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Aeromedical evacuation squadron has up to 80 percent of its personnel activated

4

Saving sailors; how McChord Reservists came to the aid of a sunken Russian submarine and its crew.

6

The 446th Airlift Wing made this year's Air Expo a scorcher. Check out how hot it got, as we recap all the action.

Evacuating Katrina survivors



Photo by Senior Airman Paul Haley

One hundred and sixty-four survivors of Hurricane Katrina are evacuated from New Orleans to Austin, Texas aboard a C-17 Globemaster III flown by a 446th Airlift Wing aircrew Sept. 3.

Reserve aircrew flies 164 people to Austin, Texas

By Senior Airman Paul Haley
◆ Wing Public Affairs

One-hundred, sixty-four people were evacuated from New Orleans, to Austin, Texas, Sept. 3 in a C-17 flown by an Air Force Reserve aircrew from McChord.

The evacuation was part of a mission by the 728th Airlift Squadron that included bringing airfield supplies to Louis Armstrong International Airport, the only operational airfield for a city brought to its knees by Hurricane Katrina

"We're happy to do it," said Maj. Lee Hoggett, aircraft commander. "Every member of the crew volunteered for this mission."

See EVACUATION, Page 9

Aircrew flies one of first patient evacuations

By Senior Airman Nick Przybyciel
◆ Wing Public Affairs

Reserve aircrew from the 446th Airlift Squadron here is back home after flying one of the first medical evacuation missions into hurricane-ravaged New Orleans.

After flying about 60 hurricane victims to safety in a mission that began Sept. 1, the

crew returned to McChord Sept. 3, where they were immediately put back on alert status.

"We asked and begged to stay, but they said no," said Maj. David Zeitouni, a pilot with the 313th Airlift Squadron.

The crew originally departed McChord for Lackland AFB, Texas, which is the medical evacuation hub for Joint Task Force Katrina. Roughly 250 medical evacuation

missions have been flown from the base since establishing operations Sept. 1.

After arriving at Lackland, the aircrew picked up a team of aeromedical evacuation personnel and a mobile aeromedical staging facility team, both consisting of Reserve Airmen from the 433rd Airlift Squadron, Lackland AFB. It is the job of the aeromedical

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446th Associate Press
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Sept. 23 is the deadline for articles in the October 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.

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All photos are Air Force unless otherwise indicated.

Efforts in Southwest Asia worth applause, pride

By Col. Eric Crabtree
◆ Wing Commander

A unit of Soldiers calls its headquarters and the Soldiers report they are in contact with enemy forces and in need of ammunition. The coordination process starts and soon a plan is passed to an airdrop unit for tactics planning. The information is collected and a plan formed and passed to a forward flying unit and an aircrew. Aerial porters are alerted to ready an aircraft. Within a matter of hours the aircraft lifts off into the dark.

As the sun rises over the horizon, the airlifters join up with A-10 escort aircraft. Together they press into the mountainous terrain and descend to their combat drop altitude. As the run in to the drop zone begins, the A-10 pilots spot enemy troops firing from the nearby hillsides and break off to use their 30 millimeter guns to "suppress" the enemy fire. The airdrop crew presses on and drops two large Container Delivery System bundles that land within 10 feet of a designated drop point, delivering 3,300 pounds of much needed ammunition.

In another scenario a young Airman is involved in a vehicle rollover accident. The aeromedical team at the deployed headquarters gets a call to help schedule the transport of critically-needed blood to the forward base where he has been taken for treatment. They immediately go into action and put the airlift system to work to get 40 units of blood transferred to the hospital at the forward location. They find an airlift airplane about to take off and quickly get the containers of blood delivered to the flightline. Four hours later the young man is receiving the blood that saves his life.

Both of these scenarios sound like scenes for a movie script, but they are real examples from the third week of August 2005 of the kind of things that go on constantly over here in Southwest Asia. Those of you who have been deployed in all the various capacities of your Reserve specialties know the stories of often-heroic activities and the hard work it takes to make happen these events that are regular occurrences in a war theater. Being over here to observe first hand what our people, in all the many AFSCs that are represented, do to



Col. Eric Crabtree

support the efforts of the whole spectrum of forces deployed is really something that should make each of you proud.

Now closer to home, you have probably heard some of the debate about the Base Realignment and Closure process debate that is going on in Washington, D.C. McChord was never thought to be in

serious danger of closing, but we are one of the installations identified for a change. We will become a Joint Base with Fort Lewis in an effort to reduce duplication of some of our support activities. This is a DoD-wide initiative in response to the economics of competition for defense dollars in the national budget. The challenge for the leadership of the 446th Airlift Wing is to make sure our needs and concerns get included in the planning process.

Col. Rodney Bryan, 446th Mission Support Group commander, and some of the other members of the wing leadership have represented the wing at a planning meeting to discuss the implementation of the new concept and things are proceeding well as everyone involved moves into new territory. The two biggest promises are that we will not see any effect on our manning, and our organizational structure will not change. The host installation medical and dental services will undergo some change as they align with those at Madigan Army Medical Center. This is being addressed as a separate issue through joint medical channels. The point is, as we enter into this new concept, please don't hesitate to give the wing leadership your opinions and concerns. That way we can make sure the outcome is the best possible in supporting you and your families.

I'm now only one month from my return to join you at McChord. I hope all of you had a safe and fun summer and got a chance to spend some quality time with your families and friends. Take care and I'll see you soon.

Editor's Note: Colonel Crabtree is currently deployed to Southwest Asia serving as the deputy director of mobility forces.

Activation affects about 80 percent of aeromedical unit

By 2nd Lt. Reed Robertson
◆ Wing Public Affairs

On Aug. 1, the majority of the Airmen in the 446th Aeromedical Evacuation Squadron were mobilized for what could be two years.

Unit deployment manager Maj. Judy Krill, said 49 Reservists (representing about 80 percent of the unit) were activated. "We will be mobilized for 120 days in theater, back home for 120 days, and then back out for another 120 days," said Major Krill.

While at home between rota-

tions, the Reservists will remain AMC aeromedical assets and will be tasked to cover stateside missions and various exercises at home and abroad.

The one year mobilization coincides with the current Air Expeditionary Force schedule. These activated Reservists will deploy for AEF Cycle 7/8 (September 2005 – January 2006), return to McChord during the next cycle and then deploy again for AEF Cycle 1/2 (May 2006 – September 2006).

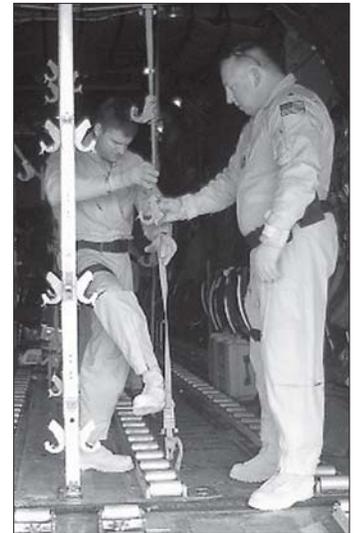
The AEF program is responsible for providing the right people at the right time and place,

to achieve success in the battle field. The conventional idea is Airmen are in a window of deployment for 120 days and after completion, will not be ordered to deploy again for about a year and a half. However, when the numbers of those eligible in any given window dwindle, the Air Force pulls from future windows.

In the aeromedical evacuation field, this has led to a more demanding AEF schedule.

Of the 17 aeromedical evacuation squadrons in the Air Force Reserve, five are activated for the

See AES, Page 11



File photo
Members of the 446th Aeromedical Evacuation Squadron set up litter stations in preparation for a mission. About 80 percent of the squadron is now activated supporting current operations.

Aircrew gives toddler life-saving lift

By Senior Airman Nick Przybyciel
◆ Wing Public Affairs

An aircrew from the 446th Airlift Wing helped Aug. 14 save the life of a 20-month-old Alaskan boy suffering from strep-B pneumonia.

Reservists from the 97th and 728th Airlift Squadrons airlifted the deathly-ill boy, Michael Hill, to Wilford Hall Medical Center, Texas, where he was in stable condition.

To help save Michael, the crew picked up six Airmen from the 433rd Aeromedical Evacuation Squadron and a 14-person critical-care air transport team from the 59th Medical Wing, both units out of Lackland AFB, Texas, before heading to Michael's rescue.

The AES crew had just landed from a training mission a half-hour earlier at Lackland AFB when the call for help came in. Despite being exhausted, they relinquished their crew rest in order to save the child, whose condition was worsening with each passing moment.

"We were tired, but once you get the call for something like this, there's an adrenaline rush," said Tech. Sgt. Lisa Hassell, a 433rd AES medical technician.

After picking up the teams of medical technicians and doctors, the aircrew flew a seven-



Courtesy photo
Personnel from the 433rd Aeromedical Evacuation Squadron, Lackland AFB, Texas, care for a seriously-ill toddler.

hour mission to Elmendorf AFB, Alaska. Once on the ground, the medical team surgically connected the child to a portable extra corporeal membrane oxygenator machine.

An ECMO machine functions as an artificial lung and is sustainable longer than a true bypass, said Maj. (Dr.) Cody Henderson, 59th MDW.

The AES crewmembers, who specialize in airlifting injured patients, stabilized the boy on the airplane. "We worked as a cohesive team just like we train, and we got the job done" said Staff Sgt. Mary Killingsworth, a

433rd AES medical technician.

With the toddler and his grandmother on the plane, the C-17 took off. Emotionally drained from worrying about Michael's treatment, the grandmother – who is Michael's adoptive mother – soon fell asleep on a litter the crew had set up for her. "She seemed like a pretty strong lady," said Master Sgt. Veronica Szymzak, a loadmaster

with the 97th Airlift Squadron.

In order to save Michael, the different crews had to cooperate perfectly.

"The Reserve aircrew from McChord, Lt. Col. (Lisa) Tank and her crew, were awesome. The combination of her crew and my crew made it possible that everything happened like a nice, fluid piece of music," said Capt. Frances Roberts, a 433rd AES flight nurse. (Senior Airman Jonathan Simmons, 443rd Airlift Wing, contributed to this report.



Photo by Kevin Tosh
A C-17 sits on the McChord runway waiting for a crew from the 4th Airlift Squadron. Along with the 313th Airlift Wing's mission to deliver support equipment to Russia, the active-duty crew flew a C-17 carrying a deep sea drone and U.S. Navy crew to Russia to aid in the rescue of the trapped submarine.

Reserve aircrew airlifts equipment to Russia

Mission diverts to support rescue

By Senior Airman Paul Haley
◆ Wing Public Affairs

An Air Force Reserve aircrew from the 313th Airlift Squadron here flew a mission Aug. 6 in support of a submarine rescue operation near Russia's Kamchatka Peninsula.

The crew's C-17 was diverted from a mission to Bahrain in order to deliver equipment necessary for the rescue of seven Russian sailors trapped in a submersible vessel.

They received notice of the change while waiting in Japan for a typhoon to pass so they could continue to Utapao, Thailand.

"When the alert call came, we thought we were on with our mission, but instead they told us we were going to Russia," said Capt. Michelle Wanner, aircraft commander for the flight. "None of us had watched TV in a couple of days, so we had no idea what was going on."

Their new mission was to bring a forklift, cargo loader and 10-man team, all from Yokota AB, Japan, to the Kamchatka Peninsula in Siberia. Ground crews in Russia needed the equipment to unload rescue equipment carried by other cargo aircraft.

A British air force C-17 and a C-5 Galaxy

from Travis AFB, Calif., were on the ground in Siberia waiting to unload, before the crew from the 313th AS arrived, said Master Sgt. Dave Stutts, loadmaster for the flight. Both the British C-17 and C-5 were carrying vital heavy equipment for the rescue operation.

The McChord crew expedited unloading its equipment and the ground crew went to work immediately upon the C-17's landing and clearing of customs, said Sergeant Stutts.

Since the mission changed so suddenly, the crew had to do all of its own planning, rather than receiving a complete flight plan from the Tanker Airlift Control Center, Scott AFB, Ill. It took the four pilots almost two and a half hours of planning before they could depart Yokota AB. Further complicating matters, there were reports of bad weather over the Russian airfield, said Captain Wanner.

The Russian airfield was surrounded by high mountains which only allowed one way in and out of the field, entering from and leaving to the east, she continued. Luckily, the reports of bad weather were exaggerated and the crew landed safely.

Staying on the ground only a short time, the crew was told to fly to Marine Corps Air

Station Futenma, Okinawa, Japan, to pick up a 60,000-pound crane, to further assist in the rescue.

"We didn't have enough fuel for the trip to Okinawa, so the Russians gave us 50,000 pounds of gas for free," said Captain Wanner. "Everyone was very expeditious; there was a real sense of urgency by everyone involved."

However, while the team was en route to Okinawa, the Russian sailors were saved. The crew returned to Yokota for a night of sleep before returning to Russia to pick up the equipment and team they had delivered.

On top of having to stay flexible and responding to a constantly changing mission, adding to the excitement was that Captain Wanner was being evaluated on the mission.

"I thought, 'You must be kidding,' when they told me the mission had changed. I couldn't believe it," Captain Wanner said.

However, the mission went very smoothly, overall, she continued.

"The crew really came together on this mission," she said. "There were a lot of things wrong, but everyone wanted to make it work. Seven lives were saved; that's what it's all about."

Reservists support peacekeeping

By Senior Airman Paul Haley
◆ Wing Public Affairs

An aircrew from the 313th Airlift Squadron here flew 95 Rwandan soldiers to Al-Fashir, Sudan, July 17 as part of NATO's support to the African Union Mission in Sudan.

The U.N.-endorsed mission provides peacekeepers to the Darfur region of Sudan, which is facing a humanitarian crisis. The crisis, caused by an internal conflict between militia members and civilians, has already cost more than 200,000 lives and displaced more than 2 million people.

The flight began in Cairo, Egypt, where the crew configured seats for the trip.

After arriving in Kigali, Rwanda, the crew waited on the runway as the troops they were transporting participated in a farewell ceremony, complete with a military band and honor guard with fixed bayonets. During the ceremony, high-ranking members of the Rwandan army boarded the C-17 from McGuire Air Force Base, N.J., for a tour.

"The Rwandans were amazed at the level of technology on the C-17," said Senior Airman Gary Washington, one of two Reserve

loadmasters on the flight. "The aircraft we were flying only had 340 hours on it. It looked brand new."

Following the dignitaries' tour, the 95 soldiers and officers boarded the C-17 to begin their mission.

"The most difficult part was the language barrier," said Tech. Sgt. Phillip

Derenski, the other loadmaster on the flight. "Their colonel spoke mid-level English, and he was the only interpreter."

Airman Washington agreed, saying the easiest way to communicate was with hand signals and a few English words that some of the soldiers knew.

The two loadmasters pointed out the emergency exits, showed the men how to



Photo by Staff Sgt. Bradley Church

Tech. Sgt. Phillip Derenski, 313th Airlift Squadron, talks on board a C-17 with Lt. Kadhafi Ntayomba, a pilot with the Rwandan Forces. A McChord Reserve aircrew airlifted 95 Rwandan troops from Kigali International Airport, Rwanda, July 17 to Sudan in support of the U.N.-endorsed African Union Mission.

fasten their seatbelts and where to get airsickness bags; all without a translator.

Airman Washington said the troops were extremely well-disciplined. Many of them were scarred and looked battle-hardened. The toughest-looking one of the bunch was the 5-foot-5-inch tall colonel who led the detachment and carried a swagger stick.

"I don't think he smiled one time," Airman Washington joked. "He really looked like he was willing to use that stick."

Luckily, that wasn't necessary. Another break is that no one got sick during the flight.

"It seemed like they were used to flying; just nothing as new as the C-17," said Airman Washington.

Thirty minutes before landing, the crew started distributing the Rwandans' gear. The airfield was in a hostile fire zone, Airman Washington said, so the troops had to be ready to fight as soon as they left the plane.

"The only thing we couldn't do was issue ammunition," Airman Washington said. "We had to wait until they were off the plane before we could let them load weapons."

As the men were receiving and donning their load-bearing equipment and backpacks, Sergeant Derenski and Airman Washington extended the seats to allow the troops to strap back in while wearing their gear.

"The soldiers were completely enamored with the plane," Airman Washington said. "I don't think they've ever flown in anything that comfortable and smooth."

Landing in the hostile area wasn't an unusual challenge, said Maj. Brad Johns, aircraft commander for the flight.

"You need to be prepared to fly into anything based on your training," he said. "It really wasn't any different from flying into Baghdad."

Airman Washington said the mission was exciting because he hasn't had many opportunities to fly armed troops into a dangerous area.

"We don't get to set up the centerline seats very often," he said. "It's a real jump to go from 12 to 95 troops."

In addition to enjoying the chance to use skills that aren't frequently called upon, Airman Washington was also glad of the purpose of the mission.

"We just did our part," he said. "I was proud that we got the chance to help."

Major Johns also said he liked the change.

"It was definitely strange bringing Rwandan peacekeeping troops to Sudan," he said. "It was nice doing something different than what we've been doing in Iraq and Afghanistan."



The soldiers were completely enamored with the plane. I don't think they've ever flown in anything that comfortable and smooth.

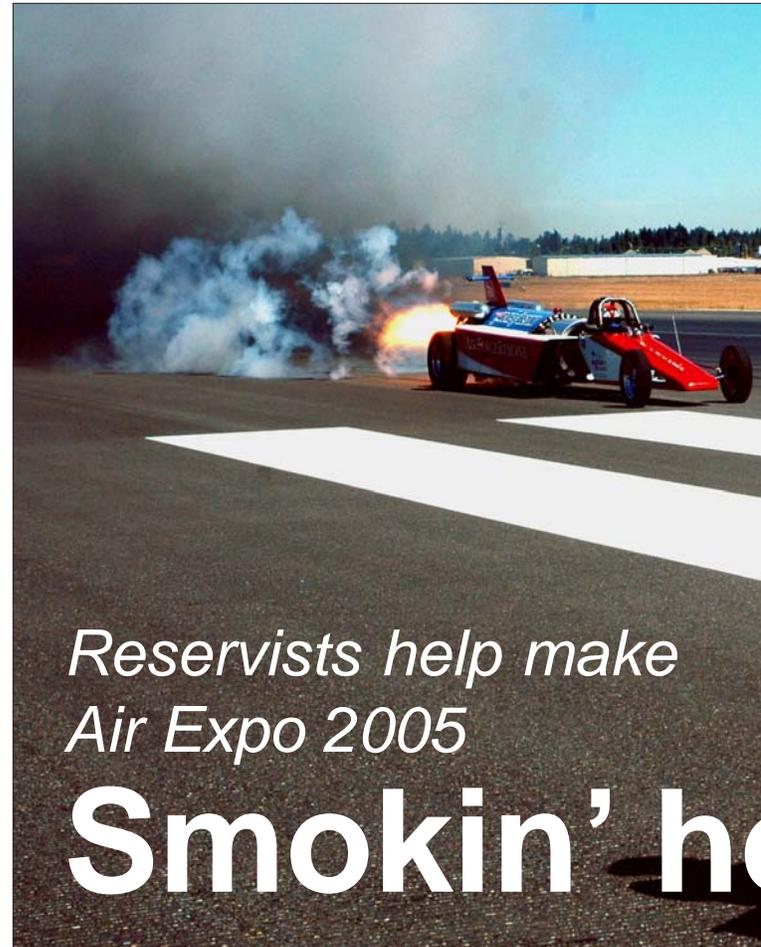
Gary Washington



Air Force Reserve jet car crew chief William Braack, left, helps the driver, Scott Hammack, get his gear on before the jet car race. Braack is a retired C-141 flight engineer from the 313th Airlift Squadron.



Reserve aerial port Airmen demonstrated the loading capabilities of a 60K loader at the 446th Airlift Wing's static display.



Reservists help make Air Expo 2005

Smokin' hot

William Braack gives the driver, Scott Hammack, the signal to start the race. Despite a 200 mph head start, the car was quick to catch up.

Story and photos by Senior
Airman Nick Przybyciel
◆ Wing Public Affairs

The weather wasn't the only thing heating up McChord AFB's flightline July 30-31 during Air Expo 2005. Airmen from the 446th Airlift Wing did their part to make sure the show was a hot event, as well.

Airmen from the 728th Airlift Squadron demonstrated the airdrop capability of the Globemaster during the event. Flying in low over the runway, the loadmasters sent cargo pallets careening out the back of the C-17. The parachutes deployed, and the pallets floated through a cloudless sky to the ground.

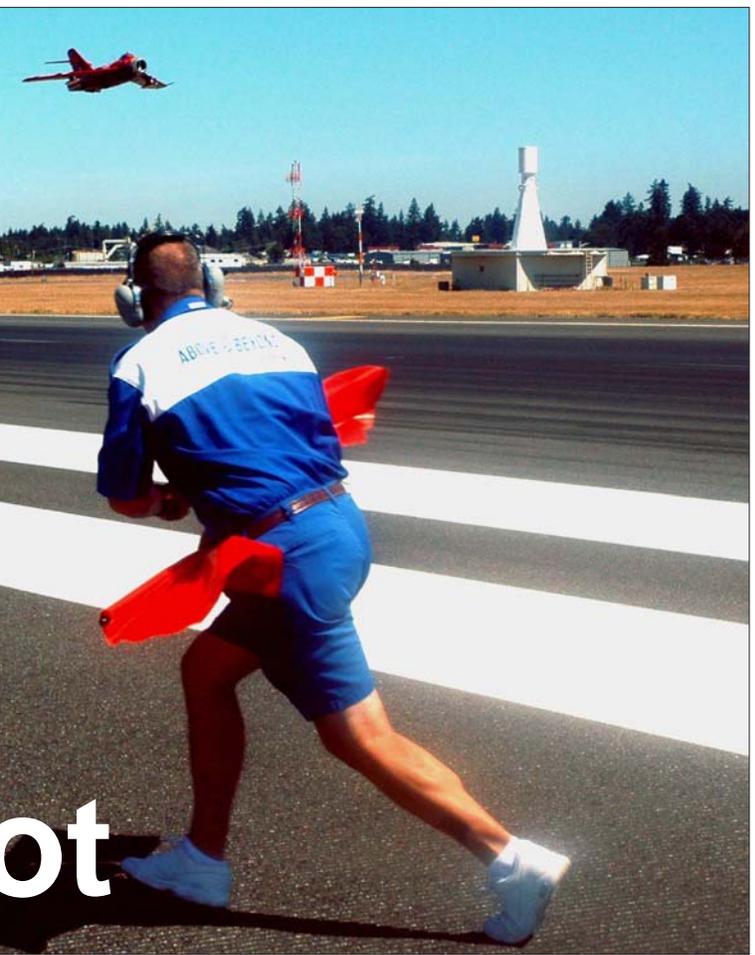
The view of the C-17 wasn't limited to just this fly-by. Servicemembers in the 36th and 86th Aerial Port Squadrons

welcomed spectators into the belly of the hulking aircraft at a static display. They also showed off some of the equipment used to support the Globemaster, such as the 60K-loader.

Meanwhile, the 446th Aircraft Maintenance Squadron served food to hungry spectators at a concession stand, one of five manned by Reservists.

Air Expo staff and volunteers were treated to some spicy times of their own at a pre-party thrown in Hangar 3 July 29, where local performer Vicci Martinez opened up for the band The Presidents of The United States of America.

And if all this wasn't enough to increase someone's body temperature a few degrees, the Air Force Reserve jet car may have done the trick, as it blasted its way to a speed of 400 mph in less than eight seconds.

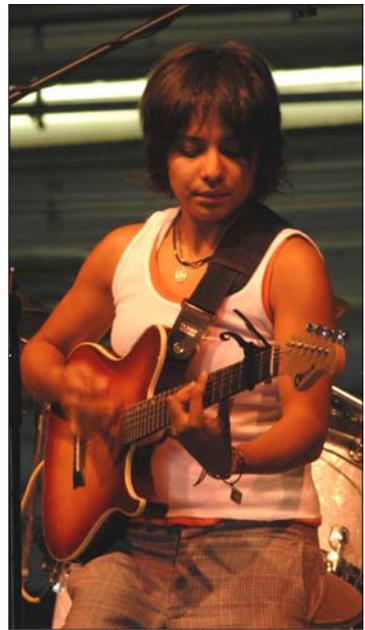
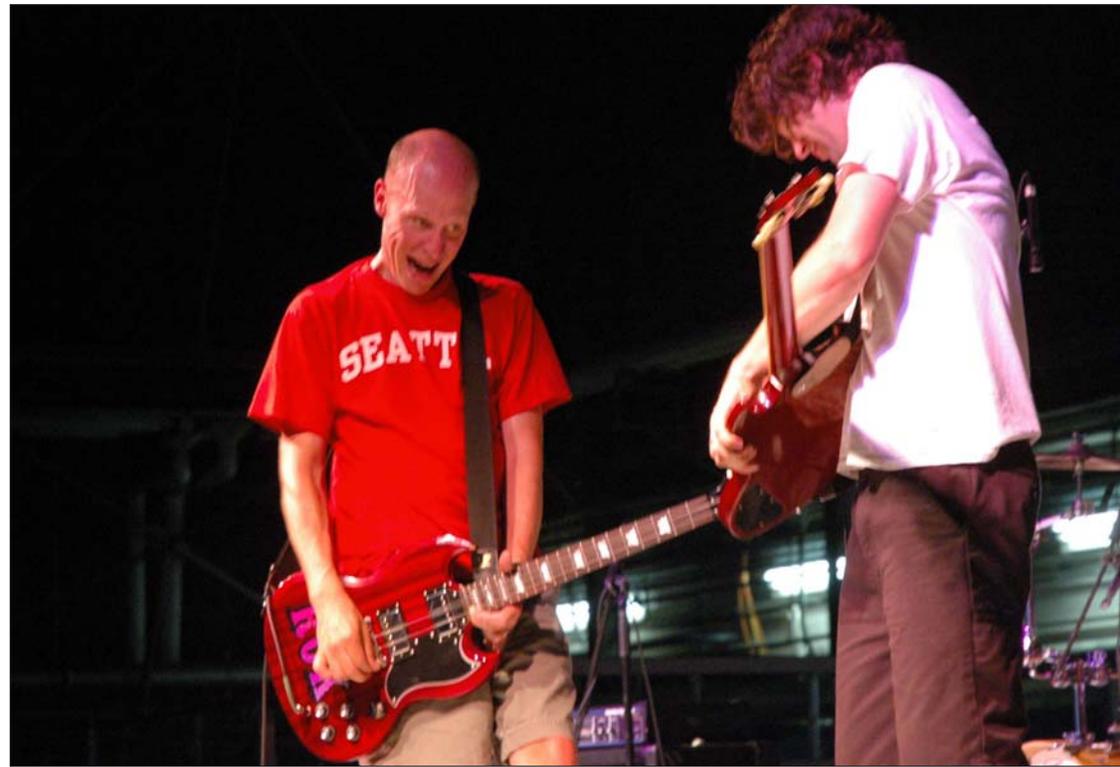


ot

to go as the MiG fighter he's racing closes in on the starting
ch up and eventually overtake its airborne cousin.



A C-17 flown by members of the 728th Airlift Squadron kicks
off Air Expo 2005 with a container delivery system airdrop
demonstration.



Vicci Martinez (above) and
the Presidents of the United
States of America (left) rock
Hangar 3.

C-17 runs off Bagram AB runway

By Capt. Mark Gibson
◆ 455th Air Expeditionary Wing

AC-17 Globemaster III rolled off the runway while landing at Bagram AB, Afghanistan Aug. 6, damaging its nose and right main landing gears.

As a result, the runway was closed, but quick action and creative thinking by Air Force and Army engineers had the runway fully active again in less than 30 hours.

There were no injuries in the incident. The cause of the incident is under investigation.

When it came to rest, one of the C-17's wings extended over the active runway, so the aircraft had to be moved. However, air operations continued while the C-17 was moved. The C-17 measures 174 feet long with a wingspan of 169 feet.

Aircraft diverted to other airfields and were able to continue combat missions supporting ground forces.

Nevertheless, moving the aircraft proved to be a complicated process, said Col. Donald Jones, 455th Expeditionary Mission Support Group commander, who directed the effort.

The hardest part of the process, he said, was determining a way to lift the nose of the aircraft without further damaging it.

The team removed 105,000 pounds of fuel and unloaded 55,000 pounds of cargo, with the remaining gross weight of the aircraft estimated at 300,000 pounds. Because of the tilt of the aircraft, the cargo could not be removed by forklift through the cargo door.



Photo by Capt. Mark Gibson

Airmen and Soldiers join forces to move a C-17 Globemaster III that ran off the runway at Bagram AB, Afghanistan Aug. 6.

The cargo pallets had to be broken down into individual boxes, pieces and parts were removed through the crew door.

Next the team had to replace the C-17's unusable landing gear. Their solution was a flatbed trailer, crane and railroad ties.

The aircraft was lifted with the crane, inches at a time, and wood was placed under the nose to support it. The team backed the flatbed tractor trailer under the nose and removed the wood. Straps were tied to the trailer and passed through the pilot's windows and open doors to secure the aircraft

on the truck.

The team assembled metal airfield matting provided by Army engineers to roll the aircraft onto the runway. The Army engineers also provided two bulldozers and the flatbed to drag the aircraft to a parking ramp.

A ring of people around the aircraft used hand signals and walkie-talkies as they inched the aircraft down the runway through three 90-degree turns to its parking spot.

The aircraft is assigned to Charleston AFB, S.C. (Courtesy of Air Force Print News)

AFRC surpasses recruiting goal

By Senior Master Sgt.
Elaine Mayo
◆ AFRC Recruiting Service

For the fifth consecutive year, Air Force Reserve Command has exceeded its recruiting goal.

This year is the earliest the command has achieved its annual requirement. The recruiting year ends Sept. 30.

AFRC Recruiting Service met its 2005 recruiting year goal on Aug. 11 when it gained its 8,800th recruit, and the number of re-

cruits continues to climb.

As of Aug. 22, recruiters reported a record 9,048 accessions, moving the command closer to meeting its congressionally mandated end strength of 76,100 before the end of September.

"It's a tough recruiting environment for all the military," said Col. Francis Mungavin, AFRC Recruiting Service commander. "We've been able to overcome the challenges and meet the requirements. I'm very happy we were able to make goal and will continue to work toward 100-

percent end strength."

In a congratulatory memo, Lt. Gen. John Bradley, AFRC commander, wrote: "You continue to amaze me with your accomplishments as the best recruiting force in the Department of Defense — the first force (active and Reserve) to achieve annual goal and one of only two Reserve recruiting components on target to make goal by year's end." (Courtesy of Air Force Reserve Command News Service)

446th in a nutshell

"It's been a great year for recruiting," said Senior Master Sgt. John Roberts, senior recruiter for the 446th Airlift Wing.

Sergeant Roberts said the wing made its goal July 27, and should finish the year with 267 recruits, or about 20 percent above the goal of 222. The wing has exceeded its goal four times in the past 10 years.



Photo by Senior Airman Paul Haley

New Orleans survivors of Hurricane Katrina board a C-17 flown by the 728th Airlift Squadron Sept. 3.

EVACUATIONS

Continued from Page 1

The crew originally thought they would be bringing medical evacuees to Lackland AFB, Texas, but discovered upon landing that they would instead be part of a refugee evacuation to Austin, Texas.

"This was the first plane load to come in to Austin," said Sgt.

Scott Depue, an Austin Airport Police officer.

Every bit of available space was used to carry the nearly 200 evacuees and what few belongings they brought with them. Among the evacuees were a new mother and her six-day-old infant.

One of the two loadmasters for the trip said the high number of passengers wasn't a com-

pletely unusual situation to him.

"We don't do it regularly, but we study up on it so we know how to handle the situation if it comes up," said Staff Sgt. Joe Brown, 728th Airlift Squadron.

A relief aircraft lands at Louis Armstrong every 40 minutes, bringing much-needed supplies in and refugees out, said Senior Master Sgt. Curtis Berge, a member of the 621st Contingency

Response Wing from McGuire AFB, N.J.

The equipment brought to the airfield will help the CRW expand its night operations, said Sergeant Berge.

The 446th Airlift Wing crew returned to McChord Sept. 3 and returned to alert status for future missions supporting Hurricane Katrina relief efforts.

PATIENTS

Continued from Page 1

evacuation team to stabilize and provide support to patients while in flight. The MASF team acts as a triage unit on the ground.

From Lackland, the C-17 Globemaster III flew directly to Louis Armstrong International Airport, New Orleans. "We were parked not even 300 feet from the helicopters that were dropping off victims. They didn't stop coming — several a minute would land," Major Zeitouni said.

Landing conditions were austere at the airport. There was no electricity for lights to guide the C-17, and the crew was told to prepare to land without the help of instruments. Visibility was already poor due to a thunderstorm, and helicopters were swarming all over

the airfield, Major Zeitouni said.

After touching down safely, the medical teams went to work. Seven hours later, the C-17 was headed to Atlanta to drop off the injured victims — four of which were in critical care.

Exhausted after a 20-hour mission, the crew was finally able to rest-up in Atlanta before heading home.

Although Major Zeitouni expressed frustration with being routed back to McChord — only to go on alert again — he was thankful for the opportunity to provide relief, and wants to get back into the region as soon as possible.

"Overall, I'm glad we got called to New Orleans to help out. It's a mess down there," he said.



Photo by Senior Airman Heather Norris
Master Sgt. Howard Halter, from the 446th Aeromedical Evacuation Squadron at McChord, carries the front end of a stretcher as patients are off-loaded from a C-17.

“If a man does his best, what else is there?”

– Gen. George S. Patton

**September
2005**

**Did you
KNOW**

Reserve units transported more than 650 tons of humanitarian cargo, including relief supplies and equipment, following Hurricane Hugo’s damage to South Carolina and the Caribbean in September 1989.

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.

Reserve pay office closes for upgrades

Due to an upgrade in the new pay system and training being conducted, the Reserve Pay Office will be closed Sept. 21-26.

The Reserve Pay Office will be up and running again on 27 Sep 05, so please disseminate this message to all deployed personnel. If you have any questions please contact the pay office at 982-9117.

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, 446 MXS Career Advisors.

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.

2006 UTA schedule available online

The FY 2006 UTA schedule is available on the McChord Sharepoint intranet page at:

<https://446aw.mcchord.af.mil/446MSG/446MSS>

Sharepoint Webmasters, for ease and convenience, can create a link to this schedule on their respective squadron homepages.

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.

Bowlers sought for 446th AW teams

It’s time for the 2005 - 2006 Intramural Bowling Season again. Interested bowlers should call Master Sgt. Gerry Avena at 982-3518. The goal is to get two teams to represent the 446th Airlift Wing. Last year’s wing team finished in 4th place out of 18 teams. The cost of bowling is going to be \$9.00-11 (actual cost to be determined) plus a one time ABC/WIBC registration fee. Bowling is Tuesdays at 6 p.m., with warm-ups starting at 5:50 p.m.

BRAC officials set for October visit

The Base Realignment and Closure Commission will send a team to McChord from Oct. 5-8 to gather more information about the proposed joint basing of McChord and Fort Lewis. Col. Rodney Bryan, 446th Mission Support Group commander, is the BRAC point of contact for the wing.



Photo by Senior Airman Paul Haley
Col. Mike Mahan, 446th Operations Group commander, hands a rose to Glennece Thomas following the 446th OG’s spouse orientation flight Aug. 27. The flight provides spouses an insight as to what their Reservists do when on duty. After the flight, the spouses each received a rose from Colonel Mahan and a coin from Lt. Col. Steve Vautrain, 446th OG deputy commander.

AES

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same period, and rotate in and out of the theater of operations every 120 days. This approach provides AMC with dedicated, available resources for the period of the activation, and allows for a larger period of time before the unit is tasked again.

Because of this intense schedule, training and deployment preparation for Reservists in this medical career field is very demanding. Major Krill, an agency nurse, is responsible for preparing her unit members for deployment.

“To remain current in all our job skills, we need to do more than one weekend a month and an annual tour each year,” she said. “We have to stay current in our soldiering skills, flying skills and medical skills. This requires us to be here often.”

With the operations tempo as high as it has been for these Reservists, it doesn't take long to find someone who is a veteran of deployments.

A medical technician, Tech. Sgt. Eugene Simms certainly has seen his share of deployments. Over the years, he has deployed in support of Operations Desert Storm, Enduring Freedom, and Iraqi Freedom. In addition to these operations, he has been to Germany and the Pacific theater.

Caring for the wounded as they fly out of Balad, Iraq back to Germany, Sergeant Simms will be routinely operating in dangerous areas. However, the danger posed by flying in and out of hot zones is diminished in his mind by the importance of the mission.

“There's more anxiety about correctly performing our job than about the dangerous areas we may go in,” said Sergeant Simms.



The folks we are moving deserve the best care we can give them. That's what drives us to do what we do.

Eugene Simms

“The folks we are moving deserve the best care we can give them. That's what drives us to do what we do. We don't let the other stuff bother us.”

Even with the high operations tempo in this squadron, there are still some who are deploying for the first time. Airman 1st Class Larry Jones is a first-term medical technician in the squadron.

“I'm very excited to finally get to go somewhere. I've wanted to go other places, but had not attended technical school and wasn't eligible. Now I'm just excited to get out there and do our job,” said Airman Jones.

Airman Jones works as a lab and X-ray technician in his civilian employment. His employer, The Doctor's Clinic in Bremerton, is very supportive of his mobilization. “I told them as soon as I found out we were deploying, and they've been great (in supporting me),” he said.

For the wounded being transported to medical facilities around the world, these aeromedical evacuation specialists represent their ticket to safety and recovery.

As of Aug. 26, Air Force aeromedical evacuation doctors, nurses and medical technicians have not lost a single patient in flight.

Newcomers

Major

Brian Bradley-Hart, 313th AS
Diane Lamb, 446th MSG

Captain

Jennifer Caplinger, 728th AS
Gail Drumm, 446th ASTS

Master Sergeant

Robin Weiss, 446th MSS

Technical Sergeant

Scott Brihn, 446th AW
James Moneyhun, 446th AW
Timothy Stidhams, 446th LRF
Douglas Twitchell, 86th APS

Staff Sergeant

Robert Cole, 446th AW
Jeffrey Johnson, 446th AMDS
David Spurgeon, 446th AMXS
Dwayne Walker, 446th CES
Dorotea Weimer, 446th MXS

Senior Airman

Nina Marie Bailey, 446th MSS
Heather Cozad, 86th APS
Michael Hickey, 36th APS
David Jensen, 36th APS
Ezra Johnson, 446th ASTS
Alicia Kusel, 446th LRF
Eric Lawson, 36th APS
Heather Normand, 728th AS
Melissa Reimer, 446th AMDS
Diedra Shinn, 446th AES

Airman First Class

Joshua Coleman, 446th CES
Michael Davis, 36th APS
Michael Erolin, 86th APS
Beau Messenger, 97th AS
Jamie Miller, 97th AS
Katrina Rizzio, 446th AMDS
James Schlink, 446th AMXS
Michael Underwood, 36th APS
Elizabeth Winskowski, 86th APS

Airman

Tabitha Halstead, 446th ASTS
Amy Harvey, 446th MXS
Michael Richardson, 446th ASTS

Airman Basic

Alisa Olson, 446th AES
Daniel Urness, 446th AMXS
Emily White, 446th AMDS

Retirements

Senior Master Sergeant

Robert Weaver, 446th MXS

Master Sergeant

C.M. Sam Jenkins, 446th AW

Staff Sergeant

Kelly Fulbright, 86th APS

NCO Leadership Development Graduates

Technical Sergeant

Justin Boardley, 446th AMXS
Karl Johnson, 446th AMXS
Mattie Monahan, 446th MSS
John Waight, 86th APS

Staff Sergeant

Christopher Edwards, 446th MXS
Daniel Skoglund, 446th AMXS
Edward Sundquist, 446th AMXS
Curtis Watson, 446th ASTS

Senior Airman

Dennis Eveland, 446th CES
Rebecca Forgey, 446th CES
Steven Jones, 86th APS
Rufus Loggins, 446th CES



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Chaplain serves Alaska project

By Maj. Richard Sater

◆ CAMP WY-WUH, Annette Island, Alaska

Going beyond the call of duty, a seasoned chaplain from the 446th Airlift Wing has brought hope and inspiration to servicemembers working to connect a remote Alaskan island with the mainland.

In his civilian capacity, Chaplain (Maj.) Pat Travers has been a voluntary participant in Operation Alaskan Road for five seasons. The priest visits the base camp at Annette Island – arriving via U.S. Navy transport – to celebrate Mass on Wednesdays whenever his busy schedule permits.

Operation Alaskan Road is the construction project building a 14.5-mile road through the rugged terrain Annette Island, which is the only federal Indian reservation in the state. A joint task force of Airmen, Soldiers, Sailors and Marines is working on the project.

The completed road will connect a ferry dock, which is to be built on the northeast side of Annette Island, with the town of Metlakatla. Daily ferry service will facilitate transportation between the island and Alaska's fifth-largest city, Ketchikan.

Chaplain Travers brings numerous attributes to the table as a voluntary participant in Operation Alaskan Road. Not only does he know southeast Alaska, but with 14 years in the Air Force Reserve, he knows the

military too. And he has some unique insight into the challenges associated with deployments — he completed a three-month tour of duty in Iraq last year.

Operation Alaskan Road has a chaplain billet, but it was vacant for most of the 2005 season, until Chaplain Travers stepped in willingly. The major, who has been a pastor at Holy Name Catholic Church in Ketchikan, says assisting the JTF is a natural extension of his work there.

“Being an Air Force Reservist makes me a better minister within the military environment,” he said.

Chaplain Travers is aware of the stress associated with deployments based on his own experience at Kirkuk Air Base, Iraq, in 2004. Although a road-building project in southeast Alaska may be less stressful, the location is still remote with long days and cramped living quarters.

“Ketchikan is my home, but this is a real deployment for task force members,” Chaplain Travers said. “The isolation, the weather, the strenuous nature of the mission – all can cause problems for some deployed here.”

He has made himself available for counseling and for hospital visits if any task force member requires such services.

Chaplain Travers hopes his ministry has a positive effect. “I’ve thoroughly enjoyed ministering here and I hope to continue,” he



Photo by Maj. Richard Sater

Chaplain (Maj.) Patrick Travers, 446th Airlift Wing chaplain, celebrates mass for servicemembers deployed to Alaska.

said. “What the joint task force is doing is very much appreciated by the people of Ketchikan and Metlakatla.” (*Senior Airman Nick Przybyciel, 446th Airlift Wing Public Affairs, contributed to this report*)

446th Associate Press



The Associate Press is printed for associates like Maj. Kevin Sampson, 313th Airlift Squadron.

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