

See Back Cover for 2004 Reserve Pay Chart

Official Magazine of the Air Force Reserve

CITIZEN AIRMAN

FEBRUARY 2004



Carrying on the Tradition

**442nd Fighter Wing
makes history in
the skies over Iraq**

By Brig. Gen. Robert E. Duignan
Commander, 4th Air Force

People Power the Key to AFRC's Legacy of Success

With several thousand Air Force reservists still on active duty at locations around the world, it is clear that our most valued asset is our people.

The 76,000 talented men and women who are the backbone of this dynamic command have attained world-class success during an unprecedented time in our nation's history. Global conflicts, two-front wars, and the ever-present threat of domestic and international terrorism have demonstrated how essential our command is to the defense and protection of our nation. The skilled airmen who sacrifice time from their personal lives and families to provide service to our nation when it's needed most are the significant resource that has allowed the Air Force Reserve to achieve successes around the globe.

The Air Force Reserve's record of success can be attributed to many things, including, again, our people. In the trenches, our front-line personnel are anchored by teamwork and training. Our people work together in an orchestrated aerial and ground symphony that supports plays called by our leadership in huddles that precede battles on the field, sustain efforts that precede contingencies around the world and maintain programs that provide daily options for our nation's defense.

Our teamwork is synchronized in concert with our active-duty counterparts and sister services. Without claiming to know anymore than the next team we engage with, the Air Force Reserve puts it all together so that it makes perfect sense and then drills, drills, drills.

With teamwork as a primary ingredient for success, we can't overlook the continuous training programs that have powered our team on drives up and down the global field of mobility and warfare. We must continue to ensure we aren't just telling our people what to do, but rather we are showing them how to do it.

In this instructive environment, we have a continuous opportunity to show our people reasons why it is so and repeat the process over and over until, as leg-



endary Hall of Fame football coach Vince Lombardi would have put it, they know that "perfect practice makes perfect."

Having a good training plan is as essential as having good organizational leadership. People at the top in their offices, flights, squadrons, groups and wings have to derive satisfaction from planning and polishing programs designed to ensure success for the men and women in their organizations.

As we thrust our people toward increasing levels of mission accomplishment and personal development, our plans should always reach a bit further than the expected grasp. And, your passion for your work should only be exceeded by your honesty, sincerity and enthusiasm. Give credit to those who deserve it and be quick to take responsibility for failures. Fight the good fight for your team, set a good example and never preach something you don't believe yourself.

To do this effectively, leaders at all levels — from the flight line to the mobility line — must know their people. Know who needs a "focusing boot" or a well-deserved pat on the back; know who performs best when upset or who can withstand constructive criticism. Every leader will be different in his or her approach, but remember that sim-

licity of plans equates to organizational duplication, a necessary component for successful members of the team to grow.

As a leader, you must understand the relationship between you and the people you lead, seeing clearly the gap between where your people are and who they can become. Your authority as a leader has to be based on truth and character, and this must be coupled at the highest levels with an inclination for commitment and a willingness to command.

As we build leaders deep into our organizations — from first-termers to career airmen — remember that meekness amidst tremendous accomplishments and sacrifice has allowed us to serve with honor and integrity, and this is one of the Air Force Reserve's truly excellent strengths.

For the past two years, our people have worked extremely hard as they've answered the call to duty in Iraq and Afghanistan. This hard work has been contagious as there has been no lack of confidence and no fear or hesitation by units or individuals to accept what, in many instances, are difficult and dangerous assignments. Our aggressive confidence has demanded from all of us a single-minded purpose: success.

The strength of the Air Force Reserve will remain in place because of the commitment of 76,000 men and women who wear the uniform and who serve at the will of our leadership. To continue to answer the call, we must take our successes, our education, our training and turn them into future muscle for an invincible group of men and women.

Develop the character of your team's players, character that many will expand under the tutelage of the leadership within this command. This is what will carry us through another championship season. Our Reserve team will always enter the game desiring to win, looking to continue our legacy of success.

(Editor's note: President Bush nominated General Duignan Dec. 30 for promotion to major general. The promotion will take effect upon U.S. Senate confirmation and by direction of the chief of Air Force Reserve.) ★



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Cover: Master Sgt. John Kupier, a crew chief from the 442nd Fighter Wing, Whiteman Air Force Base, Mo., communicates with an A-10 pilot during flight control checks before a combat mission over Iraq. For more on the 442nd's busy year in support of Operation Iraqi Freedom, see the story on page 6. (Master Sgt. Terry L. Blevins)

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On the Lea



Maxwell C-130s to be among the first to go through modernization program

By Maj. Jerry Lobb

Air Force Reserve Command's 908th Airlift Wing, Maxwell Air Force Base, Ala., is on the leading edge of the Air Force's effort to modernize its fleet of C-130s.

C-130H-2s from the 908th, along with C-130E models from the Idaho Air National Guard's 124th Wing in Boise, will be the first in the Air Force to go through the Avionics Modernization Program.

Both units' aircraft are scheduled to

begin the conversion in fiscal year 2008, said Capt. Jason Rusco, the program's test manager at the Aeronautical Systems Center, Wright-Patterson AFB, Ohio. The Boeing Co. is the prime contractor for the project that will eventually upgrade approximately 520 aircraft by the time the program is completed in 2016.

According to Captain Rusco, the modernization program's goals are to allow the aircraft to meet global air traffic management requirements, to

improve the work load management for flight crews and to reduce the total ownership costs for the C-130 fleet.

Currently, the Air Force has 14 variants of five different models of the C-130: Es, H-1s, H-2s, H-3s and Js. When the AMP is completed, there will only be two major models: C-130Ms — as the converted E and H models will be called — and C-130Js.

Work will involve replacing the aircraft's analog instrumentation with six digital displays and the flight manage-

Leading Edge



A C-130H-2 from the 908th Airlift Wing, Maxwell Air Force Base, Ala., undergoes cold weather testing at the McKinley Climatic Laboratory, Eglin AFB, Fla. The test was in preparation for the C-130 Avionics Modernization Program — the Air Force's effort to convert all of its E- and H-model C-130s into M models.

ment system Boeing developed for its newest version of the 737 airliner.

In October, the 908th sent aircraft No. 286 to Eglin AFB, Fla., for pre-AMP testing inside the McKinley Climatic Laboratory. Engineers from Air Force Material Command and Boeing used the testing session as an opportunity to gather data on the aircraft's environmental control system.

Master Sgt. Leon Alexander, Tech. Sgt. Todd Kern and Senior Airman Alex Fefelov, 908th Maintenance

Group, assisted the engineers in rigging the aircraft with modified duct work containing various sensors to analyze data while the aircraft was subjected to engine runs on jacks inside the lab.

In addition, they incorporated the engine run checklist with Boeing's testing procedures and checklists. Throughout the course of the tests, the aircraft was subjected to extreme weather conditions: temperatures ranging from 42 degrees below zero to

150 degrees and torrents of rain. The 908th maintainers were on hand during the entire procedure to supervise the modifications, perform the engine runs and ensure the aircraft's safe return at the end of the testing.

Tech. Sgt. Mike McGill and Staff Sgt. Don Corkum performed the engine runs inside the chamber.

For five days, Sergeant McGill sweated it out in the cockpit during the heat portion of the tests. Sergeant Corkum wished he had some of that

heat as he endured bone-chilling temperatures during the cold weather testing. Boeing engineers will use the data gathered from the test session to improve the survivability of their design and to identify additional heating and cooling requirements if needed.

Captain Rusco said the testing was successful due to the outstanding support received from experts from Little Rock AFB, Ark., where C-130 training is conducted; Maxwell; Headquarters Air Force Reserve Command, Robins AFB, Ga.; and Headquarters Air Mobility Command, Scott AFB, Ill. The testing led to a better understanding of the C-130 and its performance in hot/cold environments and will lead to a better design for AMP, he said.

The AMP conversion holds promise to make life easier for both operators and maintainers.

Lt. Col. Karl Schmitkons, director of operations for the 357th Airlift Squadron at Maxwell, said he looks forward to post-conversion operations.

“Currently, when we deploy we may end up with two or three models operating out of the same location, as we did at Joint Forge a couple years ago,” he said. “This creates a real nightmare for operators who try to build a flying schedule several days in advance.

“If I’ve got an H-1 lined up to fly and it breaks, the spare aircraft may be an E model. So now I’ve got to send the H-1 crew home and call in an E crew that may be scheduled to fly a different mission the next day.



2ND LT. JON QUINLAN

Tech. Sgt. Steven Knoll guides a C-130J on the flight line at Little Rock AFB, Ark. The J is the Air Force’s newest version of the C-130.

“The effects of one change can disrupt the plans for several days of flying.”

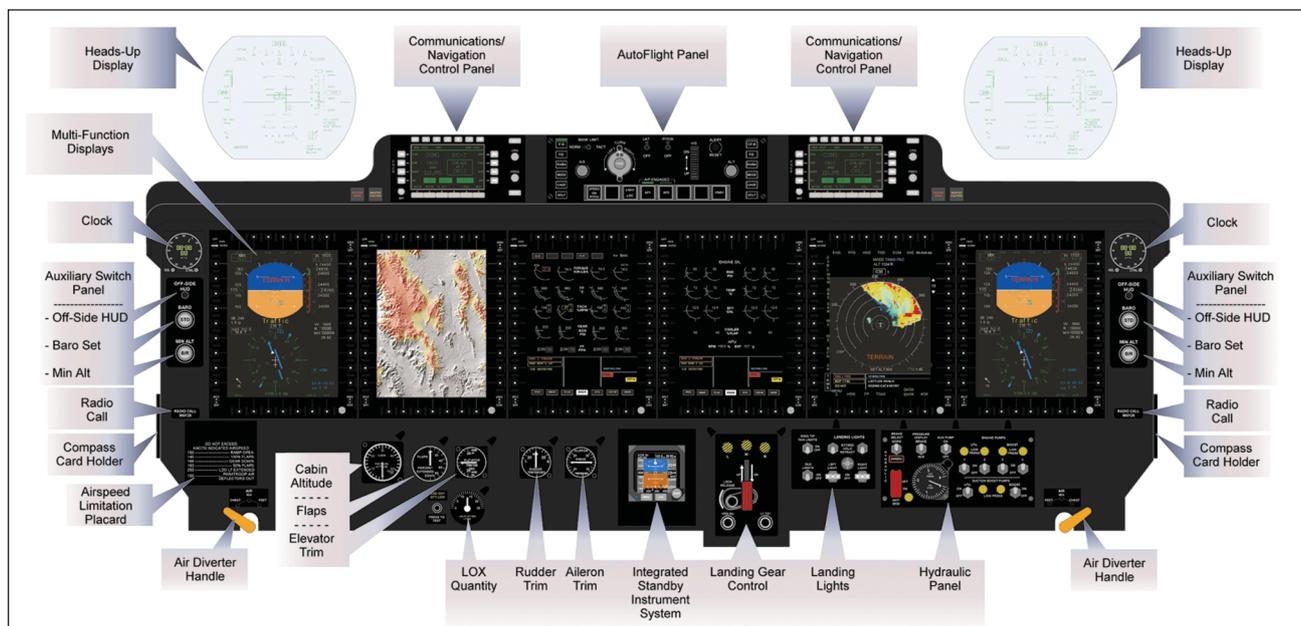
Training will also be simplified since there will only be two C-130 schoolhouses — one for the M and another for the J. When pilots complete training and go to a squadron, they won’t need additional training to qualify in a cockpit significantly different from the one they flew at the schoolhouse.

The conversion will also offer bene-

fits for the maintainers. There will only be two types of C-130 parts to maintain, instead of the present five. The C-130M will share parts with the commercial 737, so there will be a bigger pipeline and inventory of parts from the various suppliers. Training for maintainers will also be simplified with only two models.

Research for the AMP program will continue in 2004 with flight testing. ★

(Major Lobb is chief of public affairs for the 908th AW, Maxwell AFB, Ala.)



The C-130M cockpit display, as planned, after the Avionics Modernization Program is completed.

Being Prepared

Reserve installations train for attacks close to home

By Tech. Sgt. Sean P. Houlihan

Bombings. Kidnappings. Mass murder. Virtually no act of violence is off limits to terrorist organizations as they demonstrate on an almost daily basis their willingness to do virtually anything — no matter the cost in human terms — to advance their goals and agendas.

Faced with this kind of environment, U.S. officials have been forced to prepare for the very real possibility of something that in the not-too-distant past was almost unthinkable: a terrorist attack on domestic soil involving weapons of mass destruction.

Just like any other emergency situation, first responders at all levels will play a major role in any response to such an attack. Within the Department of Defense, making sure first responders are as prepared as possible to deal with this kind of attack — on its own installations as well as in surrounding communities — is a top priority.

Air Force Reserve Command, with the help of Texas A&M University, is taking a proactive approach to providing first-responder training at its 11 installations located throughout the country. The training, which takes place over a three-day period, is scheduled to be completed by June.

"Every Air Force installation must have the capability to respond to a terrorist attack that involves weapons of mass destruction," said Lt. Col. Richard McCoy, former chief of the Bioenvironmental Engineering Management Branch in the AFRC surgeon general's office. "With the realization that our installations are vulnerable to attack, first responders to these types of incidents must be trained to protect lives and maintain the mission capability of the unit."

To ensure all Air Force bases, including those within AFRC, are adequately trained and equipped to deal with this possibility, Congress has set aside \$15 million through various Homeland Defense appropriations bills.

Colonel McCoy, now the chief of medical force protection in the Air Force surgeon general's office in Washington D.C., said the three-day first responders course is similar to a major accident response exercise but includes

more involvement with local, state and federal agencies.

"The table-top training Texas A&M offers involves those community emergency responders along with the Federal Bureau of Investigation, Federal Emergency Management Agency, state investigators and police, local police, fire and rescue departments along with sheriff departments," he said. "Everyone involved learns their particular role in a response involving one of our bases. In addition, this training allows for a better understanding of the capabilities, strengths, weaknesses and roles of everyone on and off the bases."

Besides the table-top training, Colonel McCoy said selected people from security forces, civil engineering, bioenvironmental and other organizations are receiving hands-on training in the use of detection and decontamination equipment that is being purchased throughout the command to be prepared for a WMD attack.

One of the installations where the training has already been conducted is Niagara Falls International Airport Air Reserve Station, N.Y., home of the 914th Airlift Wing. The unit trained a total of 50 people, in two different classes, from the base as well as various local, state and federal agencies.

The first class provided training in incident management and operations specific to WMD responses, focusing on command, control and communications, said Charles Nagel, installation readiness officer and full spectrum threat response program manager. The second class covered air monitoring techniques and hands-on training on newly purchased air monitoring and sampling equipment.

"Niagara Falls ARS, like all other government facilities, is a key asset," Mr. Nagel said. "Within the area around Niagara Falls, there are power plants, dams, stadiums and public facilities, which are potential targets for acts of terrorism and possible use of WMD. This training prepared responders for the implementation of a well-written plan and facilitates an effectively executed command, control and communication system that will be the make-or-break point in an effective response," he said. ★

"EVERY AIR FORCE
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Lt. Col. Richard McCoy,
Chief of medical force protection,
Air Force surgeon general's office

Making His

442nd Fighter Wing carries on proud tradition established during World War II

Story by Master Sgt. Bill Huntington and Staff Sgt. Leo Brown,

photos by Master Sgt. Terry L. Blevins

The 442nd Fighter Wing made history last April when it became the first U.S. Air Force fighter unit to forward-deploy into Iraq to open Tallil Air Base near the ancient Babylonian city of Ur as an Operation Iraqi Freedom coalition base of operations.

The A-10 Thunderbolt II wing from Whiteman Air Force Base, Mo., made history again less than a month later when it became the first U.S. fighter unit to forward-deploy a second time and open yet another base, Kirkuk AB in northern Iraq.

While these actions were indeed groundbreaking for this generation of 442nd FW reservists, it was a case of history repeating itself for a wing with a record of taking the fight to the enemy.

Formed in 1943 during World War II as the 442nd Troop Carrier Group, the unit left its birthplace of Sedalia Army Airfield, site of present-day Whiteman AFB, and like many other troop carrier units, headed for England to prepare for the Allied invasion of Europe.

After the group's paratroop of the 82nd Airborne Division June 6, 1944, over St. Mere Eglise, France, in advance of the D-Day seaborne invasion, the 442nd saw action in the skies over Italy, southern France and Holland. In early October, the group's four flying squadrons, along with their support units, forward-deployed to airfield A-44 near Bonnetable, France.

There, under wet and miserable field conditions, members of the unit labored to create a base of operations for the Allies' final push into Germany. The sodden airstrip and aircraft parking areas made flying operations almost impossible.

"The mud got so bad that we were completely bogged down," 442nd pilot Jim Clark wrote in his journal. "The planes got stuck, and even the four- and six-wheel vehicles couldn't make it at times. Some 442nd C-47 Skytrains sunk in the mud up to the fuselage, but still the airmen carried on with the mission delivering troops and supplies to the fight."

Less than a month after its arrival at Bonnetable, the 442nd received orders to move to another French airfield, St. Andre de L'Eure, less than 50 miles west of Paris.

St. Andre was a bit better than Bonnetable, and

the local residents were grateful for the presence of the airmen.

"You must understand, we had been under (German occupation) so long," St. Andre resident Pierre Bertin said. "There is no describing the feeling of liberation."

While the living conditions at St. Andre were an improvement, with some members staying in the homes of local residents, the group still faced the challenge of rebuilding an airfield while supporting ongoing air operations.

The 442nd operated out of St. Andre until the end of the war in Europe seven months later and participated in operations that brought the Allies into the heart of Germany and victory.

Even though the passage of time has erased many of the details of the 442nd's experiences at these two airfields in France, the legacy the people established as war-fighters lives on. Last year marked the first time since World War II that the unit had been called to war, and the 442nd's involvement in Operation Iraqi Freedom turned out to be almost a mirror image of its predecessor's deployment almost 60 years earlier.

In February 2003, more than 300 members of the 442nd FW were mobilized and directed to prepare for deployment. Initially, the wing was to be part of the planned "northern front." However, the governments of some of the countries adjacent to Iraq expressed concerns about this plan, and the wing's deployment was put on hold.

As February turned into March and March rolled toward April, the reservists waited. Finally the deployment order came, and the reservists, with 12 A-10 Thunderbolt II aircraft, headed on their journey across the Atlantic.

Arriving in Kuwait just as coalition forces were making their way up through southern Iraq, the wing's pilots participated in the Battle of Baghdad on their first day's sorties. A few days later, the reservists received the order to forward-deploy to an Iraqi airfield that had been all but destroyed in the first Persian Gulf War.

"We arrived at night," said Chief Master Sgt. Greg Wetzels, 442nd Aircraft Maintenance Squadron weapons section chief, speaking of the

... *Story ... Again*

An A-10 pilot from the 442nd Fighter Wing, Whiteman Air Force Base, Mo., taxis into position for a hot refuel at Tallil Air Base, Iraq, during Operation Iraqi Freedom last year. The 442nd was the first fighter unit to forward-deploy into Iraq to open Tallil.



wing's arrival at Tallil AB, south of Baghdad, in April. "The base was under blackout conditions, so there were no lights on the aircraft, vehicles or anything else. They took us to a room where we got a short briefing, and then they dropped us off in front of an old shelter full of dirt and cots."

"We had no vehicles, no tents — nothing," said Lt. Col. Dave Graham, 303rd Fighter Squadron commander. "There were still firefights going on around the base, which is not normal for Air Force personnel."

After the initial shock began to wear off, the reservists had to deal with the logistical problems caused by moving themselves and their equipment thousands of miles.

"We'd be promised 12 airplane loads (of equipment) and we'd get three," Colonel Graham said. "We couldn't stand up operations fully at Tallil until we got a lot of our stuff. So we'd take a four-wheeler to the marshalling yards. It was like Christmas. We'd see what we got each day."

"The first equipment supply we got was a couple of AGE (aerospace ground equipment) heaters! I needed those like I needed an AK-47 bullet in the head. Honestly, we probably had the only three heaters in Iraq."

Slowly but surely, however, things began to take shape as wing members established order out of the chaotic situation.

The Whiteman reservists, like their



Master Sgt. Kevin Bossaller (left) and Tech. Sgt. Dan Janssen refuel an A-10 from the 442nd at Tallil.

World War II predecessors at Bonnetable, soon had to battle another enemy — nature. Rain was the culprit in 1944. In Iraq, wind and dust combined to make living conditions almost intolerable and flying operations almost impossible.

"It really was a dump there," Chief Wetzel said of the conditions at Tallil. "You breathed dirt, you lived in dirt, and you worked in dirt. They say it's sand. It's not sand. It's dirt."

Master Sgt. Chuck Samson, a 442nd AMXS crew chief, agreed.

"My wife asked me what she could do to ease the transition when I finally came home," he said. "It was summer then, and I told her to turn off the air conditioning, open all of the doors and windows, and spread about an inch of dirt all over the inside of the house."

Fighting the elements, the reservists conquered the logistics of setting up a base from scratch while launching the wing's A-10s for their much-welcomed support of ongoing battlefield operations. On one occasion, Colonel Graham was asked to serve as a pair of "eyes in the sky" for Marines nearing Baghdad.

"The Marines were east of Baghdad," he said. "They had some of the dirtiest jobs to do going from block to block. They wanted me to look at rooflines for snipers. Looking at each rooftop, just for me, was rewarding."

Fortunately, on that particular day, snipers were not present in the area.

Just like their World War II counterparts, the reservists didn't spend but about a month at their initial location. From Tallil, they were ordered to move to Kirkuk AB. Colonel Graham and members of the advance team, including Chief Master Sgt. Don Shoop, 442nd maintenance superintendent, went north to inspect the new location.

"Kirkuk was largely abandoned, even though there were still some Iraqis on the base," Colonel Graham said.

Just as St. Andre had been a step up from Bonnetable in 1944, Kirkuk was indeed an improvement over the conditions at Tallil.

"Kirkuk was better than the first base we opened," Chief Shoop said. "We had a couple vehicles and a tent to sleep in the first night, which was way ahead of what we had before."

Despite the improved conditions, Kirkuk was far from being ready for

flight operations. The first order of business was to clear debris from the airfield.

"The flight line was covered with steel, rocks and equipment," Chief Shoop said. "We had no sweeping equipment available, and the fire department helped us by spraying down the ramp."

With everything as ready as it could be, the A-10s landed at Kirkuk April 29, and immediately the flight line became a beehive of activity, with the jets operating 24 hours a day.

"Once we got the ramp set up and overcame the shortage of fuel, our aircraft operations were pretty smooth," Chief Shoop said.

For their living and working arrangements, wing members again had to start all over again. They built temporary shelters and aircraft maintenance facilities, and scrounged materials and supplies.

With the fall of Baghdad and the end of major operations in May, the 442nd's role in Iraq changed. Five of the wing's A-10s were no longer needed and were sent home. Fewer aircraft meant the wing needed fewer people to support the A-10s that were left. A rotation was established that allowed some people to temporarily return home. The arrangement made the duty much more palatable and helped keep the airmen fresh for the demands of desert duty.

"It was interesting going from the war to more of a static mission acting as a safety net for the Army and then back to the employment and mobility stages," said Lt. Col. Bruce Thomas, an A-10 pilot. "That's the ebb and flow of how war works. People back home don't understand that this is not a static environment but rather a fluid one. Things change. You don't go from ending a war to peace overnight."

For the Army, the 442nd's A-10s and pilots proved to be valuable assets over the next several months as the wing was called on repeatedly to support various operations, including the search for dozens of "high-value targets" such as Saddam Hussein's two sons, Uday and Qusay. The wing never turned down a tasking or had to cancel a mission because of aircraft problems.

"We're the weapon of choice for the Army," Colonel Graham said. "This

has been a 'Hawg' war, as the A-10 is the (Air Force aircraft) that works with the Army the most and handles the most targets."

The Litening II targeting pod was a major factor in the A-10's value to ground operations. The pod uses a television optical camera and high-resolution infrared sensors to display images from great distances to the pilot.

"It gave us a quantum leap of real-time information," Colonel Thomas said. "The targeting pod allowed our A-10 squadron to more accurately employ weapons and survey the target area. It allowed us to stay a very long time in the target area and provide excellent photos to the headquarters targeting element. It increased our usefulness to the ground commander."

"The targeting pod allows you to stay up out of a threat and conserve fuel," Colonel Graham said. "It has night and day capability, gives precise coordinates, and is a super forward air control tool. It's also a very good tool for battle-damage assessment."

While the pilots stayed busy flying missions on a daily basis, the wing's maintainers worked around the clock to keep the jets in proper flying condition.

"We put in a lot of flying hours, so we had to phase inspect six of our seven aircraft, which doesn't happen much," Chief Shoop said. Because a phase inspection is so extensive, it is normally conducted at a base set up for the procedure, not at a forward-deployed location, he said.

The reservists' efforts paid off as they established an unprecedented 100 percent sortie generation rate, despite the austere conditions and hostile environment.

The pilots had high praise for the maintainers and credited them for their role in the wing's successes.

"The missions got done on time, no matter what else was going on," Colonel Thomas said. "The maintainers did an incredible job in solving problems and keeping us flying. As a result, we never missed a sortie."

The pilots weren't the only ones to notice the maintainers' good work.

"Our FMC (fully mission capable) rate was so good that people from Tallil came up to see what we were doing to keep up our maintenance," Chief Shoop said. "Our jets were the best looking in Southwest Asia. That's



Tech. Sgt. Tim Glenn, a 442nd FW flight chief, marshalls an A-10 while deployed in support of Operation Iraqi Freedom.

because (our) people take pride in the way they look."

Another success story could be found in Kirkuk's bomb dump. Along with their regular job of building bombs for the A-10s — the 442nd had been the first to build American bombs in Iraq — Whiteman ammo troops were tasked by Kirkuk's commander to perform the monumental job of cleaning Iraqi munitions out of existing bunkers.

"Beginning in May, we worked from dawn to dusk and finally slowed down toward the end of August," said Master Sgt. Bob Jackson, 442nd Maintenance Squadron.

In late August, four extra ammo troops from Prince Sultan AB, Saudi Arabia, arrived and on Sept. 2, six more from Kuwait joined the effort.

When the task was completed, they had cleared eight high-capacity munitions bunkers, three low-capacity buildings, three large-capacity outside sunshade storage facilities, two large-capacity outside ordnance pads and 28 sites containing buried bombs. In addition, they cleared all unexploded ordnance found in the area.

"We moved over 3.5 million pounds (net explosive weight) of enemy ordnance," Sergeant Jackson said. The

total amounted to more than 180,000 pieces of ordnance.

Living up to the standard of excellence established by its predecessor in World War II, the wing's overall performance during its nearly eight months in Iraq was impressive. Besides fighting the war and building two fully operational air bases from scratch, the wing generated 1,164 combat sorties for a total of 3,360 flying hours with no combat casualties and no aircraft damages or losses.

Shortly before the wing returned home in November, in time for Thanksgiving, Senior Master Sgt. Al Sturges, doing debrief and dispatch work with the 442nd AMXS at Kirkuk, said the wing's past members would be proud of today's airmen.

"Absolutely, they'd be proud," he said. "(The 442nd is) carrying on the same traditions (they established), and we all have a mission to do. I'm always impressed with (the wing's) work ethic and patriotism." ★

(Sergeants Huntington and Brown are both assigned to the 442nd FW Office of Public Affairs at Whiteman AFB. Also, information for this story provided by Tech. Sgt. Jeffrey Williams, 506th Aerospace Expeditionary Group, Kirkuk Air Base, Iraq.)

Change

Selfridge, Beale making switch to R-model tankers

Story and photos by Tech. Sgt. Sean P. Houlihan

As part of an overall Air Force plan to modernize its fleet of KC-135 tanker aircraft, two Air Force Reserve units are getting rid of their older planes for newer models.

The 927th Air Refueling Wing at Selfridge Air National Guard Base, Mich., and 940th ARW, Beale Air Force Base, Calif., are converting from KC-135E model Stratotankers to KC-135R models. When completed, these conversions will bring the

927th and 940th up to par with all of the other Air Force Reserve Command KC-135 units, which are currently flying the newer R models.

"Converting to R models is part of the desired end state of having a stable KC-135 tanker fleet within the Reserve Command," said Lt. Col. John Rocchio, chief of tanker plans in the Directorate of Plans and Programs, Headquarters AFRC, Robins AFB, Ga. "By the end of fiscal year 2005, the command

ging Times

A low-angle, aerial photograph of a KC-135 Stratotanker aircraft in flight, viewed from below. The aircraft's boom is extended, and it is refueling an EC-8 Joint Surveillance Target Attack Radar System aircraft. The EC-8 is positioned directly below the KC-135's boom. The background shows a bright blue sky with scattered white clouds. The title "ging Times" is overlaid in a large, gold, serif font at the top of the page.

Traditional reservist Tech. Sgt. Brian McDonald, a boom operator with the 63rd Air Refueling Squadron, Selfridge Air National Guard Base, Mich., prepares to refuel an EC-8 Joint Surveillance Target Attack Radar System aircraft from Robins Air Force Base, Ga., during a unit training assembly mission over Kentucky.

will be operating aircraft with a greater range, more cost efficiency and better overall performance."

AFRC's newest tanker units — the 459th ARW at Andrews AFB, Md., and 939th ARW in Portland, Ore. — both received the newer R models when they converted from their previous missions. The 459th is a former airlift wing, while the 939th was a combat search and rescue wing.

Colonel Rocchio said the plan to replace the eight E models at both Beale and Selfridge has been in the

works for more than a year. The official announcement was made in July. The Air Force intends to retire a significant number of E models, all belonging to the air reserve components.

The KC-135, first built during the Eisenhower administration, constitutes 90 percent of the Air Force's combat refueling capability. Stratotankers on duty today have the oldest average fleet age of any Air Force combat aircraft. The R models Beale and Selfridge are receiving have

about 10 years less service than the E models they are replacing.

At Selfridge, plans call for the first three aircraft to begin arriving this spring. The conversion is expected to be completed by the end of September. The conversion won't be complete at Beale until fiscal 2005, Colonel Rocchio said.

Reservists at Selfridge are eager to step up to the challenges that flying and maintaining a newer model KC-135 will present.

"The conversion, at first, will re-

quire our maintenance technicians and aircrews to spend more time at the unit training on the new aircraft," said Senior Master Sgt. Larry Allen, aircraft maintenance specialist superintendent for the 927th Aircraft Maintenance Squadron. "Once initial training is complete, the wing will have the opportunity to take on new deploy-

ments. We will now be a full partner to Air Mobility Command, being proactive in taking on requirements around the world."

Sergeant Allen said that because the unit is equipped with E models, many times it was not forward-deployed into Central Command's area of responsibility. Instead, 927th aircraft

and crews were used to build and maintain the air bridge to Europe or the Mediterranean. Various factors that kept E models out of Southwest Asia included availability of spare parts, the desire on the part of the Air Force to keep like aircraft in one region and the aircraft's reduced mission capability.

The Selfridge unit has developed training programs on both the maintenance and operations sides of the house to ensure everyone is fully qualified within the year given by the command to become fully operational.

In preparation for the transition, a select group of maintenance people received training from members of the 434th ARW, Grissom Air Reserve Base, Ind., a mobile field training detachment and General Electric, maker of the aircraft's engines. These reservists will be responsible for providing "cascade" training to their fellow reservists to ensure everyone is up to snuff on the new aircraft.

Sergeant Allen said a major difference between the E and R models is the General Electric F-108 engines that replaced the Pratt & Whitney TF-33-102 engines on the older aircraft.

"The new engines are more powerful and reliable," he said. "Also, they are quieter, burn cleaner and last longer between failures. The improved reliability will reduce the number of man-hours we spend on maintenance for every hour of flight."

From an operational standpoint, the R models have a longer range, so they can stay in the air longer refueling other aircraft.

Sergeant Allen said he hopes that once the first aircraft lands at Selfridge it will take no more than a couple of weeks to complete the inspection, inventory and deferred write-up process before the aircraft is turned over to the 63rd Air Refueling Squadron to start flying sorties.

"The 927th prides itself on its reputation throughout AMC for maintaining its aircraft in outstanding condition," Sergeant Allen said. "The exemplary efforts of the maintenance squadron refurbishment section, combined with the competitive pride in ownership by the aircraft maintenance squadron crew chiefs, have resulted in aircraft that not only appear almost like new but fly reliably. The crew chiefs look forward to the chal-



Tech. Sgt. Adam Waymaster, 927th Maintenance Squadron, removes the back thrust reverser off a KC-135E engine. One of the differences between E- and R-model aircraft is the lack of thrust reversers on the R models.



Master Sgt. Johnnie Rose, 927th MXS, installs a fuel heater tube on one of the four engines on a Stratotanker. In preparation for the transition to newer aircraft, maintenance people received training from members of the 434th Air Refueling Wing, Grissom Air Reserve Base, Ind., a mobile field training detachment and General Electric, maker of the aircraft's engines.

lenges of bringing their newly assigned aircraft up to their own high standards."

The aviators within the 63rd ARS are poised to take to the skies in the new model aircraft, as they also have received training from the Grissom unit, completed simulator training and had cascade training from instructor pilots from within the unit.

"Per person, an average of four weeks of additional training, on top of yearly requirements, will be necessary to be trained on the new model," said Lt. Col. Mark Meacham, 63rd ARS director of operations. "Our operations tempo will continue to be at the same level for seven more months to complete conversion and train aircrews to the required training level."

Colonel Meacham said four out of the five systems — engines, pneumatics, electrical and power unit — in the

aircraft are different. Aviators will have to adjust to stopping the R-model aircraft using the brakes rather than thrust reversers, because the new engines don't have them. With thrust reversers, which are on E models, pilots are able to stop the aircraft with minimal use of brakes.

Colonel Meacham said he expects overall morale in the unit to remain high throughout the conversion since aviators are looking forward to being able to deploy around the world and show off their talents. In addition, he believes the conversion will help retention numbers within the unit.

For boom operator Tech. Sgt. Brian McDonald, the new aircraft will require a minimum of two training sorties. He said much of the training for boom operators is on safety of flight issues that the whole crew will need to get used to.

"During the initial part of the sortie, boom operators are primary safety observers, assisting the pilots with situational awareness," he said. "In that role, (boom operators) will need to relearn airspeeds, engine sounds and performance, and the instrument panels to be that extra set of eyes on the flight deck."

Sergeant McDonald, Colonel Meacham and the rest of the aviators in the 63rd will also have to adjust to longer sorties. The average sortie in an R-model aircraft is two to three hours longer than an E-model sortie.

Colonel Rocchio said the new refueling wings at Andrews and Portland, combined with the conversions at Selfridge and Beale, will give AFRC the capability to continue providing the Air Force with the global power and reach it needs to successfully conduct its worldwide mission. ★



ANGELICA DELGADO

Brig. Gen. Edward A. Rice Jr., Air Force Recruiting Service commander, watches Hector Baretto sign his Air Force enlistment contract. Baretto is the first Air Force 15-month enlistee under the National Call to Service Program.

Call to Service

Reserve recruiters have new accessions program

By Tech. Sgt. Sean P. Houlihan

Air Force Reserve recruiters will have an additional way of getting enlisted accessions beginning in fiscal year 2005, thanks to a new active-duty program.

The National Call to Service Program, which went into effect Oct. 1, allows up to 1 percent of new active-duty enlisted recruits, or about 370 people each year, to sign up for a 15-month service obligation. This 15-month period starts after the recruits complete their basic military training as well as their technical school training.

Before Oct. 1, the minimum Air

Force enlisted period was four years active duty and four years of an inactive reserve commitment, meaning they can be called back up in the event of war at any time within that commitment period.

After the 15 months, airmen will have the option of re-enlisting on active duty or transferring to either the Air National Guard or Air Force Reserve for two years. After that, they can remain in the Guard or Reserve or transfer to the Individual Ready Reserve for the rest of their standard eight-year obligation.

Another of the program's options will allow people to satisfy the remainder of their eight-year obligation by joining other national service programs such as AmeriCorps or the Peace Corps.

"Overall, the program is good for the Air Force," said Capt. Chuck Pittman, chief of the Operations Branch in the Air Force Reserve Recruiting Service, Headquarters AFRC, Robins Air Force Base, Ga. "However, the resulting number of accessions for AFRC will be low because a large percentage of these enlistees will choose to remain on ac-

tive duty. In addition, we'll be competing with the Air National Guard for those who decide to separate after their initial 15-month obligation.

"A major advantage of this program for Air Force Reserve is that the command will gain resources trained to the three- or five-skill level rather than people who require basic military training and technical school."

Besides creating a new accessions source for the reserve components, the congressionally mandated program provides an opportunity for people who aren't willing to commit to a regular four- or six-year active-duty enlistment to serve their country, said Chief Master Sgt. Dennis Drogo, chief of enlisted accessions policy at the Pentagon.

Chief Drogo explained how the program will work.

"When airmen under the National Call to Service Program reach the 12-month mark on active duty, the Air Force Personnel Center will notify reserve recruiters so they will know whom to contact," he said.

As far as the Air Force Reserve is concerned, "in-service recruiters will contact these airmen just as they do all members who decide to separate," Captain Pittman said. "The only difference is, for those (in the program) who decide to get off active duty, we won't need to sell them on serving in the reserve components. They will have an obligation to serve."

"We will, however, have to sell them on the benefits of serving with the Air Force Reserve rather than the Air National Guard, and we believe we can do that. The airmen will have made their decision to separate from active duty, and we will help them join a unit close to where they have chosen to live and work."

Chief Drogo said people in the program will not be limited to serving in traditional reservist positions. They will also be able to compete for full-time active Guard and Reserve and air reserve technician jobs, as long as they complete their two-year commitment.

"Hopefully, the unit they choose will have a need within their specialty," he said. "What is not the intent of the program is having these airmen cross-train into another specialty due to overmanning or the unit not having a need for that particular job."

Airmen who enlist under this program will only be able to serve in 29



CHIEF MASTER SGT. GARY EMERY

3POX1, security forces, is one of the specialty codes open to 15-month enlistees. Here, security forces specialist Staff Sgt. Robert Steele, 439th Security Forces Squadron, Westover Air Reserve Base, Mass., provides perimeter defense for fellow Air Force Reserve Command team members during last year's Defender Challenge competition.

Air Force specialty codes open to 15-month enlistees:

- **1COX1, airfield management.**
- **1COX2, operations resource management.**
- **1T1X1, aircrew life support.**
- **2FOXX, fuels.**
- **2ROX1, maintenance data systems analyst.**
- **2R1X1, maintenance production management.**
- **2SOX1, supply management.**
- **2TOX1, traffic management.**
- **2T1X1, vehicle operations.**
- **2T2X1, air transportation.**
- **2T3X1, special purpose vehicle and equipment maintenance.**
- **2T3X4, general purpose vehicle mechanic.**
- **3AOX1, information management.**
- **3COX2, communication-computer systems programming.**
- **3E1X1, heating, ventilation air-conditioning, refrigeration.**
- **3E2X1, pavement and construction equipment.**
- **3E4X1, utilities systems.**
- **3E7X1, fire protection.**
- **3MOX1, services.**
- **3POX1, security forces.**
- **3SOX1, personnel.**
- **4AOX1, health services management.**
- **4A1X1, medical materiel.**
- **4COX1, mental health service.**
- **4DOX1, diet therapy.**
- **4EOX1, public health.**
- **4YOX1, dental assistant.**
- **5ROX1, chaplain assistant.**
- **6FOX1, financial management and comptroller.**

Air Force specialties. These specialties were chosen based on inputs from career-field managers. Some of these specialties will have special requirements, such as civilian certification or training,

that prospective airmen must possess before being considered for entry. ★

(Some information for this article was taken from an Air Force Print News story written by Staff Sgt. A.J. Bosker)

A Call for Help

Air Force needs emergency preparedness liaison officers

The Air Force National Security and Emergency Preparedness Agency is looking for a few good individual mobilization augmentees to serve as emergency preparedness liaison officers.

"We're facing a fiscal '04 shortfall of nearly 30 officers for liaison duties with the Federal Emergency Management Agency, state and National Guard emergency operations centers, and various numbered Army and air forces," said Col. John M. Dumoulin, Alabama's EPLO.

When disaster strikes and local and state officials look to the federal government for help, EPLOs quickly go to work behind the scenes. Colonel Dumoulin compares them to highly trained switchboard operators.

"They patch the needs of local disaster responders and FEMA officials into the capabilities of active and reserve units across the country," he said.

After a super typhoon struck Guam and the island of Rota with little warning in December 2002, for example, two AFNSEP liaison officers were dispatched to work with the Army at the Pentagon and one was sent to advise FEMA. Three liaison officers were on the first plane to fly into the disaster area.

"During the recovery, the Department of Defense provided a staging area for military relief, air transportation, fire prevention, logistics and medical support, and aerial reconnaissance. Of the 11 DOD mission assignments from FEMA, seven were fielded by the Air Force," Colonel Dumoulin said.

Within hours after the Space Shuttle Columbia broke up during re-entry into the Earth's atmosphere over the southwestern United States Feb. 1, 2003, FEMA emergency responders activated the Federal Emergency Response Plan and officially requested DOD support. Nine AFNSEP liaison officers quickly deployed to Barksdale Air Force Base, La.; FEMA's regional operations center in Lufkin, Texas; Army headquarters in San Antonio; and the Kennedy Space Center in Florida to help coordinate the Air Force's support in recovering debris



TECH. SGT. BEN BLOKER

When disaster strikes — like when Hurricane Isabel caused flooding along the East Coast last year — and local and state officials look to the federal government for help, emergency preparedness liaison officers coordinate Air Force assistance.

that was spread over an area covering 2,400 square miles in east Texas and Louisiana.

"I was called by AFNSEP at 7:30 a.m. on Feb. 6," said Lt. Col. Tim Lockett, a Kansas EPLO and the first Air Force liaison officer sent to Lufkin to support the defense element of the FEMA operation. "I arrived in Lufkin at midnight. I reported to the Army defense coordinating officer at 0600 on Feb. 7, and he immediately tasked me to review all of the ongoing Air Force missions and coordinate mission costs with FEMA operations.

"Flexibility was the operative word," said Colonel Lockett, who worked with FEMA operations on cost tracking, the Texas National Guard for rotor-wing missions, an "astronaut cell" for search procedures, NASA scientists on the use of infrared devices, the Texas wing of the Civil Air Patrol on search missions and costs, and the Department of Transportation for airspace use.

Most EPLOs are colonels or lieutenant colonels with at least three years retainability. Most must live in the state they are assigned to serve. They come from a wide variety of career fields, including pilots, air operators, supply and logistics experts,

nurses, planners, security police, and public affairs officers.

"Few of the IMAs come with a deep understanding of FEMA or how the DOD provides support to civilians during emergencies, but all attend extensive courses sponsored by FEMA and AFNSEP, and they continue to attend conferences and seminars and take online courses throughout their tenure," Colonel Dumoulin said. "When they retire, many of AFNSEP's liaison officers have the skills to move on to jobs in local and state emergency and disaster response.

"Whether responding to wildfires, weapons of mass destruction incidents, hurricanes, acts of terrorism or even space accidents, getting soldiers and airmen where they need to be with the assets and expertise that only the Air Force can bring into some disaster responses is what being an emergency liaison officer is all about. Although a domestic mission, it has the potential to save as many lives and mitigate as much suffering as any other the Air Force has around the world. That's what the EPLOs say makes their career field so rewarding."

For information on becoming an EPLO, contact Sandra Hamrich toll free at 1-800-366-0051. ★

Tax Relief Law Aids Military, Families

Reservists who travel more than 100 miles to attend drills or meetings no longer have to itemize to claim a tax deduction for overnight travel expenses.

This change and other benefits for members of Air Force Reserve Command and their families are the result of the Military Family Tax Relief Act of 2003, signed into law by President Bush Nov. 11. The "above-the-line" deduction for overnight travel is retroactive to Jan. 1, 2003.

"(Reservists will) be able to deduct unreimbursed travel expenses such as lodging, 50 percent of meals and any transportation costs," said Lt. Col. Janet Fenton, director of the Armed Forces Tax Council.

Another major change increases the death gratuity payment to \$12,000 and provides that the full payment is tax-free. That portion of the act is retroactive to Sept. 10, 2001, to provide for service members who died in the terrorist attacks the following day and in the ongoing global war on terror.

"If you are killed on active duty, regardless of whether you're in theater, in a training accident or die from disease, your family receives a \$12,000 death gratuity that is not taxed," Colonel Fenton said. "And that's a big change. In addition, any future increases to the death gratuity will remain tax-free."

Since 1991, the death gratuity had been \$6,000, with half of it being taxed, Colonel Fenton said.

"It just didn't seem to be fair for the military family who was left grieving for their service member to get hit with a tax bill," she said.

The tax act also provides for extra tax-filing time for service members serving in contingency operations. The internal revenue code allows service members who are serving in combat zones or hazardous-duty areas to have an extension of time — usually 180 days from the time the person leaves the combat zone — to file taxes.

"A lot of military operations don't rise to the level of being declared by the president as 'combat,'" Colonel Fenton said. "But there are several contingency operations where service members are outside the continental United States."

The act also includes modifying eligibility criteria of tax-exempt veterans organizations; tax-free treatment of homeowners' assistance program payments; suspension of tax-exempt status for designated terrorist organizations; and extension of victims' tax relief to astronauts who die on space missions.

Capital-gains exclusion for home sales is another area where people are looking for tax relief, the colonel said.

"This act will allow members to suspend the period of time they have to sell their home and take the tax exclusion so they won't have to pay that capital gains," she said. "It's retroactive to 1997, so military members who have sold their homes since 1997 have one year from Nov. 11, 2003, to request a refund for any tax they did pay."

Since 1997, when the law was previously changed, if service members who owned a home got reassigned more than 50 miles from that home or were ordered to move on post, they were no longer able to roll over the gain from that sale to the next home they purchased.

Also since 1997, individuals could exclude up to \$250,000 (\$500,000 for married couples) of gain from the sale of a home if they resided in it for two of the five years preceding the sale. Under this act, military and foreign service people can suspend (for up to 10 years) the time transferred away from home on official extended duty for purposes of applying the five-year portion of the two-out-of-five-year rule. (AFRC News Service from American Forces Press Service)

Command Gets \$62 Million for Construction

Air Force Reserve Command units at six locations are on tap to receive funds for major construction projects this year.

Overall, the fiscal 2004 Military Construction Appropriations Act provides the Department of Defense \$9.3 billion, \$62 million of which is earmarked for AFRC.

The Air Force Reserve's major construction projects are:

- Andrews Air Force Base, Md. — Upgrade to airfield pavements, \$835,000; hydrant fueling system, \$7.38 million; and alter aircraft maintenance hangar, \$2.9 million.

- Dobbins Air Reserve Base, Ga. —

North side overpass, \$4.2 million.

- Keesler AFB, Miss. — Fuel cell maintenance hangar, \$6.65 million.

- Minneapolis-St. Paul International Airport Air Reserve Station, Minn. — Aeromedical evacuation facility, \$3.65 million.

- Peterson AFB, Colo. — Consolidated aerial port, \$7.7 million.

- Portland IAP, Ore. — Alter flight line facilities, \$2.9 million; hydrant refueling system phase 2, \$3.05 million; and fire and crash rescue station, \$4.3 million.

The funding also covers \$12.1 million for planning and design. Another \$6.36 million goes for unspecified minor construction projects.

In his proposal to Congress in February 2003, the president recommended the major projects at Andrews, Keesler and Portland for the Reserve's MILCON program that covers the fiscal year from Oct. 1, 2003, to Sept. 30, 2004. In addition to adding Dobbins, Minneapolis and Peterson to the major projects, Congress pumped another \$970,000 into planning and design and \$1.2 million into unspecified minor projects.

Last year, the Reserve received \$67.2 million for military construction. (AFRC News Service)

Minnesota Wing Receives Newer Aircraft

With the arrival of four aircraft in November, the 934th Airlift Wing at Minneapolis-St. Paul International Airport Air Reserve Station, Minn., embarked on a program to replace its aging fleet of C-130s.

The newer C-130H-2 models will replace the wing's C-130E aircraft, which were built in 1962. The H-2s, which were built in 1991, have more powerful engines along with a better avionics package that includes enhanced flight instruments. In addition, the newer aircraft can fly higher and have a greater range than the older planes.

"The C-130H-2 is a welcome addition to our wing," said Col. James J. Muscatell Jr., wing commander. "The 934th Airlift Wing has established a legacy with the people of Minnesota as we play a vital role in ensuring our country's defense. Now, this momentous occasion signifies another new and important chapter in this proud legacy." (934th AW public affairs)

AFRC Seeks NCOs to Serve as Recruiters

Air Force Reserve Command is looking for some exceptional NCOs to become Reserve recruiters.

"We have a number of openings for recruiters throughout the country," said Capt. Chuck Pittman, chief of the Air Force Reserve Recruiting Service Operations Branch, Headquarters AFRC, Robins Air Force Base, Ga.

Recruiters serve a four-year active

Guard and Reserve tour at one of more than 190 locations in the United States and overseas. In some cases, recruiting duty may be performed at an applicant's present location. However, Captain Pittman said, the needs of the organization come first.

"This is a great special duty assignment for someone looking for a challenge," the captain said.

Applicants must hold the rank of airman first class through master sergeant and meet qualifications

spelled out in Air Force Manual 36-2108, Air Force Instruction 36-2115 and AFRC's recruiting policy. If selected, master sergeant applicants are required to take a voluntary demotion to technical sergeant prior to beginning their AGR tour.

Recruiters can earn up to \$450 a month in special duty pay.

Those selected for recruiter duty are required to attend a week-long evaluation and selection course at Robins. If selected, they must then attend the

Langley reservist helps set new skydiving world record

An individual mobilization augmentee who has been involved in skydiving for almost 25 years joined approximately 100 jumpers from 11 countries the week of Thanksgiving to establish a new world record for formation flying.

Over a five-day period, Nov. 25-29, in Lake Wales, Fla., Lt. Col. Doug Strand, deputy division chief at the Air Force Command and Control Transformation Center, Langley Air Force Base, Va., and his fellow skydivers broke the record for canopy formation flying three different times. They eclipsed the old record of 53 people, set in 1996, by successfully executing 64-, 65- and 70-person jumps.

Since he got involved in skydiving in 1980, Colonel Strand has accumulated approximately 1,600 jumps. He has been involved in canopy formation flying since 1982.

The colonel explained that formation flying involves maneuvering a parachute in flight to "dock" with another parachute. To complete a dock, one jumper must hook his or her feet in the lines of the parachute directly below.

"The sport took off in the early 1980s, and people used to stack parachutes in a straight line, which was a very unstable formation," Colonel Strand said. "The parachutes had a tendency to rock back and forth in a pendulum motion, flinging jumpers from the bottom of the formation.

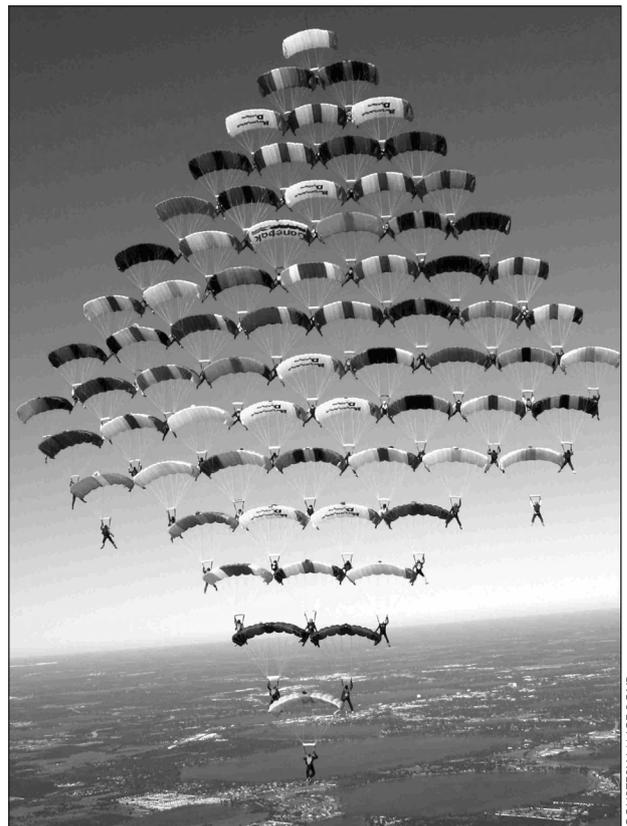
"Now, the most acceptable form of formation jumping is to form diamonds in the sky, which are extremely stable."

Colonel Strand said he first heard about the world-record attempt in April 2003, when he got off active duty. In the previous four years, he had completed four military deployments in Saudi Arabia, Bosnia, the Republic of Georgia and Germany. As a result, his skydiving skills were a little rusty.

"I used every opportunity to attend training camps to knock the rust off and was eventually selected to be part of the team," he said.

Colonel Strand said the event was very well organized. When participants weren't making attempts to break the record, they were making practice jumps. The colonel said he made a total of 20 jumps over the five-day period.

"Canopy formation flying is very physically demanding, particularly on the upper body," Colonel Strand said. "Jumpers have three sets of controls to maneuver the parachute to end up in their assigned slots. We had to fly our parachute 4 miles after jumping from one of four air-



COURTESY LANCE BOYD

Lt. Col. Doug Strand, an Air Force reservist assigned to Headquarters Air Combat Command, Langley Air Force Base, Va., was among 70 skydivers who established a new world record for formation flying Nov. 25-29 in Lake Wales, Fla.

planes at 14,000 feet. Then we had to set up to fly our parachute to hit a moving target traveling 30 mph and 'park' the parachute in a space the size of a car. All in all, the jumpers had less than eight minutes to complete the entire formation."

Colonel Strand said it was an honor breaking the record with the best jumpers in the world.

"I look forward to many more years of mentoring those new to the sport," he said. "Up there in a canopy formation, it's beautiful beyond belief. We hold a connection not just with parachute material and lines but with a mental connection and synergy that one can't begin to describe." ★

Nurse travels to Guatemala to help make a difference

By Maj. Ann Peru Knabe

Sometimes a service commitment does not fulfill a person's need to volunteer and serve others. Such is the case for Maj. Marcia Potter, who chose to integrate the act of giving into all aspects of her life.

Major Potter, a nurse with the 440th Medical Squadron, Gen. Mitchell International Airport Air Reserve Station, Wis., recently returned from Guatemala where she spent several weeks caring for a group of indigent people living in a garbage dump outside a remote village.

"It was eye-opening and heart-wrenching, to say the least," said Major Potter, contrasting the indigent Mayan clan's lifestyle to the typical U.S. standards of comfort. "We live in a throw-away society, and these people live in garbage piles."

The major explained that people of Mayan descent are often discriminated against in Guatemala and end up homeless.

Major Potter's missionary medical group pursued various fund-raising efforts for more than a year to pay for the trip. They hoped to make a change in the quality of the people's lives.

"While their situation was disturbing, it was unrealistic for us to change everything," she said.



COURTESY PHOTO

Maj. Marcia Potter (far right), a nurse with the 440th Medical Squadron, Gen. Mitchell International Airport Air Reserve Station, Wis., spent several weeks last summer with a group of medical missionaries providing care for people in Guatemala.

Instead, the group addressed immediate medical needs and shared their spiritual beliefs with the Mayans. Armed with duffel bags of donated medicine, the group treated people for stomach ailments, lacerations, burns and even pregnancy.

Major Potter describes their efforts

as making more than a dent — "a ripple would be more accurate," she said. "A ripple goes on and on, because one or more people cared, and it continues on in life affecting others." ★

(Major Knabe is public affairs officer for the 440th Airlift Wing at Gen. Mitchell IAP ARS.)

six-week Air Force Reserve Recruiting School at Lackland AFB, Texas.

Recruiters also have the opportunity to attend professional military education in residence or by correspondence.

For more information, contact your local senior recruiter. (Staff reports)

Air Force Logo Authorized on Jacket

Air Force Uniform Board members have introduced a new addition to the lightweight blue jacket.

"The Air Force chief of staff approved adding the Air Force logo to the existing lightweight blue jacket," said Senior Master Sgt. Jacqueline Dean of the Air Force Uniform Board.

A total of 300 jackets with the embroidered logo will be distributed Air Force-wide for wear testing. Airmen receiving the jackets will give feedback to the uniform board about fraying or other problems with the em-

broidery, Sergeant Dean said.

Anyone not issued an embroidered jacket can have the logo applied on their jacket by a local embroidery shop using certain guidelines.

The Air Force logo is to be embroidered in a polyester white meridian thread with a stiff tear-off backing, according to information provided by Libby Glade, Air Force clothing office chief. The total stitch count of the logo and lettering will be between 4,200 and 5,000 stitches.

The symbol is to fit within a two-inch square. There is a one-fourth inch space between the symbol's lowest point and the "U.S. AIR FORCE" type. The type is to be one-fourth of an inch high and 3.5 inches long, in all capital Arial font, 24 point.

The symbol is to be embroidered on the upper left chest. The dot in the center of the symbol is centered vertically between the shoulder seam and where the underarm side seam joins the arm-

hole sleeve and centered horizontally between the zipper and the sleeve arm-hole seam. (Staff Sgt. Melanie Streeter, Air Force Print News)

Military Leave No Longer Available for Technicians

Volunteerism in Air Force Reserve Command may suffer as a result of a new interpretation of how wars or national emergencies affect full-time military technicians.

Air reserve technicians can no longer use 44 days military leave while serving on active duty outside the continental United States, according to the Office of the Secretary of Defense for Reserve Affairs.

AFRC had interpreted the law to mean that only those who were activated or recalled in support of current contingency operations were prohibited from using this type of leave. Those who volunteered for active

duty were allowed to use the 44 days of military leave while supporting operations overseas.

"Once a national emergency is declared, no one can use it (the military leave)," said Margaret Keith, a human resources specialist in Headquarters AFRC's civilian personnel office.

She said the command expects this decision will impact volunteerism because technicians will have to use leave without pay.

"We know some employees may no

longer volunteer for contingencies if this is not available," Ms. Keith said.

Lt. Gen. James E. Sherrard III, AFRC commander, has asked Ms. Keith's office to submit a legislative initiative to change the law, thereby allowing technicians to use the leave during national emergencies. If approved, the change could take up to two years before becoming law, Ms. Keith said.

The 44-day leave program went into effect Feb. 10, 1996. Technicians can use the leave in conjunction with regular 15

days of military leave, annual leave, leave without pay, earned compensatory time and credit hours. (AFRC News Service)

Reservists Gain Unlimited Commissary Use, Other Benefits

The fiscal 2004 National Defense Authorization Act offers reservists and their families unlimited commissary privileges, better health

Reserve medical experts share their knowledge in Nepal

Four Air Force reservists from the 433rd Medical Squadron, Lackland Air Force Base, Texas, traveled to Katmandu, Nepal, in late September to help train a group of about 30 Nepalese military doctors, nurses and paramedics on how to most effectively deal with emergency patients.

Lt. Col. Josef Schmid, course co-director; Maj. Barbara J. Marchiando, course director; Maj. (Dr.) John Cottey, an emergency medicine physician; and Chief Master Sgt. Andrew Almazan, an emergency medical technician/paramedic, joined three active-duty Air Force medical specialists and one Navy doctor to teach the course.

"We're here as ambassadors of good will, first of all," said Maj. (Dr.) Patrick Brooks, a general surgeon at Wilford Hall Medical Center at Lackland. "We like to work with other countries and try to help them out."

Dr. Brooks said the course was designed to teach the medics and people without any medical experience how to best manage casualties — for example, how to appropriately categorize patients according to the medical care they need.

"The people in this country have more experience with major traumatic injuries in a military environment than we do in the United States," he said. "We want to learn from them, but also we're trying to train them."

Terrorists have waged a war on the Nepalese government for the past seven years, claiming about 4,000 lives. In 2002, Secretary of State Colin Powell visited Nepal and pledged the United States' support in helping stop the insurgency, leading to the establishment of the medical course for Nepal.

"Here's a country in need. Here's a country that's bleeding," said Michael Malinowski, U.S. ambassador to Nepal. "And here's the United States acting as a true friend, trying to literally stem the bleeding and get on with the healing of this country. I don't think you could get anything that could express the friendship between the two countries better than this training."

The five-day course included lectures, field training, a mass casualty exercise, and surgical training on both goats and human cadavers. Almazan said goats and humans have similar systems.

"As an instructor, it's gratifying to have people who really want to learn, who are eager to get in there and soak up every bit of knowledge," Chief Almazan said.



Chief Master Sgt. Andrew Almazan (center), medical services manager for the 433rd Medical Squadron, Lackland Air Force Base, Texas, helps Nepalese military doctors and technicians remove a simulated victim from a medical emergency helicopter during a training course in Katmandu, Nepal.

"They're like sponges. They soak up everything quickly."

Royal Nepalese Army Capt. (Dr.) Indu K.C. said as a result of the training they received, she and her fellow students will have more confidence in their skills when they treat patients in the future. ★

(Information for this article provided by JOSN Zachary Baddorf of the U.S. Navy, AFNEWS Tokyo, Yokota Air Base, Japan.)

JOSN ZACHARY BADDORF

benefits and an overall average military pay raise of 4.15 percent.

President Bush signed the defense bill Nov. 24. It allows members of the Selected Reserve and reserve retirees under age 60, as well as their families, to have access to commissaries on the same basis as active-duty people, retirees and their families.

The act authorizes a minimum pay hike of 3.7 percent for everyone, with additional increases for mid-grade and senior NCOs and mid-grade officers.

To improve readiness, the law permits the Department of Defense to provide immediate medical and dental screenings and care to reservists who are assigned to a unit that has been alerted or notified of mobilization. Reservists can obtain improved Tricare coverage until Dec. 31, 2004, under the following circumstances:

- Non-mobilized reservists and their families can enroll on a cost-share basis if the reservists are unemployed or their employers do not offer health insurance.

- Coverage for mobilized reservists and their families can begin up to 90 days before the start of the reservists' active duty. Previously, coverage started only when the active-duty period began.

- Coverage can continue up to 180 days after separation from active duty. Previously, coverage lasted either 60 or 120 days after separation, depending on the years of service.

Another change expands eligibility for family members to enroll in Department of Defense Dependent Schools on a space-available, tuition-free basis. In the past, this benefit was limited to families of reservists who were recalled from an overseas location. The change also permits DODDS enrollment if reservists are recalled from a continental United States location.

On Sept. 30, the president signed the FY 2004 DOD Appropriations Act, which allocates \$368.2 billion to operate and man all of DOD during the fiscal year that ends Sept. 30, 2004. This year Air Force Reserve Command gets \$3.47 billion, which permits a Selected Reserve end strength of 75,800: 74,140 traditional reservists and a full-time active Guard and Reserve cadre of 1,660 members. Last year the command received funding for an end strength of 75,600, which included 1,498 AGRs.

Pope's Puns



CARTOON BY MASTER SGT. W.C. POPE, WESTOVER AIR RESERVE BASE, MASS.

Under the reserve personnel appropriation, the Air Force Reserve receives nearly \$1.29 billion to cover pay, allowances, clothing, subsistence, travel and other related expenses. Last year's RPA budget was for nearly \$1.24 billion for the Reserve.

Some benefits offered by defense bills are not immediate because the DOD and Air Force must implement policies and programs to deliver them to service members.

Another \$2.18 billion goes to operations and maintenance funding to train, organize and administer the command this year. O&M funds pay for flying hours, depot maintenance, repair of facilities and equipment, travel and transportation, civilian pay, recruiting, and communication, as well as procurement of services, supplies and equipment. The command received an additional \$20-plus million

this year compared to last year's O&M budget.

That extra funding includes \$12 million to cover the transition of three C-9A Nightingale aircraft from the active force to the Reserve's 932nd Airlift Wing at Scott Air Force Base, Ill.

"This is great news for the men and women of the 932nd Airlift Wing," said Col. Oral Carper, wing commander. As a unit equipped with its own aircraft, the wing will focus "on providing an airlift capability to the Air Force by supporting the transportation of passengers, patients and cargo, while continuing to train and support our aircrews and aeromedical evacuation people," the colonel said.

Although funded for in a separate DOD account, the Reserve received \$5 million for equipment that will improve readiness and combat capability. (AFRC News Service) ★

