

CRTW

YEAGER AIRPORT Charleston, W.Va.

**The Quarterly Journal
of the 130th Airlift Wing**



Honoring Senator Byrd

130th Airlift Wing says ‘Thank you for your service’

Wing Commander's comments

We've been working hard to raise everyone's level of awareness in the areas of safety, physical and mental health, and overall wellness. We've had briefings, commander led forums on resiliency, and suicide prevention discussions. We've begun the new AF Physical Fitness test and are working with the WV State Wellness Council to promote better diet, more exercise, and tobacco cessation. We routinely sponsor Motorcycle Safety Foundation (MSF) Beginners, Advanced, and Sport Bike courses. We try hard to infuse solid Risk Management Principles into our culture and to foster a holistic approach to our general wellness. Keep all this in mind for a moment – we'll come back to it.

Recently, we took the opportunity to review all we did over the past year. In both the magnitude and the significance of the events; it was an amazing twelve months. Reflect back with me on just a few of these while considering the effort that was expended and the impact we achieved: Senior Scout Modifications – a one month in Salt Lake City working on significant program improvements; Real Time Information in the Cockpit – a multiple month program in conjunction with the AF Test Center that will eventually result in a plethora of information being available to C-130 crews to include Beyond Line of Site capability; our role in saving the lives of 17 members of Charger 77 – when a Navy H-60 crashed in a remote area of WV in heavy snow cover, our crews with tremendous support from our ground personnel sustained or coordinated for overhead coverage for over 18 hours; our role in honoring our late Senator Robert C. Byrd – over 220

unit airmen participated either by providing ceremonial honors, flight operations, or supporting multiple DV aircraft carrying the President, the Vice-President, the Speaker of the House, the Senate Majority Leader, 35 US Senators, a number of Congressmen, multiple members of the President's Cabinet, and multiple other dignitaries; two CORONET OAK back to back rotations to Puerto Rico; two JOINT ENTERPRISE back to back rotations to Germany; AMC's World Wide Airlift Rodeo; UCI – with an EXCELLENT rating from AMC, HSI – with an EXCELLENT from AF Inspection Agency; LCAP – with an EXCELLENT rating from ANG; ASEV – with a Mission Ready rating (highest rating possible); ATSE – with a Mission Ready rating (highest rating possible); Operation UNITED RESPONSE – provided C-130 aircrew and maintainers and RC-26 aircrew for humanitarian relief for the Haiti earthquake; WV Special Olympics – 80 airmen provided leadership and support for this state sponsored community event; and while I could go on, I think the facts speak for themselves – you've done a lot and done it well!

And it continues. As of today we have airmen from Security Forces, Public Affairs, Civil Engineering, the Fire Department, Logistics Readiness, Operations, and Medical working in PACOM or CENTCOM. Over the next few weeks our aviators, maintainers, and Force Support Squadron personnel will also deploy for tours in CENTCOM.

Now – I think you'll agree; that's a lot of activity. Activities such as these likely lead to stress; stress for you, your families, and your employers. Not that all



stress is bad, but all stress must be managed before its affects become harmful. Consequently, as I mentioned at the beginning of this article; we're concentrating on a campaign to assist everyone in improving their overall well-being by offering techniques and opportunities for improving health and fitness, while simultaneously promoting solid risk management principles. Hopefully these initiatives will help us better handle those stressors that have become such a pervasive part of our lives.

In the final analysis, it all begins and ends with each individual. We all decide what foods to eat and how much, whether or not to use tobacco or abuse alcohol, how much to exercise, to allow distractions to impact our driving, to seek help with difficult life issues, and a multitude of other decisions that impact us in ways most of us never take the time to consider. If not for you, then perhaps for those you care about - a few moments of reflection may be in order...

Take Good Care,

Col Tim Frye

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130th AW welcomes two new chaplains

Chaplain Esther E. Lee

Greetings! I am so happy to be a part of 130th Airlift Wing family. I'm Chaplain (Capt.) Esther E. Lee, and I look forward to getting to know you all.

I am originally from South Korea, and if you ever crave some authentic, hot and spicy Korean food, just holler.

I am married with two beautiful children—my daughter is 10 and my son is two.

Currently, I am working as a staff chaplain at U.S. Penitentiary at Hazelton.

Prior to coming to West Virginia, I worked as a hospice chaplain and also served at South Corinth United Methodist Church, in New York as an elder pastor.

I am very excited about this new transition, and can't wait to meet you all. Many blessings to you, and I look forward to seeing you soon!

Chaplain Bryan W. Knight

Chaplain (1st Lt.) Bryan W. Knight was born in Princeton, West Virginia.

He joined the West Virginia Air National Guard after graduating from Oak Hill High School in 1997.

He was a member of 130th Aerial Port Squadron for eight years. In 2005, he separated from the Guard, graduated from Concord University, got married, and moved to Lynchburg, Va. to attend seminary.

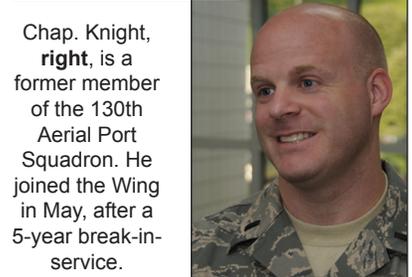
Chaplain Knight earned his Master of Arts in Religion and Master of Divinity from Liberty Baptist Theological Seminary in 2009, and joined a church planning team that started up a church in Charlottesville, Va.

He said he never thought he would come back into the military, but in Oct. 2009, he heard about a chaplain position at the 130th AW, and by May 2009 he was back in uniform as a chaplain.

Chaplain Knight is currently an on-line professor for Grand Canyon University, teaching Christian World View, and he and his wife, are looking forward to moving back to West Virginia.



Chap. Lee, left, is the 130th AW's newest chaplain. She transferred from an Ohio unit. Her first drill was August.



Chap. Knight, right, is a former member of the 130th Aerial Port Squadron. He joined the Wing in May, after a 5-year break-in-service.

Suicide prevention: cover your wingman

A Q & A with the Director of Psychological Health, W.Va. National Guard

By Tech. Sgt. Phyllis E. Keith

What is the trend right now with suicide?

Young, married males, age 18-24 is the trend in the active duty military and the National Guard.

Aren't suicide rates higher in the civilian world?

The military population is now higher than the civilian in attempts and completions.

Three years ago the military was below the average.

Are you seeing a pattern with suicide in the military?

There's not a clear pattern. But most of these suicides or suicide attempts center around the inability to cope with a loss in a relationship, or some other type of loss.



Elizabeth J. Coffey, a licensed professional counselor and Director of Psychological Health for the West Virginia National Guard, talks to the 130th Airlift Wing about the alarming increase in suicide and attempted suicides in the military over the past three years. She says education is the key to prevention. (U.S. Air Force photo by Tech. Sgt. Euguene R. Crist/Released)

Is the increase in suicide related to the deployments to Iraq and Afghanistan?

Statistics don't show that the deployments are the cause.

Of course, frequent deployments do increase the stressors, and may

impact marital or other relationships.

What are the warning signs?

The main thing is the statements they're making. If they're talking about how life is hopeless; if they're negative about everything; if they're feeling hopeless or powerless. All of these things are a real red flag.

What behaviors are a red flag?

Something to look out for is a service member engaging in risk-taking behavior such as reckless driving, compulsive gambling, or dangerous sports. This is more common with males than females.

It's as if they're saying, "I have nothing to lose; I'm just out there."

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U.S. Air Force photo by Tech. Sgt. Andrew M. Lamoreaux/Released

West Virginia State Adj. Gen. Allen E. Tackett, **center**, stands watch over Sen. Robert C. Byrd's casket, July 2, 2010, aboard a C-130H3 Hercules aircraft of the 130th Airlift Wing, West Virginia Air National Guard. Master Sgt. Anthony E. Hill, **left**, supervisory supply technician with the 130th Logistics Readiness Squadron, 130th AW and Army Sgt. Joshua Rife, **right**, a fulltime honor guard member with the West Virginia Army National Guard, fold the West Virginia state flag in preparation for the departure of Sen. Byrd's remains back to Andrews Air Force Base, Md.

Honoring Sen. Byrd

130th Airlift Wing says 'Thank you for your service'

By Tech. Sgt. Phyllis E. Keith

The 130th Airlift Wing deployed to the West Virginia Capitol in Charleston, June 30 to July 2, to conduct military honors and state funeral operations in honor of Sen. Robert C. Byrd who passed away June 28.

Col. Timothy L. Frye, Wing Commander of the 130th AW, said that by June 29, it became obvious the 130th AW was going to be a major player in Sen. Byrd's memorial service and state funeral.

"We were the lead unit for transportation, reception and movement," said Col. Frye.

Senior Master Sgt. Robin S. Willis, non-commissioned officer in charge of logistics plans with the 130th Logistics Readiness Squadron, said 223 airmen from the 130th AW were tasked with duties.

Seventy-four were tasked for the cer-

emonial portion, said Col. Frye.

The process of assigning personnel to be flag bearers, cordon, casket guards, pallbearers and other honor guard duties was hectic, but after logistics filled the slots, it went smoothly, said Senior Master Sgt. Willis.

Col. Frye said he activated the crisis action team, June 30, and the CAT conducted 24-hour operations to manage phone calls and coordinate with the Army National Guard and the state administration at the West Virginia State Capitol.

The 130th AW's specific responsibility was the aircraft flow, said Col Frye.

Senior Master Sgt. John D. Carroll, senior flight engineer with 130th Airlift Squadron, said aircrews flew some of the unit's C-130H3 Hercules aircraft to the 167th Airlift Wing in Martinsburg, W.Va., because the 130th AW needed the ramp space for the

aircraft carrying the dignitaries who were scheduled to fly into Charleston for Sen. Byrd's state funeral at the Capitol, July 2.

Anytime the president comes in, the maintenance squadron has to make space on the ramp because Air Force One cannot be blocked, said Tech. Sgt. Adam C. Harper, a crew chief with the 130th Aircraft Maintenance Squadron.

"The president has to be able to get out no matter what," he said.

In addition, the huge C-17 Globemaster aircraft that carried the president's limousines and the Secret Service's sport utility vehicles needed extra space on the ramp so the aircraft could turn and taxi, he said.

Tech. Sgt. Harper said the placement and timing of aircraft were part of the crew chiefs' normal job, but when VIPs came in, crew chiefs had the added task of accom-

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State funeral for Sen. Robert C. Byrd

A heartfelt send-off for a true friend of the W.Va. Guard



Governor Joe Manchin, III, **left**, speaks at Sen. Robert C. Byrd's state funeral on the steps of the Capitol in Charleston, W.Va., July 2, 2010.

Photo by Governor's Photographer Steven W. Rotsch/Released



U.S. Air Force photo by Tech. Sgt. Bryan G. Stevens/Released

An unidentified man, **right**, salutes Sen. Robert C. Byrd's casket as it proceeds down Kanawha Blvd., to the Capitol, Charleston, W.Va., July 1, 2010.



U.S. Air Force photo by Tech. Sgt. Bryan G. Stevens/Released

Master Sgt. Jenny R. Steed, **above center**, an accounting liason with the 130th Comptroller Flight, Charleston, W.Va. carries the W.Va. state flag in Sen. Byrd's memorial procession as part of a joint honor guard with the Army and West Virginia State Police, July 1, 2010. The 2.2-mile procession started at the Federal Bldg. and ended at the State Capitol where Sen. Byrd lay in repose in the lower rotunda. **Above right**, is Trooper Rico Phillips, West Virginia State Police.



Master Sgt. Edward E. Moore, **above center**, a water and fuels management supervisor with the 130th Civil Engineer Squadron, 130th Airlift Wing, Charleston, W.Va., carries the American flag during Sen. Robert C. Byrd's arrival at Yeager International Airport, Charleston, W.Va., July 1, 2010. (U.S. Air Force photo by Tech. Sgt. Bryan G. Stevens/Released)

Crew chief competes on All Guard Marathon Team

By Tech. Sgt. Phyllis E. Keith

A crew chief from the 130th Aircraft Maintenance Squadron ran her first race as a member of the All Guard Marathon Team, July 25, competing in the San Francisco Half-Marathon in San Francisco, California.

Staff Sgt. Kristen M. Roles, 25, a native of Lester, West Virginia, qualified for a spot on the All Guard Marathon Team, May 2, at the Lincoln Marathon in Lincoln, Nebraska.

"They have a tryout every year, and take the top 15 females and the top 40 males," said Staff Sgt. Roles.

Staff Sgt. Roles said she has been running marathons for less than a year.

Her first marathon was the Air Force Marathon in Dayton, Ohio, Sept. 19,

2009, where her time of 3:42:03, was good enough for the Guard to allow her to compete in the Lincoln Marathon.

She said she didn't think too many members from the 130th AW had tried out for the Guard team before.

In the Lincoln Marathon, she placed sixth among the 15 female Guard runners selected for the team, with a time of 3:35:08.

She said the Guard hadn't told her yet, but she thought her next team race might be the Houston Marathon in Houston, Texas, Jan. 30, 2011.

Staff Sgt. Roles said she still keeps up with her training during the week.

She said she plans to compete in the 15-mile, Charleston Distance Run in Charleston, West Virginia, Sept. 4, "for fun."

In the fall, she is slated to deploy to Afghanistan for the third time in four years.

Staff Sgt. Roles said being overseas is a good opportunity to train for the marathons since off-duty time is spent going to the gym.

"Sometimes we'll get together, a couple of us, and run the perimeter," she said.

Her advice for unit members who want to try long distance running, or who just want to improve their physical training times, is to invest in a good pair of running shoes and to stay hydrated while exercising.

"I always try to help people if they need someone to run with," she said.

"It's always hard to get started, but once you get into it, it's enjoyable," said Staff Sgt. Roles.

Staff Sgt. Kristen M. Roles, a crew chief with the 130th Aircraft Maintenance Squadron, 130th Airlift Wing, Charleston, W.Va. poses for a portrait in front of the C-130H3 Hercules aircraft she maintains. Staff Sgt. Roles is a member of the All Guard Marathon Team, which has the mission of instilling physical fitness, self-discipline, and esprit de corps among National Guard members from all fifty states and U.S. Territories.



U.S. Air Force photo by Tech. Sgt. Eugene R. Crist/Released

News Briefs

Air Guard 400 slated for Sept. 11

The Air Guard 400, a NASCAR Spring Cup Series race, is scheduled to be held Sept. 11, at Richmond International Raceway in Richmond, Va.

NASCAR driver David Stremme is slated to be behind the wheel of the #26 Air Guard car.

The ABC-TV network will broadcast the race at 7:30 p.m.

Basic Riders Course, to be held Sept. 11-12

The next Motorcycle Safety Foundation-accredited Basic Riders Course is scheduled to be held in the 130th AW Fire Dept. classroom at 8:00 a.m., Sept. 11 – 12.

To sign up for the class, riders can go on-line to the Wing Safety link on the Wing CoP, click on “Ground Safety,” and then “Traffic Safety,” to fill out a BRC application and e-mail it to Senior Master Sgt. Haught. The course is free.

For questions, contact Senior Master Sgt. Haught at 304-341-6146.

UTA Sunday worship, 8:30 a.m. & 1:00 p.m.

Sunday worship services are held each unit training assembly for members of the 130th Airlift Wing.

The services are presented by 130th AW chaplains:

Chap. (Maj.) John P. McDonough,

Chap. (Capt.) Jack A. Miller

Chap. (Capt.) Esther Lee

Chap. (1st Lt.) Bryan W. Knight

For more information about chaplain services, call (304) 341-6147.

AF Marathon, Sept. 18

The 14th annual Air Force Marathon is scheduled for Sept. 18, in Dayton, Ohio.

The starting time for the 26.2-mile course is 7:15 a.m. with the start and finish lines located at the National Museum of the United States Air Force, Wright-Patterson AFB, Ohio.

This year’s marathon falls on the 63rd birthday of the Air Force.

For more information go to: www.usafmarathon.com.

130th AW motorcyclists meet to discuss safe riding habits



U.S. Air Force photo by Tech. Sgt. Eugene R. Crist/Released

By Tech. Sgt. Phyllis E. Keith

A mandatory safety briefing was held during the August unit training assembly for 130th Airlift Wing members who ride motorcycles on base.

“It was more of an awareness discussion,” said Chief Master Sgt. Buddy Palla, aircraft maintenance superintendent, 130th Aircraft Maintenance Squadron, who helped lead the training.

He said they reviewed some accidents that had taken place recently with Guard folks that had resulted in death.

Senior Master Sgt. Gregory N. Haught, Ground Safety Manager for the 130th Airlift Wing Safety Office, said the West Virginia National Guard has had five fatalities on motorcycles this year during off duty hours.

“Three out of the five killed were not wearing helmets,” he said.

“Riders on base must have a Department of Transportation approved helmet, protective eyewear, long sleeved shirt, full-fingered gloves, long pants, and over the ankle shoes, preferably boots. No flip flops, no shorts,” said Senior Master Sgt. Haught.

According to AFI 91-207, Air Force Traffic Safety Program, motorcycle operators must also wear brightly colored outer upper garments during the day, and a reflective upper garment during the night.

“The number one reason that motorcycles get involved in mishaps with cars,” said Senior Master Sgt. Haught, “is that the car driver says, ‘I didn’t see them.’”

Senior Master Sgt. Haught said he had seen riders on base wearing reflective belts instead of brightly colored outer upper garments.

“Don’t wear it around your waist because we can’t see it,” he said.

Riders need to wear the belt diagonally—over the shoulder and under the opposite arm.

Chief Master Sgt. Palla said that in addition to riders failing to wear PPE, a second cause of accidents was getting distracted and losing control of the motorcycle.

He said a third cause was riding an unfamiliar bike, usually borrowed or brand new.

In the last four years, the 130th AW has had two serious mishaps on motorcycles, said Senior Master Sgt. Haught.

“Both accidents involved sport bikes,” he said.

Wear the proper safety gear, make yourself visible to other drivers, and watch what other cars and trucks are doing, Chief Master Sgt. Palla said.

“It’s a sport we all enjoy, but it requires an attention to detail and a little more focus because there’s danger in it,” he said.

Staff Sgt. James M. Abner, **below left**, a loadmaster with the 130th Airlift Squadron, 130th Airlift Wing, Charleston, West Virginia, stays hydrated while flying a mission on a C-130H3 Hercules aircraft, Aug. 19, 2010. The Army troops on board are members of the 82nd Airborne Division from Fort Bragg, N.C. who will be dropped over a landing zone in Beach Hill, W.Va., to open the 64th National Convention of the 82nd Airborne Division Association. Due to the heat and high humidity, the air conditioning is visible. (U.S. Air Force photo by Tech. Sgt. Eugene R. Crist/Released)





A member of the 82nd Airborne Division out of Fort Bragg, N.C., parachutes to the ground at a landing zone in Beach Hill, W.Va., after jumping from a C-130H3 Hercules aircraft flown by the 130th Airlift Wing, Charleston, W.Va., August 19, 2010. Cargo aircraft such as the C-130 have been utilized to transport troops since WWII. The event was part of the 64th National Convention of the 82nd Airborne Division Association, a non-profit organization that originated in England while the division was preparing for the Normandy drop. (U.S. Air Force photo by Tech. Sgt. Bryan G. Stevens/Released)

PREVENTION, from Page 2

Does everyone show signs when they are contemplating suicide?

Some service members might not show any signs.

But typically some signs might be a change in behavior such as appearing withdrawn, or saying, "It might be better if I wasn't here; folks might be better off if I wasn't around."

What are some other signs?

Other signs might be having financial or relationship problems.

At work, it might be that they're not able to focus, or they're getting corrections from their supervisor.

These are all signs of depression, and can lead to suicide.

What is ACE?

That's the acronym the Army and Air Guard has been using.

Ask – You ask someone, "Are you thinking about hurting yourself?"

It's uncomfortable to ask this question when you're not trained.

We're training folks to get out of their comfort level and ask that question.

Care for – If they say, "No," then you care for them; you don't leave them alone.

Escort – You help them get to a professional so they can be assessed. You never want to leave a suicidal person alone.

Why are we seeing such an emphasis on suicide prevention here in the W.Va. National Guard?

It seems we have a population of guard members who have grown up not learning how to deal with struggles.

I'm alarmed at the young service members who do not know
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how to cope with problems.

Why do you think our younger service members are struggling with handling loss?

I don't have the research numbers to back it up, but I think we've rescued our kids when they've had problems when they were younger.

We've created a generation that doesn't know how to solve their problems.

What's key to helping our young service members cope with their problems?

It starts with prevention. We need to be more proactive in dealing with problems at a lower level.

When you see someone struggling with a smaller issue, encourage them to get help at that point, rather than waiting until it becomes a larger issue.

What can the 130th Airlift Wing commanders, supervisors, and airmen do to be proactive?

Educate the service member on how to cope with these struggles-- what to do when they're feeling down, what to do when their girlfriend or boyfriend breaks up with them.

We shouldn't be waiting until it gets out of control.

For assessment or referral

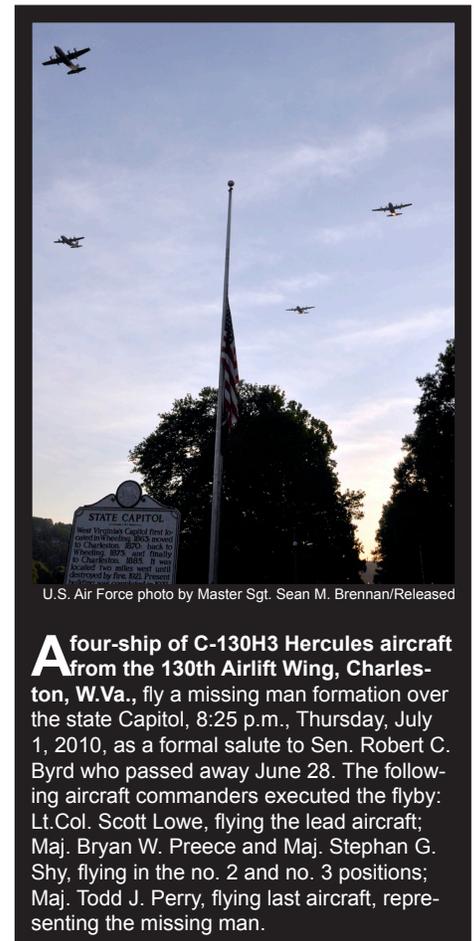
Elizabeth Coffey
304-561-6690

Suicide hotline

1-800-273-TALK (8255)
Military press "1"

Internet resources

www.militarymentalhealth.org
www.militaryonesource.com



U.S. Air Force photo by Master Sgt. Sean M. Brennan/Released

A four-ship of C-130H3 Hercules aircraft from the 130th Airlift Wing, Charleston, W.Va., fly a missing man formation over the state Capitol, 8:25 p.m., Thursday, July 1, 2010, as a formal salute to Sen. Robert C. Byrd who passed away June 28. The following aircraft commanders executed the flyby: Lt. Col. Scott Lowe, flying the lead aircraft; Maj. Bryan W. Preece and Maj. Stephan G. Shy, flying in the no. 2 and no. 3 positions; Maj. Todd J. Perry, flying last aircraft, representing the missing man.

BYRD, from Page 3

modating the needs of the Secret Service and the press corps.

"We have never had that many senators, congressmen, members of the cabinet in one place. Someone made the comment, 'Washington, D.C. deployed to Charleston.' That was pretty true," said Col. Frye.

Aircrew from the 130th AW flew a C-130 to Andrews Air Force Base, Md., July 1, to pick up Sen. Byrd's remains and transport them back to Charleston for the procession to the Capitol.

"Two aircraft departed to Andrews," said Lt. Col. Scott Lowe, chief of standards and evaluation, 130th Operations Group. One aircraft was the backup in case the primary aircraft broke, he said.

Maj. Todd J. Perry, aircraft commander, 130th Operations Group, flew the C-130 transport plane that carried Sen. Byrd's remains and his family, said Lt. Col. Lowe.

Senior Airman Matthew Woods, a member of the 130th Base Honor Guard was a pallbearer for Sen. Byrd.

"We carried the casket from the plane to the hearse. We had a full cordon of American and West Virginia state flags," he said.

After Sen. Byrd's remains were offload-

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BYRD, from Page 9

ed from the aircraft, Maj. Perry took off in the same C-130, and joined three C-130s that were flying in a holding pattern outside of Charleston, waiting to execute a flyby over the Capitol, said Lt. Col. Lowe.

The three aircraft had to fly from Martinsburg, form up and circle around for awhile, said Senior Master Sgt. Carroll.

"We were in the air for a couple of hours," he said.

"The flyby itself was difficult to get approved," said Col. Frye. "We finally did see approval from the Secretary of the Air Force to do it, and it was executed flawlessly. Lt. Col. Lowe was the flight lead on it. He executed a picture perfect four-ship missing man formation with the C-130."

Lt. Col. Lowe said, "We were expected to cross over the ceremony at the conclusion of the national anthem, which was a timing issue. We were doing a nonstandard formation, and maintaining contact with the ground was difficult."

Because we were flying a tighter than normal formation, it was mentally tougher for my wingmen who had to maintain constant vigilance, he said.

He said Chief Master Sgt. Brian L. Pritt of the 130th Aerial Port Squadron was on the ground using a line-of-sight radio to give them status updates.

Chief Master Sgt. Pritt gave him a cue when the band started playing the national anthem, said Lt. Col. Lowe.

Lt. Col. Lowe said he'd like to thank his wingmen. "They were constantly making adjustments to the attitude and the speed of their aircraft to stay in position; it's much

more challenging to fly the wing, and they did a great job."

"The last aircraft rolled out and turned off the formation to represent the missing man," said Senior Master Sgt. Carroll.

He said the last aircraft was flown by Maj. Perry who had transported Sen. Byrd's remains from Andrews AFB, Md.

"It was right on time," said Senior Airman Woods, who stood on the steps of the Capitol with the honor guard, waiting for the cue to move Sen. Byrd's casket to the rotunda.

"The other big component was the ceremonial portion, and getting people to the right place," said Col. Frye.

The 130th AW split ceremonial duties, 50-50, with the Army National Guard.

"It was an incredible cooperative effort," said Col. Frye.

The pallbearers had a short window of time to practice for the state funeral, July 2, Senior Airman Woods said. They used the steps at the armory in Charleston to replicate the steps of the Capitol.

"It was a huge joint effort between Army and Air," said Senior Airman Woods.

He said the pallbearers took the casket out of the rotunda in the Capitol where Sen. Byrd was lying in repose.

"We brought it down the stairs, and the president, and almost the entire United States government was there waiting," he said.

Col. Frye said the majority of the VIP planes landed July 2, within ten minutes of each other.

"Within a very short period of time, we were able to bring in a large number of air-

craft—the president's 757, two G-5s, three C-9s, a C-40, multiple helicopters, and multiple C-17s," said Col. Frye.

"For us, that was one of the big events—putting the air flow package together, getting a plan for the arrival and departure of all those airplanes," said Col. Frye.

The 130th AW received kudos from the Secret Service and Air Force One staff for the smooth flow of traffic, said Col. Frye.

Tech. Sgt. Adam C. Harper said the Secret Service told them that working with the airmen at the 130th AW was the easiest detail they've had because the airmen accommodate their needs and think ahead by getting the ramp cleared of extra equipment.

There's a lot of stress on the Secret Service when they're in an environment they can't control, said Tech. Sgt. Harper.

Everything has to be checked for bombs, he said.

Maintenance did an outstanding job catching all these airplanes, getting them to the right parking spot, and working with the Secret Service, said Col. Frye.

"Everybody came together and did a fantastic job without any prior planning or specific training for a state funeral of this magnitude," said Col. Frye.

Senior Airman Woods, a native of West Virginia who was raised in Kentucky, said he could really see what Sen. Byrd meant to the state of West Virginia.

"I was proud to be part of that," he said.

"From all the crew members, we appreciated the privilege to do that for the late Senator because of all that he's done for us," said Lt. Col. Lowe.

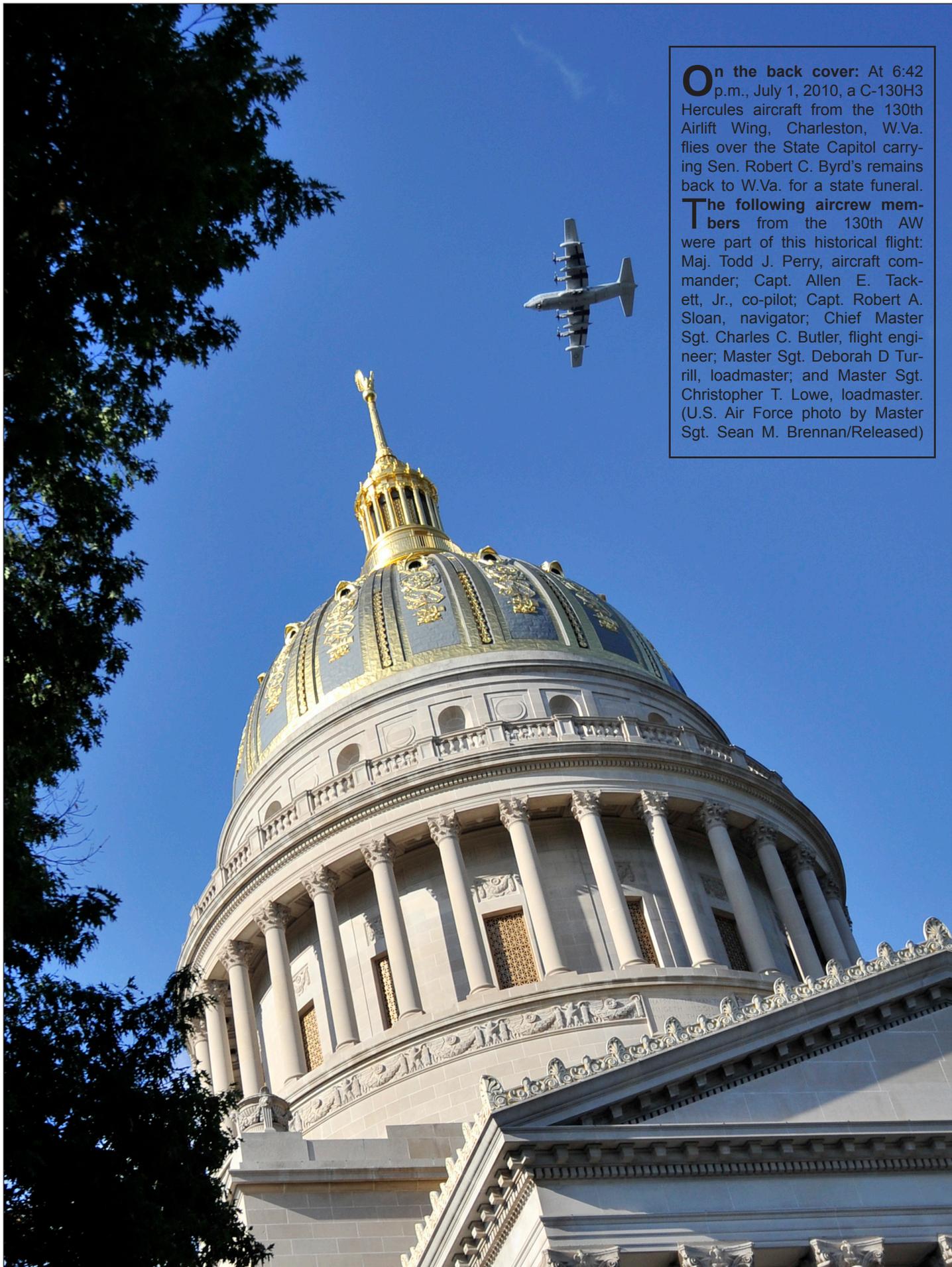
A moment in W.Va. history

A president, a vice president, and a former president join the West Virginia governor to pay their final respects to Sen. Byrd

From left, Governor Joe Manchin III, President Barack Obama, Vice President Joe Biden, and former President Bill Clinton hold their hands over their hearts in a salute to the late Sen. Robert C. Byrd at the state funeral on the steps of the Capitol in Charleston, W.Va., Friday, July 2, 2010. The 130th Airlift Wing was the lead unit for the transportation, reception and movement of all the dignitaries in attendance who flew into the base.



Photo by Governor's Photographer Steven W. Rotsch/Released



On the back cover: At 6:42 p.m., July 1, 2010, a C-130H3 Hercules aircraft from the 130th Airlift Wing, Charleston, W.Va. flies over the State Capitol carrying Sen. Robert C. Byrd's remains back to W.Va. for a state funeral.

The following aircrew members from the 130th AW were part of this historical flight: Maj. Todd J. Perry, aircraft commander; Capt. Allen E. Tackett, Jr., co-pilot; Capt. Robert A. Sloan, navigator; Chief Master Sgt. Charles C. Butler, flight engineer; Master Sgt. Deborah D Turrill, loadmaster; and Master Sgt. Christopher T. Lowe, loadmaster. (U.S. Air Force photo by Master Sgt. Sean M. Brennan/Released)