

The Berlin Blockade and Airlift a Chronology

- June 11, 1948-** All Allied and German railroad freight traffic between the Western zones and Berlin were suspended by the Soviets for two days.
- June 12, 1948-** Resumption of railroad traffic, Autobahn traffic near Magdeburg via the Elbe Bridge is blocked to traffic by Soviets, allegedly for repair work.
- June 15, 1948-** Russian issues new regulations for interzonal passenger traffic
- June 16, 1948-** Soviets walk out of Allied Kommandatura meeting, Berlin.
- June 18, 1948-** Currency reform for Western sector of Berlin announced, Russians protest and refuse to join scheme.
- June 22, 1948-** Big Four Conference in Berlin failed to produce an agreement. Soviet Union announced their own separate currency reform.
- June 23, 1948-** Berlin City Council members abused and manhandled outside City Hall after supporting Western currency reform measures.
- June 24, 1948-** Soviets halt all freight, passenger and water traffic to Berlin.
- Soviets were served notice they will not supply food to the Western sector of Berlin. The first RAF aircraft arrive in Wunstorf, in the British sector, beginning of the Airlift operations.
- June 26, 1948-** **AIRLIFT BEGINS** 32 flights of C 47 transport 80 tons of supplies from Wiesbaden AB to Tempelhof. The US Air Forces in Europe (USAFE) had only approximately 100 C-47 aircraft available.
- June 28, 1948-** First 35 C-54 en route from Alaska, Hawaii and the Caribbean to join Airlift operations. Brigadier General Joseph Smith, Commander of the Wiesbaden Military Posts, was given the command of the Berlin Airlift by LTG Curtis LeMay (USAFE CG). The RAF begins Operation "Knicker".
- June 30, 1948-** Wiesbaden takes on a major portion of the Airlift operations with 80 aircraft. The first C-54 lands at 09:30 and is already in the air towards to Berlin, 19:36. The RAF changes the name from Operation "Knicker" to "Carter Paterson)
- July 1, 1948-** Soviets withdraw from Berlin Kommandatura.
CAPT Gail Halvorsen begins dropping candy for Berlin's children, the humble start of Operation Little Vittles.
- July 5, 1948-** Two squadrons of RAF Sunderland Seaplanes arrive to join the Airlift operation; landing in Finkenwerder (Hamburg).

- July 7, 1948-** First coal was flown to Berlin in duffel bags. The Airlift marks more than 1,000 tons in a 24 hour period.
- July 8, 1948-** First fatal accident of airlift occurred near Wiesbaden resulting in the death of two pilots and a DoD civilian employee. Killed:
1st Lt George B. Smith of Tuscaloosa, Alabama
1st Lt Leand V. Williams of Abilene, Texas
Mr. Karl v. Hagen, of New York City
- July 12, 1948-** Construction of new runway started at Tempelhof.
- July 17, 1948-** RAF Gatow completed 2,000 yard concrete runway.
- July 19, 1948-** To avoid congestion, the RAF moves all C-47 from Wunstorf to Fassberg and the operation's name is changed once again, from "Carter Paterson" to "Operation Plainfare".
- July 20, 1948-** General Lucius D. Clay flies to Washington DC to discuss the situation with President Truman. The aircraft figures rose to 54 C-54s and 105 C-47's. The number of RAF aircraft (not including the "Sunderlands") rose to 40 "Yorks" and 50 C-47s (Dakotas). Daily figures peaked at 1,500 tons (U.S.) and 750 tons (RAF).
- July 23, 1948-** Headquarters USAFE directs MATS to establish a provisional Task Force Headquarters, plus maintenance facilities and air traffic personnel for the additional eight squadrons, with 9 C-54 each. MG William H. Tunner, MATS Vice-Commander was placed in charge of the Berlin Airlift operations, under the control of USAFE.
- July 25, 1948-** Second fatal airlift crash, when a C-47 crashed into a Berlin Apartment building in Friedenau. Two were killed:
1st Lt Charles H. King of Britton in South Dakota (Pilot)
1st Lt Robert E. Stuber of Arlington, CA (Co-Pilot)
- July 26, 1948-** West Germany agreed to forming a government, while the Berlin Police were separated between East and West.
- July 27, 1948-** The Soviets threaten aircraft flying in the corridors. General Tunner with his staff, use two groups of aircraft from Wiesbaden, test the situation. The first British contract aircraft, 3 "Lancastrians", transport fuel.
- July 1948-** General William H. Tunner and his staff arrive in Wiesbaden.
- July 1948-** Two additional squadrons of C-54 aircraft arrive. A new daily record is set, with 1,918 tons being transported by the USAF.

- July 31, 1948-** Western politicians discuss the Blockade situation with Soviet Minister of State, Molotow, in Moscow. 339 flights transport 2,027 tons of supplies.
- August 1, 1948-** The RAF transfer their DC-3 "Dakotas" to Lübeck. 2,000 tons were flown within a 24 period.
- August 1948-** Two further MATS Squadrons arrive from the U.S.A.
- August 1948-** Another daily USAF record was set, of 2,104 tons. Eleven British aircraft arrive. Nine C-47 (Fassberg), 2 "Hythe" Seaplanes (Finkenwerder), 1 "Halton" and 1 "Liberator" (Wunstorf).
- August 5, 1948-** Oberpfaffenhofen undertakes the 200-hour inspection of Airlift aircraft. The first goods manufactured within Berlin, are flown to the West. Ground is broken for the construction of a new airport in Berlin-Tegel, situated in the French sector.
- August 7, 1948-** The combined Airlift sets another record of: 666 flights transporting 3,800 tons.
- August 8, 1948-** A third group, 2 MATS squadrons depart the U.S.A. for Germany. - The remaining group of 2 MATS squadrons, one from Japan and the other from Hawaii, depart for Germany. New daily record: 2,437 tons in 346 flights.
- August 12, 1948-** In 707 flights, the USAF and RAF transport 4,742 tons. For the first time, more than the estimated daily required 4,500 tons, to kept Berlin fed and warm.
- August 13, 1948-** The 50th day of the Airlift. Because of the air traffic congestion over Tempelhof, MG Tunner orders changes to the flight rules and the use of professional Air Traffic Controllers from the U.S.A..
- August 14, 1948-** The first Douglas C-74 "Globemaster" and brings 18 C-54 engines, with a total weight of 38,000 lbs.
- August 15, 1948-** The first 10 tons of newsprint, newspapers and magazines arrive in Berlin.
- August 17, 1948-** The C-74 undertakes the first internal Airlift flight, transporting 20 tons of flower, twice the normal load of a C-54.
- August 21, 1948-** 3 Squadrons of C-54 are transferred to Fassberg, in order to transport coal to Berlin.

- August 24, 1948-** Two C-47 crash in a mid-air collision over Ravalzhausen, because of fog. The following airmen were killed:
MAJ C. Dilty of Fayetteville, Texas
CAPT William R. Howard of Gunnison, Miss.
CAPT Goel M. DeVolentine of Miami, Florida
1st LT William T. Lucas of Wilson, N.C.
A new daily U.S. record was established, with 3,030 tons in 395 flights.
- August 26, 1948-** The 1 millionth ton mark, transported by USAF, was reached.
- August 1948-** The RAF DC3 "Dakota" began operating from Lübeck.
- August 1948-** All civilian operating aircraft are transferred from Fassberg to Lübeck.
- August 31, 1948-** The four military Governors meet in Berlin, to discuss a Soviet resolution, that would allow a separate currency for it's sector and the technical issues for ending the blockade. These discussions fail to bring a result. A new daily record is reached: 3,124 tons flown by USAF.
- Sept. 1, 1948-** Construction work began in Burtonwood, Lancashire, England, intended to replace Oberpfaffenhofen as a repair site for Airlift aircraft. Some 19,000 German workers (including women) are working on the construction of Tegel.
- Sept. 2, 1948-** The first 20 U.S. Air Traffic Controllers arrive and begin their work.
- Sept. 6, 1948-** Senators flee from the City Hall, in reaction to the large number of communist protesters. They find safety in the British Sector.
- Sept. 10, 1948-** New U.S. record: 3,527 tons.
- Sept. 13, 1948-** Three C-83 "Flying Boxcars" arrive in Wiesbaden to support the Airlift.
- Sept. 15, 1948-** Construction is started for a 1,800 foot long runway in Celle AB, in the British Zone.
- Sept. 18, 1948-** USAFE celebrates "Air Force Day" with a new record of 6,987.7 tons flown to Berlin. Extra coal is provided to the citizens of Berlin. 15,000 Germans visit Rhein-Main A.B. and Wiesbaden A.B. during this Open House.
- Sept. 19, 1948-** First British crash- 5 soldiers killed when 4 engine "York" crashed during takeoff:
FltLt H.W. Thompson (Pilot)
FltLt G. Kell (Co-Pilot)
Nav. L.E.H. Gilbert (Navigator)
Sig.II S.M.L. Towersey (Radio)
Eng.II E.W. Watson (Engineer)

- Sept. 21, 1948-** 50 South African pilots (S.A.A.F) en route to Germany to support RAF Airlift.
- Sept. 24, 1948-** C-74 "Globemaster" makes last of 24 round trip flights to Berlin, having delivered 428.6 tons.
- Sept. 26, 1948-** British civilian operated "Tudors" make test flights to Berlin transporting Diesel fuel.
- Sept. 30, 1948-** USAFE takes all remaining C-47s out of Airlift duty.
- October 1, 1948-** LT John Finn, of Jackson, Michigan, first pilot with 100 flights. Training facilities in Great Falls, Montana opened, in order to provide replacement crews.
- October 2, 1948-** Rhein-Main AB Fire truck is struck by C-54 rolling down ramp, killing PFC Johnnie T. Orms (fireman)
- October 1948-** The United Nations begin to discuss the crisis.
- October 1948-** All civilian operated aircraft stationed in Lübeck, are transferred to Hamburg-Fuhlsbüttel.
- October 7, 1948-** Trees in the parks of Berlin, are cut down in order to provide firewood.
- October 12, 1948-** Two squadrons of RAF "Hasting" aircraft, along with civilian tankers are transferred to Schleswigland.
- October 14, 1948-** RAF and USAF Airlift operations combined under a single command, with MG William H. Tunner in charge and RAF Commodore John Merer as Vice-Commander. The 1000th C-54 flight is flown from Wiesbaden AB.
- October 15, 1948-** LTG John F. Cannon takes command of USAFE.
- October 18, 1948-** First C-54 crash- in a forest, 4 miles from Rhein-Main AB, killing:
 CAPT James A. Vaughn of New Haven, Conn.
 1stLT Eugene Erickson of Collinsville, Ill.
 SGT Richard Winter of Seattle, WA.
 The USAF calls 10,000 former pilots, radio operators, and Engineers back to active duty, in support of the long term Airlift.
- October 21, 1948-** President Harry S. Truman calls GEN Clay to Washington. 66 C-54 are added to Airlift operations. "Clarence" the Camel, along with 7,000 lbs of candy, is flown to Berlin and some 5,000 waiting children. The camel was the mascot of the 525th Fighter Squadron stationed in Neu Biberg, had been assigned to Tripoli, Libya. 1stLT Don Butterfeld had purchased the animal for \$50. Due to a lack of trainers, the unit thought it best to donate the camel to the Berlin Zoo.

- October 29, 1948-** Tegel AB was opened, providing Berlin with three Air Bases.
- Nov. 2, 1948-** RAF "Hasting" aircraft begin operations from Schleswigland.
- Nov. 5, 1948-** With the opening of Tegel, the 300,000th ton was flown in by 1stLT Donald G. Bidwel of Dayton, Ohio.
- Nov. 8, 1948-** The first three of 24 Navy R-5D (Navy C-54) arrive at Rhein-Main AB. The Free University of Berlin, was opened in Dahlem.
- Nov. 11, 1948-** The first RAF "Hasting" placed in service.
- Nov. 15, 1948-** The last C-54 aircraft, serviced in Oberpfaffenhofen departed, with maintenance operations transferred to Burtonwood on November 18.
- Nov. 16, 1948-** The Airlift passed the winter test, despite the fog, operations continued.
- Nov. 17, 1948-** A USAF Radar unit departed from Westover AB, Mass. to install CPS-5 Radar equipment.
An RAF DC-3 (Dakota) crashed, killing:
I.F.I. Trenova (Pilot)
FltLt J.G. Wilkins (Navigator)
Sig.III P.A. Lough (Radio)
SGT F. Dowling (passenger)
- Nov. 23, 1948-** A British "Lancastrian" tanker crashed in Thurxton, England, killing:
CAPT Cyril Taylor
CAPT Reginald Merrick Watson Heath
CAPT William Cusack
Nav Off. Michael Edwin Casey
Nav Off. Alan John Burton
Rad Off. Dornford Winston Robertson
Flt Eng. Kenneth Arthur Seaborne
- Nov. 26, 1948-** Fog causes the Airlift to stop, despite the use of GCA. Gatow sets the record of 1,316 flights in a single month. All remaining DC3 removed from Airlift duty.
- December 1, 1948-** A weather unit is organized to undertake reconnaissance flights over the North Atlantic and in the Air Corridors.
- December 5, 1948-** Construction of a second runway (2,330 feet) begun in Tegel.
A USAF C-54 crashed in Fassburg during Takeoff, killing:
CAPT Billy L. Phlelps of Long Beach, CA.
1stLT Willis F. Hargis of Nacogdoches, Texas
TSgt Lloyd G. Wells of San Antonio, Texas

December 7, 1948- The fog ends and Airlift operations return to normal.

December 8, 1948- A ground accident in Gatow, of a "AirFlight Limited" killed:
CAPT Clement Wilbur Utting

December 9, 1948- The Airlift sets the record of 6,133 ton, the second highest mark.

December 11, 1948-A Navy R-5D, with six man crew crashed in the Taunus. The Captain was killed.

December 13, 1948-The 171st day, marks 640.284 tons: USAF providing 460,501 ton, the RAF 179, 783 tons.

December 15, 1948-The 317th Transport Squadron was transferred from Wiesbaden AB to Celle, opening a second Airlift installation in the British Zone. All RAF and civilian Seaplane operations were terminated.

December 16, 1948-The Soviet radio tower of Radio Berlin (in the Soviet sector) was blown up by French forces, because the danger it caused to airplanes operating from Tegel.

December 19, 1948-The 5,000th British Civilian aircraft, a "York" from Skyways Limited, landed. The USAF announced that by the end of the month, some 225 C-54 aircraft would be operating in the Airlift.

December 20, 1948-"Operation Santa Claus" was flown from Fassberg, with gifts for 10.000 children.

December 24, 1948-Vice President Alabian C. Barkley, Secretary of the Air Force Stuart Symington, together with Bob Hope provide a USO Camp show at the various installations.

December 25, 1948-The 50,000th landing at Gatow.

December 26, 1948-In six months, 700,172.7 tons were transported on 96,649 flights to Berlin. Bob Hope appears at the Movie Theater on Rhein-Main AB, during his USO Camp Show.

December 31, 1948-The Airlift completed it's 100,000th flight to Berlin.

January 2, 1949- The first 12 airmen to rotate back to the USA, departed.

January 7, 1948- A C-54 crashed in Burtonwood, England, killing:
1stLT Lowell A. Wheaton Jr. of Corpus Christi, Texas
1stLT Richard M. Wurgel of Union City, NJ
CAPT William A. Rathgeber of Portland, OR
Sgt. Bernhard J. Watkins of Lafayette, Ind.
CPL Norbert H. Thies of Cunningham, Kansas
PVT Ronald E. Stone of Mt. Sterling, Kentucky

- January 12, 1949-** A C-54 crashed near Rhein-Main AB, killing:
1stLT Ralph H. Boyd of Fort Worth, Texas
1stLT Craig B. Ladd of Minneapolis, Minn.
TSgt. Charles L. Putnam of Colorado Springs, CO
- January 13, 1949-** The USAF flew a record 6,678.9 tons in 755 flights to Berlin.
- January 14, 1949-** 1stLT Gail Halvorsen (often known as the "Candy Bomber", the creator of "Operation Little Vittels" returns to the U.S.A..
- January 15, 1949-** Tegel is opened for civilian passenger aircraft.
An accident with a "Lancashire Aircraft Corporation" in Schleswig-Holstein killed:
Gr.Eng. Theodor Supernatt
Gr.Eng. Patrick James Griffin
Gr.Eng. Edward O'Neill
- January 17, 1949-** A weekly record of 41,540 tons was set.
- January 18, 1949-** A C-54 crashed 10 miles East of Fassberg, killing:
1stLT Robert P. Weaver of Fort, Indiana
- January 24, 1949-** An RAF DC-3 (Dakota) crashed in the Soviet Zone, near Lübeck, killing the radio operator, Sig.II J.E. Grout and seven German passengers. The 250,000th ton of coal, was transported from Fassberg, arriving in Tegel.
- January 31, 1949-** The monthly record of 171,000 tons is set, surpassing all past months.
- February 18, 1949-** The 1 Millionth ton arrives in Berlin
- February 20, 1949-** Bad weather decreased the tonnage figure, with only 205.5 tons flown on 22 flights. It was also the 200th day of the British civilian Airlift operations.
- February 22, 1949-** A new daily record of 7,513 tons transported on 876 flights.
- February 23, 1949-** 7,987 tons flown on 905 flights.
- March 4, 1949-** A C-54 from Wiesbaden AB, catches fire while en route to Berlin, crashing near Langensalza, in Thüringen, killing:
1stLT Royce C. Stephens of San Antonio, Texas.
- March 12, 1949-** new weekly record of 44,612 tons set.
- March 15, 1949-** A British civilian operated "York" crashed near Gatow, killing:
CAPT Cecil Golding
1stOff. Henry Thomas Newman
Radio Operator Peter James Edwards

- March 16, 1949-** USAFE announced the between July 1, 1948 and March 1, 1949, some 36,979 GCA (Ground Control Approach) landings had been safely made.
- March 21, 1949-** A British civilian operated "Halton" crashed Schleswigland, killing:
CAPT Robert John Freight
Nav.Off. James Patrick Lewin Sharp
Eng. Off. Henry Patterson
- March 22, 1949-** A RAF CD-3 (Dakota) crashed in the Soviet Zone near Lübeck, killing:
Flt.Lt. M.J. Quinn (Pilot)
Flt Off. K.A. Reeves (Navigator)
M.Sig. A. Penny (Radio)
- March 30, 1949-** New monthly record of 196,160.7 tons transported. The 61st Sq at Rhein-Main, set an Air Force record of repairing 154 aircraft in a single month.
- April 7, 1949-** The GCA at Tempelhof AB handled one aircraft landing ever 4 minutes for a period of 6 1/2 hours, with a total of 102 planes. One C-54 plane from Fassberg, managed the trip to and from Berlin in 1 hour, 57 minutes and required only 15 1/2 minutes to unload and take off.
- April 11, 1949-** A new daily record of 8,246.1 tons, on 922 flights was set in a 24 hour period.
- April 16, 1949-** General Tunner's "Easter Parade" which flew 12,940 tons, on 1,398 flights within a 24 hour period, setting a new daily rate. The Airlift had flown a total of 78,954,500 miles, 3,946 landings, made 39,640 radio contacts, once ever four seconds for a 24 hour period. 80% of all the aircraft were operational and many units functioning at 100% capacity.
- April 21, 1949-** The 300th day of the Blockade. 927 aircraft transport 6,393.8 tons. Construction of a third runway at RAF Gatow started.
- April 22, 1949-** During this 5 day period, the Airlift transported the same amount normal sent to Berlin by train.
- April 23, 1949-** Third highest figures achieved: 8,774.3 tons on 974 flights. New weekly record: 58,155.8 ton on 6,437 flights. The Soviet news agency TASS, reports the Soviet willingness to end the Blockade.
- April 25, 1949-** New 2nd highest figures achieved: 8,939.1 ton on 1,011 flights.
- April 27, 1949-** Another 2nd highest figure achieved: 9,119.9 tons on 1,022 flights.

- April 30, 1949-** Another new monthly figure reached, 232,263.7 tons, or 7,845.5 tons per day. New weekly figure achieved of 60,774.2 tons. A British civilian operated "Halton" crashes North of Tegel in the Soviet Zone, killing:
CAPT William Richard Donald Lewis
Nav. Off. Edward Ernest Carroll
Eng. Off. John Anderson
Radio Off. Kenneth George Wood
- May 2, 1949-** The first C-97 arrives and joins the Airlift operations from Rhein-Main AB.
- May 4, 1949-** The C-97 transports it's first ten tons to Tempelhof AB
- May 10, 1949-** Another 2nd highest daily figure reached, with 9,257 tons on 1,019 flights.
- May 12, 1949-** Rail lines and Autobahn connections to and from Berlin are opened, ending the Soviet Blockade.
- May 14, 1949-** New weekly record of 61,764.9 tons on 6,865 flights.
- May 31, 1949-** New monthly record of 250,808.5 tons transported set.
- June 7, 1949-** The C-82 begins a 30-day Airlift operation period, under normal conditions.
- June 8, 1949-** The last group of 203 TDY Airmen depart Celle and return to the USA.
- June 20, 1949-** The miles flown in the month of May, reached 95,073,805 miles, enough for one airplane to flew 3,960 times around the world. On the average, one airplane landed every 4 minutes. 350 aircraft were handled in four 6-hour shifts.
- June 24, 1949-** The industries of West Berlin produced goods which were flown out, in value of \$6 million during the first five months of 1949. The 50,000th Airlift flight departed from Fassberg.
- June 25, 1949-** A C-54 wrecks at Tempelhof AB, when the landing wheel collapses.
- June 26, 1949-** The Airlift celebrates it's first anniversary. Over 100 million miles had been flown.
- June 27, 1949-** Seven pilots with each more than 100 flights to Berlin, begin their second year of duty with the Airlift.
- July 3, 1949-** The 2nd millionth ton was transported by the USAF and U.S. Navy.

- July 12, 1949-** A C-54 crashes while en route from Celle, near Rathenow along the Northern corridor in the Soviet Sector, killing:
2ndLT Donald J. Leemon of Green Bay, Wis.
1stLT Robert C. von Leuhrte of Coington, KY
TSgt Herbert F. Heinig of Fort Wayne, IN
- July 14, 1949-** Airlift operations interrupted due to celebrations presenting awards. An RAF crewmen, N2 John Eric Atkins from Deluta, New Zealand completed his 300th round trip to Berlin.
- July 18, 1949-** An RAF "Hastings" crashed in Tegel, during Take-off in the early morning hours, killing:
Off.I.R. Ronaldson (Pilot)
Sgt J. Toal (Co-Pilot)
Nav.I W.G. Page (Navigator)
SEig. II A. Dunsire (Radio)
Eng. II R.R. Gibbs (Engineer)
- July 21, 1949-** To date, the RAF had flown out approx. 75,000 children and elderly Berliners, during the Airlift
- July 29, 1949-** It was announced that the Airlift would begin phase out of operations beginning August 1.
- August 1, 1949-** The 317th ends operations from Celle. The Navy VR-6 and VR-8 begin to pack their equipment.
- August 3, 1949-** The first phase out pilots, return to the USA.
- August 16, 1949-** The British terminate the use of civilian contract flights.
- August 18, 1949-** The first phase of draw-down was completed and the last US aircraft departed from Celle.
- August 22, 1949-** All night flights to Berlin are terminated.
- August 27, 1949-** The last US aircraft departed from Fassberg. The total tonnage figures from Fassberg were 500,000 tons on 52,482 flights.
- August 29, 1949-** The RAF "York" aircraft terminate their operations, although Wunstorf remains.
- Sept. 1, 1949-** The Combined Airlift Headquarters in Wiesbaden (established on October 14, 1948) was decommissioned and terminated operations.
- Sept. 8, 1949-** MG William H. Tunner departs Wiesbaden for a new assignment in the USA. Aircraft from the 61st takes part in Fall exercise, with 2,000 from the 1st DIV, along with their equipment, being flown from Rhein-Main AB to Fürstenfeldbruck AB.

- Sept. 12, 1949-** German workers were presented awards, for their accomplishments during the Airlift.
- Sept. 23, 1949-** The RAF airlift ends, as a DC3 (Dakota)(KN652) departs from Lübeck at 18:30, for Gatow. It was the last supplies from Lübeck, of which 73,705 tons had been transported.
- Sept. 24, 1949-** The streets on Lindsey Air Station, in Wiesbaden are named for the 31 U.S. crewmembers killed during the Airlift.
- Sept. 30, 1949-** The final Airlift flight, the 276,926th (although two other figure of 277,569 and 277,265 exist), was commanded by CAPT Perry Immel, carrying a load of 2 1/2 tons of coal. The Berlin Airlift had lasted 462 days and delivered 2,343,301.5 tons (a second figure of 2,325,509.6 exists. The crew was composed of:
CAPT Harry D. Immel Jr. of Pittsburgh, PA (403 trips)
1stLT Charles M. Reece of Athens, Texas (325 trips)
1stLT James C. Powell, of Fort Worth, Texas (180 trips)
TSgt Mathew M. Terrenzi, of Lynn, Mass. (40 trips)