

Terminal opens

By Staff Sgt. Jennifer Redente
 Editor

Servicemembers began using the new passenger terminal here March 23.

“We opened the \$656 thousand Pax terminal early, with a few projects left to complete, because of the customers,” said Lt. Col. Richard A. Peterson, 455th Expeditionary Logistics Readiness Squadron commander. “The new Pax terminal seating capacity is 375 percent larger than the old terminal and it is temperature controlled, which the old terminal was not.”

“This is a great improvement to Bagram,” said Col. George R. Skuodas, 455th Expeditionary Mission Support Group commander. “The previous facility could only seat 80 passengers at a time. Now we can seat more than

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Photo by Staff Sgt. Jennifer Redente

Work space

A Soldier inquires on an incoming flight in the new passenger terminal here. This facility, that opened March 23, has the capacity to accommodate almost four times as many passengers as the old terminal.

Airmen must ensure IBA meets specifications

By Staff Sgt. Jennifer Redente
 Editor

Airmen deployed here need to ensure interceptor body armor they brought from their home station meets military specifications.

While most Airmen are issued the proper body armor in theater, some of the IBA brought from home units do not meet military standards,

said 1st Lt. Todd J. Turner, Combat Support Technologies lead engineer from the Air Force Research Laboratory Materials and Manufacturing Directorate deployed here.

“Troops may deploy with armor that either hasn’t been tested against the rounds seen in theater or may not even be able to stop some of the bullets,” Lieutenant Turner said. “Military specification armor is designed to defeat a

wide variety of small-arms threats, while commercial body armor manufactured for the police market in the states often is not designed or tested against the same threats.”

While IBA manufactured for police units is appropriate for most police departments in the United States, Lieutenant Turner explained why servicemembers should pay special attention to ensure they are issued the correct equipment.

“It’s really important to understand that military specification IBA, which consists of an outer tactical vest and small-arms-protective inserts, is the very best armor produced in the world,” said the lieutenant. “Only a few manufacturers are qualified to produce it, and they go through continual

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Camp Cunningham's



Top View

Commander shares importance of integrity, support of Airmen

By Col. George R. Skuodas

455th Expeditionary Mission Support Group commander

The key to transforming our expeditionary Air Force into a leaner, meaner service that retains its reputation as “the world’s most respected air and space force” lies in the hands of blue-suit leaders across the ranks and at all levels. Officers and noncommissioned officers alike must exhibit tremendous leadership as they implement fundamental change throughout the Air Force and seek to take care of our most cherished asset—quality people. As we charge ahead in restructuring our service, supporting air expeditionary wings, and modernizing our equipment requirements, we must never forget the critical importance of the human factor to organizational success.

Leaders across the Air Force must carefully manage the transformation of our service with due concern for people as well as for the mission. Otherwise, we run the serious risk of producing a well-armed, yet hollow force lacking in morale, esprit and cohesion. The current situation places a premium on involved leaders who set the example, insist on quality performance, maintain a consistent focus on the mission, and above all else, take care of their people.

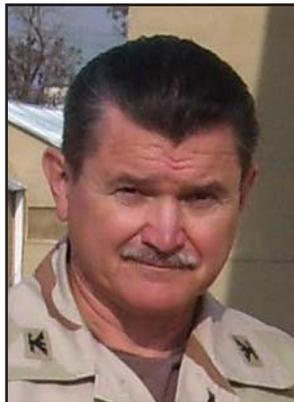
The most important characteristic an Air Force leader must possess is personal integrity. Integrity constitutes the essential ingredient for sound, effective leadership. An officer or NCO who lacks integrity is worthless to the service and highly destructive of its ethical standing with the public. Such an individual neither earns nor deserves the trust of superiors, peers or subordinates. No one can

lead effectively without such trust. If you expect your people to give 100 percent day in and day out and to willingly undergo the rigors of combat and long separations from their families, then you must exhibit unquestioned honesty, be truthful in what you expect of your Airmen, and behave in an ethical manner in all you do.

During this era of transformation loyalty is another important ingredient of involved leadership that cannot be overlooked. Loyalty up the chain entails not only the loyal support of one’s superior but also the courage to disagree with him or her and the will to provide honest feedback on issues within your purview—all in private. Once your boss has made a decision, however, loyalty requires your unflinching support for that decision.

Loyalty also entails taking care of the needs of your people and supporting them in the face of adversity. Gen. George S. Patton once observed: “There is a great deal of talk about loyalty from the bottom to the top. Loyalty from the top down is even more necessary and much less prevalent.” So, put the health and welfare of your Airmen at the top of your list. Then be prepared to stand behind your subordinates when they are in the right and

beside them when they make a mistake. There can be no more depressing, morale-busting development than to have a superior not support you in the face of adversity. However, the involved leader who has the courage to take up for subordinates in both good times and bad will be repaid many times over by airmen who deeply appreciate such unselfish loyalty. Integrity and loyalty, two important ingredients that are necessary for the successful transformation our Air and Space Force.



Colonel Skuodas

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Safety reminds personnel to have lightning watch procedures in place

A lightning strike is like a snake bite. Either can occur without warning, but most often the strike, whether it carries 100 million volts of electricity or a few drops of paralyzing venom, is preceded by ample signs of danger. Lightning season is here, with already two lightning injuries under our belts, right here in Afghanistan. It's essential supervisors brief their teams on how to understand lightning warning signs, where their teams should take cover in the event the combat weather team declares a lightning watch or warning and how teams receive and promptly disseminate notifications to remote job sites.

When a lightning watch is announced all normal activities may continue, but during this time, commanders and supervisors should prepare for a lightning warning. Thunder, the sound waves produced by the explosive heating of air in the lightning channel, is the obvious omen Airmen need to heed, but there are many other warning signs. Darkening skies, the buildup of anvil-shaped cumulonimbus clouds, a sudden drop in temperature and increase in wind often signify that a storm will most likely produce lightning.

Most lightning strikes occur at the beginning and end of afternoon storms. This is when positive and negative charges, which collide to produce the flash between clouds and the ground, build up the most electricity. If lightning is observed within five miles of the airfield perimeter, the combat weather team will issue a lightning warning. Immediately preceding a bolt, low levels of electricity fill the air, causing phenomena such as the hair on your body standing on end, a tingling sensation on the skin, or a metallic taste in your mouth. If you experience any of these, a strike is imminent.

Upon hearing a warning on the giant voice system or from the command post, commanders and supervisors are responsible to inform all necessary personnel promptly and ensure everyone takes cover in a suitable facility. Whenever lightning is detected or observed within the immediate vicinity of any activity or operation, don't go outside or remain outside unless absolutely necessary.

Because the positive charge in the ground seeks the shortest route to the negative charge of the cloud, lightning is most likely to strike the highest objects or around the outside of vehicles, metal

sheds, fence lines or tents with metal poles. Unless Airmen can safely get inside these, stay away from them; get down from ridgelines and off the tops of metal buildings.

In a lightning storm, immediately discard metal objects, which conduct electricity. Leave open ground and seek shelter among bushes or rocks of uniform size. Avoid damp depressions, which can conduct ground electricity from a strike that may land hundreds of feet away. Individuals should squat like a catcher with their feet together and bend forward to keep their head low; don't touch the ground with any other part of the body. If in a group, split up but don't separate so far that everyone can't be seen. That way the lightning is less likely to strike the entire party, so the uninjured can attend to those who may have been struck.

Victims of lightning strikes don't retain electrical charge and are safe to touch. Administer rescue breathing if the victim isn't breathing on their own, but has a pulse. Lightning victims have been revived



455th Air Expeditionary Wing courtesy photo

after showing no sign of life for more than an hour. Despite lightning's power, humans have an amazing ability to survive, especially when people think ahead.

The combat weather team is quick to get this information out to the air traffic control tower, command post, operations group, tactical operations center and other weather forecasters here. Supervisors need to ensure steps are implemented in a quick process to quickly warn teams and respond in the event someone becomes a lightning strike emergency victim; especially for those members working projects out at remote job sites. *(Courtesy of the 455th Air Expeditionary Wing Safety office)*

LRS opens new climate-controlled facility to service more customers

Terminal

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300 passengers in a controlled climate. With more than a month left in this cycle, the passenger terminal has already processed more passengers than any of the last three rotations. On average the terminal processes more than 15,000 passengers a month putting it on par with commercial airports in midsized U.S. cities like Tucson, Ariz., or Wilmington, N.C.”

The new facility now has

a controlled passenger area, a distinguished visitors’ lounge, one stop service for emergency leave personnel, a briefing room, conference room, internal restrooms, inbound processing area and overall better environment to service our customers, said Lt. Jennifer M. Hicks, 455th Expeditionary Logistics Readiness Squadron Aerial Port Flight assistant operations officer and project manager for the new passenger terminal.

“We still have work to

do like finishing the bathrooms, waiting on water coolers to arrive and additional signage, but overall the new passenger terminal paves the way for a new era of customer service at Bagram and increases our capability as the airlift hub of Operation Enduring Freedom,” said Colonel Peterson.

“The terminal allows us to serve the warfighters in a manner which shows we believe they are important,” Lieutenant Hicks said.

Engineer explains body armor requirements

Armor

From Page 1

and rigorous testing against the threats that we encounter in a deployed environment.”

“Afghanistan has some of the most diverse small-arms threats seen anywhere in the world,” he said. “Not only do you find turn-of-the-century munitions, but increasingly we are encountering more modern and effective threats. We need the very best armor to be able to provide the highest level of protection to our troops in the field.”

The difference between commercial and military IBA is the certification, Lieutenant Turner said.

“If it’s good enough to be certified as ‘MIL spec,’ then it’s what servicemembers

want to use in theater,” he said. “The police-level systems that some units are deploying with may not be capable of defeating all of the small-arms used against military forces. It would be terrible and foolish to deploy with substandard armor when equipment meeting military specification is available.”

He emphasized that all equipment issued in theater is ‘MIL spec’ certified.

However, if Airmen brought IBA from their home stations they should look at the plates and make sure they say ‘U.S.’ on the back side, and then either ‘7.62mm M80 Ball Protection’ or ‘7.62mm APM2 Protection’ the lieutenant said. If not, they should request a replacement set through supply.

Brief Bullets

Ceremony

The wing’s monthly promotion and recognition ceremony will be held 1630L today in the phase hangar. Come support the enlisted Airmen who are being promoted for the month of April.

Time change

The United States will spring ahead one hour for daylight-saving time 2 a.m. Sunday. Take this in to consideration when calling friends, family and coworkers.

Bugout bash

The AEF 9 and 10 Bugout Bash is scheduled for April 23. Air Expeditionary Force 9 and 10 will hold a barbeque and sports day as Airmen prepare to depart here. Events include an amazing race, volleyball, dunking booth, laundry cart race and much more. To volunteer, or make a suggestion, see your first sergeant, the Airmen Committed to Excellence council, Middle Tier Association or Top 3.

MTA meeting

The next Middle Tier Association meeting is scheduled for 1800L Wednesday in Town Hall. The Middle Tier Association is for staff and technical sergeants who want to be involved in morale functions here.

ACE meeting

The next Airmen Committed to Excellence meeting is scheduled for 1500L today in the Oasis.

Mechanics work to keep vehicles in motion



Photos by Staff Sgt. Jennifer Redente

Staff Sgts. Andre E. McDonald, front, and Fernando Mendiola place engine coolant fittings from an old 60K aircraft loader engine on to a new one. The sergeants are assigned to the 455th Logistics Readiness Squadron Vehicle Management Flight. Sergeant Mendiola is a material handling equipment mechanic and Sergeant McDonald is a multipurpose vehicle mechanic.



Staff Sgt. Fernando Mendiola places oil fittings on a new 60K aircraft loader engine. Sergeant Mendiola is deployed here from Yokota Air Base, Japan.

By Staff Sgt. Jennifer Redente
Editor

Airmen from various bases deployed here in January to do one of many, behind-the-scene jobs in the Air Force. It's one that Airmen may take for granted until their cargo loader breaks or their government vehicle doesn't start in the morning.

It's the job of being a multipurpose vehicle mechanic.

For the 16 Airmen assigned to the 455th Expeditionary Logistics Readiness Squadron Vehicle Management Flight, a point of professional pride is maintaining more than a 90 percent vehicle in-commission rate, the highest ever here at Bagram, said Staff Sgt. Andre E. McDonald, a multipurpose vehicle mechanic.

Seventy-five percent of broken vehicles have returned to service because of exceptional maintenance, he said.

Most Airmen deployed in this environment will admit to having to make due without some basic work items to get the mission accomplished, but for these Airmen, it's a day-to-day challenge.

"Trying to figure out and solve many different complex problems our vehicles encounter due to overuse and diverse weather can be difficult, but we get the job done none the less," said Master Sgt. Elias N. Khalaf, another multipurpose vehicle mechanic.

"On occasion, vehicles can be dead lined [because we don't have such] simple parts as a starter motor, serpentine belt or brake parts," Sergeant McDonald said. "This also applies to complicated items such as engines, electronic control module or various sensors. It would be nice to have a parts store next door, but that's not the case. We do what we must to keep the equipment in the best, safe and serviceable condition as possible."

"If a part goes bad and you do not have the particular part you need you must either rebuild it out

of what you have or make it work until you can get the part you need," said Senior Airman Jerry W. Williams, also a multipurpose vehicle mechanic. "You really learn more about your job and how to do it more effectively while in a deployed location.

"You really learn to become more creative with what you have," he said. "It is also about learning to work as a team with people you don't know, in order to affectively complete your mission and to keep everything going smoothly everyone must learn to work together.

"The most difficult challenge is the fact that you have family waiting at home that worry about you," Airman Williams said. "Many people in deployed locations are married and have kids, so it is definitely hard to be away from your wife or husband and kids. This can build up stress and you need someone to talk to, so your coworkers become like family."

Since their arrival here the multipurpose vehicle mechanics



Staff Sgt. Andre E. McDonald removes oil fittings from an old 60K aircraft loader engine. Sergeant McDonald is deployed here from Aviano Air Base, Italy.

have restored nine mission-critical vehicles stripped down by previous rotations, said Chief Master Sgt. Craig E. Walker, the flight chief. They also rebuild a wide-variety of vehicle components, saving the Air Force \$42,000 in replacement parts and 24,640 hours of vehicle down time.

"Keeping the vehicles on the road instead of in the shop requires team work," Chief Walker said. "Drivers need to complete their daily functional checks of each vehicle using the applicable operator inspection guide, trouble report and notify vehicle maintenance of any discrepancies in a timely manner."

The chief said never go below a quarter of a tank of fuel, always use the right fuel, diesel or mogas.

"Don't use JP-8 or TS-1 aviation fuel in any assigned Air Force vehicles since this will cause unnecessary damage. By working together as one team, we can literally keep Bagram moving," he said.



Staff Sgt. Fernando Mendiola, left, and Senior Airman Scott G. Lorenz help guide a new engine into a 60k aircraft loader with the assistance of a forklift. Airman Lorenz said the biggest challenge is not always having the right tools that are required to do the job. Sergeant Mendiola is a material handling equipment mechanic and Airman Lorenz is a multipurpose vehicle mechanic.



Photo by Staff Sgt. Jennifer Redente

Security check

KABUL, Afghanistan - While visiting Depot 2, Jawed, left, translates what Senior Master Sgt. Sanders J. Louvierre Jr. explains to Afghan National Army Soldier Safiullah when mentoring him on how to properly inspect vehicles entering the depot. Sergeant Louvierre is assigned to the 755th Expeditionary Mission Support Group Squadron as an ANA Central Supply Depot mentor.

MTA MOVIE AND PIZZA NIGHT

The Middle Tier Association hosts Movie Night 1900L Mondays at the MTA Snack Shack. Services will provide pizza. Monday's movie will be Ice Age 2: The Melt Down. Rated PG. The Ice Age is coming to an end, and the animals are delighted in the melting paradise that is their new world. Manny, Sid and Diego quickly learn that the warming climate has one drawback: a huge glacial dam is about to break, threatening the entire valley. The only chance for survival lies on the other side of the valley.

MTA COMEDY NIGHT

The Middle Tier Association hosts Comedy Night 1900L Thursdays at the MTA Snack Shack. The Dave Chappelle Show Season 2 will be shown Thursday. There is explicit content in this feature and is recommended for a mature audience only. It contains adult language and situations.

ENDURING FAITH CHAPEL

Weekly services:

Muslim

Fridays 1800L (1330Z)

Jewish

Fridays 1900L (1430Z)

Seventh Day Adventist

Saturdays 0930L (0500Z)

Roman Catholic

Saturdays 1945L (1515Z)

Liturgical Protestant

Sundays 0830L (0400Z)

Protestant

Sundays 1130L (0700Z)

Latter Day Saints

Sundays 1300L (0830Z)



Church of Christ

Sundays 1400L (0930Z)

Korean Protestant

Sundays 1545L (1115Z)

Gospel

Sundays 1730L (1300Z)

Days of Remembrance

The Equal Opportunity Team will be commemorating Days of Remembrance of Victims of the Holocaust 1330L April 14 at the Enduring Freedom Chapel.

Volunteers of Jewish faith are needed to participate in a candle lighting ceremony.

For more information, call the Equal Opportunity Team at 231-4035 or 231-4027.

Plausible Denial

By Jurgi



Camp Cunningham residents who have rights to the shared drive can access other Plausible Denial cartoons at S:/SHARED FILES/PLAUSIBLE DENIAL.

Bagram's Best

TECH. SGT. JARROD L. MAJORS

Sergeant Majors, right, is deployed here as a sergeant of the guard for the 755th Expeditionary Mission Support Group, from the 319th Security Forces Squadron, Grand Forks Air Force Base, N.D.

The Cario, Ga., native hopes to continue his hard work and eventually become a senior noncommissioned officer.

"I would like to ensure the younger troops receive the appropriate mentoring so that they can continue to fight the fight when I eventually retire."



STAFF SGT. KEITH D. SMITH

Sergeant Smith, left, is assigned as an electric and environmental technician for the 455th Expeditionary Aircraft Maintenance Squadron. He is deployed here from the 165th Airlift Wing, Savannah, Ga.

The guardsman is working to complete all upgrade training tasks to secure his 7 level.

He is actively pursuing the necessary professional development skills to prepare him for the next level of responsibility in his career.