



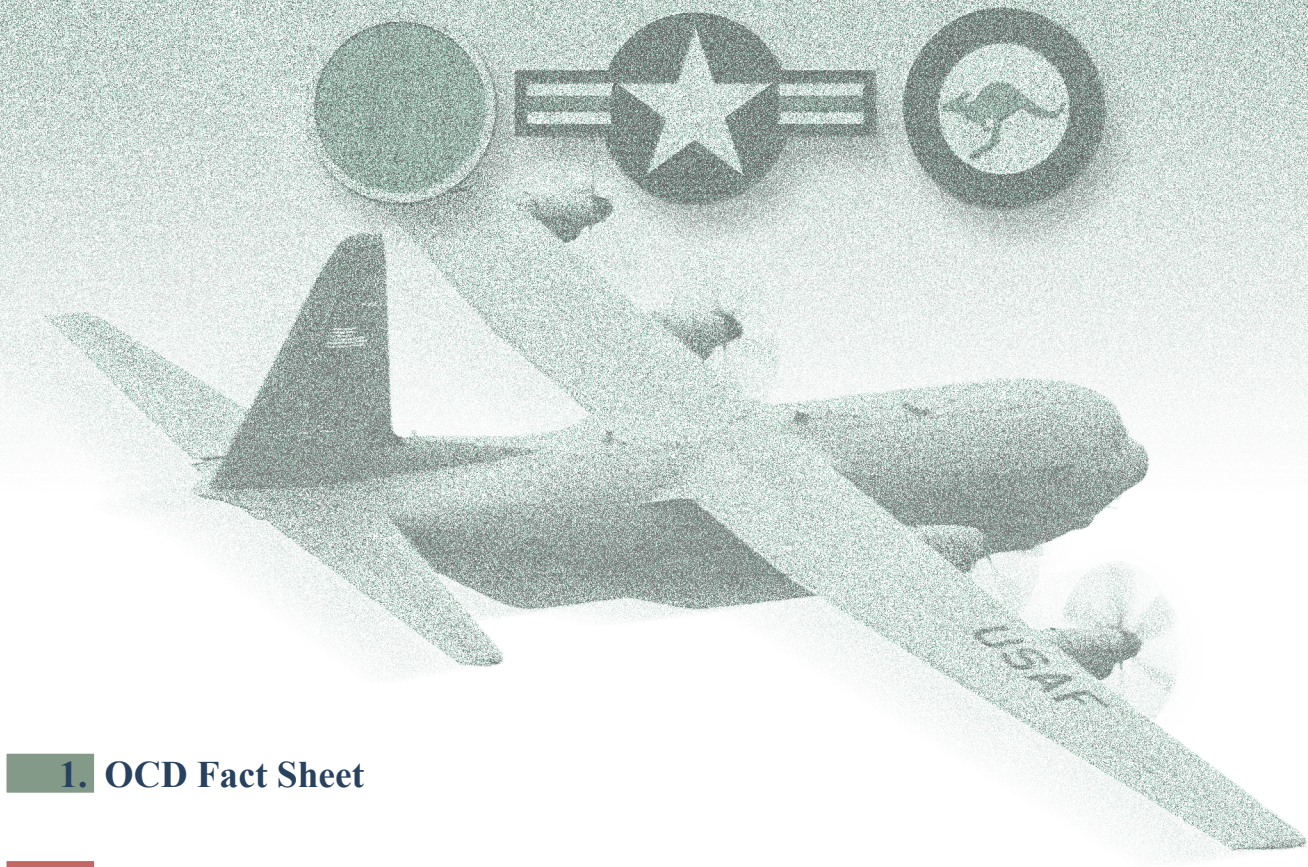
U.S. AIR FORCE



# The 67<sup>th</sup> ANNUAL OPERATION CHRISTMAS DROP







1. **OCD Fact Sheet**
2. **374 AW Fact Sheet**
3. **36 WG Fact Sheet**
4. **515 AMOW Fact Sheet**
5. **C-130 Fact Sheet**
6. **374 AW CC Biography**
7. **36 WG CC Biography**
8. **515 AMOW CC Biography**
9. **Mr. Best's Biography**

INDEX
OCD
374 AW
36 WG
515 AMOW
C-130
374 AW/CC
36 WG/CC
515 AMOW/CC
Mr. Best

# OPERATION CHRISTMAS DROP

## OPERATION

Each December, aircrews and support personnel from the 374th Airlift Wing, Yokota Air Base, Japan, fly to Andersen Air Force Base, Guam, to conduct Operation Christmas Drop -- the longest running humanitarian airlift operation in the history of the Department of Defense.

Utilizing the Denton Program, which allows private U.S. citizens and organizations to use space available on U.S. military cargo planes to transport humanitarian goods to countries in need, the C-130 Hercules and C-130J Super Hercules crews airdrop food, supplies, educational materials, and toys to islanders throughout the Commonwealth of the Northern Marianas, Federated States of Micronesia, and Republic of Palau. These islands are some of the most remote locations on the globe spanning a distance nearly as broad as the continental US.

2018 marks the 67th year of Operation Christmas Drop, which began in 1952, making it the DoD’s longest running airdrop mission. This year also marks the fourth consecutive year that international partners from the Koku Jieitai (Japan Air Self Defense Force) and Royal Australian Air Force will train alongside the USAF to provide critical supplies to 56 Micronesian islands impacting about 20,000 people covering 1000 x 1800 nautical miles of operating area.

Operation Christmas Drop is a Pacific Air Forces (PACAF) event which includes a partnership between the 374th Airlift Wing, Yokota Air Base, Japan; the 36th Wing, Andersen Air Force Base, Guam; 734th Air Mobility Squadron, Andersen AFB of the 515th Air Mobility Operations Wing, Joint Base Pearl Harbor-Hickam, Hawaii; the University of Guam; and the 'Operation Christmas Drop' private organization which leads the fundraising and donations for the operation. Andersen is used as a “base camp” to airlift the donated goods to islanders throughout Micronesia.

Volunteers create donation drop-off boxes and raise money from local businesses and citizens for months leading up to the drop date. A week before the drop, volunteer Airmen, Soldiers, Sailors, Marines, civilians, contractors and families assist in picking up and sorting the donations. After the goods are sorted, riggers from Yokota, Andersen and partner nations build dozens of boxes to hold the materials, most containing school supplies, clothing, rice, fishing equipment and toys.

Within seven days, C-130H Hercules and C-130J Super Hercules crews cover a geographic area of more than 1.8 million square miles executing Low-Cost Low-Altitude (LCLA) airdrops on unsurveyed drop zones. Since its conception, OCD has delivered over 1 million pounds of goods throughout Micronesia, spreading the holiday spirit while delivering life-improving equipment to island families.

INDEX
OCD
374 AW
36 WG
515 AMOW
C-130
374 AW/CC
36 WG/CC
515 AMOW/CC
Mr. Best

FACT SHEETS

BIOGRAPHIES



# OPERATION CHRISTMAS DROP

## TRAINING

The dedication and commitment to Operation Christmas Drop has placed the 374 AW at the forefront of humanitarian airdrop operations. Yokota's 36th Airlift Squadron is the world's leader in advancing LCLA airdrop capabilities. Each year, the Christmas drops serve as a proving ground for the techniques used and shared with regional partners in preparation for response to natural disasters all too common across this region.

LCLA airdrop is incredibly cost-efficient and easy to apply across the global airlift community, utilizing readily available resources and repurposed personnel parachutes to build supply pallets at a fraction of the cost of other airdrop bundles. These pallets are dropped at low altitude to improve drop accuracy.

There are two types of LCLA parachutes. The first is the cross parachute, made from polypropylene, which is a true one-time-use parachute. It comes pre-packed from the manufacturer and is disposed of after one use. The cross parachute has been used frequently in the Central Command area of responsibility and thousands have been dropped already. The second type is made from durable nylon and is derived from surplus T-10 personnel parachutes. These may be repacked by the combat mobility flight riggers for a cost effective method of training. Or they can be dropped as a one-time-use parachute for combat or humanitarian relief missions, just like the cross parachute.

Demonstrating and executing LCLA drops alongside regional allies is just one example of the USAF actively pursuing and participating in interoperability partner training to increase Humanitarian Assistance/Disaster Relief operational capabilities while ensuring stability in the Indo-Asia Pacific region.

The capabilities employed during OCD are a unique method of delivery suited to the region. Coast Humanitarian Air Drop (CHAD) takes the LCLA capability to the types of environments seen in many places throughout the Pacific. Together, CHAD and LCLA represent a unique Humanitarian Aid/Disaster Response or wartime capability that enables the USAF and allied nations to rapidly respond anywhere in the Indo-Asia Pacific region.

## HISTORY

The concept of Operation Christmas Drop began in 1952 when locals on the island of Kapingamarangi waved to the crew of a WB-50 Superfortress flying overhead. In the spirit of the holiday season, the crew gathered what they could, packed it into a canister, attached a parachute and dropped the goods to the islanders. The operation began (and continues) out of a spirit of goodwill and the story is truly special. Volunteers in Guam coordinate air drops via ham radios with the remote island villages.

When the actual missions occur, air crews are linked to the village via ham radio as they fly overhead and drop supplies. The event is an uplifting and rewarding experience for all involved. Operation Christmas Drop provides readiness training to participating aircrew, allowing them to gain experience in conducting LCLA airdrops while providing critical supplies to 56 Micronesian islands impacting about 20,000 people; ultimately it's a profound win for everyone involved.

INDEX	FACT SHEETS
OCD	
374 AW	
36 WG	
515 AMOW	
C-130	
374 AW/CC	
36 WG/CC	
515 AMOW/CC	
Mr. Best	
BIOGRAPHIES	



## 374TH AIRLIFT WING

The 374th Airlift Wing, located at Yokota Air Base, Japan, was reorganized April 1, 1992. The 374th AW maintains the primary Western Pacific airlift hub for peacetime and contingency operations.

### Mission

The 374th Airlift Wing is responsible to the 5th Air Force commander for C-130J, UH-1N and C-12J operations including tactical air-land, airdrop, aeromedical and distinguished visitor airlift. As the primary Western Pacific airlift hub for peacetime and contingency operations, the wing provides airlift for the movement of passengers, cargo and mail to all Department of Defense agencies in the Pacific area of responsibility and provides transport for people and equipment throughout the Kanto Plain and the Tokyo metropolitan area. During peacetime, the 374th Airlift Wing maintains a constant state of readiness by participating in joint training exercises.

### Personnel and resources

The wing is composed of four groups, including 17 squadrons. More than 3,500 military members alongside U.S. and Japan civilian employees make up the 374th Airlift Wing work force, which supports 32 tenant units and a base populace of approximately 12,000. The wing includes the 36th Airlift Squadron, which flies the C-130J Super Hercules, and the 459th Airlift Squadron, which flies UH-1N helicopters and the C-12J Huron. In total, the wing has more than 20 aircraft.

### Organizational structure

The wing's forces are organized under four groups: 374th Operations Group, 374th Maintenance Group, 374th Mission Support Group and the 374th Medical Group. These four groups are supported by 10 wing staff agencies that report directly to the wing commander.

### History

The 374th Airlift Wing resulted from a restructuring of Air Force units at Yokota Air Base in 1992. The former host unit of Yokota Air Base, the 475th Air Base Wing, and its subordinate units were inactivated and the 374th Tactical Airlift Wing was redesignated as the 374th Airlift Wing and transferred from the Air Mobility Command to Pacific Air Forces on April 1, 1992. The 374th was established as 374th Troop Carrier Wing, Heavy, on Aug. 10, 1948 and activated on Aug. 17, 1948. The 374th operated at Harmon Field, Guam, from August 1948 through March 1949, and provided troop carrier operations in the Pacific and Far East. The wing moved to Japan in March 1949, assuming control of Tachikawa Army Airfield, which later became known as Tachikawa Air Base, until Jan. 1, 1956.

The unit performed routine transport operations until the outbreak of war in Korea in June 1950. The first of several groups of repatriated prisoners were transported by the 374th from Korea to Japan in April 1953 during Operation Little Switch, and subsequently transported United Nations prisoners of war during Operation Big Switch from North Korea. On July 1, 1957 the 374th was inactivated. It was later redesignated the 374th Troop Carrier Wing and activated in June 1966. In August 1966, the 374th began operation at Naha Air Base, Okinawa. The 374th was redesignated the 374th Tactical Airlift Wing on Aug. 1, 1967.

In May 1971, the wing replaced the 314th Tactical Airlift Wing at Ching Chaun Kang Air Base, Taiwan. The wing provided support in March 1973 for Operation Homecoming, the repatriation of American prisoners from Hanoi, North Vietnam. The 374th moved to Clark Air Base, Philippines, in November 1973.

Aircraft from the unit took part in Operation Baby Lift (evacuation of Vietnam orphans) and Operation New Life (evacuation of Vietnamese refugees) in April 1975. The 374th moved to Yokota in October 1989.

The 374th controlled aerial port facilities in South Korea until November 1983 then later in the Philippines and Japan. In 1980, the unit began supporting U.S. Navy elements in the Indian Ocean area of responsibility and deployed C-130s, associated aircrews and support personnel for operations in Southwest Asia from Dec. 30, 1990, to July 6, 1991.

Air cargo and aeromedical airlift support was provided for the evacuation of Clark AB, Philippines, after the eruption of Mount Pinatubo, from June 8 to July 1, 1991. In April 1992 control of the 374th returned to Pacific Air Forces command when the 374th was redesignated the 374th Airlift Wing at Yokota Air Base. In 1996, the 374th deployed portions of the Air Transportable Hospital to Andersen AFB, Guam to assist in Operation Pacific Haven migrant operations in assistance of more than 2,000 Kurdish foreign nationals.

After an earthquake triggered tsunami struck 11 Southeast Asian nations on Dec. 26, 2004, killing upwards of 125,000 people, the 374th Airlift Wing deployed to Utapao Air Base, Thailand, from Dec. 28, 2004, to Jan. 26, 2005 as part of Operation Unified Assistance. Operating from Utapao, the unit's C-130s distributed humanitarian supplies to the people and nations of the devastated region.

(Current as of September 2017)

INDEX

OCD

374 AW

36 WG

515 AMOW

C-130

374 AW/CC

36 WG/CC

515 AMOW/CC

Mr. Best

FACT SHEETS

BIOGRAPHIES



## 36TH WING

1/2

As the host unit at Andersen Air Force Base, Guam, the 36th Wing mission is to provide the President of the United States sovereign options to decisively employ airpower across the entire spectrum of engagement.

The wing comprises the 36th Operations Group, 36th Mission Support Group, 36th Maintenance Group, 36th Medical Group and 36th Contingency Response Group.

Although the history of the 36th Wing did not begin until the late 1940s, the wing does have a link with a like-numbered group that distinguished itself before and during World War II. The 36th Pursuit Group (Interceptor), a predecessor of the present-day wing, was activated at Langley Field, Va., on Feb. 1, 1940. The group's original assigned flying units, the 22nd, 23rd and 32nd Pursuit Squadrons, were initially equipped with P-36 "Mohawk" aircraft.

The group was assigned to the Caribbean Defense Command, Losey Field, Puerto Rico, on Jan. 15, 1941. After arriving, the group received Bell P-39 "Aircobras" and Curtiss P-40 "Warhawks," the newest pursuit planes in the Army inventory. The group was redesignated the 36th Fighter Group in May 1942 and reassigned to Charleston, S.C., in the summer of 1943. While at Charleston, the group received Republic P-47 "Thunderbolt" aircraft. The 36th left the United States for assignment to 9th Air Force near Kingsworth, England, in March 1944. In early May, the group became operational and flew its first combat mission in the European Theater of Operations. The group participated in 17 missions that month, including dive-bombing, area cover, strafing and escort of medium and heavy bombers.

VE-Day - May 8, 1945 - was more than a year after the 36th flew its first combat mission from England. During this period, the three flying units flew more than 1,000 missions and 6,947 sorties. The unit then moved to Normandy, France, to occupy the first of a series of temporary bases in France, Belgium and Germany. The group's efficiency and endurance earned it the nickname, "The Fightin' 36th."

In February 1946, the 36th was transferred back to the United States. After several reorganizations and reassignments, the group moved to the Caribbean in October 1946. On Oct. 15, the 36th reorganized at Howard Field, Panama Canal Zone. The group later received 24 Lockheed F-80B "Shooting Star" jet fighters to replace the P-47 "Thunderbolts."

In June 1948 the group moved to Europe. The 36th Fighter Wing activated July 2, 1948, and the 36th Fighter Group was assigned to the wing, with the group forming the nucleus of the wing. The wing was assigned to Furstenfeldbruck Air Base, West Germany. The wing's arrival marked the first time U.S. jet fighter units were stationed in Europe. While at Furstenfeldbruck, the wing formed the "Skyblazers," the first Air Force aerobatics team using jet aircraft. The wing was redesignated a fighter-bomber wing in January 1950. In September of that year, 85 F-84 "Thunderjet" fighters were assigned.

The wing officially arrived at Bitburg Air Base, Germany, in November 1952. In August 1953, the North American F-86 "Sabre" was introduced to the wing, replacing the F-84s. In August 1954, the wing was redesignated as the 36th Fighter-Day Wing. In 1956, the wing received the North American F-100 "Super Sabre," marking the first time a wing in U.S. Air Force Europe flew supersonic jets. On July 9, 1958, the wing was redesignated the 36th Tactical Fighter Wing. In November 1959, the wing was assigned to 17th Air Force. In May 1961, the wing received the Republic F-105 "Thunderchief" and continued to fly the jet fighter until it received the McDonnell F-4D "Phantom II" aircraft in 1966.

In 1977, the 36th transitioned to the McDonnell-Douglas F-15A and B model "Eagle." Arrival of the first F-15 on April 27 made the 36th the best-equipped air-superiority unit outside the continental United States. It converted to the F-15C and D model aircraft from October 1980 through December 1981. In the late '80s, the Army's 5th Battalion (Patriot), 7th Air Defense Artillery missile system beddown and integration into the wing took place. In 1989, the wing assumed responsibilities for supporting and planning all Intermediate Nuclear Forces (INF) Treaty compliance inspections by Soviet inspection teams at Florennes Air Base, Belgium.

INDEX

OCD

374 AW

36 WG

515 AMOW

C-130

374 AW/CC

36 WG/CC

515 AMOW/CC

Mr. Best

FACT SHEETS

BIOGRAPHIES



## 36TH WING

2/2

The wing's combat readiness was tested between December and March 1991 during a deployment to Southwest Asia as part of Operations Desert Shield, Desert Storm and Proven Force. While flying combat air patrols during the war, the F-15s of the 36th were a strong deterrent to the air forces of Iraq. During Operation Desert Storm, the 36th was credited with downing 17 enemy aircraft in aircombat engagements. On Oct. 1, 1991, the 36th Tactical Fighter Wing was redesignated the 36th Fighter Wing, and in July 1994, the 36th Fighter Wing was inactivated.

The 36th Air Base Wing was activated at Andersen Air Force Base, Guam, on Sept. 30, 1994. Under that designation, the wing lived up to its mission several times. In September 1996, the wing provided around-the-clock forward-deployment support to Air Combat Command B-52s during their operation Desert Strike missions over Iraq, and began hosting more than 6,600 Kurdish evacuees during the 8-month humanitarian assistance mission, Joint Task Force Pacific Haven.

On April 12, 2006, Andersen AFB's host unit, the 36th Air Base Wing was officially redesignated as the as 36th Wing. Prior to the redesignation, the wing had been using a temporary designation of air expeditionary wing. The change in the wing's official designation was meant to better aligns Andersen with its mission statement: "Provide the President of the United States sovereign options to decisively employ airpower across the entire spectrum of engagement."

(Current as of July 2016)

INDEX	FACT SHEETS	
OCD		
374 AW		
36 WG		
515 AMOW		
C-130		
374 AW/CC		BIOGRAPHIES
36 WG/CC		
515 AMOW/CC		
Mr. Best		



# 515TH AIR MOBILITY OPERATIONS WING

### Vision

Premiere En Route Mobility Experts—Executing Today...Postured for Tomorrow

### Mission

Execute Rapid Global Mobility—Safely, By the Book, Then on Time!

### Organization

The 515th Air Mobility Operations Wing (AMOW), headquartered at Joint Base Pearl Harbor-Hickam, HI, oversees Air Mobility Command's en route support structure at 26 diverse locations across 100 million square miles in the Pacific Area of Responsibility. Through its en route maintenance, command and control, and aerial port support, it provides the backbone to our nation's global reach capability in the Pacific and across the globe. The 515 AMOW is assigned to the United States Air Force Expeditionary Center (USAF EC), headquartered at Joint Base McGuire-Dix-Lakehurst, NJ.

The AMOW contains two geographically separated Air Mobility Operations Groups (AMOGs): the 515 AMOG located at Yokota AB, Japan and the 715 AMOG located at Joint Base Elmendorf-Richardson, AK. These AMOGs combined consist of six Air Mobility Squadrons (AMS) and multiple detachments and operating locations throughout the Pacific. The 515 AMOW works with US Pacific Command, Pacific Air Forces, United States Forces Korea, United States Forces Japan, and Alaskan Command to execute theatre air mobility operations and capabilities.

### Achievements and Honors

The honors of the 15th Ferrying Group were bestowed upon the 515th Air Mobility Operations Wing to include the service streamer for World War II: American Theater. In addition to this honor, the wing earned the Air Force Outstanding Unit Award for the periods of October 1, 2008 to September 30, 2009; October 1, 2009 to September 30, 2010; October 1, 2010 to September 30, 2011; October 1, 2011 to September 30, 2013, and October 1, 2014 to September 30, 2016. The emblem for the 515th Air Mobility Operations Wing was approved on July 11, 2008.

(Current as of August 2017)

INDEX	
OCD	
374 AW	
36 WG	
515 AMOW	
C-130	
374 AW/CC	
36 WG/CC	
515 AMOW/CC	
Mr. Best	

FACT SHEETS

BIOGRAPHIES



## C-130J Super Hercules

1/3

### Mission

The C-130J is the newest generation of the C-130 Hercules which primarily performs the tactical portion of the airlift mission. The aircraft is capable of operating from rough, dirt strips and is the prime transport for air dropping troops and equipment into hostile areas. The C-130 operates throughout the U.S. Air Force, serving with Air Mobility Command (stateside based), Air Force Special Operations Command, theater commands, Air National Guard and the Air Force Reserve Command, fulfilling a wide range of operational missions in both peace and war situations. Basic and specialized versions of the aircraft airframe perform a diverse number of roles, including airlift support, Antarctic ice resupply, aeromedical missions, weather reconnaissance, aerial spray missions, fire-fighting duties for the U.S. Forest Service and natural disaster relief missions.

### Features

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.

The flexible design of the Super Hercules enables it to be configured for many different missions, allowing for one aircraft to perform the role of many. Much of the special mission equipment added to the Hercules is removable, allowing the aircraft to revert back to its cargo delivery role if desired. Additionally, the C-130 can be rapidly reconfigured for the various types of cargo such as palletized equipment, floor-loaded material, airdrop platforms, container delivery system bundles, vehicles and personnel or aeromedical evacuation.

The C-130J is the latest addition to the C-130 fleet and will replace aging C-130Hs. The C-130J incorporates state-of-the-art technology to reduce manpower requirements, lower operating and support costs, and provides life-cycle cost savings over earlier C-130 models. Compared to older C-130s, the J-model climbs faster and higher, flies farther at a higher cruise speed, and takes off and lands in a shorter distance. The C-130J-30 is a stretch version, adding 15 feet to the fuselage, increasing usable space in the cargo compartment.

C-130J/J-30 major system improvements include: advanced two-pilot flight station with fully integrated digital avionics; color multifunctional liquid crystal displays and head-up displays; state-of-the-art navigation systems with dual inertial navigation system and global positioning system; fully integrated defensive systems; low-power color radar; digital moving map display; new turboprop engines with six-bladed, all-composite propellers; digital auto pilot; improved fuel, environmental and ice-protection systems and an enhanced cargo-handling system.

### Background

Four decades have elapsed since the Air Force issued its original design specification, yet the remarkable C-130 remains in production. The initial production model was the C-130A, with four Allison T56-A-11 or -9 turboprops. A total of 219 were ordered and deliveries began in December 1956. The C-130B introduced Allison T56-A-7 turboprops and the first of 134 entered Air Force service in May 1959.

Introduced in August of 1962, the 389 C-130Es that were ordered used the same Allison T56-A-7 engine, but added two 1,290 gallon external fuel tanks and an increased maximum takeoff weight capability. June 1974 introduced the first of 308 C-130Hs with the more powerful Allison T56-A-15 turboprop engine. Nearly identical to the C-130E externally, the new engine brought major performance improvements to the aircraft.

The latest C-130 to be produced, the C-130J entered the inventory in February 1999. With the noticeable difference of a six-bladed composite propeller coupled to a Rolls-Royce AE2100D3 turboprop engine, the C-130J brings substantial performance improvements over all previous models, and has allowed the introduction of the C-130J-30, a stretch version with a 15-foot fuselage extension. The Air Force has selected the C-130J-30 to replace retiring C-130Hs.

INDEX
OCD
374 AW
36 WG
515 AMOW
C-130
374 AW/CC
36 WG/CC
515 AMOW/CC
Mr. Best

FACT SHEETS

BIOGRAPHIES



## C-130J Super Hercules

2/3

### General Characteristics

**Primary Function:** Global airlift

**Contractor:** Lockheed Martin Aeronautics Company

#### Power Plant:

C-130E: Four Allison T56-A-7 turboprops; 4,200 prop shaft horsepower

C-130H: Four Allison T56-A-15 turboprops; 4,591 prop shaft horsepower

C-130J: Four Rolls-Royce AE 2100D3 turboprops; 4,700 horsepower

#### Length:

C-130E/H/J: 97 feet, 9 inches (29.3 meters)

C-130J-30: 112 feet, 9 inches (34.69 meters)

**Height:** 38 feet, 10 inches (11.9 meters)

**Wingspan:** 132 feet, 7 inches (39.7 meters)

#### Cargo Compartment:

C-130E/H/J: length, 40 feet (12.31 meters); width, 119 inches (3.12 meters); height, 9 feet (2.74 meters).

Rear ramp: length, 123 inches (3.12 meters); width, 119 inches (3.02 meters)

C-130J-30: length, 55 feet (16.9 meters); width, 119 inches (3.12 meters); height, 9 feet (2.74 meters).

Rear ramp: length, 123 inches (3.12 meters); width, 119 inches (3.02 meters)

#### Speed:

C-130E: 345 mph/300 ktas (Mach 0.49) at 20,000 feet (6,060 meters)

C-130H: 366 mph/318 ktas (Mach 0.52) at 20,000 feet (6,060 meters)

C-130J: 417 mph/362 ktas (Mach 0.59) at 22,000 feet (6,706 meters)

C-130J-30: 410 mph/356 ktas (Mach 0.58) at 22,000 feet (6,706 meters)

#### Ceiling:

C-130J: 28,000 feet (8,615 meters) with 42,000 pounds (19,090 kilograms) payload

C-130J-30: 26,000 feet (8,000 meters) with 44,500 pounds (20,227 kilograms) payload.

C-130H: 23,000 feet (7,077 meters) with 42,000 pounds (19,090 kilograms) payload.

C-130E: 19,000 feet (5,846 meters) with 42,000 pounds (19,090 kilograms) payload

#### Maximum Takeoff Weight:

C-130E/H/J: 155,000 pounds (69,750 kilograms)

C-130J-30: 164,000 pounds (74,393 kilograms)

#### Maximum Allowable Payload:

C-130E, 42,000 pounds (19,090 kilograms)

C-130H, 42,000 pounds (19,090 kilograms)

C-130J, 42,000 pounds (19,090 kilograms)

C-130J-30, 44,000 (19,958 kilograms)

#### Maximum Normal Payload:

C-130E, 36,500 pounds (16,590 kilograms)

C-130H, 36,500 pounds (16,590 kilograms)

C-130J, 34,000 pounds (15,422 kilograms)

C-130J-30, 36,000 pounds (16,329 kilograms)

#### Range at Maximum Normal Payload:

C-130E, 1,150 miles (1,000 nautical miles)

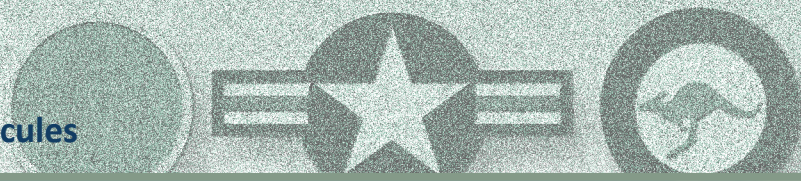
C-130H, 1,208 miles (1,050 nautical miles)

C-130J, 2,071 miles (1,800 nautical miles)

C-130J-30, 1,956 miles (1,700 nautical miles)

INDEX	
OCD	
374 AW	
36 WG	
515 AMOW	
C-130	
374 AW/CC	
36 WG/CC	
515 AMOW/CC	
Mr. Best	





INDEX	FACT SHEETS
OCD	
374 AW	
36 WG	
515 AMOW	
C-130	BIOGRAPHIES
374 AW/CC	
36 WG/CC	
515 AMOW/CC	
Mr. Best	

**Range with 35,000 pounds of Payload:**

- C-130E, 1,438 miles (1,250 nautical miles)
- C-130H, 1,496 miles (1,300 nautical miles)
- C-130J, 1,841 miles (1,600 nautical miles)
- C-130J-30, 2,417 miles (2,100 nautical miles)

**Maximum Load:**

- C-130E/H/J:** 6 pallets or 74 litters or 16 CDS bundles or 92 combat troops or 64 paratroopers, or a combination of any of these up to the cargo compartment capacity or maximum allowable weight.
- C-130J-30:** 8 pallets or 97 litters or 24 CDS bundles or 128 combat troops or 92 paratroopers, or a combination of any of these up to the cargo compartment capacity or maximum allowable weight.

**Crew:**

- C-130E/H:** Five (two pilots, navigator, flight engineer and loadmaster)
- C-130J/J-30:** Three (two pilots and loadmaster)

**Aeromedical Evacuation Role:**

Minimum medical crew of three is added (one flight nurse and two medical technicians). Medical crew may be increased to two flight nurses and four medical technicians as required by the needs of the patients.

A C-130J Super Hercules assigned to the 36th Airlift Squadron lands at Yokota Air Base, Japan, Sept. 20, 2017. This is the fifth C-130J delivered to Yokota and the first from Ramstein Air Base. Crewmembers from the 36th Airlift Squadron flew halfway around the world to deliver an aircraft here. Yokota serves as the primary Western Pacific airlift hub for U.S. Air Force peacetime and contingency operations. Missions include tactical airlift, airdrop, aeromedical evacuation, special operations and distinguished visitor airlift.

(U.S. Air Force photo by SrA Gabrielle Spalding)



Col Otis C. Jones is the commander, 374th Airlift Wing, Yokota Air Base, Japan. He is responsible for the management, training, command and control of the Department of Defense's only airlift wing in the Pacific theater. As the Western Pacific airlift hub, Yokota Air Base provides mission ready forces and base operating support to guarantee U.S. forward presence and crisis response. Col Jones hails from Selma, Alabama and is a 1995 graduate of the U.S. Air Force Academy. He completed undergraduate pilot training in 1997 at Corpus Christi Naval Air Station, Texas and has served as a Flight Examiner and an Instructor Aircraft Commander in the C-130E Hercules and C-17A Globemaster III. Col Jones has flown numerous combat sorties supporting Operations SOUTHERN WATCH, JOINT GUARD, IRAQI FREEDOM, and ENDURING FREEDOM, as well as worldwide missions delivering humanitarian aid and vital supplies. Additionally, he has held a variety of positions at the squadron, group, major command, headquarters Air Force, and joint headquarters levels. Prior to his current assignment, Col Jones was the commander, 19th Operations Group, Little Rock Air Force Base, Arkansas.



### EDUCATION

- 1995 Bachelor of Science, Civil Engineering, U.S. Air Force Academy, Colorado Springs, Colo.
- 2002 Squadron Officer School, Maxwell Air Force Base, Ala.
- 2005 Master of Business Administration and Management, Webster University, St. Louis, Mo.
- 2007 Army Command and General Staff College, Ft. Leavenworth, Kan. 2007 Master of Military Arts and Science, Command and General Staff College, Ft Leavenworth, Kan.
- 2012 Air War College, Maxwell AFB, Ala., by correspondence
- 2015 Air War College, Air University, Maxwell AFB, Ala.
- 2015 Master of Strategic Studies, Air War College, Air University, Maxwell AFB, Ala.
- 2016 Senior Manager Course in National Security Leadership, George Washington University Elliot School of International Affairs, National Security Studies Program, Washington, D.C.

### ASSIGNMENTS

1. May 1995 – December 1995, Assistant Intercollegiate Program Manager, U.S. Air Force Academy Athletic Department, U.S. Air Force Academy, Colo.
2. December 1995 – July 1996, Student, Undergraduate Pilot Training, 37th Flying Training Squadron, Columbus AFB, Miss.
3. July 1996 – February 1997, Student, Undergraduate Pilot Training, Training Squadron 31, Corpus Christi Naval Air Station, Texas
4. February 1997 – December 2001, C-130E Instructor Aircraft Commander, Assistant Flight Commander, Pilot Scheduler, Training Officer, and Standardization and Evaluation Liaison Officer, 2nd Airlift Squadron, Pope AFB, N.C.
5. December 2001 – September 2003, C-130E Formal Training Unit Flight Examiner and Instructor Aircraft Commander, Flight Commander, Group Executive Officer, 62nd Airlift Squadron, 314th Operations Group, Little Rock AFB, Ark.
6. September 2003 – May 2006, C-17A Flight Examiner and Instructor Aircraft Commander, Flight Commander, Assistant Director of Operations, Detachment Commander, 7th Airlift Squadron, McChord AFB, Wash.
7. May 2006 – July 2007, Student, Army Command and General Staff College, Fort Leavenworth, Kan.
8. July 2007 – June 2008, Chief, Airlift Capabilities Branch, Global Mobility Capabilities-Based Planning, Headquarters United States Air Force, Pentagon, Washington, D.C.
9. June 2008 – May 2010, Chief, Tactical Airlift Branch, Global Reach Capabilities Division, Headquarters United States Air Force, Pentagon, Washington, D.C.

INDEX

OCD

374 AW

36 WG

515 AMOW

C-130

374 AW/CC

36 WG/CC

515 AMOW/CC

Mr. Best

FACT SHEETS

BIOGRAPHIES



- 10. May 2010 – June 2011, Executive officer to the Director, Operational Planning, Policy and Strategy, Deputy Chief of Staff, Operations, Plans and Requirements, Headquarters United States Air Force, Pentagon, Washington, D.C.
- 11. June 2011 – May 2013, Commander, 726th Air Mobility Squadron, Spangdahlem AB, Germany
- 12. June 2013 – July 2014, Executive Officer to the Vice Commander, Air Mobility Command, Scott AFB, ILL.
- 13. July 2014 – June 2015, Student, Air War College, Air University, Maxwell AFB, Ala.
- 14. June 2015 – June 2016, Chief, Homeland Defense Policy Branch, Strategy, Policy and Doctrine Division, Strategy, Policy and Plans Directorate, NORAD and USNORTHCOM, Peterson AFB, Colo.
- 15. June 2016 – June 2017, Chief, Mobility Division, Logistics and Engineering Directorate, NORAD and USNORTHCOM, Peterson AFB, Colo.
- 16. July 2017 – July 2018, Commander, 19th Operations Group, Little Rock Air Force Base, Ark.
- 17. July 2018 – Present, Commander, 374th Airlift Wing, Yokota Air Base, Japan

**FLIGHT INFORMATION**

Rating: Command Pilot  
 Flight Hours: More than 3,000  
 Aircraft Flown: T-37B, T-44A, C-130E, C-17A, C-130J

**SUMMARY OF JOINT ASSIGNMENTS**

- 1. July 2015 – June 2016, Chief, Homeland Defense Policy Branch, Strategy, Policy and Doctrine Division, Strategy, Policy and Plans Directorate, NORAD and USNORTHCOM, Peterson AFB, Colo., as a lieutenant colonel
- 2. June 2015 – June 2017, Chief, Mobility Division, Logistics and Engineering Directorate, NORAD and USNORTHCOM, Peterson AFB, Colo., as colonel

**MAJOR AWARDS AND DECORATIONS**

Defense Superior Service Medal  
 Meritorious Service Medal with four oak leaf clusters  
 Air Medal Air  
 Aerial Achievement Medal with two oak leaf clusters  
 Air Force Commendation Medal with oak leaf cluster

**OTHER ACHIEVEMENTS**

All-Air Force Basketball Team  
 All-Armed Forces Basketball Team

**EFFECTIVE DATES OF PROMOTION**

Second Lieutenant May 31, 1995  
 First Lieutenant May 31, 1997  
 Captain May 31, 1999  
 Major August 1, 2005  
 Lieutenant Colonel July 1, 2010  
 Colonel September 1, 2016

(Current as of July 2018)

INDEX
OCD
374 AW
36 WG
515 AMOW
C-130
374 AW/CC
36 WG/CC
515 AMOW/CC
Mr. Best

FACT SHEETS

BIOGRAPHIES



## BRIGADIER GENERAL GENTRY W. BOSWELL

1/2

Brig Gen Gentry W. Boswell is the Commander, 36th Wing, Andersen Air Force Base, Guam. The Wing is comprised of five groups and 17 squadrons, executing Pacific Command's Continuous Bomber Presence, Theater Security Packages, Contingency Response Operations, and peacetime and combat operations in the Indo Pacific Region. The Wing is also tasked to ensure the successful deployment, employment and integration of air and space forces from the most forward sovereign U.S. Air Force Base in the Indo Pacific region. As installation Commander, he is responsible for the well-being of more than 7,900 joint military and civilian personnel on Andersen Air Force Base. Additionally, he supports Department of Defense installation management of Guam and the Northern Mariana Islands as the Deputy Commander of Joint Region Marianas.

Brig Gen Boswell received his commission in 1991 as a Distinguished Graduate of the Air Force Reserve Officer Training Corps at Delta State University, MS. His assignments encompass operational tours in the B-1B, RC-135 and E-6B, as well as, joint operational and staff duty. He has served as an instructor and evaluator in all three weapons systems.

Brig Gen Boswell is a B-1 weapon systems officer with more than 4,700 hours in the B-1B, RC-135 and E-6B, including 500 hours of combat time in Southwest Asia, the Balkans and the Horn of Africa.



### EDUCATION

- 1991 Bachelor of Science in Aviation Management, Delta State University, Miss.
- 1998 Squadron Officer School, Maxwell AFB, Ala.
- 2001 Master of Aeronautical Science, Embry-Riddle Aeronautical University, Prescott, Ariz.
- 2005 Air Command and Staff College, Air University, Maxwell AFB, Ala.
- 2007 Joint Forces Command Advanced Warfighting School, Norfolk, Va.
- 2011 Air War College, Air University, Maxwell AFB, Ala.
- 2014 University of North Carolina, Keenan-Flagler Enterprise Leadership School, Chapel Hill, N.C.
- 2017 Combined Force Maritime Component Commander's Course, Naval War College, RI

### ASSIGNMENTS

1. April 1992 - January 1993, Undergraduate Navigator Training, Mather AFB, Calif.
2. January 1993 - May 1993, Combat Crew Training School, Castle AFB, Calif.
3. June 1993 - August 1998, Wing Standards and Evaluations, 55th Wing, Offutt AFB, Neb.
4. August 1998 - February 1999, B-1 Initial Qualification Course, 28th Bomb Squadron, Dyess AFB, Texas
5. March 1999 - June 2002, Assistant Director of Operations, 77th Bomb Squadron, Ellsworth AFB, S.D.
6. July 2002 - August 2004, Director of Flight Training, 28th Bomb Squadron, Dyess AFB, Texas
7. August 2004 - June 2005, Student, Air Command and Staff College, Maxwell AFB, Ala.
8. July 2005 - June 2007, Director of Operations, J317, USSTRATCOM, Offutt AFB, Neb.
9. June 2007 - September 2008, Director of Operations, 37th Bomb Squadron, Ellsworth AFB, S.D.
10. October 2008 - June 2010, Commander, 28th Operations Support Squadron, Ellsworth AFB, S.D.
11. July 2010 - June 2011, Student, Air War College, Maxwell AFB, Ala.
12. July 2011 - July 2012, Deputy Director, Mission Assessment and Analysis, USSTRATCOM J9, Offutt AFB, Neb.
13. July 2012 - July 2014, Vice Commander, 28th Bomb Wing, Ellsworth AFB, S.D.
14. July 2014 - June 2015, Director, Air Force Readiness and Operations, HQ Air Force, Washington, D.C.
15. June 2015 - August 2017, Commander, 28th Bomb Wing, Ellsworth AFB, S.D.
16. January 2018 - May 2018, Director of Operations and Communications, A3/6 HQ AFGSC, Barksdale AFB, La.
17. June 2018 - present, Commander, 36th Wing, Andersen AFB, Guam

INDEX	FACT SHEETS	
OCD		
374 AW		
36 WG		
515 AMOW		
C-130		
374 AW/CC		BIOGRAPHIES
36 WG/CC		
515 AMOW/CC		
Mr. Best		



## BRIGADIER GENERAL GENTRY W. BOSWELL

2/2

### FLIGHT INFORMATION

Rating: Master Navigator  
Flight hours: 4,700  
Combat hours: 500  
Aircraft: B-1B, RC-135, B-52 and E-6B

### MAJOR AWARDS AND DECORATIONS

Defense Superior Service Medal  
Legion of Merit with oak leaf cluster  
Defense Meritorious Service Medal  
Meritorious Service Medal with three oak leaf clusters  
Air Medal with two oak leaf clusters  
Aerial Achievement Medal with eight oak leaf clusters  
Air Force Commendation Medal with three oak leaf clusters  
Air Force Achievement Medal  
Joint Meritorious Unit Award  
Meritorious Unit Award  
AF Outstanding Unit Award with Valor Device and seven oak leaf clusters  
Combat Readiness Medal with four oak leaf clusters  
National Defense Service Medal with star  
Armed Forces Expeditionary Medal  
Southwest Asia Service Medal with two stars  
Afghanistan Campaign Medal with three oak leaf clusters  
Global War On Terrorism Expeditionary Medal  
Global War on Terrorism Service Medal  
Armed Forces Service Medal  
Humanitarian Service Medal  
Nuclear Deterrence Operations Service Medal with two oak leaf clusters  
Air Force Expeditionary Service Ribbon with Gold Border with two oak leaf clusters  
NATO Medal

### EFFECTIVE DATES OF PROMOTION

Second Lieutenant May 11, 1991  
First Lieutenant Oct. 23, 1993  
Captain Oct. 23, 1995  
Major Aug. 1, 2002  
Lieutenant Colonel Dec. 1, 2006  
Colonel May 1, 2012  
Brig Gen Dec. 3, 2017

(Current as of June 2018)

INDEX	FACT SHEETS	
OCD		
374 AW		
36 WG		
515 AMOW		
C-130		
374 AW/CC		BIOGRAPHIES
36 WG/CC		
515 AMOW/CC		
Mr. Best		



Colonel Craig M. Harmon is the Commander, 515th Air Mobility Operations Wing, Joint Base Pearl Harbor-Hickam, Hawaii. The 515 AMOW provides forward-deployed command and control, aerial port, and aircraft maintenance support to DoD organic and contracted commercial aircraft executing airlift and air refueling missions throughout the Pacific theater. The wing is comprised of approximately 1,600 U.S. military, civilian, and local national personnel operating from 15 locations and includes two groups, six squadrons, three detachments, and six operating locations spanning from Alaska to Diego Garcia to New Zealand.

Colonel Harmon received his commission through the United States Air Force Academy in 1994. He served in Air Mobility Command as a C-5A/B/M Evaluator Pilot. He also served in Pacific Air Command as a C-21A Evaluator Pilot and Air Education and Training Command as a T-44A Evaluator Pilot. He commanded at the squadron level three times to include 4th Cadet Squadron, US Air Force Academy, 405th Expeditionary Operation Support Squadron, AF Central Command, and the 9th Airlift Squadron, Air Mobility Command. Prior to this assignment, Colonel Harmon was the AF Reserve Command Inspector General of Inspections.



**EDUCATION**

- 1994 Bachelor of Science, Biology, United States Air Force Academy, Colorado
- 2001 Distinguished Graduate, Squadron Officer School, Maxwell Air Force Base, Alabama
- 2004 Masters in Management, Embry Riddle Aeronautical University, Daytona Beach, Florida
- 2006 USAF Air Command and Staff College by correspondence
- 2006 Intermediate Developmental Education, USAFA AOC Masters Program, USAF Academy, Colorado
- 2006 Masters in Counseling and Leadership, University of Colorado, Colorado
- 2011 USAF War College by correspondence
- 2014 Senior Developmental Education, Joint Advanced Warfighting School, Norfolk, Virginia
- 2014 Masters in Joint Campaign Planning and Strategy, National Defense University, Joint Forces Staff College, Norfolk, Virginia

**ASSIGNMENTS**

1. June 1994 – January 1996, Undergraduate Pilot Training, 8th & 25th Flying Training Squadron, Enid, OK
2. February 1996 – February 1999, C-21 Evaluator Pilot, Chief of Training, 459th Airlift Squadron, Yokota AB, Japan
3. March 1999 – February 2002, C-5 Instructor Pilot, Chief of Training, 21st Airlift Squadron, Travis AFB, CA
4. March 2002 – April 2005, T-44 Evaluator Pilot, Director of Operations, Specialized Undergraduate Pilot Training, VT– 31st Flying Training Squadron, Corpus Christie Naval Air Station, TX
5. May 2005 – May 2006, Student, Air Officer Commanding Masters Program, University of Colorado, Colorado Springs, CO
6. June 2006 – May 2008, Air Officer Commanding, Cadet Squadron FOUR, United States Air Force Academy, CO
7. June 2008 - March 2009, C-5 Evaluator Pilot, Chief of Wing Plans and Programs, 436th Airlift Wing, Dover AFB, DE
8. April 2009 – October 2009, C-5 Evaluator Pilot, Operations Officer, 436th Operations Support Squadron, Dover AFB, DE
9. November 2009 – April 2011, C-5M Evaluator Pilot, Operations Officer, 9th Airlift Squadron, Dover AFB, DE with deployed duty from May 2010 – December 2010, Commander, 405th EOSS, Thumrait AB, Oman
10. May 2011 – March 2013, C-5M Evaluator Pilot and Commander, 9th Airlift Squadron, Dover AFB, DE
11. March 2013 – June 2013, Sexual Assault Response Coordinator, 436 Airlift Wing, Dover AFB, DE

INDEX	FACT SHEETS	
OCD		
374 AW		
36 WG		
515 AMOW		
C-130		
374 AW/CC		BIOGRAPHIES
36 WG/CC		
515 AMOW/CC		
Mr. Best		



- 12. July 2013 – June 2014, Student, Joint Advanced Warfighting School, National Defense University, Joint Forces Staff College, Norfolk, VA
- 13. July 2014 – June 2015, Policy Operations Branch Chief, UCJ5 Policy, United States Forces Korea, Yongsan Garrison, Seoul, South Korea
- 14. July 2015 – May 2016, Chief Inspections Division, Inspector General, United States Air Force Reserve Command, Robins AFB, GA
- 15. June 2016 – June 2018, Vice Commander, 515 Air Mobility Operations Wing (AMC), Joint Base Pearl Harbor-Hickam, Hawaii
- 16. June 2018 – Present, Commander, 515 Air Mobility Operations Wing (AMC), Joint Base Pearl Harbor- Hickam, Hawaii

**SUMMARY OF JOINT ASSIGNMENTS**

- 1. July 2011 – July 2013, United States Transportation Command Liaison Officer to United States Pacific Command, Camp H. M. Smith, Hawaii, as a Colonel

**FLIGHT INFORMATION**

Rating: Command Pilot  
Flight hours: More than 4,800  
Aircraft flown: C-5A, B, C & M, C-21, T-37, T-38 and T-44

**MAJOR AWARDS AND DECORATIONS** Legion of Merit

- Defense Meritorious Service Medal
- Meritorious Service Medal with 3 oak leaf clusters
- Air Medal
- Air Force Commendation Medal with oak leaf cluster
- Navy Commendation Medal
- Air Force Achievement Medal
- Navy Achievement Medal
- Joint Meritorious Unit Award
- Meritorious Unit Award
- Air Force Outstanding Unit Award with 6 oak leaf clusters
- National Defense Service Medal with bronze service star
- Armed Forces Expeditionary Medal
- Kosovo Campaign Medal
- Korean Defense Service Medal
- NATO Medal

**EFFECTIVE DATES OF PROMOTION**

- Second Lieutenant - June 1, 1994
- First Lieutenant - June 1, 1996
- Captain - June 1, 1998
- Major - October 1, 2004
- Lieutenant Colonel - September 1, 2009
- Colonel - December 1, 2015

(Current as of June 2018)

INDEX
OCD
374 AW
36 WG
515 AMOW
C-130
374 AW/CC
36 WG/CC
515 AMOW/CC
Mr. Best

FACT SHEETS

BIOGRAPHIES



## Mr. BRUCE BEST\Technology, Communications and Transportation

Bruce Best holds a B.A. in aquatic biology from the University of California, Santa Barbara and an MA in marine biology from the University of Guam.

Best is the station manager for the Telecommunication and Distance Education Operation (TADEO) at the Center for Continuing Education Outreach Programs at the University of Guam, which is the Micronesian base of Pan-Pacific Education and Communication Experiments by Satellite (PEACESAT).

Through Best and the TADEO staff, the university helps connect more than thirty developed and developing countries by providing telecommunication services in remote areas of the Pacific through the use of appropriate technology. TADEO is UOG's

educational and medical PEACESAT hub for all of Micronesia, providing support for environmental and medical emergencies as well as facilitating distance education. The staff of TADEO educates, trains and supports its many users in Micronesia in the full array of PEACESAT applications and manages point to multi-point teleconferencing to support programs among multiple sites. TADEO also maintains a 400-500 volume Micronesian/DE/Telcom/Telehealth/Marine biology/Alternative energy publication library. In addition, they maintain a news and event calendar for Micronesia that is updated weekly on the Distance Education Micronesia website.

Best has an international reputation for his research efforts related to the use of solar technology for telecommunications and aquaculture in remote areas. Best has lived and worked throughout Micronesia for more than twenty years. His years of practical distance education experience combined with his knowledge of the region and his understanding of how to use appropriate technology as a basis for promoting sustainable development add a rich dimension to the university's outreach programs.



INDEX

OCD

374 AW

36 WG

515 AMOW

C-130

374 AW/CC

36 WG/CC

515 AMOW/  
CC

Mr. Best

FACT SHEETS

BIOGRAPHIES