

ASSOCIATE PRESS

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

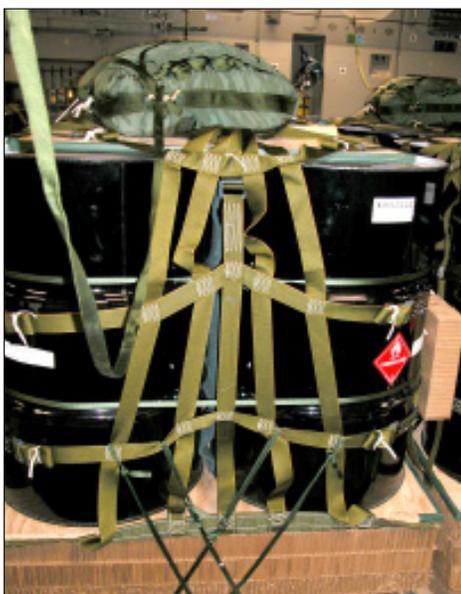
A Look Inside the Associate Press

- 3 In Summer, there are 101 days to do yourself harm if you're not a good risk manager - think safety
- 4 Student pilot doesn't hear instructor's directions as he takes to the air - and she doesn't expect him to listen
- 9 Take your Stetson off the shelf, dust it off, and yell yea haw! Rodeo '05, airlift style, is coming to McChord

May 2005

McChord's Home Team

Volume 27, Issue 5



Photos by Maj. Anna Sullivan

Four barrels of fuel are packaged together to be air dropped with one high-speed parachute onto the Arctic ice. Sixty-three such packages were delivered by McChord C-17 crews April 12.



A loadmaster watches as 31 barrels of fuel exit the C-17 and barrel down to the frozen landscape of the Arctic. In the first ever C-17 airdrop over the North Pole, two McChord aircraft delivered 63 barrels of fuel to scientists.

C-17s fuel Arctic research project

By Maj. Anna Sullivan
◆ Wing Public Affairs

When the gas gauge is low, you swing into the next gas station to fill it up. The problem is when that happens 600 miles below the North Pole, the gas station has to come to you.

National Science Foundation scientists, on the Antarctic ice for a six-week project, had the gas station come to them all the way from McChord.

Two C-17 Globemaster IIIs, flown by crews from the active duty and Reserve, made the first-ever C-17 arctic airdrop to deliver specially packaged 55-gallon drums of aviation fuel, gasoline and chains April 12.

"The NSF contact on the ground said it was awesome to see the two aircraft deliver the goods," said Maj. Derek Leckrone, 97th Airlift Squadron pilot and a crewmember on the flight.

The scientists are on a mis-

sion to collect data on the effect of global climate change, said Tom Quinn, an international logistics manager working with the foundation. A network of National Oceanic and Atmospheric Administration buoys run across the Nares Strait between Canada and Greenland to measure water temperature, salt content, and the speed and direction of Arctic Ocean currents, he said.

The fuel will power generators, drilling equipment and a

helicopter used to reach the buoys. Without the fuel delivered by the C-17s, the mission would be, well, stopped cold.

The airdrop mission planning, which took three months, was headed up by Maj. Travis England, 8th Airlift Squadron. While it is allowable to use the C-17 for this kind of mission, it is not normal. A clue as to how rare it is came when Major England discovered during his research

See ARCTIC, Page 9

446th Associate Press

Volume 27, No. 5

May 2005

May 25 is the deadline for articles in the June 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. LaVonne Johnson

2nd Lt. Reed Robertson

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.

MEMORIAL DAY

Remember our fallen veterans

By Col. Eric Crabtree

◆ Wing Commander

At a recent ceremony I attended, the topic of remembrance and memorial events came up for discussion. It made me think that May is the one month of the year we have set aside to pause and think about those who gave their lives in the service of this country, and those who served and have since passed away.

If you are familiar with the history of Memorial Day you know it started after the Civil War. It was originally called Decoration Day and was to be a day set aside to honor the Civil War dead by decorating their graves.

By the late 1800s it had transitioned to a national ceremony called Memorial Day to commemorate and honor war dead from all of America's conflicts. It remains a day to honor those who have served in those many conflicts and since passed on.

If you look at the historical information on all

of our national struggles it is certainly worthy of a pause when you see the numbers of casualties from each of those conflicts. In the Revolutionary War 4000 to 5,000 people died; the War of 1812, 2,000; the Mexican War 13,000. The Civil War was the largest yet with 620,000. The Spanish American

There is not a community, large or small, that has not known the sadness of loved ones lost in the defense of our freedom.

Eric Crabtree



Col. Eric Crabtree

War saw 5,462 perish (90 percent of whom died from disease). In World War I, we lost 112,000; World War II, 405,000; the Korean War 54,200; the Vietnam War, 109,000; and the first Gulf War, Desert Storm, 148.

Any time you visit or drive past a veterans' cemetery, the rows and rows of white markers

can not help but cause a momentary mental pause and contemplation of the value of the service of each of those individuals to establishing and preserving the democracy we enjoy. The number of small flags placed on the graves in local cemeteries across this country to honor veterans is equally impressive.

There is not a community, large or small, that has not known the sadness of loved ones lost in the defense of our freedom.

All of you should be proud that you stand as part of that line of defense between the forces who would like to see our country and its form of government topple. There is probably no one who knows the cost of maintaining freedom and democracy in today's world better than those who are working hard to see a successful conclusion to the conflicts in Afghanistan and Iraq. The stresses and strains on you and your families and friends have been great since the attacks of Sept. 11, 2001. But all of you have stood tall and done what is necessary to ensure there is no break in that line stretching from the Revolutionary War, which established our democracy, to the present.

As May 30 comes and goes, take a few moments to pause and think about all those many veterans and your link to the heritage they passed on to you and your families. We could not enjoy the freedoms we cherish today without their service and dedication, and people will say the same of you in the not so distant future.

Hopefully, when the current conflicts are concluded, there will be a whole new group of people who have the opportunities and benefits of freedom thanks to your service and dedication.



Manage risk throughout summer

By Senior Master Sgt. Dave Ponce
◆ Wing Safety

Having great summer days and fun in the sun is something we all look forward to. Family outings, backyard barbecues, boating, traveling and all the summer activities we enjoy doing can be spoiled when a fatality occurs.

Each year the military loses more lives to off-duty motor vehicle accidents during the summer than any other time of the year.

Last year, 32 military personnel lost their lives during a period called 101 Critical Days of Summer, a high-risk time of the year when many Airmen lose their lives in preventable, peacetime mishaps.

The 101 Critical Days of Summer runs from Memorial Day (May 30) to Labor Day (Sept. 5). This campaign was created back in the 1980s to help counter the traditional increase in Air Force mishaps and fatalities

that occur during the summer months. Some of the factors in these mishaps included speeding, not using seatbelts or helmets, and alcohol.

Summer activities many of you like to engage in also lead to mishaps, such as boating or cooking outdoors. When boating you need to know the rules - don't drink and boat, make sure you have enough personal floatation devices and use them. These are preventable measures you can take to help ensure a safe outing.

Cookouts and picnics are also a great way to celebrate summer and grilled food is so tasty. Yet, many barbecue mishaps occur annually. Remember, use charcoal or lighter fluid, not gasoline to get that grill started. Other tips - keep grills away from the house and overhangs, never leave grill unattended, never put lighter fluid on already lit coals, and have a fire extinguisher ready.

Whatever your pleasure, apply risk



management when planning leisure activities. Most of the things that can hurt you or go wrong are easy to anticipate and avoid. When everyone makes the right choices, life is more rewarding.

The keys to an effective safety program throughout the year, are active commanders involvement at all levels, a viable training program and accountability.

We've had no fatalities in the 446th Airlift Wing during this critical period for safety and we need to keep it that way by making the right decisions for you and others.

Combat lessons for every Airman

By Staff Sgt. Lee Watts
◆ Shaw AFB, S.C.

There I was, deployed in the war on terrorism, when I found myself under attack, again! I am not a pilot or a security forces troop. I do most of my work in an office; but while in Iraq, I had to repeatedly face enemy fire nonetheless.

If you are in the military, you can expect to deploy. It is what we train for. Whether you work in an office, on the flightline or have some other job, training with a warrior's mindset at home can keep you alive when you are under attack here.

When you literally see the rocket's red glare and bombs bursting in air, there is no time to think. Your training, or lack thereof, will take over.

During exercises, do you ever grumble about having to wear the helmet or flak vest for hours? Are you one of those

Airmen who takes it off when no one's looking? Yes, it is uncomfortable; but let me stress why we all need to train the way we fight.

A few weeks ago I was in Baghdad and was headed to the gym, which was a short walk from the trailers where we slept. I will admit, it looks ridiculous wearing a T-shirt, running shorts and sneakers with body armor and a helmet. But while outdoors, orders were to always wear your protective gear.

It was a quiet night, but halfway there, four rockets broke the silence. They came without warning; no alarms sounded until after the explosions began. That night, I chose to put on the uncomfortable armor. A guy 50 yards to my right did not. Today, I am safely home with my family; he is not. His family must now go on without him.

Orders are for a reason.

Following them saved my life.

Train the way you fight! The military provides the training, but your mindset determines its effectiveness. Have you trained for war or just checked a box? Whether it be self-aid and buddy care, chemical warfare or small arms, treat your training as if your life depends on it. It may.

Right now, if the bullets started flying, could you quickly clear a jam in your weapon and get it operational again? This "office" Airman had to do that. Could you treat someone going into shock?

During a Phase II exercise, when you're showing new Airmen how to do unexploded-ordnance sweeps, are you showing them exactly the way you want them to check around your tent when it really counts? There were more than 100 sweeps in the short time I was there.

During attacks, your

training will take over, and so will the training you have provided to others. When mortars begin to fall, it is too late to prepare. Whatever preparations you make now will be all you have then.

In Baghdad, it was obvious who was fit to fight both physically and mentally. They had trained with a warrior mindset and came to the fight combat-ready.

In this war, fear is the enemy's greatest weapon. The terrorists want us to be afraid: afraid to fly, afraid to visit our own monuments, afraid the costs will be too high to see this fight through to the end.

The way to defeat our enemy is clear. Thomas Paine once said, "Those who expect to reap the blessings of freedom, must, like men, undergo the fatigue of supporting it." (*Courtesy Air Force News Service*)

Sounds of silence, freedom merge

When planes take off down the runway behind her, the flight instructor, begins talking more loudly while illustrating a point to Rob, her student. Then she remembers he can't hear a word she's saying.

He's deaf.

By Staff Sgt. Wendy Beauchaine
◆ Wing Public Affairs

Senior Airman Christy Helgeson met Rob Drake at Wings Aloft, where she is an assistant chief pilot. A week after they met, Rob asked her to be his instructor, helping him become possibly the first deaf pilot to learn to fly in the state of Washington.

Mr. Drake was drawn to Airman Helgeson's commitment and felt, based on her encouraging words when they met, that she was a natural choice as an instructor. Likewise, Airman Helgeson, an aerospace maintenance journeyman in the 446th Aircraft Maintenance Squadron, was impressed with Mr. Drake's determination, along with his upbeat sense of humor.

"He never lets anything get him down," she said. "Even when he's having a tough day, he's still laughing and joking and he's more motivated than any student I've had."

Showing off his sense of humor, Mr. Drake shared his memory of meeting Airman Helgeson.

"She said, 'You can't fly and I can't teach you,'" he said, with a wide smile that brought out his dimples. "I knew she had to be my instructor so I could give her a hard time."

After poking each other in the ribs, play fighting, Airman Helgeson clarified.

"I told him, not only will I teach you, but I will be an ally for you," said Airman Helgeson, a four-year veteran in the Reserve.

The two have clearly developed a friendship over the months, laughing and joking quite a bit and appearing very comfortable together.

"I found Christy very easy to communicate with," said Mr. Drake. "She asked me if



Photos by Staff Sgt. Wendy Beauchaine

Rob Drake and his flight instructor, Christy Helgeson, sign "perfect" in the plane he has flown solo. Christy, a senior airman with the 446th Aircraft Maintenance Squadron, is a flight instructor with Wings Aloft when not serving Reserve duty. Mr. Drake, deaf since birth, wears a headset so he can talk to other people, although he can't hear. He jokes that he only taught Airman Helgeson how to sign perfect and good, so he would only get positive feedback from her.

I was interested in flying and she encouraged me to pursue my dream."

While Airman Helgeson and Mr. Drake were motivated to get started, the process wasn't easy because it had never been done before in the Pacific Northwest.

"When you do something out of the ordinary, like teaching a deaf person to fly, it's not just about teaching him.

You have to get people out of the notion that deaf people can't do things," said Airman

Helgeson. "There have been a lot of meetings, phone calls, and letters between us and the Flight Standards District Office. This was a whole new game."

And the game took place at Airman Helgeson's civilian workplace.

Wings Aloft operates out of Boeing Field

in Seattle. Mr. Drake knew a friend who owned a plane there, so he visited one day last September, and that's when he met Airman Helgeson. He began flying with her in October and he took his first solo flight in November.

"I knew I would land, but I wanted to land perfectly," he said. "I didn't want to make any mistakes, or think I needed more practice. I wanted to know I was really ready to go solo, and to me, that meant I had to do everything perfect."

In aviation, outside factors such as health, family situations and work can affect how a person flies. Fortunately, Mr. Drake had the support of his wife throughout his training.

"She knows it's my passion," he said, his bright-green eyes showing his sincerity. "She knows I'll be fine when I put my mind to something. She's a great wife."

While sincerity can propel a person to put forth his best effort, it cannot replace



I told him, not only will I teach you, but I will be an ally for you.

Christy Helgeson

See STUDENT, Page 5

Airman's drive key to achievements

By Staff Sgt. Wendy Beauchaine
◆ Wing Public Affairs

Teaching a deaf man to fly is pushing the limits of the every day routine for most flight instructors. For Senior Christy Airman Helgeson, pushing the limits is routine.

Airman Helgeson is a Reservist with the 446th Aircraft Maintenance Squadron, and a flight instructor at Wings Aloft, at Boeing Field. There, she has been teaching Rob Drake to fly. Mr. Drake has been deaf since birth, but his drive to learn to fly was realized when he met Airman Helgeson, who's own drive has caught the attention of fellow Reservists.

"Everyone has an internal drive, but not everyone has it pointed in the same direction," said Chief Master Sgt. Steven Slagle, flight NCOIC for the Red AMU and Airman Helgeson's supervisor. "She's always striving to do more and she's always thinking about what's good for the unit."

Likewise, in her civilian job, Airman Helgeson strives to be the best instructor she can be, immersing herself in her craft. Not surprising considering how she became an instructor pilot.

"I was pursuing a mechanical engineering degree at Montana State University and decided I needed to rethink my career choice," said Airman Helgeson, a certified sky diver. "I figured, if I could throw myself out of a plane, I should be able to fly it. So, I



Photo by Staff Sgt. Wendy Beauchaine
Senior Airman Christy Helgeson is a flying crew chief with the 446th Aircraft Maintenance Squadron.

packed up and went to Oklahoma for flight school. Two years later, I was hired at Wings Aloft, which brought me out to Washington."

Before leaving Oklahoma, having no money in her pocket and plenty of school expenses, Airman Helgeson enlisted in the Reserve to help her finish school and pay off some debt.

"I was going to be a KC-135 crew chief,

in for a landing, the tower said, 'Go around,' meaning, we had to make another loop around before landing. I told Rob, 'Go around,' and then a second later, I realized he couldn't hear me. Then I realized, there was no sign for go around! So, I put my hand on his and my other hand reached across his field of vision, so he knew he had to make a loop. Through trial and error, we came up with our own signs for those terms."

For both student and teacher, the process was an experience to learn from.

"I'm a much better person all around and a much better instructor since meeting Rob," said Airman Helgeson. "This has opened up my teaching abilities to help students, since I can communicate in a lot of different ways, and I have more experience to draw from. That's rewarding."

but Wings Aloft hired me, so I transferred to McChord and went to the C-17 tech school," she said.

Since coming to McChord, Airman Helgeson has made a name for herself in the squadron and throughout the wing.

"She's one of the few senior airman flying crew chiefs," said Senior Master Sgt. Robert Belletti, 446th AMXS.

That's no small achievement. But, Airman Helgeson seems to take a different perspective on challenges than the average person. She tends to see the challenge as an opportunity, rather than a roadblock.

"I've had the luxury of having people hear what I say," said Airman Helgeson, reflecting on her efforts to teach Mr. Drake to fly. "This time, the challenge was the teaching and I wondered how I was going to get it done."

Airman Helgeson looks at these situations as an opportunity to learn and help herself grow. Learning sign language, aircraft maintenance, and becoming a flying crew chief, are all examples of her drive.

"It's very significant that she's excelling out there on the line," said Command Chief Master Sgt.

Gloria Bennett, who is familiar with the challenges of working in maintenance. "She's a great role model for women."

Airman Helgeson admits the road hasn't

always been easy, but it has been gratifying.

"In maintenance, we fix airplanes," she said. "When I got here, I had to prove that I could do the job. When I wanted to do more, like becoming a flying crew chief, I had to overcome each 'no' and show that as a senior airman, I could do it and do it well."

Leaving Montana seven years ago, she was a little nervous moving from home, family and everything she'd ever known. She was stretching outside her comfort zone, but she knew mechanical engineering was not her calling and aviation looked promising.

"I thought, I can always come back, but if I never leave, I'll never know," she said. "I told myself, when I don't like this anymore, I'll stop doing it. I haven't stopped."



I figured, if I could throw myself out of a plane, I should be able to fly it.

Christy Helgeson

Student

Continued from Page 4

communication. For Airman Helgeson, this meant finding a way to teach her motivated student. She began teaching herself American Sign Language, so she could communicate even better with Mr. Drake.

"He speaks flawlessly and he's so good at lip reading, I almost forget he can't hear me," said Airman Helgeson. "He was born deaf. The nerves between his ears and brain are dead, but his ears still function, so he can sense pressure."

While the two work together very well, there was still much to learn.

"There are so many aviation terms that don't have an actual sign, in sign language," said Airman Helgeson.

"Once, while we were flying and coming

Red hot training

A burning need for training brought 22 Reservists out April 16 for five live fire exercises at McChord's Fire Training area.

Firefighters, the commander, and the first sergeant with the 446th Civil Engineer Squadron dragged hoses, rescued mannequins, and battled flames in order to meet their annual training requirement.

Fourteen of the 22 Reservists training that day are also firefighters in their civilian jobs.

With the new burn building now available here, members of the 446th CES hope to increase their live fire training to two or three times a year.



Photos by Kevin Tosh
Senior Airman Shawn Walker, a Reserve firefighter, drags fire hoses off the truck during a live fire training exercise April 16.



Airmen from the 446th Civil Engineer Squadron carry out a simulated body from inside the burning building.



Airmen from the 446th Civil Engineer Squadron suit up for the live fire exercise at McChord's Fire Training Area. Pictured are, from left to right, Senior Airman Shawn Walker, Staff Sgt. Maximo Pascua, Master Sgt. Michael Gilbert, and Staff Sgt. Jacob Green



File photo by Tech. Sgt. James Lotz

A C-17 Globemaster flown by the Rodeo 2000 446th Airlift Wing team, conducts an assault landing at Holland landing zone at Fort Bragg, N.C. The Air Mobility Command international airlift competition returns to the stage here in June.

Rodeo '05 lands in June

By Master Sgt. Bud McKay
◆ Wing Public Affairs

It's been five years since the last Air Mobility Command Rodeo competition and seven years since the competition sprang out of the McChord coral.

Finally, more than 800 competitors representing about 80 teams get the chance here June 12-26 to buck off the defending Rodeo champions – the 6th Air Refueling Wing from MacDill AFB, Fla.

At Rodeo 2000, the 446th Airlift Wing earned top honors as the best C-141 Wing, the highest finish among all Air Force Reserve competitors. The 446th AW has won this award in the last four Rodeos.

McChord even fielded two aircrew and maintenance teams in 2000 - one for the C-141 and one for the C-17. This year, for the first time in more than 40 years of Rodeo, no C-141s will compete. McChord will ride and maintain the C-17 out of the gates.

The worldwide air mobility competition tests the skills of aircrews, maintainers, aeromedical evacuators, aerial porters and security forces in more than 50

contests. The ultimate goal of Rodeo is to develop and improve techniques and procedures to enhance operations between the competitors.

Heading into Rodeo '05 will be five teams for the 446th AW all hoping to earn top team awards as well as helping score as many points possible to earn the Best C-17 Wing and being crowned Rodeo champion. They are being lead by Lt. Col. Greg Pyke, 97th Airlift Squadron.

Aircrew

The 446th AW aircrew team competes in air drops, aerial refueling, tactical navigation, cargo loading and short field landings. In Rodeo 2000, the C-17s best finish was a first place in the second of three scored landings in the first year the McChord Reservists flew the C-17 in competition. Members of the 446th AW C-17 aircrew, who will be gunning to replace the 97th Air Mobility Wing, from Altus AFB, Okla., as the Best C-17 Aircrew Team, are:

Lt. Col. Mike Phillips
Maj. Paul Pearson
Maj. Scott Amerman
Master Sgt. Lance Gustafson
Senior Master Sgt. Ty Brooks

Maintenance

The 446th AW maintenance team competes in pre- and post-flight inspections, fuel servicing and daily observations – launching and recovering aircraft, maintenance activity, and flight line safety. In Rodeo 2000, the C-17 maintainers finished third place overall. This year, the members of the team hope to knock off and replace the 315th Airlift Wing, Charleston AFB, S.C., as the Best C-17 Maintenance Team. They are:

Senior Master Sgt. Edward Cruz-Segarra
Master Sgt. Jeffrey Daniels
Tech. Sgt. Henry Bande
Tech. Sgt. Randall Wentz
Tech. Sgt. Jeffery Reinke
Tech. Sgt. Shawn Jewett
Tech. Sgt. David Brockman
Tech. Sgt. Robert Farrell
Tech. Sgt. Devin Eierman
Tech. Sgt. Lee Markos

Security Forces

The 446th AW security forces team competes in tactics, an endurance course, rifle and handgun events. This year, the cops get a new look at their tactics event. In the past, it's been an urban assault situation. For

Rodeo '05, they'll be looking at a hostage situation on an aircraft. In Rodeo 2000, the 446th AW team finished seventh overall out of 38 other security forces teams. That finish was the best of all Reserve component teams. The members of the 446th AW security forces team have their sights set on blasting away the defending champion 86th Airlift Wing, from Ramstein AB, Germany, as well as everyone else in their way to earn the Best Security Forces Team. They are:

Master Sgt. Chris Skyberg
Staff Sgt. Sean Cargill

Aeromedical

Emergency medical scenarios, medical equipment and aircraft configuration, patient loading and patient care are the events the 446th AW aeromedical evacuation team this year. New for the aeromeds this year will be actually flying while performing patient care. In Rodeos past, those events were held on the ground. The McChord Reservists finished just 17 points shy of defending their Rodeo '98 victory when the 145th Airlift Wing, Charleston AFB, edged them out in 2000. Hoping to get the 446th aeromeds back to first place for Rodeo '05 are:

Maj. Annie Thomas
Capt. Esther Aubert
Capt. Barry Vansickle
Master Sgt. Saudia McVea
Master Sgt. J.P. Wirth
Tech. Sgt. Shawnette Reach
Staff Sgt. Kristy Wellman
Staff Sgt. Charlene Taylor

Air Transportation

If anything defines what Rodeo is all about, the 446th AW aerial port team does. It's their job to prepare and load cargo for air transportation. They'll also compete in an endurance obstacle course as well as a driving obstacle course with a forklift. In Rodeo 2000, the team was well

See RODEO, Page 11

Needle weapon of choice this day



Photo by Staff Sgt. Wendy Beauchaine
Senior Airman Chris Zacharias, 446th Security Forces Squadron, successfully inserts an IV into his buddy, Senior Airman Giovanni Garcia.

By Staff Sgt. Wendy Beauchaine
◆ Wing Public Affairs

Normally security forces troops have an M-16 or an M-9 as their weapon of choice, but in a recent training opportunity, 446th Security Forces Squadron Reservists were armed with needles, betadine, and saline bags to accomplish their mission.

“We’re here to take advantage of the preparatory skills for our mission and what we do, like when we have to do convoys,” said Tech. Sgt. Michael Pate, a security forces craftsman. “Our guys usually don’t have medics, so we need to be prepared for direct traumas.”

The 62nd Medical Squadron planned the training opportunity for their Airmen, and offered the 446th SFS cops a chance to jump in. Four Reservists were able to participate.

“This training is for combat situations, so we can save the lives of our buddies,” said Sergeant Pate, a nine-year veteran of the Reserve. “We get a chance to buy some time for an injured person, until medics arrive, so we’re actually saving their lives.”

Getting this kind of training is why some people enlist in the Reserve. Senior Airman

Chris Zacharias, a security forces journeyman, credits the Air Force training opportunities as a top reason for his friends to enlist, and he helped enlist five friends.

“If we’re in a combat situation before medics arrive, we can treat for any kind of trauma, open wounds, even put in IV’s,” said Airman Zacharias.

The Reservists trained for a day, sticking needles into training aids like mannequin arms or hands. On the second day, they had a chance to start intravenous infusion lines into each other, giving them a real-world opportunity to ensure they could do the task.

“Any time there’s a slot for training, I try and get in on it, because they aren’t always offered, and it’s really good training,” said Senior Airman Leomar Torres, also a security forces journeyman.

The training must have been effective, as each of them trusted their buddies to stick them a few times to get a feel for the intravenous line.

Airman Zacharias paired up with one of the cops he referred into the Reserve, Senior Airman Giovanni Garcia. *(See story below)*

“It feels cold,” said Airman Garcia, about the saline solution, after Airman Zacharias got the needle inserted. “It’s working!”

Get One Recruiting Award

By Staff Sgt. Wendy Beauchaine
◆ Wing Public Affairs

Senior Airman Chris Zacharias, 446th Security Forces Squadron, recently won a Air Force Reserve Command Get One recruiting award for helping five people enlist into the Air Force Reserve.

Airman Zacharias credits the Air Force training opportunities as a top reason for his friends to enlist.

Two of his friends, civilian security guards with Airman Zacharias at Bangor Naval Submarine Station, came into the Reserve, joining him as security forces journeyman.

“We do a lot of training here on the weekends,” said Airman Zacharias. “Being in security forces is great field for people who like to shoot weapons – that’s what got me in.”



Adventurous jobs and educational opportunities seem to be key factors in enlistment and re-enlistment into the Reserve. Having just gotten back from Lackland AFB, Texas, Airman Zacharias plans to apply his school training toward credits for an associate’s degree.

“We offer a lot of training out here,” said Tech. Sgt. Michael Pate, 446th SFS. “This

definitely helps with retention. People want to take advantage of the training opportunities because it helps so much with college and our civilian jobs.”

The Air Force Reserve Get One program brings hundreds of new leads into the wing’s recruiting office.

Airman Zacharias was recognized for being the Reservist here who referred the most leads to McChord. He earned a \$50 gift certificate along with his Get One Award.

“It’s important for folks to talk about the education benefits, the drill pay, and the training opportunities as a Reservist,” said Senior Master Sgt. John Roberts, a senior Reserve recruiter in the wing. “When people refer leads to us, we can help the leads determine what jobs they are qualified for and help them choose a career field that is a good fit for both the individual and the Reserve.”

C-17 hangar at March sets standard

By Erickson Barnes
◆ March ARB, Calif.

When the 452nd Air Mobility Wing welcomes eight C-17 Globemasters later this year, the aircraft will be maintained in an environmentally-friendly hangar that is larger than a football field and uses advanced construction technology.

"We wanted it to appear it belonged here – have it blend in with its environment, as well as meet the standards of the 21st century by utilizing the technology available," said Tom Kempton, project manager for contractor Torres-Bryan's design and build team.

From planning to completion, the structure was designed to serve as a template for future C-17 hangars in the Air Force, Mr. Kempton said.

The project began in January 2004 when a smaller hangar was torn down to make room for the new 50,000-square-foot building. Materials were sent to recycling facilities, which set the theme for construction.

"This is a 'green' building," said Mr. Kempton. "Many of the materials used in this building are recycled, including foundation materials, side paneling and the tiles on the bathroom floor."

The hangar's new technology starts at ground level. The floor was constructed with a new substance called Dry Shake. Dry Shake is placed into the concrete to create an extremely hard and durable surface that never has to be painted and repels fluids like fuel and oil. The floor can simply be cleaned and waste products washed into the water treatment system, which recycles and treats wa-

ter before dumping it into the base sewer system. This system uses the newest technology and is extremely environment friendly, said Mr. Kempton.

Another feature of the hangar is a quieter work environment using sound-resistant side paneling, which was custom-built for this facility. Even the building's landscaping uses a minimal amount of water.

"This building certainly has features that will be incorporated in future buildings. This is definitely a template for future hangars," said Mr. Kempton.

The wing is taking delivery of the building on time and under budget. The building is scheduled to be ready by June 1, more than two months ahead of the Aug. 9 delivery of the first C-17. (*Air Force Reserve Command News Service*)

Arctic

Continued from Page 1

for the mission, that there was "no survivability data on high velocity drops," like this one. After the mission, Major England assessed the success of the mission by comparing survivability rates with the Air Force's biggest customer of the specialized airdrop, the Army.

"We lost 12 percent of the individual barrels," Major England said. "I wasn't sure if that was good until the aerial delivery people talked to the folks at Fort Lewis and they told us the Army expects a loss rate of about 36 percent. Not too shabby."

Most of the Reserve aircrew on the mission had some experience in the coldest of weather as veterans of Operation Deep Freeze, an annual resupply mission to the Antarctic.

Along with Major Leckrone, Reservists on this mission were Lt. Col. Greg Pyke, Maj. Paul Pearson, and Master Sgt. Alex Peterson, 97th AS; Maj. Mark Boyd and Master Sgt. Lance Gustafson, 313th Airlift Squadron; Tech. Sgt. Scott Dellinger, 728th Airlift Squadron; and Tech. Sgts. Lee Markos and Shawn

Jewett, 446th Aircraft Maintenance Squadron. Their previous experience helped them understand the extreme environment that is the Arctic. The mission also helped them learn more.

Sergeant Dellinger was on the mission to expand his airdrop skills.

"Usually we only get to drop eight to 10 bundles," said the Kent firefighter about this mission where 63 bundles were dropped, 31 off his aircraft. "And this wasn't practice. This was the real thing."

Sergeant Jewett, along with Sergeant Markos, was on the mission for insurance.

"There are a few things I can fix while out on a mission," said Sergeant Jewett, a flying crew chief for six years. "They put flying crew chiefs on high priority missions and where our only places to divert might be a civilian airfields."

In this case, the divert location was Greenland. "Then the flying crew chief becomes a coordinator for assessing the problem and getting it fixed," he said.

Insurance for the safety of the cargo came naturally with the drop location.

Extra precautions had to be taken because the load was flammable liquid. For aviation fuel the flash point is 108 degrees Fahrenheit, for gasoline just 40 degrees Fahrenheit. But, no worries, the ambient temperature wasn't going to get anywhere near that in the Arctic's minus 25 degrees Fahrenheit.

The bundles were rigged with about four barrels apiece with a high-speed chute neatly centered on top. While slower chutes may seem to make more sense, the high speed chutes work better because they are not as vulnerable to the high winds that can cut across the Arctic landscape. The padding was thicker than normal. The straps and chains were inspected at least three times before the aircraft left McChord.

The mission required two C-17s to drop to 1,000 feet over the ice. The drop zone was improvised out of trash bags filled with snow. Before the doors opened, the aircrew donned their winter gear. With the doors open for only about 20 minutes, the temperature inside the C-17 plummeted. Then the load plummeted. In no more than 30 sec-

onds, all that was left in view were the static lines holding the parachute bags waving wildly in the air behind the aircraft.

Tech. Sgt. Jay Boisen, a rigger with the 62nd Aerial Port Squadron, sat quietly in one of the troop seats and watched the operation.

"That's the first time I've gotten to see my work go out the door," said the self-described "old timer" who has been in the squadron's aerial delivery section for a year and a half.

He'd been working on the project for about two and a half months. He said he had never rigged a load of fuel like this before. Sergeant Boisen had his video camera rolling as the load dropped away from the aircraft. He made sure he had something to show his coworkers when he got back.

After the bundles were out of the aircraft, the loadmasters hustled to gather the bags and bundle them together. In another pass over the drop zone, the bags were delivered to the NSF team by dropping them out of the side troop doors. The doors closed, and the jet slowly turned and headed south.

BRIEFINGS

“I find that the harder I work, the more luck I seem to have.”

– Thomas Jefferson

**May
2005**

Did you KNOW

On May 7, 1992, the Command Band of the Air Force Reserve performed on Russian television and marched in the Peace Victory Parade in Red Square during the first visit of a U.S. military band to the Russian capital.

Flight gains new commander

Lt. Col. Sheila O’Grady assumed command of the 446th Operations Support Flight May 1.

Chief retires in June

Please join the 446th Aerospace Medicine Squadron at the retirement ceremony for Chief Master Sergeant Jack Wirta on June 5 at 2 p.m. in Bldg. 691.

Please contact Chief Master Sgt. Sonja Smith, (253) 982-3932, if you would like to make a presentation or need more information.

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 located at: <http://www.tricare.osd.mil/reserve/reserveselect/index.cfm>

PME applicants must pass fitness test

Effective immediately, individuals who are submitting to attend the Airman Leadership School, Noncommissioned Officer Academy, and Senior Noncommissioned Officer Academy in residence, are required to have a passing fitness score of at least 75 prior to attending school.

Special Olympics volunteers sought

McChord will be hosting the 2005 Special Olympics

Opening Ceremonies, Victory Dance, Victory Happening, and the family barbecue June 3-5.

About 350 volunteers from McChord are needed to work these events. If anyone is interested in volunteering please contact Master Sgt. Mark Cherrix at 253-982-6619 or Senior Master Sgt. Robert Belletti at 253-982-5377.

Education benefits, scholarship available

The Air Force Aid Society will award 4,500 need-based grants, each worth up to \$1,500. Children of reservists performing active duty are eligible to apply. For more information, go to the AFAS web site at www.afas.org, or call (800) 429-9475.

Reservists who have been mobilized for two consecutive years and qualify for Montgomery GI Bill benefits will now have up to one year after their call-up to pay the \$1,200 lump sum amount. Call 982-2300 for more information.

Tax credits for deployed Airmen

Airmen who deployed to combat zones during the previous tax year can apply for tax refunds based on earned income tax credits, as well as additional child tax credits. Servicemembers may be eligible to receive a refund, even if all of their pay was earned in a tax free zone.

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.

Motorcycle safety course available here

The Experience Motorcycle Rider Course is conducted by the 62nd Airlift Wing every third Friday of the month from 8 a.m. to 3 p.m. Personal protective requirements can be found in AFI 91-207. To register, call 982-2154.

Avoid contact lens wear on deployments

Blowing sand, smoke and fine dust particles are an eyeball’s worst nightmare. Now imagine holding up your unit because you have “something in your eye.” This type of scenario is exactly what optometrists said they fear most when Airmen wear contact lenses instead of their glasses while working in a deployed environment.

Contact lenses are time consuming to care for and they have become an operational safety issue as well.



Photo by Dennis Carlson

Hanging Around

Air Force Pararescueman Tech. Sgt. Robert Bean, (standing), narrates parachute emergency procedures for the Air Force Board during the Board's visit to the Air Force Pararescue and Combat Officers Schools at Kirtland AFB, N.M. recently.

People deploying must contend with field conditions that may not allow for proper contact lens hygiene, and poor hygiene leads to an increase in eye abrasions, infections and ulcers. For more information, go to the story on Air Force Link at <http://www.af.mil/news/story.asp?storyID=123010231>.

Lighter ban also applies to military

Anyone — including servicemembers — carrying lighters will be required to surrender them at U.S. airport

security checkpoints before boarding aircraft under a new federal law that became effective April 14. The new law also applies to military and civilian passengers on commercially chartered U.S. military overseas flights.

The new law applies to "anything that produces a flame," including Zippo brand and other lighters. The law also bans lighters from being placed in carry-on luggage or cargo baggage. For more information, go to the story on Air Force Link at <http://www.af.mil/news/story.asp?storyID=123010298>.

Promotions

Colonel

Donald Sinden, 446th AMDS

Lieutenant Colonel

Michael Harsh, 97th AS

Newcomers

Technical Sergeant

Derek Fiedler, 446th AMXS

Staff Sergeant

Dale Bucklin, 86th APS

Jennifer Hall, 446th AMXS

Robert Harrington, 446th ASTS

Johnny Hurtt, 446th MXS

Heriberto Maldonado, 446th AMXS

Rolando Roxas, 446th AMDS

Senior Airman

Kira Enlow, 446th MXS

Benjamin Gage, 446th CES

Dustin Hipps, 446th MXS

Tereza Murray, 36th APS

Holly Rothschadl, 446th ASTS

Airman First Class

Rae Baleros, 446th AMXS

Jeffrey Bettner, 97th AS

Kira Enlow, 446th MXS

Kelly Jones, 446th AMXS

Kimberlee Loomis, 446th OG

Joshua Mahnke, 446th CES

Joseph Zinnecker, 97th AS

Airman

Alicia Robinson, 97th AS

PEP Selectees

Senior Master Sergeant

Virginia Jordan, 36th APS

Cindy Thomas, 446th AW

Master Sergeant

Theodore Carter, 446th AMXS

Technical Sergeant

Gregory Iglesias, 36th APS

Duane Winter, 728th AS

Retirements

Major

Susan Schindler, 446th OG

Captain

Sherry Adams, 446th ASTS

Chief Master Sergeant

Jack Wirta, 446th AMDS

Senior Master Sergeant

Jeffrey Drake, 446th OG

Ray Jacques, 446th MXS

Master Sergeant

William Brandt, 86th APS

Martin Ruscha, 446th AMXS

Technical Sergeant

Scott Conrad, 97th AS

Rodeo

Continued from Page 7

on its way to at least a top-five finish going into the engines running on- and off-load event. That's when they dropped to finish 17th out of 40 teams when an Army driver couldn't get the truck he was driving in gear and off the aircraft. Hoping to get all the gears together to dethrone the 374th Airlift Wing, Yokota AB, Japan, are:

Tech. Sgt. Ronald Hinkson

Tech. Sgt. Peter Duban
Tech. Sgt. Chad Hammond
Tech. Sgt. Diana Buckner
Staff Sgt. Christopher Shelton
Staff Sgt. Michael Kramer
Staff Sgt. Joshua Warbiany
Staff Sgt. Daniel Flaherty
Airman 1st Class Stephen Boynton.

All of the 446th AW teams hope to combine to take the overall Rodeo trophy — something they did in 1993 at Pope AFB, N.C., when the wing won it all.



Clutter-free home less of a fire hazard

By Chief Master Sgt. Sandy Cooper
◆ 446th Civil Engineer Squadron

Spring Cleanup is a McChord Fire Department campaign directed at getting people to clear out excess combustibles that accumulate in houses in a year.

The amount of combustibles present in a house at the time of a fire determines how much damage is going to be done. Fires burn hotter with increased fuel available.

Spring is a good time to go through the house and look for all the unused, unnecessary items we are storing. Find someone who needs the unused items and will be pleased to take them, have a garage sale, or donate to your favorite charity.

Go through your storage places and organize the items you want to keep. Good organization makes it easier to find items and a well-organized, uncluttered house is much

easier for firefighters to move around in.

Another benefit of cleaning up is eliminating potential fire hazards as you separate combustibles from possible sources of ignition. Combustibles include cardboard boxes and paper bags stored too close to the furnace. Old newspapers have many uses, but there is no need to store several large bundles when one small bundle will suffice.

Ensure all flammable liquids such as gasoline, oil, and paint are stored outside where they will not be available to add to a fire. Flammable and other hazardous items should be kept in their original containers. This makes them much easier to identify and less likely to be a problem.

Many items are packaged in containers made from a particular material because they will react with other potential storage container materials. Gasoline, for example, can eat certain types of plastics and acids will

react with many metals. Gasoline should always be stored in a heavy gauge metal container or a specially listed plastic container and never in a glass container.

Spring Cleanup is the time to get rid of all the extra, unwanted items around the house, organize the storage areas, and find the hidden hazards that are quite often overlooked in day-to-day cleaning.

Kids, help mom and dad help clean up your rooms for fire safety too. Having a clear exit path with nothing to trip and fall over is very important when you have to get out in a hurry. You can help by keeping toys and clothes picked up and off the floor. Always put away your things and you can be fire safe too.

If you have any questions about fire safety, please call the McChord AFB Fire and Emergency Services Fire Prevention Section 253-982-2603.

446th Associate Press



The Associate Press is printed for associates like Col. Peggy Phillips, departing 97th Airlift Squadron commander.

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