

ASSOCIATE PRESS

446th Airlift Wing ✕ Air Force Reserve
McChord Air Force Base, Washington
www.afrc.af.mil/446aw

A Look Inside the Associate Press

3

313th Airlift Squadron Airmen are ready to return to life as traditional Reservists.

5

Have your say about today's Air Force; join in on the Air Force Climate Survey going on now

8

A Day in the Life - Security Forces

October 2005

McChord's Home Team

Volume 27, Issue 10



Photo by Senior Airman Nick Przybyciel
Tech. Sgt. Shawnette Reach, 446th Aero-medical Evacuation Squadron, visits with a child staying at the a shelter on Lackland AFB, Texas. More than 10,000 evacuees were flown to the base after Hurricane Katrina hit.



Photo by Senior Airman Paul Haley
Evacuees from New Orleans line up to board a C-17 flown by the 313th Airlift Squadron.

Reservists rush relief *Crews airlift people out of devastated areas*

By Senior Airman Nick Przybyciel
◆ Wing Public Affairs

When the levees broke in New Orleans, few people were ready for what pored out of those gaping holes — and it wasn't just the water that took the country by surprise.

After the floods engulfed the city, unfathomable stories of misery and depravity soon followed, drowning our nation in feelings of helplessness and frustration. But, behind every gut-wrenching story, there was an Airman working for days without sleep in order to make things better.

Immediately after Hurricane Katrina left little more than battered buildings, shattered lives and a sea of misery in its wake, Reservists from the 446th Airlift Wing joined the

joint-force effort to provide relief.

A Reserve aircrew from the 313th Airlift Squadron flew the first C-17 aeromedical evacuation mission from Louisiana on Sept. 1. After dropping off support equipment and troops to Louis Armstrong International Airport, New Orleans, the crew took off to Atlanta with 66 injured patients on board.

Landing right behind their fellow squadron members, another Reserve aircrew from the 313th AS flew their C-17 into the New Orleans' airport. Braving austere landing conditions — no lights on the runway, severe thunderstorms and helicopters swarming all over the place — the crew eased the airplane down and waited for hours as their plane was loaded with victims.

See HURRICANE, Page 6

Aircrew responds for Rita

The first McChord crew out of the gate in support of Hurricane Rita was from the 313th Airlift Squadron here.

The Reservists left McChord in a C-17 Sept. 22, heading to Travis AFB, Calif., to pick up 400 patient litters and 800 cargo straps, before heading to Beaumont, Texas where the equipment was to be pre-positioned for possible use in evacuating non-ambulatory patients. Subsequently, the crew was directed to instead deliver its cargo to Lake Charles, La.

"We appreciate being a part of the effort to ensure the safety of Americans put at risk by this storm," said Maj. Keith Franke, 313th pilot. The major had led a Reserve C-17 aircrew just a few days prior, Sept. 15, trans-

porting relief supplies to Mississippi's Gulf Coast and New Orleans for victims of Hurricane Katrina. "We have a huge hauling capacity with this aircraft so we, along with other airlift units, can help make sure that what's needed most gets to where it will be most useful."

Both the Reserve 446th AW and active-duty 62nd Airlift Wing had crews on standby, ready to leave when the call for assistance came through command authorities.

During the first week following Hurricane Katrina, Team McChord evacuated more than 1,100 people from New Orleans and delivered more than 550 tons of equipment, water, food and medical supplies.

446th Associate Press
Volume 27, No. 10
October 2005

Oct. 24 is the deadline for articles in the November issue of the **446th Associate Press**.

All articles and photographs must be turned in to the 446th Airlift Wing Public Affairs office, Bldg. 1214, Room 124 by 4 p.m.

Wing Commander
Col. Eric Crabtree

Chief, Public Affairs
Lt. Col. Anna Sullivan

Public Affairs Officers
1st Lt. Jennifer Gerhardt
1st Lt. Larry Kohlman
2nd Lt. Reed Robertson

Public Affairs Assistant/Editor
Ms. Sandra Pishner

Staff Writers
Tech. Sgt. Wendy Beauchaine
Senior Airman Paul Haley
Senior Airman Nick Przybyciel

This funded Air Force newspaper is an authorized publication for members of the U.S. military services.

Contents of the **446th Associate Press** are not necessarily the official views of, or endorsed by, the U.S. government, Department of Defense or the Department of the Air Force. Editorial content is edited, prepared and provided by the Public Affairs office of the 446th Airlift Wing, (253) 982-3330 or DSN 382-3330. All photos are Air Force unless otherwise indicated.

Fall season brings wing plate full of opportunities

By **Col. Eric Crabtree**
◆ Wing Commander

Since this will be my last column written from my deployed home away from home, I want to take the opportunity to thank all of you who have kept things going while I have been deployed. It has been a very rewarding experience for me, and one that will give me a much greater understanding of the challenges other members of the wing and the Reserve command face as they deploy around the globe in the current war effort.

I look forward to seeing all of you again and catching up on the things that have taken place in your lives, jobs and families over the past four months.

I look forward to the Fall season in the

Pacific Northwest and I'm reminded of the changes that occur every year as Summer ends and children go back to school and we look toward a more settled lifestyle for a few months.

We have a practice exercise as a first step toward the Inspector General exercise coming up in June of 2006. I

hope all of you see it

as an opportunity to show Air Mobility Command what an outstanding unit the 446th Airlift Wing continues to be. There are also some staff assistance visits and other outside agencies coming to look at our processes and practices.

The key for all of us is to make sure we spend the little bit of extra time necessary to ensure all of our paperwork, training and unit duties are up to speed so success will come easily when it is time. Check on things like physical fitness, physical qualification, immunizations, family care paperwork, training



Col. Eric Crabtree

records, qualification sign off, and the like. Those things are the controllable factors in all of our Reserve careers.

Think about your personal development also, as you look to this season. We were fortunate as a wing to have Senior Master Sgt. Rob Belletti selected for PEP promotion to chief master sergeant. Those

of you who have competed know how few people get PEPed to chief by the Numbered Air Forces. It is a great personal honor to win out in that competition and it is an honor for everyone in the wing who has worked with Rob in any capacity. No one gets promoted completely on his or her own, it takes a team effort of individuals and supportive co-workers to succeed. Congratulations to Rob and all of his co-workers.

Hopefully you can take some time to reassess your personal development program. If it requires a little fine tuning or a jump start, now is a good time to do it. If you are right on track and satisfied with your progress, find a young person or a new member of the Reserve who can benefit from your mentoring and advice and give them the benefit of your experience. The strength of the Reserve program is its ability to function as a family, so find a fellow family member and help them out.

This month we celebrate Hispanic Heritage Month. Working in the coalition environment here at the Combined Air Operations Center has made me keenly aware of the great contributions a diverse force has to offer. Please take the opportunity to think some about your co-workers and the great things they offer from the variety of backgrounds and heritages they represent. Ask them about their lives and enrich yourselves by understanding their cultures. I look forward to seeing each of you soon and spending some enjoyable time working and relaxing together. Take care of yourselves and your families and keep up the great work you all do in the name of national defense.



The strength of the Reserve program is its ability to function as a family, so find a fellow family member and help them out.

Eric Crabtree

Three qualities earn NCO award

By Patti Holloway

◆ 446th Maintenance Group

Leadership. Mentorship. Community involvement. Check, check and check. These qualities and more led to the selection of Master Sgt. Ronald Riveira, 446th Maintenance Group, as the winner of the Chief Master Sergeant Arthur L. Morrison Memorial Award.

Sergeant Riveira, an Air Reserve Technician in the 446th MXG quality assurance section, was hired by Chief Morrison in 1990. According to a co-worker, he's become the section's number one inspector by outpacing his peers and directly contributing to increased mission capability.

"Ron works hard and gets the best results every time," said Senior Master Sgt. Scott Goetze, 446th Maintenance Operations Flight superintendent, who nominated Sergeant Riveira for the award. "When you think about the Air Force core values, Ron's there, getting the job done."

Sergeant Riveira also manages Voices of McChord, a volunteer singing group providing patriotic music for about 70 military and community events each year. He mentors the members to strive for highest standards of performance, and helped one become an entertainer in Tops In Blue.

"I was very surprised (to receive this award) because of the (high) caliber of people I work with in the maintenance group," said Sergeant Riveira. "I thought Chief Morrison represented (the) greatest example of mentorship (I've seen) in my Air Force career."



Photo by Patti Holloway

Master Sgt. Ronald Riveira (left), 446th Maintenance Group, points to a technical order reference for Senior Airman Jessica Verano, 446th Maintenance Squadron, during an inspection at the Heads-up Display Test Bench. Sergeant Riveira puts to work daily the mentoring skills that helped earn him the Chief Master Sergeant Arthur L. Morrison Memorial Award.

Chief Art Morrison, for whom the award is named, is remembered as the consummate citizen Airman. As described in the 446th Airlift Wing instruction on the award, the former maintenance superintendent's leadership of the enlisted force and his involvement in careers produced outstanding leaders. The wing instruction also reads that the award

recognizes the individual who best personifies the professional qualities portrayed and promoted by Chief Morrison.

"There's no other award I would have rather received," said Sergeant Riveira. "The Chief Morrison Award is the most meaningful award a maintenance person can receive."

Squadron starts to demobilize Oct. 24

By Sandra Pishner

◆ Wing Public Affairs

After 11 months of activated service, members of the 313th Airlift Squadron will begin the demobilization process Oct. 24.

Demobilization will be complete Nov. 30, culminating in 12 months of active service for the approximately 125 Airmen.

The squadron, flying C-17s,

took up the mission full-time of supporting operations in Southwest Asia, as well as other parts of the world, Dec. 1, 2004.

Details of the demobilization schedule are subject to change, however Airmen will receive briefings Oct. 24-28, covering topics such as medical, pay, family support and employer issues.

While the demobilization process starts this month, the squadron will not officially de-

mobilize until Nov. 30, according to Maj. Mark Boyd, 313th AS executive officer.

"You start the process 30 to 45 days out to give everyone ample time to take care of administrative issues, medical, ground training and just to prepare for returning to life as a traditional Reservist," said Major Boyd.

And it's not just a paperwork shuffle, during the entire demobilization process, the mission

must still be supported.

"During that time, you may also be flying missions, and completing required training. We have to allow enough time for everyone to get everything taken care of. People have individual issues to take care of, with medical being the most complicated.

Additionally, Airmen must be given the opportunity use the leave they have accumulated over the past year.

Hanging it up after 29-plus years

By Senior Airman Nick Przybyciel
◆ Wing Public Affairs

Upon arrival to the 446th Airlift Wing, newly-assigned Airmen are welcomed with a newcomer orientation, including an educational bus tour of the base.

With a grandfather's grace, the tour guide shows the new Airmen where all the roads on McChord AFB lead. When he steps off the bus, this longtime mentor is more than happy to provide directions for a ride that goes well beyond McChord's boundaries – this "ride" being their careers.

However, the ride is over for this source of guidance. In November, Chief Master Sgt. Monty Fields, special assistant to the wing commander, will retire after 29 years of distinguished service in the Air Force Reserve.

Chief Fields served in the Air Force Reserve since 1976, after spending four years on active duty in the Air Force, including two tours in support of the Vietnam War. His duty began at McChord, where he was assigned to the 446th Avionics Maintenance Squadron. He was promoted to the rank of chief master sergeant in 1996 and became the wing's sixth senior enlisted advisor.

In 1998, Chief Fields became the command chief master sergeant of Headquarters 4th Air Force, March ARB, Calif. Chief Fields acted as the liaison between the 4th Air Force commander and the more than 23,000 enlisted Airmen. Being able to represent all the fine Airmen in the 4th Air Force is one of his proudest memories, he said.

He moved back to McChord in Novem-



Photo by Senior Airman Nick Przybyciel
Chief Master Sgt. Monty Fields, special adviser to the 446th Airlift Wing commander, welcomes Airmen onto the bus for the newcomer orientation tour. Chief Fields retires in November.

ber 2002, serving as a special assistant to the wing commander. One of the programs the Chief is responsible for developing here is the enlisted career workshop, which teaches servicemembers techniques to help progress their careers.

The chief believes the keys to promotion are being up-to-date with professional military education and taking care of all mandatory career development courses. However, he has never set specific goals in regards to his own promotions. Instead, he has focused on obtaining as much knowledge regarding his job as possible, he said.

Some good advice came to the chief in his civilian career, where he spent 26 years with Washington State Parks before retiring in 1998. A mentor of his told him not to focus on the knowledge needed to fill the next higher position, but to learn everything necessary to fill the position above that one, Chief Fields said.

"That way, you're always looking ahead, two steps up," he said.

When it comes to mentoring, Chief Fields believes it's vital for supervisors to think outside of the box. Mentoring is much more than sitting down and talking about an individual's career, he said.

"Some of the best mentoring I got when I was a young troop was when we sat out behind the barracks with some of the older folks," he said. "We sat there and they told us some of their war stories. Telling war stories is one of the best forms of mentoring."

It's also important for leaders to always keep in mind the human element when making decisions. That's what makes the difference between a manager and a leader, Chief Fields said.

"Managers think that assets are airplanes or buildings. Leaders better think of assets as people, because that's the only real asset we have," he said.

Chief Fields' passion for shaping lives will not end with retirement. His wife for more than 35 years, Marsha, will continue teaching 5th grade until 2007. Until her retirement, he plans on spending time doing something he has always enjoyed – helping her students perform science experiments.



Photo by Senior Airman Nick Przybyciel
Lacey supports military

Senior Master Sgt. Steven Rector, right, rides with his family in the March For Military Families hosted by the Hawks Prairie Rotary in Lacey, Wash. The 3rd Annual March for Military Families, held Sept. 10, featured grand marshals from units at McChord and Fort Lewis. This year's Reserve honoree was Sergeant Rector, who is with the 446th Maintenance Squadron. The annual celebration honors military families from all branches of service.

Leaders encourage all to take survey

Air Force Reserve Command leaders want everyone in the command – military and civilian – to participate in the 2005 Air Force Climate Survey.

The survey runs from Oct. 1 to Nov. 23.

“Last year was the first time AFRC participated in the survey and the results were tremendous,” said Lt. Gen. John Bradley, AFRC commander. “The 33 percent participation rate sent a clear message that our people are committed to improving the Air Force.”

“This year our goal is 100 percent partici-

pation across the command,” he said.

The purpose of the survey is to make things better for people and their organizations. The survey measures how people feel about leadership, supervision, training, recognition and other aspects of the Air Force. This year’s survey also covers enduring competencies such as effective communication, teamwork, judgment, and adaptation under pressure.

“Since the survey software protects one’s identity, I encourage everyone to be honest and straightforward in their responses,” said

Chief Master Sgt. Jackson Winsett, AFRC command chief master sergeant. “The survey data will be as good as the respondents make it. It’s our opportunity to stand up and be counted.”

The survey can be completed online at <https://afclimatesurvey.af.mil/> anytime during the survey period from either a government or personal computer.

Results of the survey will be released in February to unit leaders. (*Air Force Reserve Command News Service*)

History of airpower sets base for future

By Master Sgt. Mitch Gettle

◆ Air Force Print News

To determine the way ahead, one must understand the heritage and history of the Air Force, Air Force Chief of Staff Gen. T. Michael Moseley said during his keynote address on the future of the Air Force at the Air Force Association’s 2005 Air and Space Conference and Technology Exposition in Washington, D.C., Sept. 14.

In World War I, the Allies were faced with breaking the German lines near the city of St. Mihiel. The Germans were entrenched and fortified, and it was up to Col. Billy Mitchell to plan the air offensive.

“First, (Colonel Mitchell) built a series of expeditionary airfields that had repair hangars, billeting, and messing facilities,” General Moseley said. “He then stocked them with fuel and munitions. For the opening shot he sent his fighters deep into German airspace to directly attack the German air force. This cleared the way for the bombardment squadrons to directly attack German headquarters, troop concentrations, staging areas, transportation infrastructure, and airfields.”

“What (Colonel Mitchell) and these early, intrepid Airmen dem-

onstrated in those frail (World War I) aircraft ... how they began to think and organize ... how they forever changed warfare — they have given us a sense of perspective and a way to understand our future,” he said.

Also, in understanding the future course for the Air Force, there are current challenges that must be met.

General Moseley cited three challenges the Air Force must tackle: focus on fighting the war on terrorism, continue to develop Airmen and recapitalize and modernize the inventory.

The Air Force has been involved in the war on terrorism for more than 1,400 days. After such a long time, as with most tasks, an air of complacency can set in, he said.

“Let me be clear: We cannot now, nor ever, lose sight of the fact that the mission of the United States Air Force is to fly and to fight,” General Moseley said.

It is the Airmen who fly and fight, and training those Airmen is an Air Force priority.

“We clearly have the best people in the world,” he said. “If we are going to ask our Airmen to defend this nation, then we owe it to them to give them the best opportunities for career development ... and give them the



Photo by Master Sgt. Jim Verhegyi
Air Force Chief of Staff Gen. T. Michael Moseley gives his keynote address on the future of air and space power during the Air Force Association's 2005 Air and Space Conference and Technology Exposition.

best possible standard of living and the best possible training.”

For the Air Force to train and fight, it has to have the proper equipment to ensure mission success.

“Old equipment is not a new problem,” General Moseley said. “We are operating the oldest inventory of aircraft in our history.”

The average age of the fleet has gone from 8 1/2 years old in 1967 to an average of 23 1/2 years old today, he said.

General Moseley commented on the way ahead for the Air Force and the four points that

will drive its future.

◆ The future total force must be not only adaptable to today’s fight, but also tomorrow’s fight and equally adaptable to unknown applications.

◆ It must be seamless among the active duty, Guard and Reserve components.

◆ It must operate in a joint environment; not only in what is purchased, but also in the way we fight, talk and think.

◆ It must be affordable.

“To meet these challenges though, we must continue to look for better ways to operationally exploit the air and space domain,” the general said.

General Moseley also spoke of the innovativeness and execution the pioneers of the Air Force used to overcome obstacles.

“Their work, their ideas, and their courage propel us toward an unlimited horizon of opportunity which is the birthright of your Air Force,” he said.

“So when someone asks you what the Air Force will be doing in the future, tell them this: We will do what we have always done,” he said. “We will stand on the shoulders of giants. We will take care of each other and every member of this great fighting force. We will innovate. And ... we will fly ... we will fight ... and we will win.”



U.S. Air Force Photo by Master Sgt. Lance Cheun
A C-17 flown by a crew from the 446th Airlift Wing heads for Dobbins AFB, Ga., with patients who were injured during Hurricane Katrina.



122 personnel carried in
1,119 evacuees carried out
10 vehicles, 278.4 tons of rolling stock
133 tons of meals-ready-eat; water delivered

Hurricane

Continued from Page 1

By the time the crew flew approximately 60 patients to safety in Atlanta, they had been on-the-clock for more than 20 hours. Exhausted, they volunteered to stay on-duty to rescue more hurricane victims.

However, they were told to rest and return to McChord, where they were immediately put back on alert status, said Maj. David Zeitouni, a pilot with the 313th Airlift Squadron.

In order to get the airport back on the grid, an aircrew from the 728th AS flew aviation power and light equipment into Louis Armstrong International Airport on Sept. 2. Their C-17 was then loaded with 164 evacuees and flown to Austin, Texas.

The efforts of the massive airlift mission helped clear the New Orleans' airport of injured victims and evacuees in four days.

The day Hurricane Katrina hit the Gulf coast, Maj. Julie Sawyer, 446th Aeromedical Evacuation Squadron, was counting down the days until she would be released from duty at Scott AFB, Ill. Cur-

rently activated, Major Sawyer was augmenting stateside aeromedical evacuations missing out of Scott AFB. Before the next day was over, she was one of two McChord Reservists coming for 34 pregnant women and their families being evacuated from Mississippi.

"I'm thinking I have about four more days until I am pleased to go home," said Major Sawyer. "My crew (and I) there were home free because we know there are no patients Tuesday. We had no idea we would wake up to on Aug. 30."

What Major Sawyer, a Master Sgt. Howard Halter, and with the 446th AES, woke up was a 6:45 a.m. alert.

Keesler Medical Center was flooded by the hurricane and remained without power except for emergency generators.

Keesler, adjacent to Biloxi, Miss., was in the direct path of the hurricane that hit the Gulf Coast Aug. 29.

"We picked up a total of pregnant women, one woman who had just had a caesarean section and her baby, and attendants, which included family members, and medical att-

Photo by Senior Airman Nick Przybyciel
Tech. Sgt. Leah Crawford, 446th Aeromedical Evacuation Squadron, hands out candy to evacuees at the Lackland AFB, Texas shelter Sept. 6. Sergeant Crawford has been on active-duty orders since Aug. 29.



Beyond the call of duty

Civilized chaos

Maj. Danny Berg, a critical care air transport nurse with the 446th Aeromedical Staging Squadron, was sent to ground zero four days after the hurricane hit, responding to calls of help in New Orleans. His civilian company, American Medical Response, chose Major Berg as one of seven medical professionals from Washington state to aide in relief efforts.

Serving as a registered nurse on an ambulance that was inundated with calls, Major Berg's company responded to more than 600 distress calls in one day alone. Here, Major Berg recounts one of the few light moments of the trip:

"My first recollection is transporting two 70 year-old sisters from the New Orleans Convention center on Sept. 5. They had been trapped in their home near the French Quarter for four days by the floodwaters and looters. Both were very proper Southern ladies and had beautiful accents...

"Both were dehydrated and had lacerations from their ordeal. I asked them if I could make them more comfortable and the elder sister replied, "Oh Honey, I am just looking forward to having a bite to eat."

"They then revealed that they had not eaten in two days and had only bottled water in their home. The security troops had given us Meals Ready to Eat earlier that day and I asked if I could 'make them up some food'. I laughed when they said that the beef patty in gravy "was the finest Northern meal they had ever had."

"I hoped they had, in the past, a limited exposure to 'Northern' cuisine."

Steppin' up

In an awe-inspiring display of compassion, Reservists from the 446th Aerospace Medicine Squadron pitched-in the weeks following Hurricane Katrina and helped contribute supplies to survivors who are being relocated to the Western Washington area.

After hearing a morning radio show discuss a local woman's plea for help, Master Sgt. Jeff Weber, 446th AMDS, decided to get involved, and solicited his co-workers for contributions.

The radio station asked its listeners for anything that could help an Olympian woman with family ties to Biloxi, Miss., who had relocated 25 relatives here in the storm's aftermath.

Sergeant Weber didn't expect much to come from his idea, but before long, more than 30 members of the AMDS overflowed an office at the squadron with donations.

Educating Katrina

Two 446th Airlift Wing Airmen learned a few things about hurricanes when they were caught in the path of Hurricane Katrina while attending technical training at Keesler AFB, Miss. Airman First Class Paul Melo, and Staff Sgt. Adam Harrison, 446th Maintenance Operations Flight, were both caught at the Air Education and Training Command base and rode out the winds and flooding in on-base shelters.

Airman Melo's class was told about the incoming storm, but not to expect classes to be canceled. They were further advised to study for the upcoming test. Of course, being hustled into a shelter before Katrina hit was a good sign the test was cancelled.

Airman Melo felt the shelter he was in was going to come off its foundation. In contrast, Sergeant Harrison felt his shelter shake just once, not from the storm itself, but a transformer that blew. For both, the lack of ventilation was the worse element of their sheltered existence.

"The worst part was seeing the children so uncomfortable. The kids were miserable," said Sergeant Harrison.

Aircrew Assistance

After flying the President's helicopter to Biloxi, Miss., crewmembers from the 97th Airlift Squadron ended up in Houston with a full day off. However, it would not be spent lounging around.

One of the pilots noticed an add in the newspaper for volunteers to help sort donations, and the entire crew decided to get involved. They wound up at the George Bush Convention Center in Houston, where they set up cots and helped in the medical treatment area.

A very intangible reward was given to the crew before they finished their day's work - the opportunity to see a family reunited in front of their eyes.

"The entire place erupted in applause; it was a very bright moment after such a tragic event," said Capt. Jennifer Kelsey, a pilot with the 97th AS.



Photo by Senior Airman Paul Haley
Mixed emotions run through the New Orleans airport as evacuees wait to be flown out.

dants," said Major Sawyer.

Shortly after 9 p.m., the C-17 Globemaster III landed at Lackland AFB, Texas where the women and their families were taken by ambulances and buses to Wilford Hall.

"That was a lot of work for only 1.7 hours of flying time," said Major Sawyer. "But, I'm proud to think I was on the first rescue mission that was able to airlift people with problems out of the hurricane zone."



Aircrews prepare for worst in simulators

By Senior Airman Paul Haley
◆ Wing Public Affairs

When riding aboard a C-17, it's nice to know the crew is practiced in nearly every emergency that could happen. However, it's difficult for pilots to practice flying a \$200 million aircraft after four engines stop working or there's a raging inferno in the cargo area.

Luckily for those of us who are at the mercy of the aircrew, they are prepared for these bizarre situations and more, with the aid of the simulator.

Simulator training is a quarterly requirement for pilots and loadmasters, where normal procedures are tested, as well as a topic of the quarter, said Byron Pitcher, loadmaster evaluator at the McChord AFB simulator.

The two different types of simulator at the complex, the flight simulator and the loadmaster station simulator, are networked and can be run separately or linked together for an evaluation of the entire crew, he added.

The Air Force is also working to link all C-17 simulators nation wide, to allow a large mission to be flown from several different locations at once.

The flight simulators are flight deck replicas with full-motion capability to allow pilots to have the feel of flying. It also has panoramic screens that show the full field of view the pilots would normally have from within the C-17. The motion is driven by three 50-horsepower electric motors, said evaluator pilot Larry Prose.

From the flight deck, the evaluator observes the pilots and has control over everything that happens in the simulation. For instance, when two of his pilots were making a normal climb after takeoff, Mr. Prose caused all four of engines to quit. The pilots had to try different methods of restarting them until they came back online.

The loadmaster station simulator isn't quite as elaborate. It's a station exactly like the loadmaster has at the front of the cargo bay in a C-17, with a large flat-screen on the

wall facing it to show the cargo area. Again, the evaluator controls everything that happens in the simulator, as well as acting as the voice of the pilot when the loadmaster needs to communicate with the flight deck crew.

While testing Master Sgt. Veronica Szymczak, 97th Airlift Squadron, Mr. Pitcher started a fire within the cargo bay. As she donned an oxygen mask and followed the appropriate checklists to control and contain the fire, it grew unmanageable.

"Sir, we have a serious fire back here, I recommend we jettison the load," she said.

As the screen showed the cargo door opening and the aircraft pitching to give a slope to the cargo bay, Sergeant Szymczak released the pallets and scattered the burning load over the pixilated ocean.

The loadmasters must pass their evaluations with 100 percent accuracy, said Mr. Pitcher.

"The simulator gives people a second chance," he said. "That's something they wouldn't get in real life."

Sailing

Continued from Page 12

while overcoming rough seas, living in conditions that were often cramped, and persevering through engine trouble.

Since a sail boat derives its power from a finicky source, Sergeant Harlan had to carefully gauge the winds and pay careful attention to the ever-changing weather.

"We let weather be the absolute guide for anything we did. We just flat-out did not go anywhere without checking the weather report," Sergeant Harlan said.

The roughest seas occurred during their return voyage, when the weather pattern known as the Pacific high dropped down a bit lower than Sergeant Harlan anticipated, causing the Pangea to rock in 40-knot winds. He described it as being, "really uncomfortable, but not really unsafe."

The first large setback of the trip occurred when the

Pangea's new motor got a hole in it, causing it to be inoperable. For more than a month, the Harlans found themselves stranded where their motor had failed them — the resort town of Cabo San Lucas.

Granted, stranded may be the wrong verb to use in relation to this popular resort.

Despite the obstacles, the trip was amazing, Sergeant Harlan said. After setting sail in Tacoma, they soon found themselves immersed in a tight subculture of sailboat "cruisers." The Harlans stayed in radio contact with many cruisers during the trip, and even met up with some of them throughout the voyage.

"We left on the trip thinking we would be in remote areas and need to rely on being self sufficient. That was true to a point," said Lisa. "We found we had a lot in common with the other boaters and soon found ourselves immersed in a very social climate."

The most rewarding aspect

of the adventure for Sergeant Harlan was the opportunity for he and his wife to focus their attention on the children for such a long period of time.

Sam, who is 11 years old, found an interest in fishing and recreational reading when he wasn't working on school work. He hit a growth spurt while on the trip, growing about a half-inch per month, Sergeant Harlan said.

However, Sam's growth wasn't solely physical. "He became a lot more confident in himself," his dad said.

Meanwhile, Jocelyn, 7, began to make her own stuffed animals during her free time. She grew an affinity for one named "Bunny," and the plush playmate didn't leave her side.

Lisa's favorite part of the trip was also the longest.

"I particularly liked the ocean crossings, said Lisa. "It was like staying home with the family for 20 days with no outside distractions. We became closer than we

thought possible and it will be an experience we'll never forget."

One of the toughest parts of the trip was the ending, as the Harlans had to adjust to a life where they weren't completely immersed in one another's company, Sergeant Harlan said.

Since returning home, the Harlans plan on maintaining the bond forged at sea. Their adventures as a family continue, albeit on a different level. Recently, they hoisted anchor and charted the produce section of a local grocery store. The mission was for each family member to pick an ingredient that would wind up in a communal salad later that night. While it may sound tame when compared to their previous adventure, think of it this way:

With two pre-teenagers allowed to pick any ingredient they wanted, you'd have to having a streak of derring-do in you to consume the final concoction.

A day in the life of Security Forces

Call to duty compels cops to serve

By Senior Airman Nick Przybyciel
◆ Wing Public Affairs

As the first rays of sunlight shine upon McChord AFB., Tech. Sgt. Patrick Alberts of the 446th Security Forces Squadron is out fishing, and getting paid in the process.

Granted, this type of fishing is much different than the type he enjoys doing off-duty. In his free time, this security forces specialist loves to throw a line out for lunger salmon in the Skokomish River in Shelton.

The catch he's after today is much different than a prized salmon, and not quite as elusive as the capricious fish.

What Sergeant Alberts is trying to hook is a speeding motorist. While serving on active-duty orders, catching speeders is one of the many tasks that Sergeant Patrick and other security forces reservists called to duty perform daily.

Like any fisherman worth his salt, Sergeant Alberts awoke at the earliest of hours in order to net his catch – 2:30 a.m. The bait he's using this morning is an open stretch of road on the east side of the base; a tempting treat that no lead-footed motorist can resist. His tackle is an ultra-precise laser radar detector, known as a LIDAR, that can read the speed of any motorist he points it at.

It didn't take long before he clocked a motorist traveling in excess of the speed limit, and the truck pulls over after Sergeant Alberts turns on his lights.

After approaching the driver, Sergeant Alberts radioed into security forces control with the scenario. He ended his call with what turned out to be good news for the motorist. "This will be my only brief and release," he said.

With his get-out-of-jail free card handed out, Sergeant Alberts gets back to work. Within an hour, he has netted two more speeders, including one Airman that was traveling 52 mph in a 30 mph zone. These two don't get off so lucky.

Military members who are pulled over receive a DD form 1408. This ticket does not carry a monetary fine. Instead, a copy



Photo by Senior Airman Nick Przybyciel
Tech. Sgt. Patrick Alberts, 446th Security Forces Squadron (left), radios in a motor vehicle violation. The driver received a \$275 fine for failing to stop at the gate and have her ID checked.

goes to the member's 1st Sergeant, and is also tracked by reports and analysis.

The other speeding motorist, a civilian contractor, was given a DD form 1805. These forms are the same as regular traffic tickets, summoning the motorist to Federal Court in Tacoma to pay a monetary fine.

"We're just like the civilian police departments," he said. "We enforce all the traffic and domestic laws for the state of Washington and the federal jurisdiction, as well. We also respond to accidents and injuries that happen on base."

Soon after handing out his last speeding ticket of the morning, he received a call backing up the previous statement. The security force's desk sergeant was informed of an injury at the fitness center, and he immediately dispatched Sergeant Alberts. With his car's sirens wailing, Sergeant Alberts was quick on the scene.

Upon arrival, he was met by the paramedics. They rushed into the fitness center, and were taken to the scene of the injury. An Airman who was lifting weights dropped the barbell on his face — along with 200 pounds of weights that were on it, witnesses at the scene said.

Sergeant Alberts snapped on a pair of

latex gloves and assessed the injury. The paramedics took over, leaving Sergeant Alberts free to help coordinate the injured Airman's ride to Madigan Hospital on Fort Lewis.

This call turned out to be a minor injury, but that doesn't mean that Sergeant Alberts doesn't have to deal with serious incidents. He has responded to four fatalities since 2001, when he began service with the 446th Airlift Wing, he said.

Another element of security force's mission is to secure the base's perimeter. The most visible reminder of this is the guards who check identification cards at the gates. It's here that another 446th SF squadron member is supporting the mission while on active-duty orders.

Staff Sgt. Jennifer Jankord, who has been on orders for 10 months, usually mans the base gates during her duty hours. She spends the majority of her 12-hour shifts on her feet, checking identification cards to ensure that no unauthorized personnel make it onto base, she said.

Like Sergeant Alberts, Sergeant Jankord starts her days well before dawn. She typically wakes up around 3:30 a.m. and

“Each problem that I solved became a rule which served afterwards to solve other problems.”

– Rene Descartes

**October
2005**

**Did you
KNOW**

Starting Oct. 24, 1983, Air Force Reserve airlift associate aircrews evacuated wounded Marines from Lebanon. Reservists flew 63 strategic airlift missions, transporting supplies and casualties into and out of Beirut.

Wing Commander's Call set for November

The next Wing Commander's Calls will be Nov. 6 and 20 in Hangar 5 from 8:30 to 9:30 a.m. Please attend one of these two opportunities.

Maintenance offers mentoring class

The 446th Maintenance Group hosts a mentoring class once a quarter beginning with the November UTAs.

The hour and a half class provides instructional and practical application of the process and procedures of mentoring. The class will be conducted in the 446th Operations Group auditorium in Bldg. 1216, starting at 9:30 a.m., Nov. 6 and 20.

Each Group and HQ/ASTS/AMDS is allotted 10 slots each. This class will also be included in the next career workshop. Please schedule your members by e-mailing Master Sgt. Doug Jones or Master Sgt. Scot Sherbert, 446th MXS career advisors.

Woodbrook gate posts new hours

The Woodbrook Gate to McChord's housing area has new operating hours. The gate will be open to traffic from 6 a.m., to 6 p.m.

Employer Orientation Day set for November

The next 446th Employer Orientation Day will be Nov. 19. The event was moved from October to prevent interference with a planned exercise. Nomination forms were in the August issue of the 446th Associate Press and are available from the public affairs office. Employers have to be in the nominating Reservist's "chain of command" at their job or from the human resources offices of the company. For more information or a nomination form, call the PA office at 982-3330.

Personnel flight closes Thursdays

The 446th Military Personnel Flight (including education and training, personnel systems management and information management) are closed every Thursday now until about Nov. 5. However, testing will still be conducted and the mail room will remain open.

Emergency situations will be addressed and handled as they arise. Call 982-9109 if you have an emergency.

Chief Master Sgt. Monty Fields retires

Two events will mark the retirement of long time 446th Airlift Wing Reservist, Chief Master Sgt. Monty Fields.

In a turning of the tables, Chief Fields is hosting a party Nov. 5, at the McChord Club to honor all military families for their service. Social hour begins at 6 p.m. and dinner at 7 p.m. The theme is Western, with cowboy music and chuck wagon fare for dinner. Tickets are \$10 per person. Contact Chief Master Sgt. Danny Bass, 446th Maintenance Squadron superintendent, at 982-8464. Dinner tickets are available on a first-come, first served basis.

On Nov. 6, Chief Fields' retirement ceremony will be at 2 p.m., at the McChord Club. Anyone interested in making a presentation should contact Chief Bass. Chief Fields has requested that in lieu of gifts, he would appreciate very much any donations to the Enlisted Heritage Hall. Chief Master Sgt. Roy Sheppard, 446th Aircraft Maintenance Squadron, is coordinating those donations. You can contact Chief Sheppard at 982-6928.

Fair provides health benefits information

A Federal Employee Health Benefits Fair will be Oct. 13 from 9 a.m. to 12:30 p.m. at the Chapel Support Center, Bldg. 746.

Representatives from the major health carriers have been invited to attend and will be available to answer questions about their health plans. Those wishing to attend must obtain prior supervisory approval if they plan to attend the fair during official work hours. This is an official function, so no leave should be charged to those who wish to attend. For more information, please contact Dinah Naputi, 982-3805.

Commissioning package due Dec. 30

Qualified individuals must submit their commissioning packages to the 446th Airlift Wing vice commander's office no later than Dec. 30. The qualification board will meet in January to verify applicants' qualifications.

For more information, contact Chief Master Sgt. Monty Fields, special assistant to the commander, 982-5526

Pass & registration office closes at noon

The 62nd Security Forces Squadron's pass and registration office (now located in Bldg. 100) closes at noon each Tuesday for training purposes. Regular business hours of 7:30 a.m. to 4:30 p.m. will be maintained on Monday, Wednesday, Thursday and Friday. Reserve weekend hours are from 10 a.m. to noon on Saturday only.



www.esgr.org

Promotions

Lieutenant Colonel

Michael Gainer, 446th AES
Bradley Holmgren, 446th AW
Robin Richardson, 446th AES
Anna Sullivan, 446th AW

Senior Master Sergeant

Dean Hardman, 446th CES
Joseph Steinbacher, 446th MXG

Master Sergeant

Philip Alcantara, 446th CES
David Burns, 446th SFS
Linda Cebollero, 446th AMDS

Technical Sergeant

Wendy Beauchaine, 446th AW
Kenneth Corbin, 36th APS
Angelow Deloria, 446th AMXS
Vanessa Gilbert, 446th SFS
Mark Gosling, 36th APS
Kevin Hawes, 446th AMXS
Christopher Johnson, 86th APS
Kristina Kelpis, 446th AES
Heriberto Maldonado, 446th AMXS
Cory Tsark, 86th APS
Jennifer Weekly, 446th ASTS

Staff Sergeant

Daniel Blas, 36th APS
Cameron Brooks, 446th MOF
Sean Colpitts, 446th ASTS
Heidi Hancock, 446th SVF
Jeremy Monsivais, 446th AMXS
James Hoepfer, 86th APS
Gerard Hudson, 446th AMXS
Justin Maser, 728th AS

Trieu Nguyen, 446th ASTS
Martin Peterson, 446th AMXS
Grace Qiu, 36th APS
Thomas Timney, 446th MXS
Loren Wells, 446th SVF
Mitchell Wheller, 86th APS

Senior Airman

Stephen Boyton, 86th APS
Conrad Calderon, 446th AMXS
James Goodrich, 446th AMXS
William Harwell, 446th MXS
Victoria Knight, 446th MXS

Airman First Class

Gabriel Velezmoya, 313th AS

Airman

Victor Dinarte, 446th SVF
Suzanne Young, 446th AES

Newcomers

Captain

Melinda Lepore, 446th ALCF

First Lieutenant

Jennifer Gerhardt, 446th AW

Technical Sergeant

Allyn Flake, 446th AMXS
Daniel Murphy, 446th MSS
Brian Rawhouser, 446th AMXS

Staff Sergeant

Tereza Addington, 446th ASTS
Joshua Bedwell, 446th AMXS
Adam Hansen, 36th APS

Bernadine Hiett, 36th APS
Matthew Hollyfield, 446th MXS
Rodney Lindemann, 446th AMXS
Charles McDaniels, 446th MXS
Cric Myers, 446th AMXS
Scott Samuels, 446th AMXS

Senior Airman

Curtis Buren, 446th AMXS
Lori Chadwick, 446th AMXS
Juanito Delarosa, 446th AMXS
Juan Duran, 446th AMXS
Louis Flores, 446th MXS
Michael Hickey, 36th APS
Casey Hinshaw, 446th AMXS
Ezra Johnson, 446th ASTS
Steven Jones, 728th AS
Raniel Ligno, 86th APS
Eric Rea, 446th MXS
Melissa Reimer, 446th AMDS
Crystal Simmons, 446th ASTS
Juan Vargas, 446th AMDS
Anthony Wiesner, 446th AMXS

Airman First Class

Michael Banks, 446th AMXS
Richard Casper, 446th AMXS
Joseph Dunn, 446th AMXS
Leslie Garrison, 446th CES

Paul Gillon, 446th AMXS
Marshall Hayes, 446th CES
Ryan Johnston, 446th AMXS
Travis Ostler, 446th AMXS
Ryan Ragutero, 446th MXS
Kristofor Russell, 446th AMXS
Lance Trujillo, 446th MXS

Airman

Kyle Endofhorn, 97th AS
Michael Richardson, 446th ASTS

Retirements

Lieutenant Colonel

James Covell, 313th AS

Senior Master Sergeant

Karen Renaud Williams, 728th AS

Master Sergeant

Cheryl Kelleigh, 97th AS

Technical Sergeant

Scott Frisina, 446th SFS
Stacey Julian, 446th AES
John Lathrop, 36th APS

Disaster relief agencies accept help, donations

The following organizations are accepting donations to assist with hurricane relief efforts.

American Red Cross - www.redcross.org or by mail to the American Red Cross, P.O. Box 37243, Washington, D.C., 20013.

Salvation Army - www.salvationarmyusa.org/USNSAHome.htm, or by mail to the Salvation Army, P.O. Box 4857, Jackson, MS, 39296-4857.

United Way - <http://>

national.unitedway.org, or by mail to the United Way of America, P.O. Box 630568, Baltimore, MD, 21623-0568.

— The Humane Society of the United States is accepting donations online at https://secure.hsus.org/01/disaster_relief_fund_2005 or by mail to the HSUS, Dept. DRFHBM, 2100 L Street, NW, Washington, DC, 20037.

Make the check payable to HSUS Disaster Relief Fund.



Photo by Tech. Sgt. Jeff Reinke
Tech. Sgt. Jeff Barsaloux, left, and Master Sgt. Wayne Ruedinger, help disable veterans get around at the Puyallup Fair Sept. 22. Sergeant Barsaloux and Sergeant Ruedinger, both with the 446th Aircraft Maintenance Squadron, were among eight Reservists who volunteered their time to assist veterans from the Washington State Veteran's Home.

Sailing across the ocean

By Senior Airman Nick Przybyciel
◆ Wing Public Affairs

With an increased deployment rate due to the War on Terrorism, it's rather common nowadays to have a servicemember missing from the shop for a prolonged period of time.

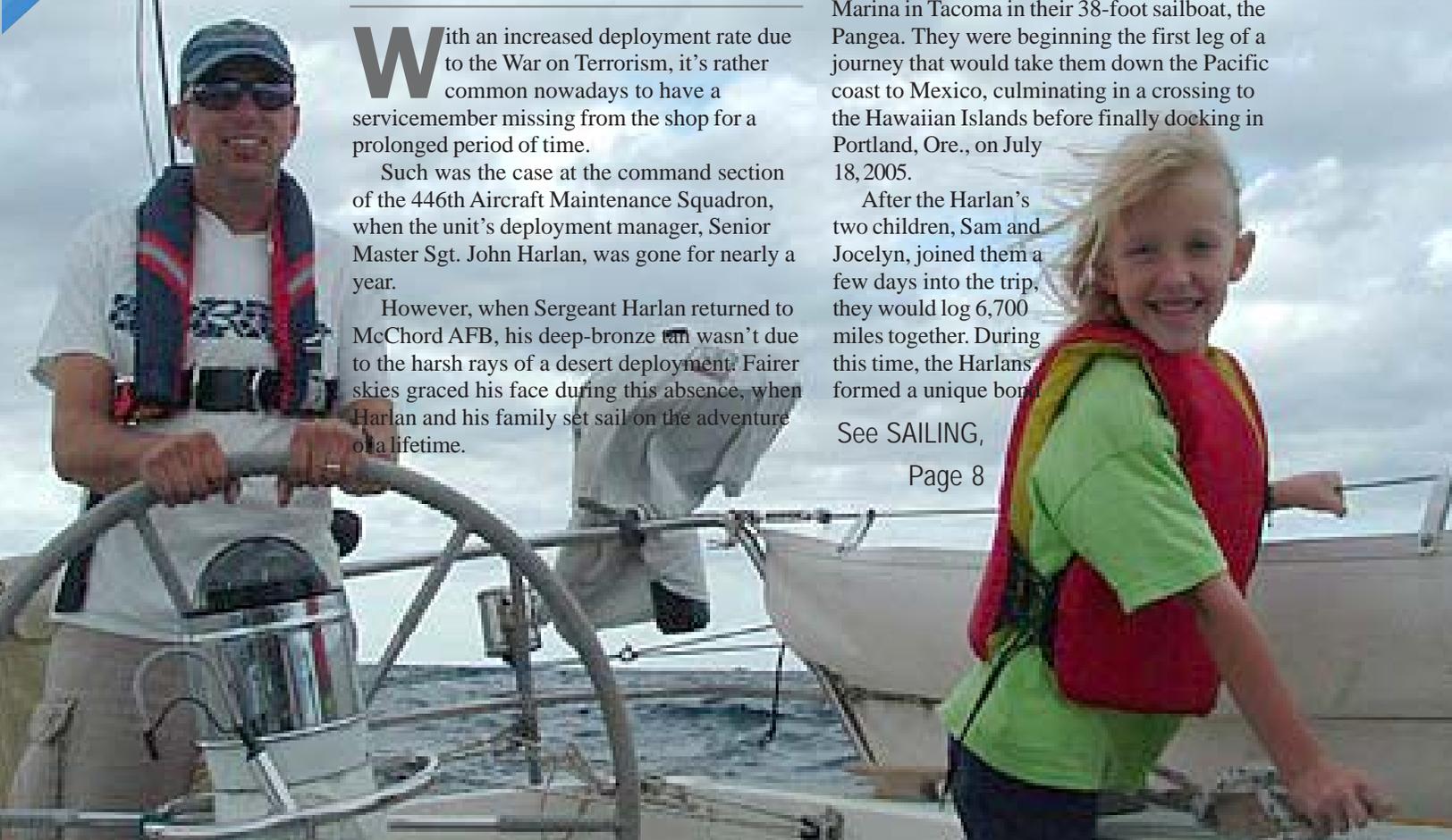
Such was the case at the command section of the 446th Aircraft Maintenance Squadron, when the unit's deployment manager, Senior Master Sgt. John Harlan, was gone for nearly a year.

However, when Sergeant Harlan returned to McChord AFB, his deep-bronze tan wasn't due to the harsh rays of a desert deployment. Fairer skies graced his face during this absence, when Harlan and his family set sail on the adventure of a lifetime.

On Sept. 2, 2004, Sergeant Harlan and his wife, Lisa, motored out of their slip at Tye Marina in Tacoma in their 38-foot sailboat, the Pangea. They were beginning the first leg of a journey that would take them down the Pacific coast to Mexico, culminating in a crossing to the Hawaiian Islands before finally docking in Portland, Ore., on July 18, 2005.

After the Harlan's two children, Sam and Jocelyn, joined them a few days into the trip, they would log 6,700 miles together. During this time, the Harlans formed a unique bond.

See SAILING,
Page 8



446th Associate Press



The Associate Press is printed for associates like 1st Lt. Jennifer Gerhardt, 446th Airlift Wing.

**ASSOCIATE PRESS
446TH AIRLIFT WING/PA
1214 BARNES BLVD, RM 100
MCCHORD AFB, WA 98438-1326
OFFICIAL BUSINESS**

**PRESORTED STANDARD
U.S. POSTAGE
PAID
TACOMA, WA
PERMIT NO. 800**