Bill Farrell, from the Air Force 2002 office in the Pentagon, and Bill Boesch, an Air Force consultant.

"I've been associated with the C-17 program since it went into development in 1981. I've never had the opportunity to fly in a C-17 and I thought it was about time that I came down to the first C-17 operational base to see the capabilities of the airplane firsthand," she said.

Druyun flew in a C-17 to the 2,300-acre North Auxiliary Airfield and saw a demonstration of the aircraft's ability to airdrop, land on short runways and its impressive maneuverability. She also flew in the Boeing C-17 simulator and saw an aerial refueling.

"I found this very helpful when defending our budget to Congress to be able talk firsthand about my own experiences, flying with the crew and talking to the maintenance people and understanding what the challenges are in the program and what they like about the program. There is always room for improvement. It was a good way for me to better understand some of the issues associated with the C-17."

The C-17 has established 22 world records in aviation and has a great future, according to Druyun.

"Right now, we are on contract to buy 120 C-17s. The Air Force clearly needs to buy more C-17s when you look at the million ton-miles per day that the CINC is responsible for transporting," she said. "We are doing an analysis of what the real number should be and it is going to clearly show that we are going to have to buy more than 120 C-17s. When you look at the ease of maintaining this airplane and its reliability, this airplane is going to be in our inventory, my guess, well beyond 40 years."

Although the C-141s are leaving Charleston this month, the venerable aircraft

may be around a bit longer than expected.

"We do have a shortfall in the area of airlift, particularly with the retirement of the C-141s. As part of our budget deliberations, we are looking at trying to extend the retirement of some C-141s to try to fill out the bathtub," Druyun said. "We are not even able to make today's 49 million ton mile per day requirement until we deliver all C-17s and accomplish some projects on the books to improve our fleet of C-5A's and B's which has not yet been authorized by Congress."

Air Mobility Command wants to improve the C-5 fleet by funding a re-engine program, implementing a reliability enhancement program see **Visit**, page 5