



# The Sather Pathfinder

Volume 1, Issue 7

Feb. 25, 2006

Sather Air Base , Iraq

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# Air Force Secretary letter to Airmen: 'Embody core values'

By The Hon. Michael W. Wynne

Secretary of the Air Force

I continue to be honored to serve with you as Secretary of this great Air Force. Whether on the ground, in air or space, or on the new frontier of cyberspace – and whether you wear uniforms or civilian clothes – you respond to daily challenges that embody our core values of Integrity First, Service Before Self and Excellence in All We Do.

These core values should reflect the values we share from the moment we take our oath to support and defend the constitution. We must continue to reflect on these values, linked to that oath. Sharing my thoughts in this note is part of that ongoing process.

**Integrity First** reminds us we must “walk the talk” – our words and actions must be integrated in our lives. It reminds us of Thomas Jefferson’s concept of moral muscles – that we build and strengthen our character through the daily exercise of words, actions and decisions. Integrity first means not only physical courage, but moral courage as well, so that we sometimes stand up by speaking up. It means being loyal to our friends, to each other – by being loyal to our oath, our Air Force, and our Nation.

**Service Before Self** is not the same as “service,” a value also claimed by some civilian institutions and corporations. Our Service requires sacrifice

and commitment to our Nation. We understand we make decisions in an environment where freedoms are on the line, and lives are at stake. Service Before Self begins with duty, but it means more. It means that, in our Air Force, as we fly and fight in war and peace, going above-and-beyond-the-call-of-duty is not the exception – it is the rule.

**Excellence in All We Do** reminds us, at the most basic level, of the old “Hometown Newspaper Test” – imagining our parents reading about our actions, and wanting them to be proud. But it also includes the military concept of honor – knowing our actions reflect on all Airmen – and on the Air Force itself. It reminds us that

we stand on the shoulders of giants: heroes like Billy Mitchell, and Doolittle, Spaatz, and Rickenbacker; heroes who faced and beat incredible odds. We have inherited a history of excellence, courage and greatness. We must live up to that heritage, become part of it, and pass it on.

All Airmen are men and women of character. Our enduring Air Force Core Values provide a touchstone as we rise to meet current and future challenges, threats, and opportunities. As America’s Airmen, it is imperative that we maintain the moral high ground – our nation depends on it. I thank all of you for your contributions and sacrifices. I salute you!

## Sather Air Base Warrior of the Week



• 1st Lt. Teresa Sivil

447th Expeditionary  
Medical Squadron  
Operating Room  
nurse

Lt. Sivil was selected for exceptional performance as a surgical nurse

## Air Force responds to civil emergency

By Master Sgt. Will Ackerman

447th Air Expeditionary Group Public Affairs

Airmen from Sather Air Base responded to a civilian DC-8 aircraft fuel spill at the Joint Military Mail Terminal Feb. 12.

The aircraft was a private foreign aircraft that delivers mail to the terminal, which is about two miles from Sather Air Base.

The JMMT brings in mail for all of the operations on the Victory Base Complex at Baghdad International Airport.

Airman 1st Class Raymond Daley, 447th Expeditionary Operations Support Squadron Transient Alert technician, noticed the leaking aircraft while he checked ground support

equipment. He notified Tech. Sgt. David Bow, another TA technician, who notified the emergency services here.

The Sather AB Air Force fire department, security forces, fuels management flight and safety offices sent responders. A fuel bowser and absorption pads were placed underneath the spill to contain it.

The leak, which was from a cracked manifold fuel line under the right wing, gushed fuel for about one hour. TA, whose Airmen are aircraft maintainers, helped the crew use schematics to identify the leak’s source.

Sergeant Bow said although Airman Daley is a young Airman he “responded well.”

## The Sather Pathfinder

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## Front Page photo

Several C-5 Galaxy aircraft sit on the Sather Air Base flight line recently. The aerial port here is often referred to as “The Gateway to Iraq.”



See Page 8 for the rest of story.

Photo by Master Sgt. Lance Cheung

## Quality of Life News

### NEW SATELLITE SYSTEM

The base communications system was recently upgraded with a new Deployable Ku-Band earth terminal.

The DKET replaces two older satellite systems installed in 2003 that were designed for short-term, limited capacity operations. New missions caused unforeseen stresses on the old system's capability.

"This upgrade definitely helps us out. The previous satellite equipment worked great, but it was only meant as a short-term solution," said Capt. Michael Vandermeiden, 447th Expeditionary Communications Squadron Mission Systems flight commander. "The DKET is the long-term answer."

It is more redundant, reliable and provides for extensive capability to upgrade and expand. The DKET is a great stride towards uninterrupted connectivity.

"Our old system was maxed out traffic-wise," said Capt Vandermeiden. "While our bandwidth to the outside world is currently the same, this new system has given us a huge capability for future increases. Additionally, the connection is a lot more stable."

Key players involved in the swap were the 447th ECS Technical Control section, led by

Staff Sgt. Chance Maggard, the cable maintenance shop, led by Tech. Sgt. Gerard Boulay, and Reggie Joseph, the satellite civilian contractor for Sather AB. The 447th Civil Engineer Squadron also helped with site preparations and power systems support.

### FUEL PUMP

Sather Air Base now has a new gas station. The 447th Expeditionary Logistics Readiness Squadron Fuels Management Flight opened their new MOGAS pump Feb. 14.

The new system includes a self-contained, double-walled 4,000-gallon fuel tank, which replaces the old 2,400-gallon tank.

Unlike the old system, which was gravity fed, the current electric-metered fuel pump triples the gallons-per-minute issued from three to 12.

With the metered pump and a self-gauging system, the fuels Airmen will have more accurate fuel accountability.

The tank also has its own spill-containment system should the inner vessel leak.

Another tank will be installed to replace the current diesel fuel tank, but it is still in-transit.

The fuels technicians worked closely with 447th Expeditionary Civil Engineer Squadron Liquid Fuels Maintenance to install and leak test the tank. Other key players included ECES power production, who installed power, and the "Dirt Boys," who prepared the site.



Photo by Master Sgt. Will Ackerman

### Vice chairman visits Iraq

Adm. Edmund P. Giambastiani, Vice Chairman of the Joint Chiefs of Staff, boards a C-17 Globemaster III here Feb. 12. He is one of many distinguished visitors who travels through Sather AB.

## Recruiters: Love 'em? Airmen gets to meet 'his' in Iraq

By Master Sgt. Will Ackerman

447th Air Expeditionary Group  
Public Affairs

Recruits either love them or hate them – military recruiters. Airmen sometimes swap war stories about what their recruiters told them, or what they didn't tell them about military service.

But Senior Airman Russell Coon was excited to see his former recruiter – Master Sgt. Joseph Sachleben – when he arrived at Sather Air Base in January, because everything he was told before heading to basic training in 2003 was true.

"He didn't say anything to beef it up," said Airman Coon, a 447th Expeditionary Communications Squadron technician.

Although Airman Coon – a four-year Marine junior ROTC member in high school – had researched the Air Force on the Internet, and

was ready to join, Sergeant Sachleben still had to convince the recruit's mother.

"He had to get through my mom's interrogation and pass the test first," Airman Coon said.

Sergeant Sachleben said the recruit's parents were also very informed.

"They asked me several questions from the (Air Force) Web site to see if I gave the same answers," the sergeant said. "(Airman Coon's) dad said mom was going to press me."

At basic training, Airmen complained their recruiters were not always honest about the military, Airman Coon said. "I



Photo by Master Sgt. Will Ackerman

Senior Airman Coon & Master Sgt. Sachleben

don't think (Sergeant Sachleben) lied to me about anything, including deployments and basic."

Sergeant Sachleben – the 447th Expeditionary Civil Engineer Squadron first sergeant – was honest. He told his potential recruits basic training was not fun and it was "comparable to getting a filling at the dentist." But when he shook Airman Coon's hand after the PERSCO inprocessing briefing here, the former recruiter said he "thought for a minute" about what his former recruit might say to him.

For Airman Coon, seeing his

recruiter was a chance to thank him in person for the personal interest Sergeant Sachleben took in his recruits.

"A lot of people might not want to see their recruiters. Many people would probably have to bite their tongues," Airman Coon said. "Seeing him here was a huge sigh of relief. I have a lot of respect for him as a recruiter, because he didn't steer me wrong."

Although Sergeant Sachleben recruited nearly 200 Airmen during his two years as a recruiter, he said serving with Airman Coon convinces him the Air Force is in good hands for the future.

"It gives me a sense of pride. I wasn't willing to recruit people into the Air Force if I was not willing to work with them," he said. "It gave me the opportunity to make a definite difference for after I leave the Air Force."

# Wing commander: 'Your work is important'

By Master Sgt. Will Ackerman

447th Air Expeditionary Group Public Affairs

Airmen don't mind deploying under the Air Expeditionary Force concept, as long as they know when they are deploying and when they are going to return home.

This is a key foundation to the success of the AEF concept, the 332nd Air Expeditionary Wing commander, Brig. Gen. Frank Gorenc, told Sather Air Base Airmen during a visit Feb. 18. The 447th Air Expeditionary Group aligns under the 332nd AEW.

"For my family, my stressful time is when I'm leaving and when I'm coming back, not when I'm (deployed)," the general said.

He said Airmen often tell him they want to stay deployed longer because they "like the mission they are doing in a combat environment." Although he appreciates the dedication the wing's Airmen have, the AEF concept provides "predictability" for people to know when they will deploy.

"I would love to accommodate you, but your replacement is already scheduled."

Conversely, he said the work deployed Airmen are doing is "very important."

"We are here getting (Iraq) back on its feet," the general said. "You are all part of that."

One of the benefits of serving in the combat zone is simply gaining the "real" deployed experience, which he challenged Airmen to take back to their home bases.

"When you go back to your (home bases), you become like an expert (in deployed operations), he said. "I want you to go back and talk about your experiences and ensure people are trained properly."

He said this includes talking about properly clearing a weapon or wearing the uniform and personal protective gear in the deployed environment. "I want you to talk about anything that you need in this environment," the general said.

A topic he is frequently asked about is why he is strict about Airmen in the 332nd AEW wearing the Air Force physical training

uniform. He said it boils down to three key points: force protection, safety and good order and discipline.

When people are wearing the uniforms properly, he knows the Airmen "belong" to him. It helps commanders identify people who are authorized on their bases.

The PT uniform's reflective strips can be seen "more than a mile away at night," General Gorenc said. For safety, "there's nothing better than our PT uniform."

Because there were different opinions what constituted "conservative" PT gear, he changed the policy when he took command in July 2005 to require Airmen to wear the PT uniform when they were not wearing the desert camouflaged uniforms or flight suits. To ensure good order and discipline, he said he doesn't want people wondering what conservative means.

The general also addressed the announcement by Air Force leaders recently the service would be reduced by about 40,000 Airmen. He said it stems from 10 years of the Air Force ignoring the effort to modernize equipment and aircraft.

"The aircraft got old," the general said. "Who drives a 25-year-old car?" he asked. At his last command at the 1st Fighter Wing at Langley Air Force Base, Va., he said all the aircraft on his ramp were 25-years-old.

"We can't wait anymore."

Every 10,000 people pared from the personnel budget equates to \$ 1 million. The 40,000 people the Air Force plans to cut will provide \$4 million a year to modernize the Air Force



Photos by Master Sgt. Will Ackerman

Brig. Gen. Frank Gorenc, 332nd Air Expeditionary Wing commander, shares his thoughts about deployments, the Air Force drawdown and his strict policies for the physical training uniform during a visit to Sather Air Base Feb. 18. The general is based at Balad Air Base.



Col. (Dr.) Christian Benjamin, 447th Expeditionary Medical Squadron commander, shows the new medical clinic at Sather Air Base to Brig. Gen. Frank Gorenc, 332nd Air Expeditionary Wing commander, during a base visit Feb. 18.

fleet, he explained.

"That 40,000 will not come from one (functional) community. Everyone will share," he said. "Yet it only represents only 5 percent of our work force."

"Who here thinks 10 percent of our work force is not productive? I do," General Gorenc said. But he told the Airmen not to fear, because before the Air Force lets anybody go, they will have myriad opportunities to find other options such as retraining from an overage career field to a stressed one.

"Don't fear for your job." The general said he's been in the Air Force 27 years, and seen numerous reductions of personnel, but he was able to stay and serve.

"All I did is the best job I could every single day without having somebody looking over my shoulder. That's what I ask you to do," he said.

Performing here at a level that defines extraordinary performance is also key when he reviews end-of-tour medal packages.

"I'll give everyone of you a medal, if you deserve it," the general said. "All I do is read the citation and do the 'sniffer test.'" This test is where he asks himself if the potential recipient's performance warrants the award.

The last point he told the Airmen was people constantly tell him they want to change a process. He tells them, "Let's change it. I can fix 95 percent of your challenges without asking anybody."

"Everything is possible. Everything is on the table. Let me know what you need."

# OPSEC: Critical in today's, tomorrow's war

By Staff Sgt. Melissa Koskovich

*CENTAF-Forward Public Affairs*

SOUTHWEST ASIA – The flames from the helicopter crash glow in the night. The souls on board pull themselves from the wreckage and take cover nearby. At another location, the rescue crew begins their journey to the site. The fate of this mission, however, may not lie solely in the hands of the recovery crew; it could also depend on a simple phone call made 500 miles away.

“Operational security is about keeping people alive, and making sure the mission succeeds,” said Lt. Col. Robert Ehlers, Information Warfare Division chief at the Combined Air Operations Center here. “Even the smallest piece of information given over the phone or through an e-mail could put the mission in danger.”

Not all information that needs to be protected is classified, he added.

“OPSEC is primarily about protecting unclassified, but sensitive information that could create operational risks,” said Staff Sgt. Christopher Wilson, CAOC OPSEC program manager. “This could be one piece of information or ten, pieced together from different sources.”

Give the enemy little clues and they may be able to piece together the bigger picture of how we fight and win wars, said Colonel Ehlers.

“Even the smallest piece of information, like a flight time or a call sign, can tell the enemy something important about our operations, what our job here is, how we use combat

equipment and what our tactics are,” he said.

Colonel Ehlers contends that while most people are educated on OPSEC, workplace complacency can sometimes get in the way.

“It might take a minute or two to find a secure phone or log on to a secure computer,” said Sergeant Wilson. “And after a long day, it might not seem worth it, but it is the right thing to do.”

If you have any doubt in your mind – go secure. Lives could depend on it.

“With very few exceptions, people can find a secure means of transmitting the information, whether it’s over a secure computer or phone system,” said Colonel Ehlers.

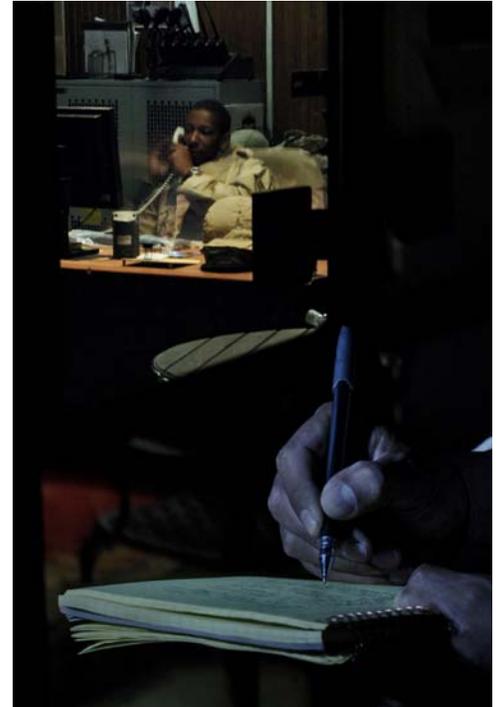
Disclosing information over unsecured phones and e-mail are not the only ways the enemy gathers sensitive information.

“Third Country Nationals are also a bit of a concern – the people who work at the dining facility, do the laundry and clean the cadillacs – they’re generally good people, but we can’t be sure they’re all good,” said Sergeant Wilson. “People need to be mindful of their surroundings and watch what they say.”

In addition, all sensitive information, including mailing labels, should be shredded, he said.

When individuals take the mission into their own hands and disregard OPSEC, the effects can be devastating, said Colonel Ehlers.

“There are neutral and unfriendly intelligence services listening to us all the time,” he continued. “We have to be aware that they’re out there, and remember that OPSEC is not just about mission success and saving lives



*Photo by Master Sgt. Lance Cheung*

Staff Sgt. Marcus T. Oats, 447th Air Expeditionary Group Protocol NCO in charge, talks on the phone while an unknown person takes notes about the call. The photo is an illustration to demonstrate that sensitive information can create operational security vulnerabilities in the hands of the adversary.

In this war, it’s about mission success and saving lives in the next war as well.”

With good OPSEC, the rescue crew reaches the survivors of the helicopter crash, secures the site and begins the journey home. The mission was a success. Even though the sound on the phone was garbled, the right decision to “go secure” was made.

## Emergency Response Tips

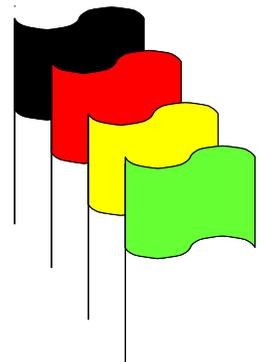
### Attack Alarm Actions

Upon attack (**Alarm Red**), take the actions:

- Assume **Alarm Red**, take cover where you are
- Wait for further instructions (i.e., Giant Voice, radio)
- Follow announced instructions
- Render aid and give a warning as required

Upon **Alarm Black**, take these actions:

- Remain under cover unless assigned to post-attack reconnaissance team, or if directed, to continue the mission-essential activities
- Travel is not permitted
- Wait for further instructions (i.e., Giant Voice, radio)
- Follow announced instructions



For more information about this or other emergency management actions at Sather Air Base, contact the 447th Expeditionary Civil Engineer Squadron Readiness Flight at 446-2226/2227/2228.



When your zone is declared **Alarm Green** or **Yellow**, contact your Unit Control Center to give personnel status for unit accountability

# Red Horse repairs crater on Sather runway

**By Capt. Casey Bartholomew**

*1st Expeditionary Red Horse Group*

Rapid Engineer Deployable Heavy Operational Repair Squadron, Engineer (Red Horse) units are trained and equipped to perform heavy repairs and upgrade airfield and facility infrastructures. They are self sufficient, 404-person mobile squadrons capable of rapid response and independent operations in remote, high-threat environments worldwide.

Members of the 1st Expeditionary Red Horse Group, which is based in Southwest Asia, arrived here Feb. 1 to accomplish the permanent repair of an existing expedient crater repair.

The repaired area near the runway centerline had failed, leaving a 9-inch “dip” in the surface. The original crater measured 86-feet across and 25-foot deep. It was repaired by engineers after coalition forces

took then-Saddam International Airport in 2003.

The Red Horse team wasted no time getting to work after their arrival. They used 24-hour operations. Within the first nine days, they removed 2,000 tons of old concrete and 150 dump truck loads of old soil that had been excavated.

To date, the crew has backfilled and compacted 1,800 cubic yards of base course for the repair and put concrete forms in place in preparation for placement of the concrete cap. The team will place more than 900 cubic yards of airfield concrete to complete the repair. This will eliminate the potential for future damage to aircraft, which previously had to run over the “dip.”

The project is on track for on-time completion, ready to reopen for traffic by March 15. Work should be complete before then, but the concrete will need time to cure to reach an acceptable



*Courtesy photo*

**Civil engineers with the 1st Expeditionary Red Horse Group repair a crater on the Sather Air Base military runway recently.**

strength to accept aircraft loads.

The permanent fix will fall in line with Lt. Col. Ronald Babski’s, the 447th Expeditionary Operations Support Squadron commander, vision that “when the airport is returned to our hosts, it is in the best possible condition.”

The 1st ERHG team received excellent support from various agencies at Sather, truly making the repair an “installation effort.” Anything from flight

line driver’s briefings from the 447th EOSS to the loaning of critical heavy equipment from the 447th Expeditionary Civil Engineer Squadron has made the project progress smoothly. The Red Horse team couldn’t have completed the work without help from Sather AB, the Navy Seabees and the Army.

The Red Horse team has emulated their age old “can do, will do, have done” motto throughout their stay here.



*Photo by Master Sgt. Will Ackerman*

**Senior Airman Shayna Bull, 447th Expeditionary Logistics Readiness Squadron refueling technician, prepares to refuel an aircraft recently.**

## Fuels Airmen keep aircraft engines running

**By Master Sgt. Will Ackerman**

*447th Air Expeditionary Group Public Affairs*

The passengers and cargo are loaded. Without the fuel, the aircraft doesn’t move. With more than 80 aircraft traveling through here each day, the 447th Expeditionary Logistic Readiness Squadron Fuels Management Flight provides the fuel to keep the aerial missions flowing.

“We provide the fuel so the troops can get where they are needed,” said Senior Airman Robert Disel, a fuels technician.

They store fuel in 50,000-gallon fuel bladders and service the aircraft with 6,000-gallon R-11 refueling trucks.

“We are limited to how much we can refuel at one time due to our storage capabilities,” said Master Sgt. Joseph Sosso, the flight’s superintendent.

But they still pump a lot of fuel. In January, they put more than 400,000 gallons of JP-8 jet fuel on U.S., coalition and foreign aircraft. Additionally, they averaged a seven-minute response from the time their control center got the request to the truck’s arrival at the

aircraft, said Tech. Sgt. William Hamby, the flight’s resource control center supervisor.

They also have several Airmen trained to maintain the fuel bladders and pumping equipment. They work with the 447th Expeditionary Civil Engineer Squadron Liquid Fuels Maintenance team to monitor the bladders for leaks, expansion from the heat and fuel hose coupler gasket leaks.

Refueling aircraft is only part of the mission. They also refuel diesel power production generators for equipment such as light-alls and shower water heaters.

“We keep (Sather) lit and the shower water warm,” Sergeant Sosso said.

During January, they issued more than 22,000 gallons of diesel and 5,000 gallons of MOGAS to vehicles.

To ensure the fuel is not dirty, which can clog fuel filters, the fuels laboratory tests for color, particles and free water.

“If the fuel is not clean, dry and serviceable, it (can) stop the mission,” said Senior Airman Kasey Grinrod, fuels laboratory technician. “It could also cause an engine failure and an aircraft (mishap).”

# Air Force implements new cell phone restrictions

By Staff Sgt. Matthew Rosine

*Air Force Print News*

**SAN ANTONIO (AFPN) —**

The Air Force is implementing a new cell phone restriction for drivers.

Beginning Feb. 27, drivers are not allowed to talk on their cell phones while driving on Air Force installations without a hands-free device. This policy is part of the

Department of Defense's Joint Traffic Guidance.

This restriction also applies to all government-owned vehicles, or GOVs, at all times. No GOV drivers are permitted to talk on a cell phone while driving without a hands-free device on or off base.

"This is really a cooperative effort for everyone from the base populace to the base leaders," said

Master Sgt. Gloria Ornelas, the superintendent of law enforcement for Air Force Security Forces. "We are now in line with what some states and municipalities are doing to create a safer environment for drivers."

The DOD joint traffic guidance, known as Air Force Instruction 31-201 (I), states:

"Vehicle operators on a DOD installation and operators of government-owned vehicles shall not use cell phones unless the vehicle is safely parked or unless they are using a hands-free device.

"The wearing of any other portable headphones, earphones or other listening devices (except for hand-free cellular phones) while operating a motor vehicle is prohibited. Use of those devices impairs driving and masks or prevents recognition of emergency signals, alarms, announcements, the approach of vehicles, and human speech. DOD component safety guidance

should note the potential for driver distractions such as eating and drinking, operating radios, CD players, global positioning equipment, etc. Whenever possible this should only be done when the vehicle is safely parked."

Using a cell phone while driving without a hands-free device will be considered a "primary offense." This means violators will be able to be stopped solely for this offense.

Drivers who violate this cell phone driving restriction will be given three assessment points against their driving records or an appropriate fine. If two or more violations are committed, even on a single occasion, a ticket may be given to the driver for each violation.

"It was recognized at the DOD level that we needed some changes," Sergeant Ornelas said. "The winner here is the base populace. They will have ... a safer driving environment for all."



*Photo illustration by Senior Airman Brian Ferguson*

**Beginning Feb. 27, drivers on U.S. Air Force bases will be stopped for driving while using cell phones. This becomes a "primary" offense, which means drivers can be stopped solely for this. People who violate this new DoD policy will have three assessment points against their record or be issued an appropriate fine.**

## AFPC requests customer feedback before launch of new searchable Web site

**RANDOLPH AIR FORCE BASE, Texas —**

The Air Force Personnel Center is giving its customers an opportunity to ensure the new AFPC Web site will answer their personnel questions.

The new searchable site is accessible via a link on the current AFPC homepage at [www.afpc.randolph.af.mil](http://www.afpc.randolph.af.mil) <<http://www.afpc.randolph.af.mil>> and customers are encouraged to provide feedback as the center continues to develop the Web site.

This site will be an integral part of the Personnel Services Delivery Transformation, which will improve, streamline, and modernize the way personnel actions are accomplished.

"I want to give our customers the opportunity to provide input into this process," said Maj. Gen. Tony Przybyslawski, AFPC commander. "Their feedback will be an invaluable tool in our Web site development and the success of the PSD transformation.

The new Web site uses a question and answer format to explain personnel actions

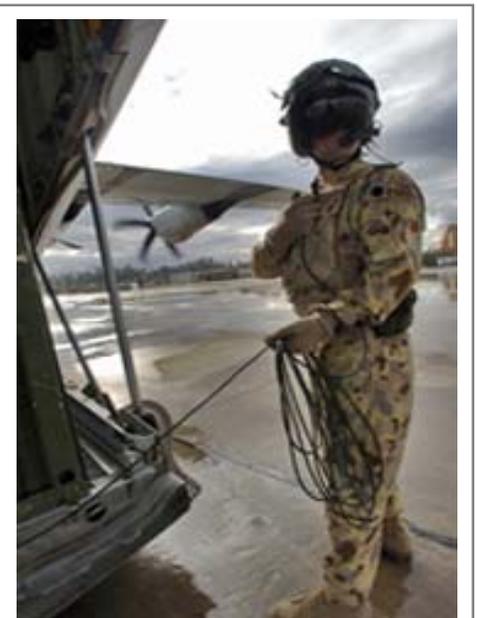
and programs. It is based on a system of frequently asked questions and will always give AFPC customers a chance to provide feedback, even after the official launch.

During the development process, customers can provide input one of two ways. They can e-mail general comments by clicking the feedback button on the new site's front page. Also at the bottom of each Q&A, customers can provide feedback directly to the AFPC subject matter expert for that topic.

While the center wants to make the Web site the first stop for personnel information, leadership acknowledges there will be times when the customer may need more help.

"Our goal is to make the Web a one-stop shop for personnel questions," said General Przybyslawski. "However, in the rare instance that it does not, the customer can call or e-mail a representative at our contact center for further assistance."

The new Web site officially launches March 15.



*Photo by Master Sgt. Lance Cheung*

**On a mission of mercy**  
**MOSUL, Iraq - Royal Australian Air Force Sgt. Errol Taylor monitors loading operations of the mercy channel flight Feb. 15. The unit flies weekly mercy missions throughout Iraq and Kuwait, transporting wounded servicemembers to higher echelons of care.**



Photos by Master Sgt. Will Ackerman

**U.S. Army soldiers board a CH-17 Chinook Helicopter Tuesday on the Sather Air Base flight line. The base's aerial port is first in passenger volume in all of Iraq's military ports.**

# Sather's aerial port: The 'gateway to Iraq'

**By Master Sgt. Will Ackerman**

*447th Air Expeditionary Group  
Public Affairs*

Tucked away in a small corner of the sprawling Victory Base Complex at Baghdad International Airport, the Sather Air Base aerial port team is small in numbers. But if a customer wants to move cargo, or passengers need to travel in or out of the Baghdad area to other locations throughout the U.S. Central Command area of responsibility, chances are the aerial port at Sather AB will be the first stop.

"Anything anyone wants to ship in or out by air comes through here," said Master Sgt. Tamra Allen, 447th Expeditionary Logistics Readiness Squadron Traffic Management Office flight chief.

On an average day, the port sees more than 880 passengers travel through its doors. In 2005, Sather moved more than 319,000 passengers, making it the number-one military terminal in passenger volume in Iraq, according to 1st Lt. Steve



**Army Specialist Alicia Amos, a cargo specialist with the 155th Cargo Transfer Company, 10th Battalion, based at Sather Air Base, lifts inbound pallets with a 10-K Atlas forklift from a delivery truck.**

Johnson, 447th ELRS Aerial Port Flight Chief. Balad Air Base was second with more than 204,000 passengers.

Passengers range from U.S. or coalition troops going on rest and recuperation leave or going on military operations in Iraq, to civilian media covering the war, to distinguished visitors on official business, to detainees being moved. About 80 percent of the passengers are military;

20 percent are civilian, said Staff Sgt. Scott Schwartz, 447th ELRS nightshift passenger service NCO in charge.

The passenger terminal staff ensures the customer has orders and is authorized to travel on an Air Force aircraft. However, unlike a civilian terminal, where passengers have "reserved" reservations, all the passengers here are on "duty standby" status.

"A lot of people come to us and say they are confirmed, but they are not," said Sergeant Schwartz. "There are no actual (reserved) seats on our aircraft." Passengers are prioritized based upon their duty status: i.e., emergency leave, military deployment and redeployment.

The ELRS manages fixed-wing Air Force aircraft such as C-17 Globemaster IIIs and C-130 Hercules. The Army's Joint Reception Center at the terminal manages passengers going out on helicopters including HH-60s and CH-17s. Additionally, coalition partners, including the British and Australian royal air forces fly C-130s.

Passengers are only one side of the aerial port's mission. They also move cargo, and lots of it. Second only to Balad in Iraq, Sather's team moves about 110 tons of cargo through a day. During January, more than 7.5 million pounds of cargo passed through the port.

To ensure the cargo is safely unloaded and loaded from

# PORT

*Continued from Page 8*

aircraft or processed for delivery to customers, there's a multifunctional team. The TMO handles cargo for Air Force aircraft. The Army's 623rd Movement Control Team and 4th Platoon, 155th Cargo Transfer Company, 10th Battalion Arrival/Departure Airfield Control Group handles Army cargo. The Air Transportation Operations Center ramp and cargo sections handle cargo for any fixed wing aircraft, including coalition partners.

Although they perform similar functions including cargo receipt, pallet breakdown and build-up, labeling in preparation for aircraft or helicopter loading and delivery to customers, the biggest hurdle between the Army and Air Force units was "terminology." But they have worked through this "language barrier."

"Once we got around the Air Force environment, we learned to speak 'TMO,'" said Army Sergeant First Class Derrick Gray, 623rd MCT. "But we actually work well together."

Because there are so many moving parts to the aerial port, the ATOC ensures the parts all work together smoothly.

"We are the nerve center of the port," said Lieutenant Johnson. He said they work closely with all the different port entities to

ensure a smooth operation. The ATOC load planners determine where the cargo pallets will be placed on the specific aircraft.

"Our largest task is to make sure the aircraft is within (weight) limits," said Tech. Sgt. Adam Sinclair, ATOC load planner. "If it's too heavy on one side, it could cause the aircraft to go down." He works closely with a "ramp controller" on the flightline who provides "a master set of eyes and ears on the ground."

ATOC's Information Controller passes the approved load plan through the 447th AEG Command Post. They pass this on so "the aircrew are prepared for what (cargo) they are getting," said Tech. Sgt. Joseph Klapperich, an ATOC information controller.

Although the ramp controllers ensure the aircraft are loaded safely, the 447th Expeditionary Operations Support Squadron Transient Alert team meets the aircraft and gets them to the right parking spot.

"We have a production (supervisor) who controls all people, equipment and parking spaces on the ramp," said Capt. Christopher Cullen, TA Chief.

With more than 80 flights a day coming through Sather AB – all of them transient – the captain said his team on the ramp sometimes have to "keep their heads on a



Photo by Master Sgt. Will Ackerman

**Airman 1st Class Preston Porter, 447th Expeditionary Logistic Readiness Squadron Traffic Management Office technician, loads tires onto a pallet Feb. 17.**

swivel" to keep the ramp safe. He said with more than 1,700 "mishap-free" sorties under their belts, he is proud of his team.

So although the port may not be large in size or manpower, the team is proud of their claim as "the gateway to Iraq"; a mission that ultimately gets the supplies where it needs to go and the troops to the front to fight the Global War on Terrorism.

# Fiscal responsibility pays off in the end

**By Capt. Michael Vandermeiden**

*447th Expeditionary Communications Squadron*

According to the Bureau of Economic Analysis, the personal savings rate for Americans has decreased for 20 years. It was 10.8 percent in 1984 and 0.4 percent in May 2005. I blame this on instant gratification, where someone buys a product on impulse, usually credit, without looking at the long-term costs.

I had an Airman who lived paycheck to paycheck. She was short on money and used a credit card to get by. The shop leads and I sat down to help her figure out her financial issues.

Her largest expense was her car. She had a \$600-per-month lease on a sports utility vehicle. It had insurance – \$100 per month.

Being an SUV, it ate gas – \$100 per month. We told her the SUV cost her around \$800, a month and suggested she cancel the lease. Her reply, "No, it makes me feel that I've made it in the world."

Instead of living within their means and saving for big buys, people don't want to wait and save; they want it NOW. They never grow out of the childish mindset of instant gratification.

The big cost in this case is paying \$9,600 a year for a vehicle she didn't own. With no money left over, she can't save for a car to own, an emergency fund, retirement or extra money if she gets out of the service, or even for a vacation.

If she had thought ahead, she might realize that instead of leasing, she could have found other transportation, whether a

bike or roommate, and put \$800 a month into a car fund. After two years, she could take the saved \$19,200 and shopped for a new or used car and paid cash. She would not have to worry about payments and could continue saving the \$800 a month.

Be conscious of your spending habits. If you find you're spending \$500 a month with eating out and bar tabs and are okay with that, fine; that's your call. But over a year, that could fund an individual retirement account. Know the difference between an asset and a liability. Some define an asset as something that puts money in your pocket and a liability as something that takes money out. Unless your car is a collector's piece and increasing in value, it's a liability. The same goes with

motorcycles, computers and other grown-up toys. Keep liabilities to a minimum and put money in assets such as mutual funds or IRA's.

Think before signing up for long-term debt. Realize the true cost for the item – cost + interest. While you pay for the item, with interest and financing, it's worth less due to usage and age.

If you do decide to buy that big-money toy, instead of using credit and making minimum payments on the financing, save first, then buy. You only pay the purchase price; if you finance, you could pay up to two times the purchase cost or more before the item is paid off. Set up a plan to save money each month so you can pay cash. If the item isn't worth the time to make a plan and save, could it be that you don't really need it?

# Eyes over Iraq: Airmen keep watch at airfields

*Air Force controllers work next to Iraqi civilian counterparts*

By Master Sgt. Will Ackerman

447th Air Expeditionary Group Public Affairs

At most civilian airports, air traffic controllers monitor incoming and outgoing aircraft with radar screens. Plus the aircraft are typically fixed wing.

The Air Force controllers at Sather Air Base monitor aircraft with binoculars and talk to aircrews on a Vietnam-era radio.

“We see a typical mix of aircraft that you would see at a civilian airport,” said Master Sgt. Keith Hanlon, 447th Expeditionary Operations Support Squadron controller. “Except you don’t typically see military aircraft at a civilian airport.”

The controllers work next to Iraqi controllers from the Ministry of Transport during the day, who direct civilian aircraft to Baghdad International Airport and military aircraft to Sather Air Base; however, the Air Force takes control just before sunset. Civilian aircraft are not authorized to land after dark unless previously coordinated.

“The Iraqis control the operations during the day,” he said. “We are here primarily as liaisons to help monitor arrivals and departures.”

Although the Iraqis speak some English, Air Force controllers help the Iraqi controllers through the language barrier with English-speaking pilots.

“Many of the Iraqi controllers are newer and speak only a little English. We make the communication smoother,” Sergeant Hanlon said.

Before landing at Sather’s military runway or BIAP’s civilian runway, all aircraft traffic is coordinated through Balad Air Base’s radar approach, which controls air traffic into the airfields.

They control a myriad of different platforms that include fixed-wing aircraft and



Photos by Master Sgt. Will Ackerman

**Tech. Sgt. Todd Wilson, 447th Expeditionary Operations Support Squadron Air Control Tower supervisor, checks the airfield here for incoming aircraft Feb. 15. The Air Force controllers work with Iraqi controllers to control all air traffic passing through the Sather Air Base and Baghdad International Airport airfields.**

rotary-wing helicopters. They also assist with some commercial traffic at BIAP.

Besides the communication barrier, different skill levels between the Air Force and Iraqi controllers and the various aircraft platforms, another challenge is bad weather.

“If the weather is bad, and it is below the minimum visual flight rules, there are a lot more restrictions on the aircraft for landing and taking off,” said Tech. Sgt. Veronica Menzel, one of the controllers. When this occurs, pilots must “fly by sight” versus using the aircraft’s instruments.

Although he’s not an air traffic controller, Army Pvt. Joseph Collins is also key to ensure the safety of aircraft going in and out of BIAP and Sather. He is a liaison for the Army, who works with the air traffic controllers to clear aircraft out of the area if there is a threat from the enemy.

“I would get a call here (in the tower) to get the airspace cleared so my unit could shoot artillery (at the threat),” Private Collins said. His unit, the 3-6 Field Artillery Unit based at Camp Liberty, would attempt to neutralize the threat with artillery fire if soldiers were under attack around the base compounds.

By having a direct link to the tower, the air traffic is cleared faster, and the artillery can engage the enemy much faster, he said. “I make sure that they don’t shoot any (aircraft) down.”

Although the older equipment, various aircraft platforms and language barriers can



**Tech. Sgt. Veronica Menzel, 447th Expeditionary Operations Support Squadron Air Control Tower controller, tests out an airfield light at the Baghdad International Airport air control tower Feb. 15. The light is used in lieu of radio contact with people who wish to drive onto the civilian or military airfields at BIAP and Sather Air Base.**

make life stressful for the controllers, Tech. Sgt. Todd Wilson, a controller supervisor, said the safe operation boils down to “basic air traffic skills.”

“The experience of the controllers is key. This is what we are trained to do.”

# SATHER AIR BASE BRIEFS

## Special Islamic Service

An Islamic chaplain will hold a prayer service at the Sather chapel 6 p.m. March 2. For information, call the chapel at 446-2455.

## Weapons Safety

Weapons and ammunition should never be left unattended. Everyone is responsible to ensure their weapons and ammunition are locked in approved weapons cases or are in their positive control. Failure to ensure proper handling and safekeeping of a weapon can result in disciplinary action under the Uniform Code of Military Justice.

For information about proper weapons safety and storage, contact the 447th Expeditionary Security Forces Squadron Armory staff.

## Memorial Flags

The Sather Air Base Honor Guard will fly a U.S. flag to commemorate a person that you choose. Flags can be bought at the Camp Liberty Base Exchange.

After buying the flag, complete a flag request sheet that is attached to the flag box and give it to a Sather AB first sergeant at least two days before you want the flag flown. Select a commemorative certificate through the first sergeant. The first sergeants will then return the flag to you after it has been flown.

For more information, call Senior Master Sgt. Cleveland Wiltz at 446-2617.

## Individual First Aid Kits

Airmen who were issued an Individual First Aid Kit at the Expeditionary Theater Distribution Center are required to turn in the kits to the center upon redeployment, whether it was used or not. Members will not redeploy to their home station with the kits.

For more information, call the 447th Individual Equipment Issue section at 446-2309.

## Civil Engineer work order

To request work from the 447th Expeditionary Civil Engineer Squadron that requires detailed planning, customers must complete an Air Force Form 332, Civil Engineer Work Request.

Complete blocks 1 to 3, 5, and 7 to 13. Skip blocks 4 and 6. Provide a clear description of the work requested in block 8. Provide the



Photo by Master Sgt. Will Ackerman

## Seeing the Sather mission up close

**Brig. Gen. Darren McDew, Director of Mobility Forces, Southwest Asia, returns a salute from an aircrew member who delivered the general here Feb. 14. Col. Dennis Ployer, 447th Air Expeditionary Group commander, briefed him on operations at Sather AB.**

justification in block 9 to help CES prioritize the work orders.

Sign block 13 and then drop the original 332 form at CES customer service. For more information, call 446-2235.

## Flightline Photography

Flightline photography is prohibited without prior approval from public affairs. Individuals caught taking photos or videotaping on or around the flightline without PA approval may be apprehended by security forces and have their camera or camcorder confiscated.

When taking photos around base, use the same principles learned at weapons training: only aim at what you intend to shoot, and know what is behind the subject being photographed.

Sending photos and videos home to loved ones is okay, but they should never be sent directly to news media.

For more information, contact PA at 446-2405 or stop by the Glass House.

## Subdued U.S. Flag

The subdued U.S. flag patch is unauthorized on desert camouflage uniforms by U.S. statute, and must be replaced by the colored red, white and blue patch. It should measure 2 inches by 3 inches and must be worn on the left shoulder with the star field facing forward. (AFI 36-2903, USCENAF Sup-1).

## Hometown News Release

The Army and Air Force Hometown News release is a great way to share your service with family and friends back home.

You can complete a HNTR for events including deployments, promotions, education degrees or significant awards. The Hometown News Service sends news stories to your hometown. They also highly encourage you to submit an electronic image of yourself in uniform to accompany the release.

Stop by the public affairs office in the glass house to complete a form and to arrange to have your photo taken. For more information, call 446-2405.

## Medical Care

The 447th Expeditionary Medical Squadron provides around-the-clock walk-in sick call.

There are many risks associated with life at Sather Air Base such as sprained ankles, upset stomachs, cuts, scrapes, bruises, etc. These and other ailments should be treated by a doctor since conditions can get worse here if left untreated. The clinic is located across from the Glass House.

## Got a story idea?

Got a story idea? Like to write? Contact public affairs at 446-2405 or stop by the office at the Glouse House.



# Former 9th Air Force, U.S. CENTAF commander bids troops farewell

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

*Former 9th Air Force, U.S. CENTAF 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 has not 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 who have literally carried me throughout my career. Because, first and foremost, we are a team – dedicated to each other and to accomplishing a mission on behalf of the American people. I am proud to carry that spirit with me everywhere I go.

My time at 9th Air Force and U.S. Central Command Air Forces has been the apex of my Air Force career, and it has 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 are 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 is no more noble an effort than that, and I have never been more proud to be an Airman. Throughout my career, everything along the way has been in preparation for what we are 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 at 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. Bottom line – be the kind of Airman you want your Airmen to be.

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

## 9AF/U.S. CENTAF commander changes

**Shaw AFB, S.C.** – Lt. Gen. Gary North took command of 9th Air Force and U.S. Central Command Air Forces from Lt. Gen. Walter E. Buchanan III Feb. 16 at Shaw Air Force Base.

Ninth Air Force is comprised of four wings in the eastern United States and four direct reporting units, totaling more than 350 aircraft and 24,000 active-duty and civilian personnel.

As the Air Component Commander for U.S. Central Command, the general is responsible for developing contingency plans and conducting air operations in a 27-nation area of responsibility covering Central and Southwest Asia and the Horn of Africa.

General North comes to Shaw from Hickam AFB, Hawaii, where he served as U.S. Pacific Command Director for Operations since July 2004. After almost 34 years of service in the U.S. Air Force, General Buchanan will retire April 1.

to come. You are 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.

# Open Voice: Mission means thinking outside the box

**By Master Sgt. Kirk E. Baldwin**

*447th Expeditionary Communications Squadron*

Most of us are now on our third or fourth week here. We have faced numerous challenges and actively engaged them head on. Take a minute and pat yourself on the back. We are setting the bar high for future Air and Space Expeditionary Force rotations. However, lots of work remains to be done. We

need to maintain that drive and determination to get the job done right.

Prior to my arrival at Sather Air Base, I talked to many people who served here during previous rotations. When I asked how certain regulations were adhered to, I got the reply, "Well being as we are in contingency operations..." That meant some of the harder-to-achieve job standards were waived since this is a

contingency. I was amazed after three years the next logical step of moving past the contingency mentality was not adopted into the work dogma of Sather AB.

All of us trained for where we are now. Our training was based on regulations that govern our professional actions. Yes, our work environment does require adjustment from our home-station work routine. However, we as Airmen should be challenging the thought process

of our peers who suggest taking shortcuts because "this is a contingency operation." Instead, we need to lean forward to do the mission safely and according to regulations.

By applying this thought process to each task, we'll leave here with our heads held high knowing we, AEF 9/10, made a difference. We will be the group known for thinking outside the box, performing the mission and doing the right thing.



# Striker Dining Facility Menu

## Daily Breakfast Menu

Baked bacon/sausage patties  
 Creamed beef  
 Canadian bacon or ham slices  
 Onion&mushroom quiche  
 breakfast burrito  
 Assorted omeletes/eggs to order  
 Scrambled eggs/hard boiled eggs  
 Hash browns  
 Grits/Oatmeal  
 Waffles/French toast

## Short Order Lunch/Dinner

Hamburger/Cheeseburger  
 Frankfurters  
 Grilled cheese  
 Egg rolls  
 Chicken tenders/Buffalo wings  
 Pizza/Tacos  
 Potato/Pasta bar  
 Baked beans  
 French fries/onion rings  
 Philly cheesesteaks

## **Feb. 25**

### Lunch

Vegetarian veg soup  
 Cornish hens  
 Grilled pork chops  
 Fried shrimp  
 Meat loaf

### Dinner

Vegetarian veg soup  
 Roasted chicken  
 Yankee pot roast  
 Herd-baked salmon filets  
 Spaghetti w/meat sauce

## **Feb. 26**

### Lunch

Chicken noodle soup  
 Roasted turkey  
 Barbecue ribs  
 Fried fish  
 Beef stroganoff

### Dinner

Smothered pork chops w/brown gravy  
 Grilled steak  
 Fried chicken  
 Baked fish  
 Ham hocks  
 Polish sausage

## **Feb. 27**

### Lunch

Cream of mushroom soup  
 Salisbury Steak  
 Oven-baked chicken  
 Glazed-baked ham  
 Turkey curry

## Dinner

Lemon-baked fish  
 Breaded shrimp  
 Barbecue beef cubed  
 Honey-glazed Cornish hens  
 Baked macaroni and cheese

## **Feb. 28**

### Lunch

Cream of broccoli soup  
 Spaghetti w/meat sauce  
 Braised beef cubes  
 Fried fish  
 Grilled pork chops

### Dinner

Cream of broccoli soup  
 Fried fish  
 Veal Schnitzel  
 Meat loaf  
 Chicken Cordon Bleu

## **March 1**

### Lunch

New England clam chowder  
 Roast beef  
 Fried chicken  
 Lemon-baked fish  
 Turkey pot pie

### Dinner

New England clam chowder  
 Baked chicken  
 Chili Mac  
 Lasagna w/eggplant parmesan  
 Corn beef

## **March 2**

### Lunch

Chicken noodle soup  
 Baked salmon  
 Crab bites  
 Breaded scallops  
 Turkey cutlets

### Dinner

Chicken noodle soup  
 Grilled pork chops  
 Roast beef  
 Chicken Cordon Bleu  
 Roasted turkey

## **March 3**

### Lunch

Cream of mushroom soup  
 T-bone steak  
 Baked fish  
 Fried fish  
 Seafood gumbo  
 Fried chicken  
 Crab legs, Lobster tails, fried shrimp

### Dinner

Cream of mushroom soup  
 Barbecue ribs

Beef pot pie  
 Roasted turkey  
 Salisbury steak

## **March 4**

### Lunch

Vegetarian veg soup  
 Meat loaf  
 Barbecue ribs  
 Spaghetti w/meat sauce  
 Caribbean chicken

### Dinner

Vegetarian veg soup  
 Beef and noodles  
 Baked ham  
 Fried fish  
 Chicken Cordon Bleu

## **March 5**

### Lunch

New England Clam Chowder  
 Roast beef  
 Cornish hens  
 Veal parmesan  
 Baked fish

### Dinner

New England Clam Chowder  
 Smothered pork chops  
 Fried chicken  
 Barbecue ribs  
 Fried fish  
 Ham hocks  
 Polish sausage

## **March 6**

### Lunch

Cream of mushroom soup  
 Rotisserie chicken  
 Italian-style veal steak  
 Salisbury steak  
 Barbecue pork chops

### Dinner

Cream of mushroom soup  
 Texas-style beef brisket  
 Turkey cutlet  
 Fried chicken  
 Braised beef and noodles

## **March 7**

### Lunch

Cream of broccoli soup  
 Yakisoba  
 Pulled pork barbecue  
 Caribbean chicken  
 Swiss steak w/ mushrooms

## Dinner

Cream of broccoli soup  
 Meat loaf  
 Veal parmesan  
 Roast pork loin  
 Parmesan pollock fish

## **March 8**

### Lunch

Chicken w/rice soup  
 Swedish meatballs  
 Barbecue chicken  
 Corn beef  
 Honey-glazed chicken  
 Buttered egg noodles

### Dinner

Chicken w/rice soup  
 Baked chicken  
 Grilled pork chops  
 Roast beef  
 Fish filet

## **March 9**

### Lunch

Vegetarian veg soup  
 Roast turkey  
 Chicken pot pie  
 Braised beef  
 Roast pork ham

### Dinner

Vegetarian veg soup  
 Lasagna w/egg plant  
 Spaghetti w/meat sauce  
 Veal parmesan  
 Cheese manicotti  
 Fried chicken

## **March 10**

### Lunch

Bean w/bacon soup  
 Fried fish  
 T-bone steak  
 Crab legs  
 Baked fish  
 Fried shrimp  
 Seafood gumbo  
 Fried chicken  
 Baked macaroni & cheese

Lobster tails

### Dinner

Bean w/bacon soup  
 Salisbury steak  
 Glazed-baked ham  
 Baked chicken  
 Italian veal

**Note: Rice and/or potatoes and a variety of vegetables are served with every meal.**

**Menu is subject to change without notice!**

# Volleball action heats up Sather's nights

Intramural volleyball action is heating up the courts at night Sather Air Base.

The first two nights of hard-hitting team competition started this past week. Eleven teams battled under the stars Tuesday and Thursday at the courts behind the recreation tents.

The intramural season lasts through March 17.

## Standings as of Feb. 23

Team	Wins	Losses
ECES 1	1	0
ECS	0	1
ELRS 2	1	0
ECES 2	1	0
AEG	1	0
EOSS	0	2
ECES 4	1	2
ELRS 1	1	1
ECES 3	1	1
EMEDS	0	1
ECES 5	1	1

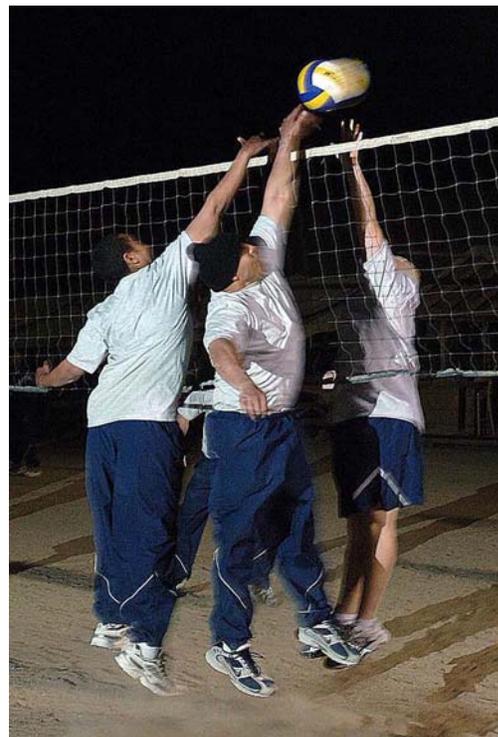


Photos by Master Sgt. Will Ackerman

(Above) Amber Suderman, 447th Expeditionary Civil Engineer Squadron Team 3, serves the ball during volleball action Feb. 21 at the base courts.



(Left) Joey Lopez reaches for the ball while Amber Suderman ducks out of the way during volleball action Feb. 21 between their 447th Expeditionary Civil Engineer Squadron Team 3 and the 447th Expeditionary Communications Squadron at the base volleball court. The 447th ECES 3 beat 447th ECS.



(Left) Joey Lopez and Ahmed Mohamed, 447th Expeditionary Civil Engineer Squadron Team 3, reach for the ball while Benjamin Napier, 447th Expeditionary Communications Squadron, tries to block during volleball action Feb. 21 at the base courts.



Nothing to do here in the desert after work? Tired of sitting in your tent? The 447th Expeditionary Services Squadron has something for everyone

- Every Sunday, Bingo @ 9 a.m. & 8:30 p.m.
- Monday, Halo 2 tourney
- Tuesday, Ping Pong
- Wednesday, Win, Lose, or Draw
- Thursday, Horseshoes, 3-on-3 Bball
- March 3, Texas hold 'em
- March 4, Dominoes
- March 6, Spades
- March 7, Ping Pong
- March 8, Press your body weight
- March 9, Halo 2 Tourney
- March 10, Texas hold 'em



All activities start at 9:30 a.m. & 7:30 p.m. unless otherwise noted

### Music Night at MWR



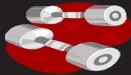
Come out to listen and dance to your favorite music on Fridays from 7:30 to 10 p.m.  
**March 3, Latin Night**  
**March 10, Hip Hop**

### Relay Race



It's a test of speed, teamwork and coordinated hand-offs. Services is holding a "relay race" March 4 at 7 a.m. Meet at the recreation tent.

## The Fitness Corner



• Want to burn up a ton of calories, build those six-pack abs and have fun? Come join the basic step aerobics class Tuesdays and Thursdays at 7 pm. in the Big Tent.



Courtesy photo

Bill Schlichtig, 447th Air Expeditionary Group PERSCO Chief, finishes second in the Sather Air Base 5-Km run Feb. 18. He finished in 21 minutes, 46 seconds. Scott Wallace, 447th Expeditionary Civil Engineer Squadron, took first with 20:11.



## Sather Victory Chapel Worship Services

### SATURDAYS

- 5 p.m., Catholic Confession
- 5:30 p.m., Catholic Mass
- 8 p.m., Catholic Mass, Camp Slayer Chapel

### SUNDAY

- 8 a.m., Traditional Protestant Service
- 10 a.m., Gospel Worship Service
- 2 p.m., Latter Day Saints Service
- 3 p.m., Catholic Mass: Striker Chapel
- 7:30 p.m., Contemporary Protestant Service

### MONDAY

- 8 p.m., Evangelistic Protestant Worship Service

Note: All worship services held at the Sather Air Base Victory Chapel unless otherwise noted.

Transportation for Catholic mass leaves the Glass House for Striker Chapel at 2:30 p.m.

### Chapel Activities

#### MONDAY

- 5 p.m., Bible Discussion Group, Chapel

#### TUESDAY

- 8 p.m., Wild at Heart men's series, Chapel

#### WEDNESDAY

- 7 p.m., Catholic Rite of Christian Initiation
- 7 p.m., Women's Bible Study, Chapel
- 8 p.m., Song of Solomon video series, Chapel office

#### THURSDAY

- 8 p.m., Bible Study Group, Glass House