

## *Wing tests mishap response*



Photo by Staff Sgt. Jennifer Redente

**Members of the KBR fire department move a simulated injured Airman during a mishap readiness exercise here Friday. The exercise scenario simulated a C-130 accident with fire and severe injuries to passengers.**

**By Maj. Eric S. Elliott**  
Public Affairs officer

Airmen and soldiers of Bagram Air Base practiced how they would respond to a major accident during a mishap response exercise here Friday.

The exercise scenario involved a C-130 that skids off the runway after a hard landing resulting in fatalities and severe injuries to passengers, serious damage to the aircraft and a massive fuel leak and fire.

Responders reacted as they would in an actual major accident, deploying necessary resources to secure the area,

extract and provide medical attention to the 39 passengers and control the fire and fuel spill, said Lt. Col. Neil Woods, 455<sup>th</sup> Air Expeditionary Wing safety chief.

The goals of the exercise were to train newly deployed personnel on the 455<sup>th</sup> AEW's response plan, test the effectiveness of the wing's mishap response command, control and communications process and to practice responding to a realistic accident, according to Colonel Woods. Crash, fire and rescue

— See 'MARE exercise,' Page 4

## *AFOSI colonels visit deployed agents at BAF*

**By Staff Sgt. Jennifer Redente**  
Editor

Air Force Office of Special Investigations leaders participated in a ground mission outside the wire with agents deployed here Sunday.

Six region commanders and the directors of Operations, Plans, War Fighting and Integration, and Reserve Affairs for AFOSI, visited to gain a better understanding of OSI operations in a deployment, said Robert F. Powers, AFOSI Expeditionary Detachment 2405 special agent-in-charge.

The first stop was in Chaharikar to pick up a weapons cache found by the Afghan National Police.

While EOD technicians loaded more than 950 items of captured enemy ammunition into the M101 utility trailer, Army military police provided perimeter security and the AFOSI commanders met the ANP commander.

"Weapons found through police contacts and local villagers are destroyed to prevent enemies from obtaining material to make improvised explosive devices or using the munitions to attack Bagram Airfield," said Agent Powers.

Once the weapons cache was loaded, servicemembers then drove sport utility vehicles to the East River Range to dispose of the rockets, rocket propelled grenades and high explosive projectiles.

Agents then drove the AFOSI commanders to Sayyed where they had

— See 'Weapons cache,' Page 4

Camp Cunningham's



# Top View

## CENTAF, 9th Air Force commander bids farewell

**By Lt. Gen. Walter E. Buchanan III**

9th Air Force and U.S. Central Air Force Command commander

As Sharon and I prepare to transition to the next chapter in our life, after almost 34 years in our Air Force, I can't help but take stock of the changes that have taken place during my career. When I first joined the Air Force, the F-104, F-105 and F-100 were all frontline fighters; today we fly the F-15, F-16 and F-22. Then a flight of fighters would each drop six bombs to hit one target; today we drop one bomb to hit one target, and control the size of the weapon and its exact effect. The science and technology of air and space power has changed exponentially. Today we're more efficient, accurate, responsive and lethal than at any previous point in history.

Through all that time, however, the one thing that hasn't changed has been the golden spirit of the individual American Airman. The Airmen who make up today's Air Force are just as motivated, smart and dedicated as they ever were. As such, as I leave the active Air Force, I know the one thing I will miss the most is the people, the same Airmen have literally carried me throughout my career. Because, first and foremost, we're a team – dedicated to each other and to accomplishing a mission on behalf of the American people. I'm proud to carry that spirit with me everywhere I go.

My time at Ninth Air Force and U.S. Central Command Air Force has been the apex of my Air Force career, and it's been an honor to lead our Airmen in combat. Together we have freed two countries from

oppressive regimes and handed their future to their citizens. Today, we're giving the people of Afghanistan and Iraq the opportunity to rebuild their nations and their futures. At the same time, we continue the Global War on Terrorism as we secure the future not only for others but for America and our own children as well. There's no more noble an effort than that, and I've never been more proud to be an Airman. Throughout my career, everything along the way has been in preparation for what we're doing now.

As I look back on almost 34 years, three tours in Europe, two remote tours, my wife and I raising our boys in the military environment – I would leave you with two thoughts. First, appreciate and embrace what you have in our Air Force. During our time, Sharon and I have met so many wonderful people and had tremendous opportunities every step along the way. Yours is a noble profession. The experiences are what you make of them. Second, be the kind of Airman you want your Airmen to be. The best possible form of leadership is leadership by example, and every Airman at every level has an opportunity to do that every single day.

The future is going to be an exciting time to be an Airman in our Air Force. For all the changes that have occurred since I joined the Air Force, the speed of technology and development will only increase in the years to come. You're on the leading edge of a very exciting time. Sharon and I thank you for your support and friendship over the years. We depart with such wonderful memories and will continue to do our part as a member of our "active" retired force. We wish you nothing but clear skies in the years to come. May God bless your noble efforts.

**General Buchanan****Bagram Bullet  
Editorial Staff, Disclaimer**

Brig. Gen. Bruce Burda ..... Commander, 455th AEW  
 Maj. Eric Elliott ..... Chief, Public Affairs  
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## Brief Bullets

### IG complaints

Col. John R. Buckingham, 455th Air Expeditionary Wing vice commander, was recently appointed as the Inspector General local liaison. Personnel wishing to file an IG complaint may do so at any level without the fear of reprisal. Airmen wishing to contact the IG liaison may call 231-4037. For guidance on proper filing procedures and policy, members should refer to Air Force Instruction, *Inspector General Complaints Resolution*, 90-301.

### SARC

Camp Cunningham has a sexual assault response coordinator assigned here. The 455th Air Expeditionary Wing has a zero tolerance policy on sexual assault.

People wishing to contact the SARC for more information, or to report a sexual assault, may call Capt. Henry Alexander, the 455th AEW's Sexual Assault Response Coordinator. His office is in building 737 on Camp Cunningham, and he can be contacted at 231-2245.

### March events

Services hosts events 1900L everyday in the Rec Tent. Bingo and open dance is tonight. To provide ideas on what servicemembers want, contact Master Sgt. Rick Stiles at 231-4360.

### Laundry service

KBR offers a free laundry service Mondays, Wednesdays and Fridays. This is limited to 20 items including the bag. Personnel should take bags and completed DA Form 2886 to the Services tent by 1000L. For more information, call Master Sgt. Rick Stiles at 231-4360.

### Lyrical Lounge

Services hosts the Lyrical Lounge 1900L Sundays in the Rec Tent. Airmen are welcome to come and listen to others or sing karaoke themselves.

For more information, call Master Sgt. Rick Stiles at 231-4360.



755th Expeditionary Mission Support Group courtesy photo

### Coin shake

Tech. Sgt. David M. Anderson, 755th Expeditionary Mission Support Group Civil Engineer Squadron Horizontal Construction noncommissioned officer in charge, is given a coin by Command Sgt. Maj. Alex G. Tafolla, 111th Area Support Group Bagram Airfield. Sergeant Anderson was recognized by Sgt. Maj. Tafolla for his contributions of setting up and training local Afghan equipment operators and for many high visible projects here.

## Attention Drivers

Up to half of drivers are entering the flightline without performing a foreign object or debris check on their vehicle.

Foreign objects tracked onto the flightline by vehicle traffic of all types are constant enemy entering the flightline.

FOD checks are mandatory, no exceptions.

If vehicles have been driving around in the dirt, gravel or mud and drivers can't free debris from the tires the flightline is off limits.

Drivers must clean vehicle tires first or take an alternate route.

Everyone has a part in preventing mishaps. Attention to FOD control is essential.

If there are any questions on the policy, call the safety office at 231-4743.

# AFOSI commanders see agents in CI action

*Special agents provide force protection support, leadership seeks ways to improve*

## Weapons cache

From Page 1

lunch at a restaurant with a former mujahideen commander, said Agent Powers.

"The OSI mission is much different stateside than in a deployed setting," he said. "While at home station, we concentrate on major criminal investigations. In a deployed environment, our mission is to provide counterintelligence support to force protection."

"We identify threats to the installation from a variety of sources," said Agent Powers. "We meet with local and tribal officials, travel to remote villages, and work very closely with Coalition partners."

"This was a great opportunity to see where deployed OSI live, work and play," said Col. J. Michael Stoker, AFOSI Region 5 commander.

"Region commanders all have individuals who are deployed to support Operation Enduring Freedom and Operation Iraqi Freedom," said the colonel.

"It was a good chance to see our agents and look at their training and equipment," said Colonel Stoker. "We were also able to ask what training and equipment could be improved on for the next rotation."



Photo by Staff Sgt. Jennifer Redente  
Abdul Qudrat, center, Air Force Office of Special Investigations Detachment 2405 interpreter, translates a conversation between General Jalil, left, a commander in the Afghan National Police, and Col. Ed Hagerty, right, Reserve Affairs Individual Mobilization Aumentee to the Region 2 commander.

# New Bagram arrivals participate in MARE

## MARE exercise

From Page 1

personnel also benefited greatly from working a live event with a complex triage problem.

"This was an opportunity to use a real aircraft and real people during a realistic crash scenario on the airfield to provide exceptional training for emergency responders and wing leadership," the colonel said.

It was also useful to train with counterparts from the Army and with civilian contractors. "The chance to operate jointly revealed the strength of joint support, but also exposed weak areas in our link-up and communications plan," Colonel Woods said. "Interservice cooperation

was excellent and we came away with a better understanding of each service's roles and responsibilities to make future joint endeavors more efficient and effective."

The lessons learned from this exercise will help prepare the base for an actual mishap.

"One of the biggest lessons we learned was the need to apply the same joint command and control model to mishap response that we use to fight the war," Colonel Woods said. "As a result of this experience, we hope to build a joint crisis action center in the near future. The overall value of this event will translate to better preparedness across the board to deal with disasters and minimize loss of life

in a dangerous operating environment."

Lt. Col. Richard Peterson, 455<sup>th</sup> Expeditionary Logistics Readiness Squadron commander as well as exercise on-scene commander, echoes this sentiment.

"I have been an on-scene commander before, and the lessons seem to be the same – the essential nature of clear, precise communication in an emergency situation, the importance of having the appropriate checklists and the right players on scene," he said.

"Overall, it was valuable working through realistic scenarios with the key players and identify lessons learned to make the process better," said Colonel Peterson.

## Malaria pills must be taken

*Editor's note: The Medical Flight provides weekly updates on the health situation here.*

Flight Medicine has had a lot of questions regarding malaria medication recently.

Malaria is a miserable and debilitating disease. It's much easier to prevent than to treat. Consequently, it's Central Command Air Force policy that Airmen deployed to Afghanistan must take malaria medication year round.

There are different kinds of medicine to prevent contracting the disease. The most commonly prescribed is called Mefloquin, or Lariam. This medication is taken once a week while in country.

Some people are given Doxy instead of Mefloquin. This is an antibiotic taken daily. It's just as effective as the Mefloquin, but since so many people forget to take it, Mefloquin is recommended for non-flyers.

At the end of the deployment, Airmen will be given a medicine called Primaquin. It's taken for two weeks after leaving the theatre to kill any bugs in the liver. The Primaquin is an insurance policy because Mefloquin and Doxy aren't 100 percent effective.

Some people may have mild side effects from the medication. If there are any questions or concerns, Airmen can stop by Flight Medicine for assistance. *(Courtesy of the 455th Air Expeditionary Wing Flight Medicine)*



### American Forces Network radio stations

107.3 FM    105.7 FM    103.1 FM

## Army combat uniforms: *Combat multiplier on battlefield*

By Staff Sgt. Jennifer Redente  
Editor

Some Airmen who recently arrived here and are working in certain career fields attached to Army units are now authorized to wear the Army combat uniform.

Only Airmen working in tactical air control parties, combat control teams, pararescue, battlefield weather and liaison officers are authorized to wear ACUs when deployed to a contingency theater and attached to an Army or special operations unit.

"There are several dynamics involved with the wear of the Army Combat Uniform," said Lt. Col. Gregory S. Sellers, 20<sup>th</sup> Expeditionary Air Operations Squadron commander. "When battlefield Airmen wear the ACU, just like the Soldiers with whom they serve, force protection is enhanced on the battlefield."

"In the tactical environment, looking different draws the attention of the adversary and can make you the target," he said. "Additionally, these Airmen live and serve with Soldiers for extended periods of time. Wearing identical uniforms fosters a greater sense of unity with the combat team, and that translates directly into higher esprit de corps — which is a combat multiplier on the battlefield."

The gortex rank insignia will be work centered on the front hook and loop-face pad of the ACU coat, according to Air Force officials. Airmen are to wear all occupational and aeronautical badges, and flag shoulder-sleeve insignia will be worn in the same manner as directed by the assigned Army unit and affixed to the uniform with Velcro.

Individuals are only authorized to wear tan boots and t-shirts with

the ACUs, officials said. Airmen are also authorized to wear the same head gear, which the Army unit they report to is wearing. This includes ACU patrol caps, ACU sun hats and black fleece caps.

Airmen are approved to wear a parka, ACU gortex jacket and trousers, and body armor as outer garments with the ACUs. When body armor is worn over the ACUs, Airmen must affix the nametape and gortex jacket rank insignia.

"The uniform itself is very comfortable," said Staff Sgt. Kevin J. Waite, 20<sup>th</sup> EAOS battlefield Airman. "There's nothing really truly different between the [desert camouflaged uniform] and the ACU. "It is a very lightweight uniform that is very functional and also easy to clean and maintain."

To maximize the life of the ACUs, individuals are to wash and wear the uniform only.

"The use of starch, sizing and any process that involves dry cleaning or a steam press will adversely affect the durability of the uniform and is not authorized," according to Air Force policy.

Wash in cold water and mild detergent containing no optical brighteners or bleach. Tumble dry at low heat, not to exceed 130 degrees Fahrenheit. Remove immediately from the dryer and fold or hang on a rustproof hangar. To air dry, remove from washer and place on a rustproof hangar. Do not wring or twist.

It takes about 2 hours to have a complete uniform washed and dried, said Sergeant Waite.

This policy will remain in effect until the new Air Force uniform is available and meets mission requirements.

## Bagram's Best



### **STAFF SGT. JEFFREY W. POTTS**

Sergeant Potts is deployed here as a Transient Alert craftsman under the 455th Expeditionary Maintenance Group. He is deployed from Fairchild Air Force Base, Wash.

The Libertyville, Ill., native hopes to obtain a bachelor's degree and make senior master sergeant before retiring from the Air Force.



### **SENIOR AIRMAN KEITH R. LINKNER**

Airman Linkner is deployed here as an air transportation journeyman with the 455th Expeditionary Logistics Readiness Squadron from the 35th Aerial Port Squadron, McGuire Air Force Base, N.J. His home town is Middletown, N.Y.

While serving in the Air Force, Airman Linkner hopes to "become a first sergeant and complete my tenure in the Air Force Reserve while raising a family and achieving success in my civilian career."

## *FACE gives pilots alternative in communication while in Afghanistan's mountainous skies*

By Staff Sgt. Jennifer Redente  
Editor

Shortly after the tragic loss of so many Sept. 11, the Air Force started flying in the skies of Afghanistan providing air power to military forces on the ground who sought out those who were involved with stealing the lives of nearly 3,000 mothers, fathers, daughters and sons.

Flying through the mountainous Afghanistan terrain, pilots would sometimes lose radio contact with ground controllers, especially when aircraft are flying at low altitudes, said Gary Hammack, 455<sup>th</sup> Expeditionary Aircraft Maintenance Squadron Fighter Aircraft Command and Control Enhancement pod site supervisor.

To resolve the communication problem, the first of two prototype FACE pods was delivered here in December 2004.

"The FACE pod gives the controllers the capability to place a satellite phone call from a DSN phone line to the FACE pod on the aircraft," he said.

"Attached to the A-10 Thunderbolt II aircraft, the prototype pods basically flew 24 hours a day, seven days a week until April of 2005, when the 18 production model FACE pods arrived," said Mr. Hammack. "The production pods have been flying ever since."



Photo by Staff Sgt. Jennifer Redente

**While reassembling a Fighter Aircraft Command and Control Enhancement pod, Steve Chike, 455<sup>th</sup> Expeditionary Aircraft Maintenance Squadron FACE pod field engineer, snips the extra length of a zip tie.**

"Any aircraft that can carry an Air Intercept Missile 9, also known as a sidewinder, can use a FACE pod," the FACE pod site supervisor said.

Currently there are only 20 FACE pods in the world. Two of the 18 FACE pods from Bagram were sent to Southwest Asia to be used on other fighter aircraft that may be called on to support Operation Enduring Freedom. Four of the remaining 16 FACE pods

were sent to another coalition air force in January.

FACE isn't a primary means of communications, said Mr. Hammack. It's a back up system to normal radio use.

The pods are normally flown on every A-10 mission but are only used if the controllers are unable to reach the pilots by normal radio communications, he said.

"FACE is unique as a satellite communication system, as it is inexpensive in respect to other SATCOM systems," the

FACE site supervisor said. "Most of the different modules in the FACE pod are commercial off-the-shelf items.

The aircraft requires no modification, and the pod does not require any additional training for a pilot to use. If the pilot can use his radio, he can use FACE."

"The FACE pod offers an added communications link between the aircraft and the controlling agencies," said Capt. Jennifer H. Schoeck, 355<sup>th</sup> Expeditionary Fighter Squadron pilot. "With the rugged and steep terrain, and limited radio repeater sights throughout the country, having the FACE pod increases the possibility of receiving communications."

DRS Technologies, based out of Ft. Walton Beach Florida, built the FACE Pods, said Mr. Hammack.

Two additional field engineers assist Mr. Hammack in providing preventive maintenance and repair on the FACE pods here.

The team can usually repair any pod problem in less than 2 hours.

The other two FACE pods are being tested on different types of aircraft in the United States to use in Homeland Security missions, said Mr. Hammack.

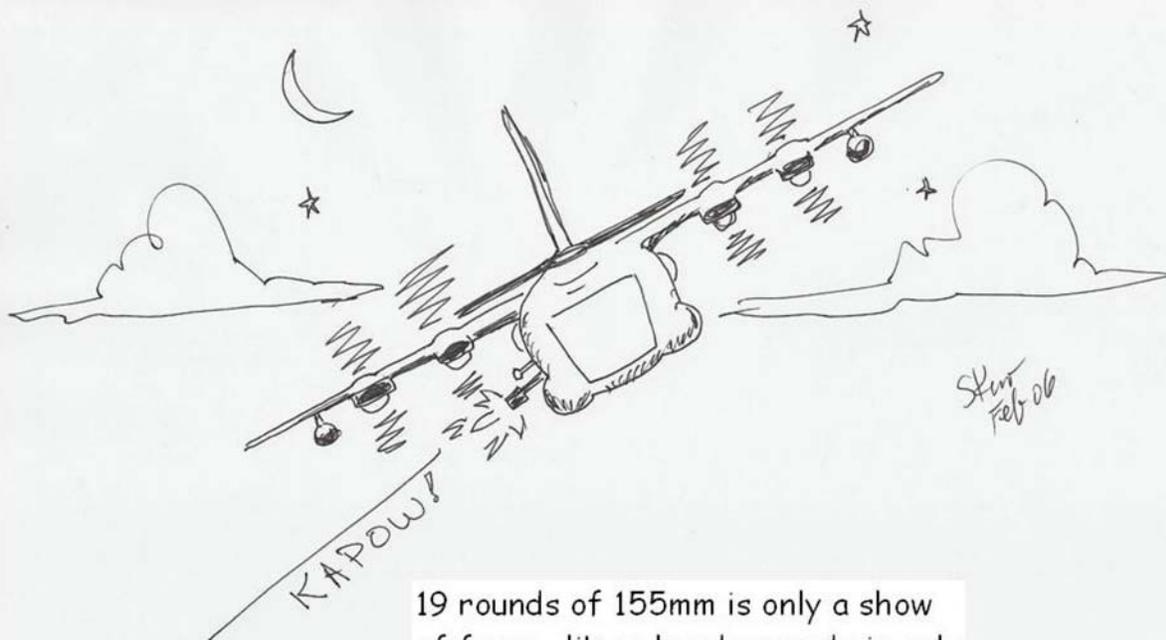


Photo by Staff Sgt. Jennifer Redente

A five-man maintenance crew changes an engine on a 774th Expeditionary Airlift Squadron's C-130 Wednesday night.

# Plausible Denial

By Jurgi



19 rounds of 155mm is only a show of force...like a hand grenade is only a party favor....