

ASSOCIATE PRESS

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

A Look Inside the Associate Press

- 4 Good deeds for others provides good training for civil engineer Airmen
- 7 446th Airlift Wing teams work hard, play hard at Air Mobility Rodeo 2005, (a pick up a few trophies along the way)
- 13 Every temporary duty trip is just another opportunity to bowl for one Reserve NCO

July 2005

McChord's Home Team

Volume 27, Issue 7

Wing earns six Rodeo awards

By Sandra Pishner
◆ Wing Public Affairs

Best C-17 Wing



Best C-17 Pre-Flight
(maintenance)

Best C-17 Engines Running
Onload/Offload (aerial port)

Best C-17 Airdrop crew

Best C-17 Air Refueling crew

Best C-17 Aircrew

Photo by Kevin Tosh

The 446th Airlift Wing is the Best C-17 Wing in the Air Force, earning the title during the 2005 Air Mobility Rodeo June 18-24.

The 446th AW was awarded the Gen. Duane H. Cassidy Trophy for its outstanding performance in all aspects of airlift operations, including security forces, aerial port operations, aircraft maintenance, aero-medical evacuation and flight crew operations.

Air Mobility Rodeo at McChord brought together 14 U.S. teams, six international teams, and nine international observers for a week of competition, learning and a morale-lifting good time. Air Mobility Rodeo is an opportunity to "train for the fight" while strengthening bonds with international partners, according to officials at Air Mobility Command, Scott AFB, Ill.

The title Best C-17 Wing comes on the heels of other awards earned by McChord's Reservists during Rodeo.

"While our guy's made it look easy, that was far from the truth. The competition was very stiff and came down to the last day. The aircrew did very well on the drops and aerial port nailed the ERO," said Lt. Col. Greg Pyke, Wing Rodeo team chief. "We were also fortunate to be paired up with a very good tanker crew from 97th Air Mobility Wing at Altus."

Starting with a perfectly timed arrival, the 446th AW aircrew dominated the C-17 flying categories. At one of three awards ceremony held prior to closing ceremony, the 446th AW aircrew received Best C-17 Airdrop Team, Best C-17 Air Refueling Team, and Best C-17

See RODEO, Page 16

446th Associate Press

Volume 27, No. 7
July 2005

July 25 is the deadline for articles in the August 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

Maj. Anna Sullivan

Public Affairs Officers

1st Lt. Larry Kohlman

2nd Lt. Reed Robertson

Public Affairs Assistant/Editor

Ms. Sandra Pishner

Staff Writers

Master Sgt. Bud McKay

Staff 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.

Reservists shine at Rodeo in competition and support

By Col. Eric Crabtree

◆ Wing Commander

I want to start off this month by saying congratulations and thank you to everyone connected with the recent Air Mobility Rodeo competition. The competitors on all the teams represented the wing in a superior manner. In a year of tough monetary constraints and the highest operational tempo in many years, the people of the 446th Airlift Wing stepped forward and took on the jobs of helping to organize, run and compete in a very important event for Air Mobility Command and the Air Force.

To those of you who spent innumerable hours working with our partners in the 62nd Airlift Wing to plan and organize the event, a sincere thanks. Setting up a competition of this magnitude is a daunting task in normal times. To do it after a long lapse like Rodeo has experienced since the Sept. 11 terrorist attacks made it even more difficult.

The members of the wing who drew on past experience and helped steer the planners of the competition to a successful conclusion deserve hearty congratulations and many accolades.

To those who took time out of their lives to help with protocol, publicity and the managing of the event and competition, a tremendous thanks. The unseen, and often unrecognized, people who fill the crucial roles behind the scenes are every bit as critical to the success and enjoyment of the event as those who step out and compete to represent the wing and the Reserve command.

I hope it was an enjoyable and fulfilling experience for all of you and you will look forward to the next time McChord AFB has an opportunity to showcase what a great location and great people we have in the Pacific Northwest.

To the competitors, what else can anyone say



Col. Eric Crabtree

but congratulations. You did an awesome job representing all of us! The competitions were tough as always and every team that competed should feel proud of its efforts.

Unfortunately, we couldn't win every event, the rest of Air Mobility Command needed some morale boosts as much as we did. What I'm proud of is that we had so many

people in security forces, aeromedical evacuation, aerial port, maintenance and operations squadrons who were willing to give the extra time and effort to prepare and compete. Thanks to you and your employers and families for putting out the great effort.

To the victorious maintainers, aerial porters and flyers, you have made the whole Air Force Reserve Command proud by showing what a talented group of citizen airmen can do when challenged.

People throughout the Air Force will remember the prowess of the 446th Airlift Wing at McChord AFB for many years. The 446th Wing has always had a history of excellence in competition and real life operations. You have proven once again that the reputation is well deserved and we stand ready to do whatever is necessary to support and defend this great country.

Best wishes from my temporary desert outpost. I was watching the weather at McChord last week and it averaged around 50 degrees warmer here than it was there, unbelievable! Have a good summer and I look forward to personally congratulating each of you when I get back.

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



Wing Airman helps others see clearly

By Patti Schwab-Holloway
◆ Travis AFB, Calif.

There are a few people in Central America who now have two Air Force Reservists to thank for helping them see clearly.

Master Sgt. James Clements, 446th Aerospace Medicine Squadron here, and Col. (Dr.) Brett Perkins, 349th Aerospace Medicine Squadron, Travis AFB, Calif., were the only two Air Force Reserve members of a 44-strong medical team on a humanitarian mission to Punta Gorda, Toledo District, Belize, Central America.

Dr. Perkins is an optometrist and Sergeant Clements is a optometric technician.

This annual mission is named MEDRETE, an acronym for Medical Readiness Training and Evaluation.

For the 15-day deployment, Feb. 26-March 12, the medical team provided general medical care, dental care, optometric care, preventative health care, veterinarian care, and some pharmaceutical care associated with medical and ophthalmic support for the impoverished communi-

ties in the surrounding areas.

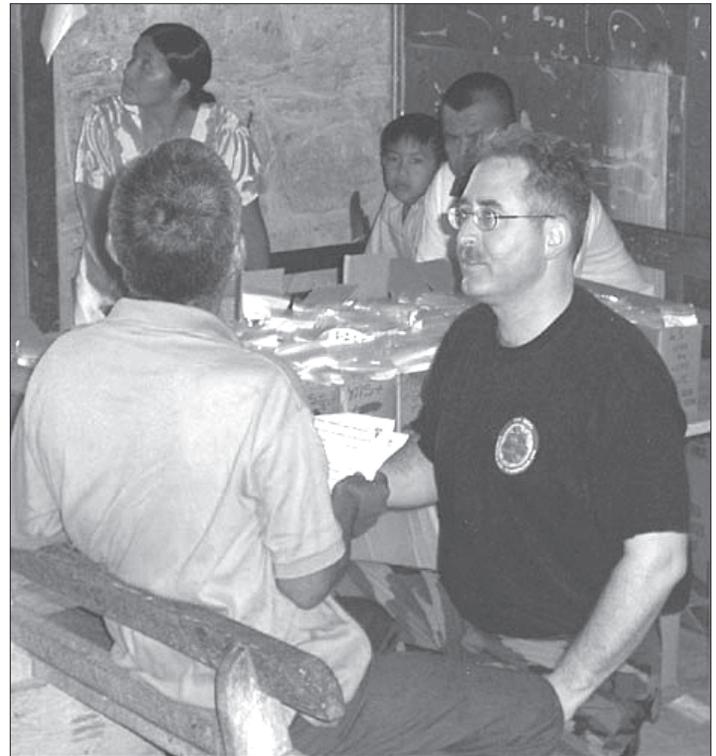
Dr. Perkins estimates the team saw as many as 900 patients per day. The bus would leave Camp Fairweather, the Belize Defense Force military compound, which was an old British military compound, before the sun came up each morning. The team worked until dusk before they returned.

“The most challenging part of this deployment, other than the change in climate, very hot, very humid, was the sheer volume of people that we dealt with on a daily basis,” said Sergeant Clements.

“The volume would have been tough enough in any well-equipped, well-staffed clinic, but (in Belize) with severely limited diagnostic equipment and staffing – it was extremely difficult. But, Colonel Perkins and I took on this challenge with fervor,” Sergeant Clements said.

Dr. Perkins perspective was definitely one of an eyesight professional.

“The most emotionally difficult issue on this mission was seeing so many young children, some as young as six-months old, stricken with glaucoma; something most of us think is a



U.S. Army photo by Capt. Bert Baker
Master Sgt. James Clements, 446th Aerospace Medicine Squadron, assists a patient with his “new” donated glasses in Punta Gorda, Toledo District, Belize, Central America. Sergeant Clements was one of two Air Force Reservists on an annual mission to the area for Medical Readiness Training.

disease of the elderly,” said Dr. Perkins.

“It just brought to mind how many advantages, medical and otherwise, we have as Americans and how thankful I am to have the privilege to be an American—and to serve in the Air Force Reserve.”

For Sergeant Clements, the most rewarding part of this mission was when he was able to change the quality of someone’s life.

“I guess if I had to pick one moment that really stood out for me during this mission it would have to be when a middle-aged truck driver complained about poor vision at night.

“I found him to need a prescription of about a -4.50, which in layman’s terms means he is very nearsighted and has poor vision,” he explained.

“The look on his face when he looked through the glasses and saw the world clearly was priceless,” said Sergeant Clements.

Both Dr. Perkins and Sergeant Clements agree that this MEDRETE deployment was a life-affirming mission. “I met some really great people and plan on keeping in touch,” said Dr. Perkins. “There is a retired U.S. school teacher in the city of Punta Gorda who has e-mail access and promises to share my e-mail with my new friends,” he said.

Sergeant Clements is currently working on “buying” the mission for the next fiscal year. “Dr. Perkins and I both enjoyed working together and have developed a friendship that I am sure will last a lifetime,” he said. “I hope to be part of this mission every year that I remain in the Reserve!”

Belize



The look on his face when he looked through the glasses and saw the world clearly was priceless.

James Clements

Civil engineer Airmen dig their annual tour

By Master Sgt. Bud McKay
◆ Wing Public Affairs

It was May, but it seemed like Christmas for Senior Airman Andrew Kariuki. The plumber with the 446th Civil Engineer Squadron watched anxiously, like a child unwrapping a present at Christmas, as a back hoe operator dug about three feet deep in the ground.

But a gas line was in the way, and Airman Kariuki would have to dig another two feet with a shovel before all of the dirt would be removed, unveiling a present – a broken four-inch main sewer line with all of the ooze and smells that come with it.

Merry Christmas. “That was fantastic,” Airman Kariuki said. “They said to me, ‘Get in there and fix it; this is what you do.’ So I did and I loved it.”

Kariuki was one of about 30 members from the squadron who spent their two-week annual tour May 14-28 with the Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin, starting a project for DOD’s civil-military Innovative Readiness Training program. Another team of about 30 members from the squadron followed for another two-week annual tour to the reservation.

As part of their training, military members carry out civil works projects in communities

and reservations throughout the country through the Innovative Readiness Training program. Innovative Readiness Training programs serve as an opportunity for both the military and the tribes to gain from work being done by the members of the military.

The communities and reservations targeted for IRT projects greatly benefit from the work done by the military members, and the military members receive an incredible opportunity to get incomparable training, according to Master Sgt. Bob Zundel, 446th CES operations supervisor.

According to Sergeant Zundel, almost a third of the members on the first deployment were first-term Airmen, like Airman Kariuki, getting the chance to get their hands dirty for the first time.

“They want to perform and do their best,” Sergeant Zundel said. “I was really surprised at how well they did with minimal instruction. These kids are like 21-22 years old. I have shoes older than some of these kids. I was overwhelmed with their performance. They were eager to seek challenge and they had pride and a sense of accomplishment.”

When the McChord team arrived on site, they asked the tribal council what priority projects needed to be done for the more than 900 residents on the 14-square-mile reservation. The council told the McChord

Airmen the immediate priorities were the youth center and early care centers.

“The youth center wasn’t anywhere near being up to code,” said Airman First Class Ken Kassner, an electrician for the squadron. “There was so much work to do it was hard to know where to start – switches, plugs and circuits just didn’t work.”

But the largest problem for Airman Kassner, who is a security officer for Washington Trust in Spokane as a civilian, was just getting to the work.

“The tallest ladder they had was 14 feet tall,” he said. “The ceiling was close to 30 feet high. We had to arrange three levels of scaffolding; standing on top of that was pretty intense.”

Airman Kassner said he got a lot of satisfaction from being able to work freely on his first “real” project since completing technical school. One project that stood out the most for him was fixing the basketball scoreboard, which was suspended some 20 feet up on the wall in the youth center.

“It just really livened up the place with the lights and the horn,” he said. “That youth center is a very important place for the kids there – it’s like an omen of hope, it seems. I’m just glad



Photo courtesy of 446th Civil Engineer Squadron
Airmen from the 446th Civil Engineer Squadron lay a foundation on a project for the Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin.

See CES, Page 15

Thunderbirds team gets first female pilot

She won't be roaring overhead at McChord's Air Expo, but she'll be airborne '06

Thunderbirds officials announced June 16 their new pilots for the 2006 demonstration season which includes the first female demonstration pilot in the 52-year history of the Thunderbirds.

Capt. Nicole Malachowski, of the 494th Fighter Squadron at Royal Air Force Lakenheath, England, joins the team as the first female demonstration pilot on any U.S. military high performance jet team.

The Thunderbirds perform July 30-31 at McChord for its Air Expo 2005. Flying gets started at 10 a.m. both days.

The U.S. Air Force Air Dem-

onstration Squadron is an Air Combat Command unit comprising eight pilots, six of whom are demonstration pilots; four support officers; four civilians; and about 120 enlisted Airmen in more than 29 career specialties.

A Thunderbirds' demonstration is a mix of six aircraft performing formation flying and solo routines. The four-aircraft diamond formation demonstrates



Malachowski



Photo by Tech. Sgt. Sean White

Thunderbird solo pilots team up to perform their trademark calypso pass.

the training and precision of Air Force pilots, while the solos highlight the maximum capabili-

ties of the F-16 Fighting Falcon. (Courtesy of ACC News Service)

Time is running out to comply

Reservists must register civilian jobs

Time is running out for about 15,000 Air Force Reservists in the Selected Reserve to comply with a Department of Defense directive.

Oct. 31 is the deadline for Reservists who are paid for training to register information about their civilian place of employment. Some 60,000 of these Airmen, roughly 80 percent of the force, provided that information as of May.

The Civilian Employment Information Program is the first mandatory disclosure by members of the Selected Reserve and Individual Ready Reserve of their civilian employers into a common database. The CEI program began in March 2004.

"This past year we've made significant progress in employment-related data collection," wrote Lt. Gen. John Bradley, chief of Air Force Reserve and commander of Air Force Reserve Command, in a May 9 memorandum about the program.

"Senior-leader support, commander involvement and the personnel community's effective program management have resulted in a continual and steady increase in the Air Force Reserve's compliance numbers," he said. "However, despite our collective ef-

orts, we fell short of the established Department of Defense goal of 75 percent for the Selected Reserve by December 2004."

The Air Force Reserve fell short primarily because of system problems during the program start up, which caused inaccurate data files and an ineffective management tool for commanders.

The general and his personnel staff believe these problems no longer exist and urge Reservists to register online as soon as possible by going to <http://www.afrc.af.mil/reserveInfo.htm> and clicking on Civilian Employment Info Program. An air reserve component Web site is in development to streamline this process even more.

After clicking on the Web site, Reservists enter their employment status, employer's name, mailing address, civilian job title and total number of years in their current civilian occupation.

Unlike previous military service efforts to voluntarily gather employer data, the CEI program is mandatory. Reservists who knowingly fail or refuse to provide their employment-related information, or provide false information, may be subject to administrative action. If on duty, they could face pun-

ishment for dereliction of duty under Article 92 of the Uniformed Code of Military Justice.

DOD started the CEI program to obey three federal laws:

Title 10, United States Code, section 12302 considers civilian health, safety and interest before calling up Reservists.

Title 10, USC, 10149 ensures call-ups do not affect too many Reservists with critical civilian skills.

Title 38, USC, 4333 tells Reservists' employers about their rights and responsibilities under the Uniformed Services Employment and Reemployment Rights Act.

About 76,100 Reservists in the Air Force's Selected Reserve train on full and part-time duty – ready for immediate tasking from higher headquarters. Since Sept. 11, 2001, about one in three have been called up at some point. About 2,700 Air Force Reservists are now mobilized – on full-time, active-duty status by order of the president. Many other Reservists volunteer to deploy worldwide for three months or longer missions.

DOD requires Reservists to update or revalidate their CEI information annually. (Air Force Reserve Command News Service)

Total Force team armors up trucks

By Senior Airman Shaun Emery
◆ Balad AB, Iraq

Airmen at Balad AB, Iraq are adding life-saving armor large trucks to protect troops on convoy missions throughout Iraq.

While these monsters of the road may look menacing now, it was not always this way, officials said. In many cases, their complete transformation can be traced back to the Airmen of the 732nd Expeditionary Mission Support Group's add-on armor shop here.

The shop's Airmen receive Army 5-ton vehicles, strip off the entire body and replace it with improved armor, said Senior

Master Sgt. James Turner, noncommissioned officer in charge of the 732nd EMSG.

A normal switch of armor can take up to 100 man-hours, Sergeant Turner said, but with a new process, the shop gets the work done in about 72.

"Our goal is to roll a truck in here first thing in the morning, get it stripped, start the (armoring) process and have the vehicle ready to roll out the next morning," he said.

As the trucks move from one station to the next, teams of three complete specific tasks, including removing the old armor, installing the new and checking the quality of the installation.

The teams, made up of active-duty, Guard and Reserve Airmen, took a while to get ad-

justed, but now have the system down.

"It's like putting together a puzzle," said Senior Airman Dermedrix White, a vehicle maintainer from Robins Air Force Base, Ga.

Tech. Sgt. Chad Pinkerton, a vehicle maintainer from Malmstrom AFB, Mont., said nothing could prepare him for the job he was sent to do.

"In my 15 years in the Air Force, it's the hardest job I've ever had," he said. "It's also the most important job I've ever had. When you see a 5-ton in the defense reutilization and marketing office lot all busted up, and know that something you're doing makes it possible for the (drivers) to come out of a wreck like that alive, it's very rewarding." *(Courtesy of Air Force News Service)*

Reservists should consider insurance

Air Force Reserve Command senior leaders want Reservists to know about the importance of Servicemembers' Group Life Insurance.

A recent tragedy involving a Reservist who declined SGLI coverage prompted a call for this benefit to receive more emphasis. In addition to requiring Reservists to report to their military personnel flight to decline coverage in person, command officials are looking at adding squadron-level counseling by the first sergeant or commander.

This increased concern comes on the heels of legislation to increase the maximum coverage, to ensure beneficiaries know when an individual turns down the maximum and to help service members who sustain traumatic war injuries.

The \$82 billion supplemental legislation signed into law by President Bush May 11 raises maximum SGLI coverage from \$250,000 to \$400,000 and provides pay outs of up to \$100,000 for people with traumatic injuries.

In a new twist introduced through the legislation, troops with dependents must get their

spouse's approval to purchase less than the full amount of SGLI coverage. In the case of people who are not married, the designated beneficiary will receive notice when the person purchases less than the maximum coverage.

Defense and Veteran Affairs officials are working on the details of the expanded benefits.

The increased SGLI coverage will start Sept. 1, and the so-called "traumatic SGLI" benefit will begin Dec. 1. The legislation directs that both benefits will be retroactive to Oct. 7, 2001, said Stephen Wurtz, the VA's deputy assistant director for insurance.

Traumatic SGLI benefits will be retroactive for troops who have lost limbs, eyesight or speech or received other traumatic injuries as a direct results of injuries received during Operation Iraqi Freedom or Operation Enduring Freedom. The benefit does not apply to people suffering from disease.



These families incur a lot of expenses, and this is designed to help them financially.

Stephen Wurtz

The retroactive coverage increase is payable as a result of deaths in either operation, or under other conditions prescribed by the secretary of defense, Mr. Wurtz said.

People enrolled in the SGLI program will notice an in-

crease in their premiums when the increases take effect. The traumatic SGLI benefit will be rolled into the basic SGLI program and will likely cost about \$1 a month, Mr. Wurtz said.

Troops opting for maximum SGLI coverage—\$400,000 vs. the current \$250,000—will see their monthly premiums increase from \$16.25 to \$26, Mr. Wurtz said. This is based on the rate of 6.5 cents per \$1,000 of insurance coverage.

SGLI coverage is currently available in \$10,000 increments, but as of Sept. 1, the increments will increase to \$50,000.

Because the rates have not changed, people who retain \$250,000 or less coverage will see

no increase in their premiums, Mr. Wurtz said, except for the \$1 "traumatic SGLI" premium.

While these expanded benefits will be provided retroactively, affected people won't be charged retroactive payments, he said. DOD will absorb that cost.

The new traumatic SGLI benefit is designed to provide "a quick infusion of cash" for cash-strapped families of troops recuperating from traumatic injuries received in the line of duty, Mr. Wurtz said.

Compensation will range from \$25,000 to \$100,000, and is designed to help families of severely wounded troops leave their homes and jobs to be with their loved one during recovery.

"These families incur a lot of expenses, and this is designed to help them financially," Mr. Wurtz said.

VA staff members will consult with DOD to write regulations that will put the new SGLI benefits into effect. *(Courtesy American Forces Press Service)*



Photo by Kevin Tosh
Teams from across the world were given a Rodeo welcome that was hard to miss.



Photo by Tech. Sgt. Jerry Morrison
The 446th Airlift Wing's Rodeo aircrew team conducts a briefing on the flight deck of their C-17. The team won several awards during the competition, including best C-17 aircrew.

Aircrew takes top honors in 4 events

By 1st Lt. Larry Kohlman
 ♦Wing Public Affairs

Right out of the chute the 446th Airlift Wing aircrew had an awesome ride during Air Mobility Rodeo 2005. The awards they received prove it: Best C-17 Airdrop Team, Best C-17 Air Refueling Team, and Best C-17 Aircrew. They aircrew shares the Best Engine Running Onload/Offload award with the wing's Rodeo aerial port team.

Those four awards contributed to the wing winning the Best C-17 Wing award, the Gen. Duane H. Cassidy Trophy.

"It was a lot of work, but I'd do it again," said Master Sgt. Lance Gustafson, loadmaster.

The engine running onload/offload was the event that showcased Sergeant Gustafson's true wrangling abilities. Combining efforts with the wing's aerial port Rodeo team, the Best Engine Running Onload/Offload trophy was corralled with zero safety violations.

The only Reserve C-17 aircrew

took the top honors in the C-17 category over four active-duty teams.

Rodeo is that one time transport and refueling aircraft get the opportunity to show case the best of the best.

"We don't have a Top Gun competition like the fighters; Rodeo is it. This is the (one) chance we get to measure ourselves against other units," said Maj. Scott Amerman, 446th AW Rodeo aircraft commander. "Pilots are naturally competitive; we always want to do our best," he said.

The tactical flying demonstrated at Rodeo resembles the same type of flying aircrews carry out in real-world situations. The difference at Rodeo is that, since all competing Airmen are the best from their home units, the tolerances for errors are doled out in much smaller increments. In addition to flying safely, the teams are required to flawlessly execute every task in order to win. There are no second chances.

"It's all tactical flying plus precision flying," said Maj. Paul Pearson,

See AIRCREW, Page10

Rodeo instills pride in maintenance team

By 2nd Lt. Reed Robertson
◆ Wing Public Affairs

The iconic workhorse of ranches in the wild west is the huge pickup truck used for hauling equipment around. Likewise, the workhorse for the flying community is the C-17 Globemaster III.

The charge for maintaining these workhoses falls to the ranch hands, known as knucklebusters in the C-17 maintenance world. And the 446th Airlift Wing's Reserve maintainers are among the best, as they proved in Air Mobility Rodeo 2005.

The 446th AW maintenance Rodeo team scored 599 points out of a possible 600 in the pre-flight inspection category of the maintenance competition. Theirs was the first of six trophies won by the wing's Rodeo team.

In preparation for the compe-

tion, Reservists from the 446th AW gained possession April 18 of their competition aircraft. This gave the maintainers almost two months to get write-ups fixed and prepare the plane for the competition. Write-ups are annotations of required repairs. The team would be evaluated on pre-flight checks, basic postflight checks, and ground refueling operations. Awards were given for the first two categories, as well as one for overall best C-17 maintenance.

Rodeo maintenance team chief, Senior Master Sgt. Ed Cruz-Segarra, led the 10-person team in the competition with hopes of bringing home some trophies. Their win would not come easily though.

The team members overcame some seemingly insurmountable obstacles in preparation for the competition.

"Ten days from the start of



Photo by Col. Jon Huguley

Senior Master Sgt. Ed Cruz-Segarra (center) goes over maintenance records with Master Sgt. Jeff Daniels (left), and Tech. Sgt. Robert Farrell during the Rodeo competition.

Rodeo, there were still 98 pages of write-ups against the aircraft," said Tech. Sgt. Randall Wentz, a member of the team. "By day one of Rodeo, write-ups were down to one page and all were minor. The plane has safety features that allow it to fly even with all these minor write-ups," he said.

Keeping the aircraft on the ground to avoid more wear and tear was not an option, as the Rodeo aircrew team needed to use it to practice their skills.

"Since the day we received it, we've had two bird strikes on the plane, increasing our work load even more," said Tech. Sgt. Robert Farrell, another Rodeo maintenance team member.

To get the team ramped up, the maintainers from the 446th Aircraft Maintenance Squadron and the 446th Maintenance Squadron came together and worked long hours day after day to clear those write-ups. The team has not taken a day off since May and appeared to show no signs of weariness during the competition.

According to Sergeant Cruz-Segarra, practice and pride is what kept the team going. He knows a little something about pride in Rodeo competitions. "This is the 14th Rodeo I've competed in," he said. "I am extremely proud of what these

guys were able to accomplish. The whole Rodeo team spent time in Moses Lake to practice and work as a team. I think this was a pivotal moment in our preparation."

Through the course of Rodeo, the maintenance team developed slogans, which fueled even more team spirit in the members.

"I was approached by a colonel and asked, 'Don't you guys ever sleep?'" Sergeant Cruz-Segarra said. His reply, "No, that's because we're the best. That's how we win Rodeos."

Another slogan came as a result of an event that happened just after midnight one evening when another wing's maintenance team failed to show up to block in, or to receive, its aircraft after a flight. Although the 446th AW team worked all night on its aircraft, they pressed on and blocked in the aircraft for the missing team. This led to the mantra, "We're here ... when you're not!"

Yet another slogan came up during their time of training for the competition. Referring to the long hours needed to ensure airworthiness of the aircraft, the phrase, "We work 16 hours, to fly three," could be heard often.

With Rodeo over, the team will need a new slogan. Suggestions?



Photo by 2nd Lt. Reed Robertson

Tech. Sgt. Jeffrey Reinke acts as a spotter as teammates move the C-17 aircraft.

Aerial port team takes first place

Aircrew's loadmaster key to ERO victory

By Senior Airman Paul Haley
◆Wing Public Affairs

Two words shattered the quiet conversation among members of the 446th Airlift Wing, "OH YES!" The shout came as spectators were waiting to hear the wing's aerial port team's score on the engine running onload/offload event of the Air Mobility Rodeo 2005.

Echoing from within an alcove of three cubicle walls in Hangar 10 following the event, the shout annihilated the almost tangible suspense and defeated the purpose of the closed meeting. Immediately, all of the waiting fans knew the team had performed to its expectations in this last of six aerial port Rodeo events.

Made of members of both the 36th and 86th Aerial Port Squadrons, the team began the week planning to do exceptionally well in the ERO.

"It's probably our best event," said Tech. Sgt. Ron Hinkson, the aerial port team chief, before competition began.

The joint inspection and intransit visibility competitions were the first two the team participated in. Both events were extremely difficult for all competitors, and the 446th AW's team was no exception, scoring 190 points out of 500 on the JI event and 65 points out of 500 on the ITV event.

The ITV is an exercise in tracking a package around the world. Participants must use manifests to log incoming and outgoing cargo and personnel aircraft. The joint inspection challenges participants to inspect and find faults in a load that would prevent it from being loaded in an aircraft.

"It was a lot of information to process in

40 minutes," Tech. Sgt. Michael Kramer, one of the two team members involved in the JI event, said of the inspection.

The forklift obstacle course immediately followed the JI and ITV contests, and while the aerial port performed well, they were unable to take home first place. The competition involved driving a forklift through a series of cones while carrying a sawhorse with a pitcher of water on top. Participants were scored on their ability to avoid the cones while spilling the least amount of water.

"I wonder if they'll let me switch beer for the water," Sergeant Kramer said before the event, "there's no way I'd let beer spill."

Unfortunately, the referees wouldn't bend the rules and Sergeant Kramer lost one inch of water from the pitcher, costing the team 20 points. The team was docked another 35 points for hitting seven cones and ended with a score of 445 points out of 500.

The next event the team was involved in was the Tunner obstacle course. A Tunner is a five-axle aircraft loader. Staying until after 8 p.m., to compete because of a rain delay, the team drove the course in excellent time, less than 10 minutes, and did not hit any cones. However, three safety violations at the end of the event cost them dearly, leaving them only 200 points out of 500.

Coming off the disappointment of the previous evening's performance, the team lined up for the ERO. Showing what they learned

from the previous event, the team quickly and safely secured their load on the C-17.

"We were more concerned with safety than time," said Staff Sgt. Josh Warbiany. "We didn't lose any points because of safety violations, all of our lost points were because of time."

The team lost 108 points for being 54 seconds past the maximum time of seven minutes, giving them the winning score for C-17 ERO of 892 points out of 1000.

Supporting the team throughout its training and participation in Rodeo was a coach and staff of four alternates who were just as vital to the success of the team as any of the participants, said team member Senior Airman Christopher Shelton. The alternates came to all of the practices so they would be ready to replace one of the primary members, if necessary, and also to critique the team's performance and help maintain safety while training, he continued.

Senior Master Sgt. Tarri Zwolski acted as coach and managed to combine two separate squadrons into one cohesive team, said Sergeant Hinkson. "She's the backbone of this team; it never would have worked without her."

"This is the first Rodeo for everyone on this team," said Sergeant Zwolski. "Coming into this, we were kind of underdogs, but these guys really came together and did great."



Photo illustration by Senior Airman Paul Haley
Senior Airman Christopher Shelton guides Tech. Sgt. Michael Kramer during the tunner obstacle course. The team performed flawlessly in the driving portion of the event.

“Coming in to this, we were kind of underdogs, but these guys really came together and did great.”

Tarri Zwolski



Aeromedical takes flight in Rodeo

By 1st Lt. Larry Kohlman
◆ Wing Public Affairs

Master Sgt. Saudi McVea, team chief for the 446th Aeromedical Evacuation Squadron, knows how to get the attention of Gen. John Handy, commander of Air Mobility Command. To the amazement of onlookers just moments after the end of the opening ceremonies for the Air Mobility Rodeo June 19, Sergeant McVea stands in front of the general's staff car, forcing it to come to a stop.

She boldly walks to the window of the equally amazed general, salutes smartly and presents the general with a squadron coin. The general proudly accepts the coin and exchanges one of his own coins to Sergeant McVea. The general drives away; Sergeant McVea walks away – nonchalantly. This is Rodeo after all.

The McChord aeromedical evacuation team was within striking distance of the top competitors for Rodeo, but they were shut out of the top awards. Still, the reputation of the McChord flight nurses and aeromedical technicians preceded them in the competition, thanks to Sergeant McVea. And they worked that all through the competition.

The team's vibrant flair of esprit de corps at the endurance course was no different. When they arrived prepared for battle, each member's face was camouflaged. Included with their gear was the 1996 team flag, adorned with a helmeted skull and cross bones painted on a black sheet tied to a litter pole. This was a reminder of when the McChord AES swept the awards from the inaugural aeromedical evacuation contest.

In previous competitions the aeromedical portion was an independent event where



Photo by 1st Lt. Larry Kohlman

The 446th Aeromedical Evacuation Squadron team carries a litter through the obstacle course. The course tests the team's ability to move a patient over rough terrain.

the aeromedics would use static aircraft. This year, they competed on operational aircraft were their performances were evaluated closer to how they truly function within real-world situations.

"We are trained to be flexible, both in patient care and mission procedures," said Master Sgt. J.P. Wirth, the lead aeromedical technician for the McChord team. "We always have fun, even during the most stressful part of the flight."

Since the first Rodeo competition with aeromedical teams, the 446th AES has taken top honors in all Rodeo's.

"There (was) a lot of pressure knowing the legacy that we've won in every other Rodeo," said Capt. Esther Aubert, Rodeo team member and flight nurse instructor.

Capt. Barry Van Sickle, Staff Sgt. Charlene Taylor and Staff Sgt. Kristy Wellman are the

three other members of the only Reserve aeromedical team in the competition. The competed against three active-duty teams: Pope AFB, N.C., Kadena AB, Japan, Ramstein AB, Germany, and one international team, the United Kingdom.

"Even though we didn't win, the training and experience that we gained here is perfect for our future deployments," said Sergeant McVea.

That's the whole reason for Rodeo in the first place – to learn new techniques and share them to help in real-world situations. That might be one reason why out of more than four years of flying aeromedical evacuation missions for Operations Iraqi Freedom and Enduring Freedom, not a single wounded soldier has died while in the care of the dedicated and caring Air Force flight nurses and aeromedical technicians.

Aircrew

Continued from Page 7

Rodeo team safety observer

The aircrews' first event was its arrival. The goal was to land within the first 300 feet of the runway, plus or minus 10 seconds of the designated arrival time. The 446th AW team landed in the zone and only one second from a perfect time.

The aircrew team members were like bronco riders in what could have been their best event

- aerial refueling. In this event the pilot has 20 minutes to keep his bucking aircraft connected to a 97th Air Mobility Wing's KC-10 boom. From the moment the two aircraft joined, the KC-10's boom would sway back and forth. Major Amerman had to maintain the reigns of his aircraft to control airspeed, altitude, and distance from the KC-10. "We did well," said Major Amerman.

"Don't let him be modest; he did a great job," said Major

Pearson. "Out of 20 minutes, he only lost one second of boom time." The team earned 1,480 points out of 1,500.

Another nailed event was the heavy platform drop. The Reserve aircrew's effort resulted in the heavy platform landing only 66 feet from the center of the drop zone. Normal acceptable distance for this type of airdrop is within 100 yards center.

"Generally heavy drops are more precise, but I'd be surprised

if anyone will beat that," said Major Amerman shortly after the event. He was right.

Each aircrew member was chosen to represent the 446th AW and each is an evaluator and night vision goggle-qualified.

"I've been in the flying business for 18 years; I'm thrilled to death to be here," said Lt. Col. Mike Phillips, 728th Airlift Squadron pilot and Rodeo 2005 copilot. "This was my last shot to do it. I got lucky to be on the team."

Security forces overcome obstacles

By 2nd Lt. Reed Robertson
◆ Wing Public Affairs

Anyone asked to execute a seemingly impossible task knows that the ability to plan and prioritize is the key to success. Without a clear and concise plan, the job may not be finished to standard. In the recent Rodeo competition, two members of the 446th Security Forces Squadron used these principals to ensure mission success.

The first task Staff Sgts. Sean Cargill and Chris Pierce faced during Air Mobility Rodeo 2005 was the combat weapons course. Their mission that beautiful sunny morning June 19 involved engaging multiple targets with multiple weapons while being conscious of the number of rounds fired. The number of rounds issued equaled the number of targets, so there were no second chances for these marksmen.

When asked how they prepared themselves for this daunting event, Sergeant Cargill said, "We intentionally trained harder than we knew we had to. We set out from the very beginning to train on multiple courses of fire and learned to expect the unexpected."

Throughout the course they were required to run from station to station, shooting pop-up targets, fire with and without gas masks, and face various obstacles such as carrying a 120-pound mannequin, and hitting a swinging target.

The morning of June 20, the two men faced the event that would evaluate both their diplomacy and tactical skills. In the combat tactics event, the ability to think outside the box and be flexible is measured.

Given a scenario of a C-130 involved in a humanitarian mission to a foreign country, Ser-



Staff Sgt. Chris Pierce works his way through the "Weaver."

geants Cargill and Pierce were charged with protecting the plane and its contents from any possible compromise.

Making quick decisions had to be made, such as whether or not to use force should protestors arrive. They also had to successfully assess the surrounding area and foster good relations with local authorities to create an understanding of roles and responsibilities.

The key to conquering this task, as they found out, was good communication.

Chief Master Sgt. Ed Stewart, 446th Security Forces Squadron, was one of the spectators watching it all unfold.

"It is their job to gather intelligence from anyone who approaches," said Chief Stewart. "They need to get names, phone numbers – anything that can help in the networking process."



Staff Sgt. Sean Cargill low crawls under barbed wire at the beginning of the combat endurance course. The course contains 23 different obstacles for participants to overcome.

On cue, five protestors approached from the north and engaged Sergeant Cargill, yelling chants like, "Get that plane out of our country!" and "Who put that plane there?" in an attempt to intimidate him and distract other guards. As Sergeant Cargill took charge of the immediate threat, Sergeant Pierce resisted the urge to run over and assist him.

From the south, a posed gunman came out of the tree line, taking advantage of the distraction. However, Sergeant Pierce was alert. After his repeated commands for the gunman to halt were ignored and after seeing the gunman reach for his weapon, Sergeant Pierce introduced him to the Grim Reaper.

"I saw him coming out of the tree line and recognized his uni-

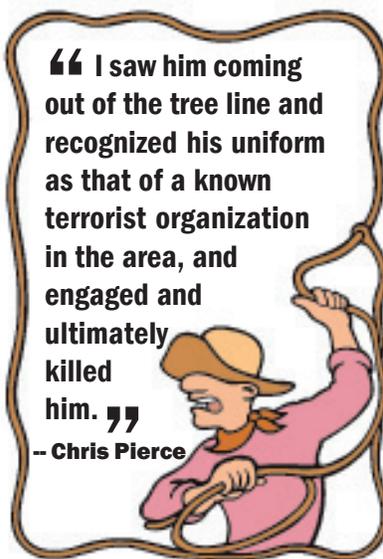
form as that of a known terrorist organization in the area, and engaged and ultimately killed him," Sergeant Pierce said.

After a day off from competition, the men were again faced with a challenge that most spectators didn't envy. The combat endurance obstacle course involved 23 obstacles over 2.5 kilometers. After maneuvering their way past the obstacles, the two faced one last challenge - a run that equals just over a mile. In combat boots and BDUs, the now exhausted men gave everything they had. Their victory was in completing the course.

"The security forces team did great," said Lt. Col. Greg Pyke, 446th AW Rodeo team chief. "At any other Rodeo they would have taken some trophies home; they came up against some very tough competitors and had to overcome a team member change due to injuries just a week prior to Rodeo."

After the dust settled and the smoke cleared from all of the competitions, the 446th Security Forces team fared well. With scores like third in weapons and fourth in tactics, they grabbed a seventh place overall finish out of the 25 security forces teams in the competition.

Photos by 2nd Lt. Reed Robertson



“ I saw him coming out of the tree line and recognized his uniform as that of a known terrorist organization in the area, and engaged and ultimately killed him. ”

— Chris Pierce

Rainier Ranch Rodeo's hot spot for fun

By Joe Wiles

◆ Air Mobility Command

The mayor of Rainier Ranch made a prediction prior to the start of Air Mobility Rodeo 2005. "This Rodeo is going to be the toughest Rodeo ever," said Col. Murry Peterman, the mayor of Rodeo 2005's tent city.

He was right. Because Rodeo was be more demanding, this year's tent provided an extremely important opportunity to play, according to Colonel Peterman, normally vice commander of the 446th Airlift Wing.

"A harder competition, a better tent city," he said.

Rainier Ranch was located near the flightline. It was a ring of military tents surrounding a big-top tent, two music stages, a volleyball pit, and enough picnic tables to handle the nightly feeding. No need went unanswered. Just outside the 300-foot health code requirement, there were enough port-a-potties to handle the estimated nightly crowd of 500-1,000.



Photo by Sandra Pishner
Senior Airman James Eastman, 446th Aeromedical Evacuation Squadron, enjoys the atmosphere of the 446th Airlift Wing's Bamboo Lounge at Rainier Ranch.

"The nightly official feeding was in the big-top tent we called the Saloon," said Lt. Col. Patrick Kearney, Rainier Ranch's city manager a Reservist with the 446th Airlift Wing. While not working to make tent city the fun-capital of Rodeo 2005, Colonel Kearney is the performance planner for the 446th AW.

"Out in the arena, basically the center of the whole thing, were picnic tables," he said. The arena was circled with hospitality tents that Rodeo teams decorated in a variety of ways.

"The teams brought themes from their home base," said Colonel Kearney. "The United Kingdom team combined efforts with the American team from RAF Mildenhall to set up an English pub complete with darts."

The 446th Airlift Wing's tent was titled the "Bamboo Lounge," and carried a laid-back, island theme.

"If there was a trophy for the best tent in tent city there was no competition. Ours was the best," said Lt. Col. Greg Pyke, 446th AW Rodeo team chief. "We had volunteers from the 446th 'working' the tent from when the international teams arrived until the end and no one wanted to leave. It was just great fun. I cannot thank (the volunteers) enough."

Each night, guests to McChord from all over the world visited the tent until the wee hours

of the morning.

"We're usually here from eight in the morning until one the next morning," said Master Sgt. Damien Birchman, a loadmaster in the 728th Airlift Squadron who worked at the tent daily. "The only reason we close then is because we're tired; the party is still hopping right to the end."

Sergeant Birchman said the tent sold 300 pounds of sockeye salmon, 200 pounds of roast pork, 230 turkey legs, 500 hamburgers, and 30 kegs of beer. All proceeds from the sales went to Hangar 13 booster club.

The Travis AFB, Calif., team brought wine to create a Napa Valley tent. Robins AFB, Ga., had cases of peaches.

After a day of competition, folks would go to Rainier Ranch for food, entertainment and recreation.

"The competition staff, as well as the competitors, worked hard, all week. They deserved to play hard. It was a focal point of Rodeo 2005. It will be a good memory to carry back home," Colonel Peterman said.

Reservists provide vital services

In the months leading up to the Air Mobility Rodeo 2005, McChord AFB people were busy preparing for the immense international event. Once setting up was finished, the base had to actually run Rodeo. All of this was made possible thanks in part to the help of many Reservists.

Members of the 446th Airlift Wing provided valuable services in the areas of manpower, international support and security.

The wing provided wranglers to set-up, tear down and help as needed in Rodeo. The work started in late May for 51 Rodeo wrangler volunteers and ended a day after the Rodeo corral emptied. They were true cowhands, trained in a little bit of everything and, it seemed, were at the employment of everyone.

"We were the horsepower of the Rodeo staff," said Master Sgt. Joe Steinbacher, Rodeo wrangler chief and Reservist with the

446th Maintenance Group. "We covered everything from greeting (the competitors) to garbage pickup."

The wing was also asked to provide support for international competing teams and observers. Interpreters, maintenance liaisons and sponsoring squadrons from the 446th AW helped the six international teams and nine observers get the most out of the Rodeo experience.

Eighteen of the 27 interpreters employed for Rodeo were from McChord's Reserve wing.

Maintenance liaisons from the 446th Aircraft Maintenance Squadron and 446th Maintenance Squadron worked to ensure the C-130 and C-160 crews had access to all necessary support for the competition. In addition, four Reserve units served as hosts for international teams and observers during their almost two-week stay, said Senior Mas-

ter Sgt. Liz Milligan, superintendent, 446th Operations Support Flight and member of the Rodeo International Teams Committee.

Thirty-five Reservists from the 446th Security Forces Squadron augmented the active-duty security forces squadron here during Rodeo. They filled positions such as road patrol, command and control staff, and flightline support.

"The majority of us are full-time police officers in our respective communities and we're able to apply our varied experiences when we come to work for the military," said Master Sgt. Ken Mazzuca, a 446th SFS member who augmented the active-duty security forces.

The competitors didn't know it as their aircraft touched down, but they got started on the right foot because they were in the good hands of the Air Force Reserve. (Compiled from Wing Public Affairs staff reports)

Reservist takes bowling to extreme

By 1st. Larry Kohlman
◆ Wing Public Affairs

Find your balance, select the target, and execute. A technical sergeant from the 446th Aircraft Maintenance Squadron has been dubbed an extreme bowler in the 2005 spring issue of the *American Bowler Magazine* for participating in seven sanctioned leagues in the 2003 - 2004 bowling season.

Nathan Krawitz, an instrumentation and flight control specialist, found a balance between military technical training and his passion for bowling. During a constant military training schedule in the summer of 2004, he made the best of his travels and bowled every chance he had.

"I'm passionate about bowling," said Krawitz. "The more you do it the better you get."

Prior to that busy summer, Krawitz's winter average was 212 where he managed to bowl three consecutive 700's. A 700 is three straight games with a combined total of more than 700 points.

He started the 2003 - 2004 bowling season with a 298 and in March 2004 rolled a 299. Later in the season he rolled a 289 in one sanctioned league and another 289 in a different sanctioned league.

The 2004-2005 season, which began in August, started out at the same level if excel-

lence. While he was on temporary duty at Sheppard AFB, Texas, he bowled a 300. So far this season, Krawitz has bowled in four different leagues.

"I started getting serious about bowling in 1995. Since then I have bowled in two to three leagues a week," said Krawitz.

Krawitz is always prepared to bowl. He finds a sanctioned league everywhere the military sends him, and UTA weekends are no exception. He can be found bowling as a substitute on a McChord AFB league almost every time he is in the area.

This Beaverton, Ore., resident truly loves the game.

"I volunteer as an association director with the Portland Bowling Association and a youth coach. If I can help teach a young person how to bowl and enjoy it, they will probably stay with it and become the next generation of life-long bowlers," said Krawitz. "I think of what I do as stewardship."

Not only is Krawitz an extreme bowler off-duty, he is an extreme military member. He has served more than 10 years on active duty in the Navy and an additional 10 years in the Navy Reserve. Then, in 2003, he joined the Air Force Reserve.

"Instead of retiring I shopped around and found that I could contribute to the Air Force Reserve," said

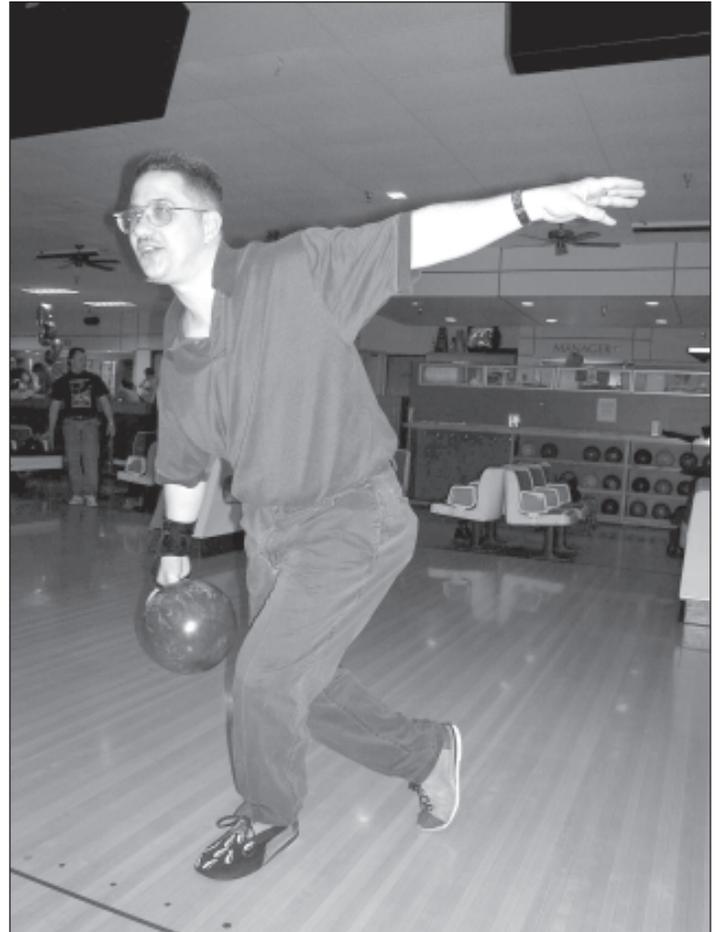


Photo by 1st Lt. Larry Kohlman

Nathan Krawitz takes some bowling practice at the Sounder Lanes on McChord.

Krawitz.

Most other people would have probably weighed their options and chose to retire rather reenlist and start back as an apprentice in a new career field. But not this NCO. Krawitz sees his Air Force Reserve career as just a new beginning and an opportunity to continue

serving. He doesn't plan on getting out of the military until mandatory retirement in 2015 with a total of 33 years of service.

In life it seems that Krawitz has found his balance, selected his target and is in the process of executing.

Air Force shooting team takes silver, bronze

The Air Force International Trap Shooting Team recently competed in the 2005 Interservice Trap Championships and won two medals.

The five-day competition at Fort Benning, Ga., brought Air Force and Army marksmen together to compete in international trap and double-

trap shooting events.

Mike Herman from Schriever AFB, Colo., took the silver medal in the single-trap event, finishing behind Army Spc. Matt Wallace.

In the double-trap event, Herman, an Air Force captain, won the bronze medal in the 150-target match behind Army

Staff Sgt. Bill Keever and Army Pfc. Josh Richmond.

Staff Sgt. Mike Agee, from Schriever, just missed the medal stand in the single-trap event, finishing only one target behind three-time Olympian Army Sgt. 1st Class Bret Erickson. (*Courtesy Air Force News Service*)

“When you do the common things in life in an uncommon way, you will command the attention of the world.”

– George Washington Carver

**July
2005**

**Did you
KNOW**

Air Mobility Rodeo's roots began in 1962 as a combat skills competition. In 1976, international partners were added.

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 will be in the August *Associate Press* and from the 446th Airlift Wing Public Affairs office, Bldg. 1214.

Commander picks new command chief

Chief Master Sergeant Kenneth Mitchell, 944th Fighter Wing, Luke AFB, Ariz. Was chosen by Maj. Gen. Robert Duignan, 4th Air Force commander as the new numbered Air Force command chief master sergeant. He will be in place at March ARB this month.

Air Expo takes off July 30-31 here

McChord AFB's Air Expo is July 30-31. The two-day air show will feature the Air Force Thunderbirds, as well as many static displays and ground demonstrations, including the Air Force Reserve Jet Car.

Full Spectrum Threat Response moves

The Full Spectrum Threat Response office has moved to Bldg. 305, Room 10. The telephone number is still 982-2388, however the fax number has changed to 982-0440.

Wing issues new IDs based on guidelines

The new Common Access Card that does not have the RESERVE status on it will be issued for the following reasons:

- Change of rank,
 - Re-enlistment,
 - Member going on active-duty orders for 31 days or more,
 - Member currently on active-duty orders and continuing on for 31 days or more.
- Previously issued CACs, containing the status field will

remain valid until October 2007 or until the card expires, whichever comes first.

Members must turn in all CACs prior to being issued a new CAC.

For those who are currently on active-duty orders, this will require turning in both the active-duty CAC and Reserve CAC.

CAC IDs are accountable and the military personnel flight customer service staff must turn these cards in.

If you have any questions please contact Tech. Sgt. Linda Moore at 982-2855 or Staff Sgt. Carlos Lagman at 982-9099

Point summaries no longer come in mail

The Air Reserve Personnel Center in Denver no longer mails Air Force Form 526, Air National Guard/Air Force Reserve Point Credit Summary, to Air Force Reservists.

Guard and Reserve members must now use the virtual Military Personnel Flight to print a copy of their point credit information. They may call Headquarters ARPC/DPPK toll free at 1-800-525-0102 for questions and concerns about credit of points. They can access the vMPF by going to:

www.afpc.randolph.af.mil/vs/

Reserve TRICARE information on Web

New TRICARE Reserve Select health plan materials have been added to the TRICARE Web site.

Beneficiary education and staff training materials are being added weekly, so be sure to check the site often for the most current TRS information.

New materials added recently include: a TRS Brochure, updated Frequently Asked Questions, and a TRS Briefing with Speaker's Guide and Suggested Uses.

It is important for National Guard and Reserve families to know about this new TRICARE benefit in order to make an informed health care choice.

The TRS Web site is <http://www.tricare.osd.mil/reserve/reserveselect/index.cfm>

Legal offices can help with living wills

The Terry Schiavo saga has spurred a huge increase in living wills over the past couple of months. A living will is a legal document that expresses a person's personal health-care wishes in the event he or she is unable to make decisions. There is no federal standard for living wills; many states have developed their own format. They are particularly important for people heading into risky situations, such as combat or medical procedures.

It's best to have one for the state you live in or move to so a doctor has a familiar document to deal with. Any military legal assistance office can prepare living wills free of charge to active-duty servicemembers, family members, retirees and Reservists on active duty for 30 or more days. For more information, go to the story on Air Force Link at <http://www.af.mil/news/story.asp?storyID=123010183>.

Passes to theme parks free to military

Anheuser-Busch again will open the gates to its SeaWorld, Busch Gardens and Sesame Place theme parks for free as a way of saying thanks to servicemembers and their families. The company's latest promotion, dubbed "Here's to the Heroes," offers a free single-day admission to all servicemembers and as many as three "direct dependents."

The offer runs through Dec. 31. Eligible servicemembers can register for free admission online or in the entrance plaza of participating parks. Military family members also can take advantage of the offer without their military sponsor; however, an adult must accompany minor children.



About 140,000 copies of the 2005 POW/MIA Recognition Day poster are being sent to ships at sea, military installations worldwide, Veterans Affairs medical facilities and to veterans and family organizations.

Defense POW/Missing Personnel Office graphic



CES

Continued from Page 4

that I was fortunate enough to be able to help.”

For Senior Airman Kris Hall, a carpenter who hasn't been to technical school yet since coming over to the Army Reserve in late February, the whole project was a huge learning experience. They kept her pretty close to the supervisors for the most part, but they did let her go solo on one project – from design to finish.

“On the day before we left, I got to build a railing around a staircase,” she said. “I thought that was pretty cool. I've always wanted to work with my hands and build things.”

But even Airman Hall, a waitress at the Bahamas Breeze restaurant in Tukwila, knows her work at the reservation helped build more than material items for the tribe.

“This helped build friendships and working relationships with me and the people in my squadron,” she said. “Until this trip, I hardly knew anyone in the squadron. This has really helped make me feel like I was part of the squadron.”

And being a member of the civil engineer squadron means

to expect to cross over into areas you may not specialize in, said Airman Kariuki.

“We're a team and that means you help others do anything they might need help with,” he said. “What I liked best was the supervisors let us work freely. They gave us a task, asked what steps we would take, and then let us do it.”

But there were some things that couldn't be done without ordering parts, Airman Kariuki said. And there were times when the tribe couldn't afford to get a new part. That didn't stop the McChord Airman – it just presented a new challenge.

“My supervisors would just say this is no different from doing your job in a wartime environment where you have to make due with what you have. We won't be able to hit the hardware store on the front lines,” said Airman Kariuki, a nurses aide for the University Place Care Center. “So I would have to make whatever part that wasn't working work. Mostly, in plumbing, that just means giving something a good cleaning or improving one part for another. But being allowed to come up with a solution on your own was very rewarding for me.”

Promotions

To Captain

Colin Edwards, 728th AS
Lara Wills, 728th AS

To Master Sergeant

Bradlee Clarke, 446th AMDS
Ronny Davis, 446th AMXS
Joe Hunt, 446th AMXS
Ralph Myers, 446th AMXS
Thomas Shute, 86th APS
Randall Wentz, 446th AMXS

To Technical Sergeant

Leonor Bruton, 446th ASTS
David Cassie, 446th AMXS
Mark Coucke, 446th CES
Timothy Haag, 86th APS
Frank Jensen, 446th MXS
Jeremy Parker, 97th AS
John Stimer, 86th APS
Gregory Tanner, 86th APS

To Staff Sergeant

Candice Allen, 446th OSF
Adrien Blackman, 446th SFS
Melissa Boos, 446th AES
Angelina Christianson, 446th ASTS
Paul Clark, 446th AMXS
Lakesha Hallmon, 446th SVF
Jennifer Jankord, 446th SFS
Dustin Liebhaber, 97th AS
Steve Mendoza, 446th MXS
Kathleen Myhre, 36th APS
Richard Rodabaugh, 446th AMXS
Timothy Simons, 36th APS
Queliquates Stanley, 446th MXS

To Senior Airman

Jeffrey Cunanan, 86th APS
Hance Edwards, 446th AMXS
Trenton Ghorley, 728th AS
Galen Hall, 446th AMXS
Kelly Jones, 446th AMXS
Melissa Klaiber, 446th ASTS
Ronald Lagman, 446th CES
Carl Leach, 446th AMXS
Scott Nelson, 446th ASTS
Issel Penafigueroa, 446th LRF
LeeAnn Rabel, 446th ASTS
Justin Robinette, 446th MXS
Jonathon Ross, 36th APS
William Simonsen, 86th APS
Lindsay Stevens, 446th MXS
Nicole Taylor, 446th LRF
Ly Tran, 446th AMDS
Damien Winston, 446th MSS

To Airman First Class

Jamie Miller, 97th AS
Eric Toves, 446th MXS

Airman

Emily White, 446th AMDS

Newcomers

Captain

Scott Jones, 728th AS

Technical Sergeant

Marvin Lolmaugh, 446th CES
John Wanner, 446th CES

Staff Sergeant

Kenneth Fama, 446th AMXS
Kristy Fry, 446th MSS
Connor Riley, 446th MXS

Senior Airman

Skyler Fowler, 446th MXS
Nicholas Krissie, 446th CES
Marvin Lolmaugh, 446th LRF
Michael Paredes, 86th APS

Airman First Class

Conrad Calderon, 446th AMXS
Victoria Knight, 446th MXS
Tymothy Noles, 446th AMXS
Daniel Rozell, 446th CES
Michael Scherping, 86th APS
Brandon Sciarretta, 446th CES
Kimberly Shadlow, 446th AMXS
Justin Shattuck, 446th CES
Lindsay Stevens, 446th MXS
Maureen Verdugo, 446th MXS

Retirements

Senior Master Sergeant

Shirley Weathington, 446th AES

Master Sergeant

Michael Baltadonis, 446th AMXS
Craig Murray, 446th AMXS
Cesar Ramos, 446th AMXS

Technical Sergeant

Catherine Conley, 446th AMXS
Steven Wells, 446th OSF

Staff Sergeant

Garry Grattic, 86th APS



Photo by 1st Lt. Larry Kohlman

The 446th Airlift Wing Rodeo team gathers round the six trophies it earned during Air Mobility Rodeo 2005, June 18-24, The team earned the General Duane H. Cassidy trophy for Best C-17 Wing, as well as trophies for best C-17 maintenance preflight inspection, best C-17 engine running onload/offload, best C-17 airdrop, best C-17 aerial refueling and best C-17 aircrew.

Rodeo

Continued from Page 1

Aircrew. Of course, there is no successful aircrew without aircraft maintenance.

“Thanks to the maintainers, we started Rodeo with the near perfect score on the preflight with 599 out of 600,” said Colonel Pyke. “I would like to say that all of our scores were like that, but we did have some bad events. We just didn’t let those few bad events carry over to the next ones.”

Reservists from the wing’s two maintenance squadrons kept the aircrew flying all

week and were rewarded with first place in the C-17 preflight inspection category.

Maintenance team chief Senior Master Sgt. Ed Cruz-Segarra said, “We really came together as a team and worked hard, long days to ensure we competed successfully. We work hard and win Rodeos.”

Ground support operations essential to combat mobility were also part of Rodeo and the wing’s aerial port team provided crucial support to the wing’s winning efforts.

The 446th AW aerial port team finished first in the engines running onload and offload

event. Known as ERO, the competition challenges participants to load and secure vehicles on the aircraft as quickly and safely as possible. The team earned the highest score overall with 892 points out of 1,000.

The security forces and aeromedical evacuation teams’ efforts and points contributed to the wing earning the Gen. Duane H. Cassidy Trophy for Best C-17 Wing.

“While all of our team did not get individual event trophies, they all did great,” said Colonel Pyke. “We would not have taken the Best C-17 Wing if they hadn’t.”

446th Associate Press



The Associate Press is printed for associates like Capt. Esther Aubert, 446th Aeromedical Evacuation Squadron.

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