

MAINTENANCE

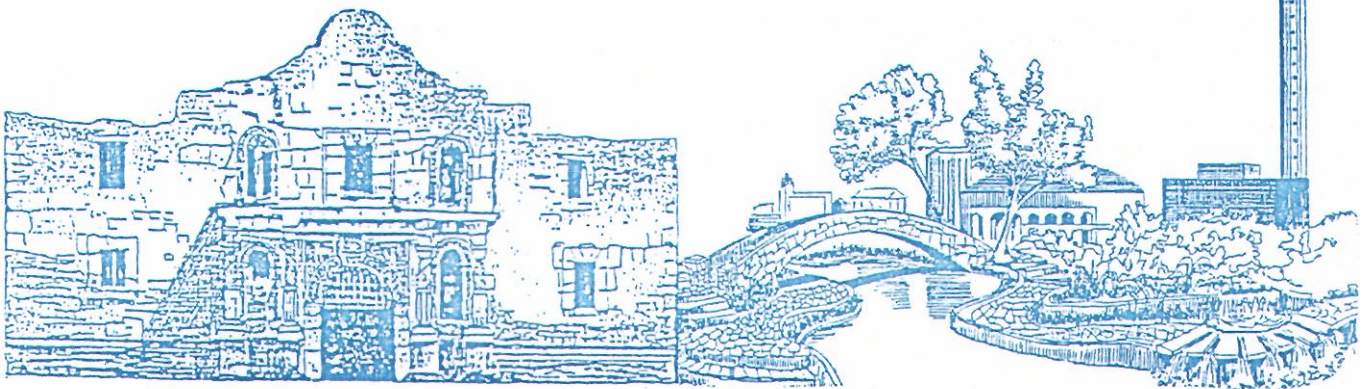
OFFICER



ASSOCIATION

1987 CONVENTION

"MAINTENANCE IN THE 21st CENTURY"



Hosted By MOA CHAPTER #1 San Antonio, Texas



CONVENTION AGENDA

FRIDAY, 16 OCTOBER 1987

* 1600 - 2100 THURSDAY PREREGISTRATION HOTEL LOBBY

TIME	FUNCTION	SPEAKER
0800 - 0900	REGISTRATION & CONTINENTAL BREAKFAST	
0900 - 0945	WELCOME - MOA BUSINESS	LT COL REED
0945 - 1040	AFSC - PROJECT FORECAST II	LT COL MUSHALA
1040 - 1100	BREAK	
1100 - 1200	FUTURE LOGISTICS CONCEPTS	MAJ GEN BRACKEN
1215 - 1330	KEYNOTE LUNCHEON	MAJ GEN CURTIS
1400 - 1700	OPTIONAL ACTIVITIES SA-ALC TOUR PANEL MEETINGS CONTRACTOR EXHIBITS MEMBER/SPOUSE CITY TOURS	
1730 - 1830	NO-HOST COCKTAIL HOUR	
1830 - ?	DOWNTOWN/LOCAL AREA VISITS RIVERWALK, DINNER-ON-THE-RIVER, DINNER/DANCING C&W STYLE, OR FREE TIME	



CONVENTION AGENDA

SATURDAY, 17 OCTOBER 1987

TIME	FUNCTION	SPEAKER
0800 - 1200	LATE REGISTRATION	
0800 - 0900	CONTINENTAL BREAKFAST	
0900 - 1030	WORKFORCE ISSUES	MAJ MORRISON MAJ MEYER
1030 - 1030	BREAK	
1050 - 1220	HARDWARE ISSUES	MR TERRY MATHER COL DAN WEISS
1230 - 1330	LUNCH	
1330 - 1415	CONTRACTOR EXHIBITS	
1415 - 1545	SUPPORT ISSUES	MR BOB JOHNSON
1600 - 1645	MOA BUSINESS	LT COL REED
1700 - 1800	CONTRACTOR EXHIBITS	
	FREE TIME	
1800 - 1900	NO-HOST COCKTAIL HOUR	
1900 - ?	MOA BANQUET	COL STEVEN NAGEL



CONVENTION AGENDA

SUNDAY, 18 OCTOBER 1987

TIME	FUNCTION	SPEAKER
0900 - 1000	BUFFET BREAKFAST	
1030 - 1130	MOA IN THE FUTURE	LT COL REED
1130 - 1200	ADJOURNMENT	



Biography

United States Air Force

Office of Public Affairs, San Antonio Air Logistics Center,
Kelly Air Force Base, Texas 78241 (512) 925-7951

MAJOR GENERAL LEWIS G. CURTIS

Major General Lewis G. Curtis is commander of the San Antonio Air Logistics Center, Air Force Logistics Command, Kelly Air Force Base, Texas. He commands and directs the activities of military and civilian personnel who are responsible for system support of 16 U.S. Air Force aircraft ranging in size from OV-10s to C-5s; and the Air Force inventory of jet engines for C-5s, F-15s, F-16s, and turboprop engines for C-130s. He also oversees more than 100 other property classes, including special weapons, aerospace fuels, automatic test equipment, ground equipment, life support equipment and precision measuring equipment.



General Curtis was born Feb. 8, 1934, in Medford, Mass. He graduated from high school in Winchester, Mass., in 1951 and received his associate of arts degree from Boston University in 1953 and bachelor of science degree in 1955. He graduated from Air Command and Staff College at Maxwell Air Force Base, Ala., in 1966 and the Industrial College of the Armed Forces, Fort Lesley J. McNair, Washington, D.C., in 1974. In August 1980 General Curtis attended the Harvard John F. Kennedy School of Government National-International Security program.

After receiving his commission through the Reserve Officer Training Corps program at Boston University in June 1955, he attended the Armament Systems Course (Bomber) at Lowry Air Force Base, Colo. After graduation in June 1956, he was assigned to the 305th Armament-Electronics Maintenance Squadron, MacDill Air Force Base, Fla., as a B-47 and KC-97 avionics maintenance officer. In 1959 he moved with the 305th Bombardment Wing to Bunker Hill Air Force Base, Ind., where he was a B-58 and KC-135 flight line avionics maintenance officer.

The general was assigned to Headquarters Strategic Air Command, Offutt Air Force Base, Neb., in February 1962. He was a B-58 and SR-71 maintenance staff officer in the Aircraft Maintenance Division until he attended Air Command and Staff College in August 1965. He was then assigned to the 36th Tactical Fighter Wing, Bitburg and Spangdahlem Air Bases, Germany, first as a maintenance supervisor of the 36th Armament-Electronics Maintenance Squadron, then as wing maintenance control officer and finally commander of the 36th Avionics Maintenance Squadron. In this unique dual base role he supported EB-66s, F-4s and F-102s.

From August 1969 to August 1970, General Curtis served as commander of the 388th Avionics Maintenance Squadron and quality control officer for the 388th Tactical

(Current as of June 1987)

OVER



Biography

United States Air Force

Secretary of the Air Force, Office of Public Affairs, Washington, D.C. 20330-1000

MAJOR GENERAL EDWARD R. BRACKEN

Major General Edward R. Bracken is director of logistics plans and programs, Office of the Deputy Chief of Staff, Logistics and Engineering, Headquarters U.S. Air Force, Washington, D.C.

General Bracken was born July 29, 1937, in Troy, N.Y., where he graduated from Catholic Central High School. He earned a bachelor's degree in aeronautical engineering from Rensselaer Polytechnic Institute, Troy, N.Y., in 1959 and a master's degree in business administration from Auburn (Ala.) University. The general completed Squadron Officer School in 1965, Air Command and Staff College in 1971 and the National War College in 1976.



After receiving his commission through the Reserve Officer Training Corps program, General Bracken entered the Air Force in June 1959. When he completed pilot training in September 1961, he was assigned to the 615th Tactical Fighter Squadron, England Air Force Base, La. In January 1963 he transferred to the 35th Tactical Fighter Squadron, Itazuke Air Base, Japan, and, later, moved with the squadron to Yokota Air Base, Japan. During this time he performed temporary duty at Korat and Takhli Royal Thai Air Force Bases, Thailand, and flew combat missions in Southeast Asia.

General Bracken returned to the United States and in January 1967 was assigned to the Air Force Aerospace Research Pilot School at Edwards Air Force Base, Calif. In February 1968 he began flight-testing F-100s, F-105s and F-111s at the Armament Development Test Center, Eglin Air Force Base, Fla. From December 1969 to July 1970 the general was assigned to the 355th Tactical Fighter Wing at Takhli Royal Thai Air Force Base and flew F-105s.

Upon completion of Air Command and Staff College in June 1971, he was assigned as the F-111 requirements and fighter avionics development project officer for the deputy chief of staff for research and development at Headquarters U.S. Air Force, Washington, D.C. He was instrumental in initiating the Pave Tack research and development program for F-111s and F-4s, and he participated in initial program definition for the F-16.

The general transferred to Mountain Home Air Force Base, Idaho, after completing the National War College in July 1976. In May 1977 he was assigned as commander of the 391st Tactical Fighter Squadron and led the deployment of the unit's F-111s to Royal Air Force Station Lakenheath, England. While at Lakenheath he assumed command of the 493rd Tactical Fighter Squadron. In June 1978 the general became assistant deputy commander and, later, deputy commander for maintenance, 48th Tactical Fighter Wing. He was assigned as vice wing commander in June 1980 and assumed command of the wing in November 1981. From April 1984 to May 1985 he served as vice commander, Oklahoma City Air Logistics Center, Tinker Air

(Current as of November 1986)

OVER

Biographical Data

NASA

Lyndon B. Johnson Space Center
Houston, Texas 77058

National Aeronautics and
Space Administration

NAME: Steven R. Nagel (Colonel, USAF)
NASA Astronaut

BIRTHPLACE AND DATE: Born October 27, 1946, in Canton, Illinois.
His parents, Mr. and Mrs. Ivan R. Nagel, reside in Canton.

PHYSICAL DESCRIPTION: Brown hair; blue eyes; height: 6 feet 1-1/2 inches; weight: 165 pounds.

EDUCATION: Graduated from Canton Senior High School, Canton, Illinois, in 1964; received a bachelor of science degree in Aeronautical and Astronautical Engineering (high honors) from the University of Illinois in 1969, and a master of science degree in Mechanical Engineering from California State University, Fresno, California, in 1978.

MARITAL STATUS: Married to the former Linda Diane Penney of Los Angeles, California; her parents, Major (USAF Retired) and Mrs. Charles B. Penney are residents of Alexandria, Louisiana.

RECREATIONAL INTERESTS: His hobbies include sport flying (light airplanes and gliders).

ORGANIZATIONS: Life member of the Order of Daedalians and Alpha Delta Phi; and honorary member of Phi Eta Sigma, Sigma Tau, Tau Beta Pi, and Sigma Gamma Tau.

SPECIAL HONORS: Awarded the Air Force Distinguished Flying Cross and the Air Medal with 7 Oak Leaf Clusters; and for undergraduate pilot training, recipient of the Commander's Trophy, the Flying Trophy, the Academic Trophy, and the Orville Wright Achievement Award (Order of Daedalians); also presented the Air Force Meritorious Service Medal (1978), and NASA Space Flight Medals (1985).

EXPERIENCE: Nagel received his commission in 1969 through the Air Force Reserve Officer Training Corps (AFROTC) program at the University of Illinois. He completed undergraduate pilot training at Laredo Air Force Base, Texas, in February 1970, and subsequently reported to Luke Air Force Base, Arizona, for F-100 checkout training.

From October 1970 to July 1971, Nagel was an F-100 pilot with the 68th Tactical Fighter Squadron at England Air Force Base, Louisiana. He served a 1-year tour of duty as a T-28 instructor for the Laotian Air Force at Udorn RTAFB, Udorn, Thailand, prior to returning to the United States in October 1972 to assume A-7D instructor pilot and flight examiner duties at England Air Force Base, Louisiana. Nagel attended the USAF Test Pilot School at Edwards Air Force Base, California, from February to December 1975; and in January 1976, he was assigned to the 6512th Test Squadron located at Edwards. As a test pilot, he has worked on various projects which have included flying the F-4 and A-7D.

He has logged 5,300 hours flying time--3,300 hours in jet aircraft.

NASA EXPERIENCE: Nagel became a NASA astronaut in August 1979. His assignments have included backup T-38 chase pilot for STS-1; support crew and backup entry CAPCOM for STS-2; support crew and primary entry CAPCOM for STS-3; and software verification at Shuttle Avionics Integration Laboratory (SAIL) and Flight Simulation Laboratory (FSL).

Nagel first flew as a mission specialist on STS 51-G which launched from the Kennedy Space Center, Florida, on June 17, 1985. He was accompanied by Capt. Daniel Brandenstein (mission commander),

QUICK REFERENCE TELEPHONE LIST

(ALL PHONE NUMBERS ARE COMMERCIAL)

GENERAL EMERGENCY-----DIAL 911
SANTA ROSA MEDICAL CENTER-----228-2251
TIME AND WEATHER-----226-3232

USAF INSTALLATIONS

KELLY AFB-----925-1110
RANDOLPH AFB-----652-1110
LACKLAND AFB-----671-1110
BROOKS AFB-----536-1110
WILFORD HALL USAF HOSPITAL-----670-1110

COMMERCIAL TAXICABS

CHECKER-----222-2151
LACKLAND (KELLY/LACKLAND ONLY)-----674-6098
YELLOW-----226-4242

MAJOR AIRLINES SERVICING SAN ANTONIO

AMERICAN-----222-0121	PAN AMERICAN-----227-8196
CONTINENTAL-----828-8381	SOUTHWEST-----696-1221
DELTA-----222-2354	TWA-----226-0626
EASTERN-----222-2461	US AIR-----1-800-428-4322
MEXICANA-----733-6361	UNITED-----223-2525
OZARK-----224-4444	

LOCAL AREA GUIDE

The attached map and list are intended to help you locate restaurants, night spots and churches that are close to the hotel. The list is by no means all inclusive. There are literally hundreds of candidates in each category here in San Antonio. Also, two of the largest shopping malls in San Antonio are located across Loop 410 from the hotel. Each has an assortment of fast food outlets in their "Picnic in the Park" areas. If you need further information, or would like more choices, please consult the hotel staff, the yellow pages (don't miss the Fingertip Facts section which precedes the yellow pages) or give Lt Col Pete Schill a call at 925-8628 (day) or 493-1687 (night). Have fun!

RESTAURANTS

○ Restaurants convenient to the hotel - see map for locations.

1. ALAMO CAFE - Chicken fried steak, inexpensive
9714 San Pedro
341-4526
2. BARBADOS - Steaks and seafood, moderate +
8736 Tesoro
826-9503
3. BARN DOOR - Steaks, moderate price
8400 New Braunfels
824-0116
4. BENNIGAN'S - Sandwiches, etc., inexpensive to moderate
7439 San Pedro
342-6087
5. CRYSTAL BAKING COMPANY - Steak and seafood, moderate +
1039 NE Loop 410
826-2371
6. ERNESTO'S - Mexican food (unusual type), moderate +
2559 Jackson-Keller
344-1248
7. JIMENEZ RESTAURANT - Mexican food, moderate price
1010 NW Loop 410
340-1441
8. LA FOGATA - Mexican food, moderate price
2427 Vance Jackson
340-1384
9. LA SCALA - Italian food, moderate price
2177 NW Military Hwy
366-1515
10. MAGIC TIME MACHINE - Steak and seafood, moderate +
902 NE Loop 410
828-1470
11. MEATBALLS - Italian food, moderate price
Loop 410 at Blanco
342-8221
12. OLD SAN FRANCISCO STEAK HOUSE - Steak, expensive
10223 Sahara Drive
342-2321
13. STEAK AND ALE - Steaks, inexpensive to moderate price
2831 NW Loop 410
341-7247

14. STUART ANDERSON'S CATTLE CO. - Steaks, inexpensive to moderate price
2731 NW Loop 410
349-3801
15. TEXAS TUMBLEWEED - Steaks, inexpensive to moderate price
13311 San Pedro
496-1122

◻ NIGHT CLUBS/LOUNGES

20. BROAD STREET - Top 40, laser lights and smoke
Central Park Mall
340-4522
21. BOBBY SOX - "50's" music, light snacks available
Holiday Inn NW
Loop 410 at IH 10
22. DENIM AND DIAMONDS - Country and western (but not redneck!) One of
San Antonio's hottest night spots!
2335 NW Military Hwy
349-6946
23. HORNED TOAD LOUNGE - Contemporary music, good crowd
Holiday Inn Airport
(Next door to La Mansion)
24. MIDNIGHT RODEO - They play two kinds of music - country and western!
12260 Nacogdoches
655-0040
25. TEN SPEED BICYCLE CLUB - Contemporary music
111 NW Loop 410
366-4463

◻ CHURCHES

- A. CASTLE HILLS FIRST BAPTIST
2220 NW Military Drive
377-3030
- B. HOLY SPIRIT CATHOLIC CHURCH
8134 Blanco Road
341-1395
- C. ST GEORGE'S EPISCOPAL
6904 West Ave
342-4261
- D. SHEPARD KING LUTHERAN CHURCH
303 W Ramsey
344-5881

E. COLONIAL HILLS UNITED METHODIST CHURCH

5247 Vance Jackson
349-2401

F. COVENANT PRESBYTERIAN CHURCH

211 ROLETO
342-5253



Fact Sheet

United States Air Force

Office of Public Affairs, San Antonio Air Logistics Center,
Kelly Air Force Base, Texas 78241 (512) 925-7951

A BRIEF HISTORY OF KELLY AIR FORCE BASE

Kelly Air Force Base is the first permanent military airfield in Texas and is probably the oldest continuously-operating base in the Air Force. It is named in honor of Lt George E. M. Kelly, who in 1911 crash-landed at Ft Sam Houston and was the first American military aviator to lose his life while piloting a military aircraft.

Kelly Field originated in November 1916, when the "Father of Military Aviation," Capt Benjamin Foulois, selected its site for the expanding activities of the Aviation Flying Section of the U.S. Army Signal Corps. The first troops arrived in March 1917 to begin construction of the field and its facilities, and flying activities began on April 5 - one day prior to the United States' entry into World War I. Shortly after its founding, the field was unofficially divided into two adjoining fields. Maintenance and supply functions were concentrated on "Kelly Number One," the area that today is southeast of Duncan Drive. "Kelly Number Two," northwest of Duncan Drive, handled most of the flying activities and stretched in a mile-long array of buildings directly across the site of the modern runway.

During World War I the fields served as reception and testing centers for recruits, and as training centers for pilots, mechanics, cooks, and bakers, as well as engineering and supply officers. Most American trained World War I flyers trained or were processed at Kelly Field. After the war, Kelly underwent a number of changes. In 1925, "Kelly Number One" became "Duncan Field" and "Kelly Number Two" became, simply, Kelly Field. For eighteen years, Kelly and Duncan operated separately. Kelly remained the center for Army Flight instruction, while Duncan specialized in supply and maintenance functions.

The Air Corps Advanced Flying School established operations at Kelly and provided advanced training to numerous future leaders of the Air Force, including Curtis R. LeMay, Hoyt Vandenberg, and Claire Chennault. The most famous student, Charles A. Lindbergh, graduated in 1925. Other noteworthy individuals associated with Kelly and the AFS included Carl "Tooe" Spaatz, first Chief of the Air Corps, and renowned civilian pilot Eddie Stinson, who served as a flight instructor.

Both fields took part in numerous exciting events during the "Roaring Twenties," including Jimmy Doolittle's transcontinental "Dawn to Dusk" flight in 1922, the national Elimination Balloon Race of 1924, several "Air Circuses," and the "Pan American Goodwill Flight" of 1926. But no event matched the excitement generated in 1926, when Kelly helped make motion picture history by providing aircraft, pilots, and technicians for the film "Wings," which in 1928 received the first Academy Award ever given for "Best Production of the Year."

The business of flight training, maintenance, and supply expanded in the 1930's. Near the end of the decade, an assortment of hangars, residences, storehouses, offices, the present Officers' Club and Logistics Center Headquarters buildings, and the unique miniature bombing range (Building 1625) were constructed at Kelly. These facilities remain today, although nearly all traces of the original "Kelly Number Two" hangar line vanished in the 1950's, victim to expanding runway facilities for larger aircraft.

World War II brought about major changes. The Air Service Depot expanded while flight training activities moved to other locations. In 1943 Kelly and Duncan were reunited under the name Kelly Field, whose primary functions became those of maintenance and supply. By war's end, the annexation of the Normoyle Ordnance Depot, known today as East Kelly, further enlarged the base. During the war, Kelly developed into a huge industrial complex that stored and distributed materiel and modified or repaired aircraft, engines, and related equipment. The civilian workforce increased tremendously; many of the new employees were "Kelly Katies," the Kelly counterparts to the "Rosie the Riveters" who contributed nationwide to the war effort. These adjustments marked a distinct shift in Kelly's mission, which over the next forty years expanded into a world-wide logistics and support capability.

Kelly Field became Kelly Air Force Base in 1948 after the Air Force became a separate branch of the Armed Services. Throughout the years that followed, the San Antonio Air Materiel Area (SAAMA) based at Kelly continued to expand its responsibilities. Kelly maintained such aircraft as the B-29, B-36, B-47, and B-58 bombers, numerous types of fighters including the F-102 and F-106, and various cargo planes. The most famous of these was the XC-99, a one-of-a-kind aircraft that was based at Kelly. The XC-99 was for a time the world's largest land-based aircraft, and it was the logistical predecessor to today's huge C-5 cargo aircraft.

The SAAMA evolved into today's San Antonio Air Logistics Center (SA-ALC) which handles over 50 percent of the Air Force's engine inventory, all Air Force nuclear ordnance, the aerospace fuels used by the Air Force and by NASA, and over 240,000 stock items. It provides refueling facilities for the space shuttles' "piggyback" mother ship, and manages, supports, or maintains numerous Air Force aircraft, including the B-52 bomber and the C-5 cargo jet. Kelly itself is host to numerous tenant organizations, which collectively make the base not only the largest single employer in San Antonio, but a vital link in the Air Force's worldwide logistics system as well.

The days of small biplaned aircraft landing on dirt fields have long been a thing of the past, but the spirit with which early Kellyites maintained, repaired, and flew their aircraft is still very much a part of the ongoing Kelly tradition. As a tribute to this spirit, the Texas State Historical Commission has approved a proposal to place a commemorative marker on the site of the eastern end of the old flight line. This marker will be dedicated in 1986, Texas' Sesquicentennial year.

(Provided by the SA-ALC Office of History, April 1986)