

# Reservists man contingency hospital

By Senior Airman Paul Haley  
 Wing Public Affairs

**MCCHORD AIR FORCE BASE, Wash.** – Seventy-one Airmen from the 446th Aeromedical Staging Squadron are deploying to Southwest Asia to support Operation Iraqi Freedom and Operation Enduring Freedom.

The deployment kicked off with the first Airmen leaving Christmas Day 2005, with the

rest of the group following in January.

The primary purpose of the squadron’s deployment will be to man the Contingency Aeromedical Staging Facility at Balad Air Base, Iraq.

“The CASF provides medical care to patients entering, transiting and coming from aeromedical evacuation missions,” said Lt. Col. Thomas Dundon, executive officer for the 446th ASTS.

Additionally, members of the ASTS will fill roles on a critical care aeromedical transportation team, as mental-health professionals and as emergency medical technicians in Balad and other areas in Southwest Asia, he said.

The group from McChord is the largest

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# Porters moving cargo, people at record pace

By Senior Airman Nick Przybyciel  
 Wing Public Affairs

**MCCHORD AIR FORCE BASE, Wash.** – The holidays were a busy time of year for most Reservists, but this was especially true for four 446th Airlift Wing aerial porters deployed to Southwest Asia.

And if you thought packing up the car to head over to a relative’s house for a holiday gathering was hectic, then imagine being a deployed Airman from the 86th Aerial Port Squadron in Southwest Asia.

They have helped “packed-up” more than 9,000 tons of supplies — ammunition, vehicles, mail and even popcorn — onto aircraft heading downrange.

Averaging more than 2,000 aircraft missions a month, the mission was complicated by having 62 aerial port members from more than 18 different units.

“We are a mixed bag of active, Reserve, Guard and Marines interacting with the Army on a daily basis,” said Master Sgt. John Hopple, an air terminal operations

center duty officer. “We move cargo and passengers on four foreign-owned aircraft as well as every branch of the DOD. Everyone had slightly different ways of doing things.”

The four 86th APS Airmen, deployed with the 386th Expeditionary Logistics Readiness Squadron, have helped move more cargo during this deployment than any other unit stationed at the base previously.

Tech. Sgt. Joseph Falcetti, 86th APS, is stationed there. “September was our busiest month and we manifested over 35,000 people into the area of responsibility. We also perform quality control on the baggage pallets destined for air shipment. This includes proper pallet configuration, height and weight requirements,” he said.

Since their deployment began in September, 368th ELRS aerial porters have helped move more than 200,000 passengers. This accounts for one-fifth of the 1 million passengers the wing has flown into or out of Iraq

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Photo by Staff Sgt. Scott Campbell  
**Tech. Sgt. Diana Buckner, 386th Expeditionary Logistics Readiness Squadron, operates a cargo loader to place a pallet of cargo aboard an aircraft. A native of Seabeck, Wash., Sergeant Buckner is deployed from the 86th Aerial Port Squadron at McChord AFB, to Southwest Asia providing ramp services for aircraft operating in support of Operations Iraqi and Enduring Freedom.**

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

**Wing Commander**  
Col. Eric Crabtree

**Chief, Public Affairs**  
Lt. Col. Anna Sullivan

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

**Public Affairs Assistant/Editor**  
Ms. Sandra Pishner

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

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# New Year brings new challenges, opportunities

By Col. Eric Crabtree  
Wing Commander

**H**appy New Year to everyone! I hope you had a safe and restful holiday season and are ready to face the challenges of a new year. Besides the ongoing war effort and the continuing need for support across the spectrum of the 446th Airlift Wing, there are a number of other challenges facing us.

A few of those challenges include converting to a new personnel management system for our civil service employees, establishing procedures and relationships for joint basing, and a wing operational readiness inspection in conjunction with the 62nd Airlift Wing and the 319th Air Refueling Wing out of Grand Forks AFB, S.D.

The conversion to the National Security Personnel System will be a challenge that will require some really significant planning and coordination at many levels. It will require us to relook at how we manage and rate people in relation to the wing mission. Supervisors will be asked to rewrite job descriptions and balance how each individual contributes to the overall wing mission. The end result will be a system where hard working people are rewarded for their efforts and supervisors will have more flexibility in hiring good individuals with skills we need to keep operating in the high-paced world of the Air Force Reserve.



Col. Eric Crabtree

Joint basing with Fort Lewis will bring a new set of challenges for both wings at McChord. We will try to wicker together a plan where we save the taxpayers money and maintain a similar level of service for the base to what we enjoy now. Other installations are undergoing similar efforts as a result of Base Realignment and Closure actions and recommendations. We will benchmark from their efforts and build a plan that serves us all and makes some valuable tax dollars available for other needs around the Department of Defense.

The biggest challenge for the whole wing populace will be the wing operational readiness inspection in June. We are breaking new ground in accomplishing the inspection with our active-duty partners in the 62nd AW. It makes perfect sense for associate wings who go to war together to be evaluated together, demonstrating how we can function as a unified team. We are the first to test that theory and save the Air Mobility Command significant effort and make it easier on both McChord wings to get the inspection done with less expenditure of resources.

Processes are well under way to link us to the 62nd AW planners and units. Our next step on the path to victory will

be a mobility exercise on the "B" UTA in January. We will begin to test our processes, practices and equipment management as we show how we have kept the Global War on Terrorism pressing forward for the last three years. With the methods we have developed, it should be a smooth transition to a simulated scenario from the real one many of you have been executing daily.

There will be some added challenges in Ability to Survive and Operate and operating a Forward Operating Base portions with our own resources, but those should be small additions for a group of combat-tested warriors. We have a little more than 160 days to finish preparations and put together our game plan. Please dedicate yourselves to the effort; it is a chance to show the Air Force leadership again that McChord is a topnotch place to work.

I hope you look forward with enthusiasm to all of these challenges. Everywhere I go around the Air Force I hear respect and admiration for the people of the 446th Airlift Wing. That is a tribute to you and the fine organization you have built. As new people join us in our efforts, please let them know what a great outfit they are becoming a part of, and encourage them to seek the same level of excellence you have maintained. As the new year starts, be proud of all you do to keep this country safe and free.



Courtesy photo

Col. Eric Crabtree, left, takes a tour of the battle field during his deployment to Iraq.

# A dialogue on being deployed to Iraq

... commander shares his experience

**Q:** You were the deputy commander of mobility forces for U.S. Central Command in Qatar for four months. What kind of responsibilities did you have?

**A:** As the Deputy Director of Mobility Forces, I was responsible for the prioritization, scheduling and execution of airlift and air refueling missions within the Central Command area of responsibility. That involved a geographic area stretching from Kenya, Africa to Manas, Kyrgyzstan. On a day-to-day basis we were moving around 3,500 passengers, 650 tons of cargo, and passing about two million pounds of jet fuel to a variety of aircraft types. A number of distinguished visitors to the war theater required special transportation or security and we were responsible for monitoring their travel as long as they were in our AOR.

**Q:** What was the one aspect of your position there that impressed you the most?

**A:** The most impressive thing I encountered was the enthusiasm of the men and women working in the various headquarters and the many people deployed in the wings around the theater. The war scenario changed on a minute-by-minute basis, depending on how the combat operations and priorities went to adjust to the enemy's actions. Many times an entire day's flying schedule would have to be redone in a matter of hours to react to a shift in focus by the people executing the combat actions in Iraq or Afghanistan. I saw people work 12 to 15 hours a day for weeks at a time to make sure the airlift community was supporting all the myriad of requirements. The actions they took to keep all the functions of the Combined Air Operations Center going were often nearly

miraculous. Equally impressive was the dedication of the flight crews, maintainers, aerial porters and medical personnel. The days were always long and in temperatures exceeding 120 degrees yet every day they stepped out and did whatever was required to keep the air operations going and supporting our customers.

**Q:** What was the hardest part of your position and responsibilities?

**A:** The hardest parts of the job were juggling priorities when there were just not enough airlift assets to go around, and

hearing every day about the men and women who were seriously injured in combat operations. The priorities were often set by generals throughout the Iraq and Afghanistan theaters and could run counter to our entire plan for a day or a week. Because of the importance of a vast spectrum of operations, we had to rely on the fact that they had a better picture than we did of what needed to happen on any given day. We sometimes questioned their viewpoint, but we never failed to do whatever was necessary to ensure we supported their top priorities. In our morning staff meeting our aeromedical evacuation representative briefed all the critical injuries they were going to transport to Germany for in-depth medical care. Hearing about them brought the reality of the war to every member of the staff every day. I think that was why no one ever complained about doing whatever was necessary to support our troops in combat.

**Q:** What did you do for fun?

**A:** The CAOC compound at Al Udeid had a good fitness center and the British officers had an officer's club they ran on Tuesday, Friday and Saturday nights. I had the chance to go to the fitness center after work almost every afternoon, and the social contact with the many officers from all the other U.S. services and our coalition partners from several other nations was a great way of connecting to take your mind off the sameness of the days. Occasionally a USO

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# Chief known for charisma retires

By Tech. Sgt. Wendy Beauchaine  
Wing Public Affairs

**MCCHORD AIR FORCE BASE, Wash.** – Not even the icy roads and temperatures below 40 degrees could keep people from attending Chief Master Sgt. Jim Baker's emotional Dec. 3 retirement ceremony.

Every seat was filled with people standing from the last row to the door. On his mother's birthday, after 35 years of faithful service, the Silver Aircraft Maintenance Unit NCOIC retired in front of friends, family members and co-workers.

Co-workers, retirees, and family, including his wife, two daughters, his son, cousins and his "Grandbrat," Tyler, attended the retirement. Maj. Mark Baker, the chief's second cousin, flew in from 4th Air Force, where he is the Crisis Action Team executive officer, in order to be Chief Baker's retirement officer.

"You can see the results of this outstanding patriot's career by the turnout here," Col. Jon Huguley, 446th Maintenance Group commander, said.

Communicating with and taking care of his troops was Chief Baker's primary concern during his career.

"I'm not going to miss EPRs, that's for sure," said Chief Baker, shaking his head. "I (had) more than 100 people in the flight. I wish I could have spent more time working on awards packages or getting out on the flightline."

Chief Baker enlisted into the aircraft main-

tenance career field after graduating from high school in order to start a career and see the world. The Air Force sent him to McChord for his first assignment, so he only saw Lackland AFB in Texas and Chanute AFB in Illinois in his time away from Tacoma. Luckily, 35 years of service have provided him with ample temporary duties away from here.

"I feel I've had a blessed career; it's been awesome," he said. "I've stepped on every continent. I even rode a camel. But the best day was making chief, the pinnacle of an enlisted career. I wouldn't have made it without many of you here," he said while speaking at his retirement ceremony.

The chief moved into the Air Force Reserve after four years of active duty service.

"After four years, I didn't know if I wanted to stay on active duty, and I worked with a lot of air reserve technicians," he said. "They guided me down the road." The day after receiving an honorable discharge from active duty, the chief came to work as a civilian and Reservist. He spent the next 31 years as an ART here.

"My dad was a World War II vet and he always said, 'Boys, you've got one obligation in life, to serve your country,'" Chief Baker said. "Not that he was forcing anyone, but I felt like it was a patriotic duty to serve a hitch. I didn't know it would go 35 years!"

During his retirement ceremony, the aircraft maintenance chiefs presented Chief Baker with a flag that had been flown over the nation's capitol Jan. 29, 2005, a date Chief Baker requested to honor his deceased father's birthday. Chief Baker ceremoniously gave the flag to his wife Kathie, or Kate, as he affectionately refers to her.

Although Chief Baker was born and



Photo by Kristin Royalty  
**Chief Master Sgt. James Baker holds the flag presented to him during his Dec. 3, 2005 retirement ceremony. Chief Baker served his entire 35 years at McChord AFB, four in the active-duty Air Force and 31 in the Air Force Reserve.**

raised in Washington and he served his entire career at McChord, he looks forward to traveling the state as a part of his retirement.

"I want to spend two or three weeks just visiting here," he said. "I know it sounds crazy, but we've been tourists in a lot of places, but never here in Washington. We have a motor home, so we can travel for weeks at a time, wherever we want to."

In addition, he and Kathie, whom the maintenance folks say is the real chief of the house, recently purchased five acres in Lewis County to build a new house on.

"That will keep me busy seven days a week for a while," he said.

**I wish I could have spent more time working on awards packages or getting out on the flightline.**

– Jim Baker

## Porters

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since October 2003.

"There is nothing these men and women can't airlift. (They're) a great bunch of folks. Every day, they bring heroes home and send the right stuff up north to defeat our enemies," Sergeant Hopple said.

Meanwhile, the aerial porters

eliminated a nearly 400-pallet backlog in the shipping yard, while handling the 36 to 80 new pallets they received every day.

Eliminating the backlog required extensive coordination between the cargo yard, where accountability is maintained, and Airmen who load and unload aircraft on the flightline.

"Working every day, in addi-

tion to the day-to-day normal operations, we took it one pallet at a time," said Master Sgt. Scott Spackman, an aerial port cargo supervisor. "A lot of hard work and sweat got us down to those 20 to 30 pallets [currently in the cargo yard]."

Despite all the hard work, it has been a very rewarding mission. "The contact with the

troops deploying and demobilizing and the contract workers on the base, both bus drivers and service workers has been wonderful," said Tech. Sgt. Diana Buckner, an 86th APS Reservist. "There's never a dull moment." (Staff Sgt. Scott Campbell, 386th Air Expeditionary Wing Public Affairs, contributed to this report)

# Air Force releases new mission statement

By Master Sgt. Mitch Gettle  
Air Force Print News

WASHINGTON (AFP) – The realities of the world have changed dramatically since the creation of the Air Force in 1947 and continue to change almost daily.

With these changes in mind, Air Force leaders released a new mission statement Dec. 7 that defines the current and future direction of the Air Force.

“Today, our world is fast paced, constantly shifting and filled with a wide range of challenges,” Secretary of the Air Force Michael Wynne and Air Force Chief of Staff Gen. T. Michael Moseley wrote in a joint Letter to Airmen. “Our mission is our guiding compass, and now more than ever we need it to be clear and precise.”

The mission statement defines the “where and what” the Air Force accomplishes on a daily basis:

The mission of the United

States Air Force is to deliver sovereign options for the defense of the United States of America and its global interests — to fly and fight in Air, Space, and Cyberspace.

The statement includes two new concepts, “sovereign options” and “cyberspace,” which the secretary and chief defined.

They said having sovereign options is the essence of being a superpower.

“Our task is to provide the president, the combatant commanders, and our nation with an array of options ... options that are not limited by the tyranny of distance, the urgency of time, or the strength of our enemy’s defenses,” they said. “With one hand the Air Force can deliver humanitarian assistance to the farthest reaches of the globe, while with the other hand we can destroy a target anywhere in the world.”

The term cyberspace includes network security, data transmission and the sharing of

## At A Glance

The mission of the United States Air Force is to deliver sovereign options for the defense of the United States of America and its global interests — to fly and fight in Air, Space, and Cyberspace.

information.

“We have quite a few of our Airmen dedicated to cyberspace ... from security awareness, making sure the networks can’t be penetrated, as well as figuring out countermeasures,” Secretary Wynne said. “The Air Force is a natural leader in the cyber world and we thought it would be best to recognize that talent.”

Adversaries of the United States will use any method or venue necessary to contest America, and it is an Airman’s calling to dominate air, space and

cyberspace, the leaders said.

“If we can decisively and consistently control these commons, then we will deter countless conflicts,” they said. “If our enemies underestimate our resolve, then we will fly, fight, and destroy them.”

Using past air power pioneers as examples of understanding the mission, they said, “The Air Force’s mission statement has evolved over time, but it does not change the nature of who we are or what we do.”

## Common access cards on the way out

# New federal ID in 2006

By Army Sgt. Sara Wood  
American Forces Press Service

WASHINGTON (AFP) – A new, standardized identification card is being developed for all federal employees and will be issued starting in October.

The new card will replace the common access cards that military personnel, government civilians and contractors now hold, said Mary Dixon, deputy director of the Defense Manpower Data Center.

The new cards will look much the same as CACs, with a few changes, Mrs. Dixon said. The colors will be different and more information will be embedded in the card.

The added information will be a biometric of two fingerprints, to be used for identification purposes, and a string of numbers that

will allow physical access to buildings.

The biggest change will be the addition of wireless technology, which will allow the cards to be read by a machine from a short distance away, Mrs. Dixon said. This will make the new cards much easier to use for access to buildings than CACs, which must be swiped through a reader, she said.

The new cards themselves will not be enough to grant access to all federal buildings, Mrs. Dixon said. Rather, they will be checked against each building’s database to determine if an individual has access.

A prototype of the new card is being developed and will be finalized in the next couple of months, Mrs. Dixon said. In the Defense Department, all employees should have the new cards within three and a half years, she said.

## ASTS

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medical group to deploy for an Air Expeditionary Force rotation composed entirely of volunteers.

The compassionate nature of people in the 446th ASTS led to the record-setting all-volunteer group, said Lt. Col. Karen Winter, chief nurse for the deployment.

“Being a medical unit, the people are very caring,” she said. “Six of our nurses have already been deployed to Balad and volunteered to go back.”

“My kids don’t understand it, but I feel like this is exactly what I’m supposed to be doing,” said the mother of two grown children. “It’s just such a positive feeling to help people who have been injured. Our motto is, ‘To comfort and transport,’ and that’s really what we do.”

# Saving lives in the sky: AES Reservists get the job done stateside, overseas

By Capt. Jennifer Gerhardt  
Wing Public Affairs

**M**oving wounded American servicemembers from combat environments to hospitals in Germany and the United States is not an easy task, but one the 446th Aeromedical Evacuation Squadron here has been doing since 2001.

Air Mobility Command officials report, as of July 8, 2005, the aeromedical evacuation system has flown more than 27,681 patients out of U.S. Central Command contingency areas into Europe since the start of Operation Iraqi Freedom.

The effort requires everything from treating patients in forward-deployed locations to airlifting and caring for them en route as they move to higher level medical facilities.

However, Reservists with 446th AES make it look easy.

The squadron's wartime mission is to deploy aeromedical evacuation crews, trained and equipped to provide in-flight medical care aboard transport aircraft configured to airlift patients. It also deploys people to provide operational and mission

management support at aerial ports or hubs supporting aeromedical evacuation operations.

During peacetime, the aeromedical specialist provide movement of ill or injured Department of Defense people and their family members, a direct by-product of the necessary training required to maintain equipment readiness and medical crew proficiency.

The 125-person squadron here includes flight nurses, medical technicians, medical service corps officers, administration technicians, logisticians and radio operators.

"There are two nurses and three technicians assigned to each flight crew," said Lt. Col. Jan Moore-Harbert, the 446th AES commander.

"We also have personnel who work all the ground details as well," said Colonel Moore-Harbert. "They coordinate with the medical staging facilities at every location to ensure patients are medically and administratively prepared for the flight and keep in contact with military airlift centers to track the missions and the crews."

If there is a critically-injured patient, critical care air transport teams join the mix. The CCAT team, assigned to the 446th Aeromedi-

**Capt. Barry Van Sickle, 446th Aeromedical Evacuation Squadron, secures stanchions on a C-17. Stanchions are used to support patient litters on aeromedical flights.**



Photos courtesy of the 446th Aeromedical Evacuation Squadron.  
**Capt. Kristina Forbes, a 446th Aeromedical Evacuation Squadron member, provides medical care to a patient during an aeromedical flight. Missions carry up to 100 patients on board.**

cal Transportation Staging Squadron here, has three members – a doctor, an intensive care nurse and a respiratory technician. Both teams work together to ensure the patient has the best in-flight care while being transported to another hospital.

While there is a long list of medical equipment approved for use on aircraft for patients with specific medical issues, most AES crews

carry a

"On a card, emergency carry a

major Ne anything

Be

used f



... of 446th Aeromedical Evacuation Squadron  
**ation Squadron flight nurse, cares for a  
 n last as long as 24 hours and have**

a standard equipment package.  
 ur mandatory equipment list includes  
 aciac monitor, suction, ambu bag (and)  
 ency response medications. We also  
 a ventilator on all missions,” said Ma-  
 ewhouse. “We want to be ready for  
 ing.”  
 fore special medical equipment can be  
 for aeromedical evacuations, it must



**An acces-  
 sory kit for  
 the cardiac  
 monitor is  
 inspected.**

first be tested at the hyperbaric altitude cham-  
 ber at Brooks Air Force Base, Texas.

“All equipment is tested before it is used  
 in the field,” said Colonel Moore-Harbert.  
 “We have to make sure it is compatible with  
 high altitudes, sudden pressure changes, and  
 anything else that could potentially happen  
 in the aircraft.”

With training completed, equipment  
 tested and aircraft ready, the 446 AES Re-  
 servists wait to be called into action.

For Maj. Nate Lathrop, a 446th AES flight  
 nurse, the call informs him his crew will be  
 going to Iraq and the expected load is four  
 litters and nine ambulatory patients. But by  
 the time they get there, it could be more.

After landing in Iraq, a nurse comes on  
 board and tells the crew there will be 22 litter  
 patients and two are in critical condition.  
 Two patients received gun shot injuries and  
 were on ventilators, and another patient was  
 suffering from a hip fracture. Other patients  
 had been injured by improvised explosive  
 devices, causing multiple lacerations and  
 injuries.

“It seems like most of the patients are 18  
 to 21 years old and too young to lose a foot,  
 arm or lifestyle,” said Major Lathrop. “But  
 they are very thankful and respectful. I even  
 had patients offering to give up their litters  
 to others if needed.”

When the crew finally lands in Germany,  
 they have already been working for 23 hours.  
 However, it would still take a few hours to  
 off-load patients and put away the medical  
 equipment.

After transferring the patients to the Ger-  
 many hospital, the crew’s day is over. Major  
 Lathrop and the other crew members go back  
 to their hotel and wait to be called again.

“When I care for these young troops, I  
 realize how good I really have it,” said Major  
 Lathrop. “Even when our hours are long,  
 there are no complaints from the crew. If we  
 are needed to fly, we will fly.”

# Medical unit hard-hit with deployments

By Senior Airman Nick Przybyciel  
 Wing Public Affairs

**MCCHORD AIR FORCE BASE, Wash.**  
 – While most squadrons in the wing have  
 seen an increased deployment rate due in  
 the last three years, the folks at the 446th  
 Aeromedical Evacuation Squadron have  
 been particularly hard hit.

According to Lt. Col. Jan Moore-Harbert,  
 446th AES commander, nearly 85 percent of  
 her squadron is currently activated. The  
 primary cause: an enormous mission with  
 little help available from the active-duty Air  
 Force. Ninety percent of all AE Airmen are in  
 the Reserve or Guard.

Although it is a tough mission, Colonel  
 Moore-Harbert feels it’s extremely important.  
 “I’m so impressed with the dedication of the  
 troops. They’re looking at you through  
 busted-up eyes and saying, ‘I just want to  
 get fixed up and get back to my job,’ ” she  
 said.

It’s not uncommon for AE members here  
 to face back-to-back rotations, Colonel  
 Moore-Harbert said. One extreme case is  
 that of Maj. Tom Hansen – he is going on  
 his fourth consecutive rotation this month.

“I quit counting the number of casualties  
 I flew out after I hit 1,100 last summer,” Ma-  
 jor Hansen said.

During his last three rotations, which were  
 staged out of Ramstein AB, Germany, Major  
 Hansen served as a flight nurse, taking care  
 of soldiers wounded in Iraq.

“You were loading 75 casualties – that  
 was an average day,” he said. “On the  
 ground it’s 140 degrees. I don’t miss those  
 days.”

To make matters worse, not all of the over-  
 flight agreements with foreign countries were  
 in place. This meant an additional six to eight  
 hours of flight time, making a typical mis-  
 sion last well over 20 hours. This has re-  
 cently been remedied, with overflight agree-  
 ments were reached with several countries,  
 he said.



### Ice, baby, ice

**MCCHORD AIR FORCE BASE, Wash. – A C-17 Globemaster is de-iced after two bands of heavy snow blanketed the base in early December.**

Photo by Kristin Royalty

## DEPLOYMENT

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show would come through and the break in the routine they provided was welcome.

**Q:** You were away from your family for a long time. What would you recommend to Reservists and their families who are anticipating a deployment?

**A:** The important thing to do is establish a regular means of connecting with each other and letting family members know you can be reached any time if an emergency arises. The electronic means available through the Internet and worldwide phone services were invaluable. We had members of the staff whose wives had babies while we were there and we were able to include pictures of their infants at our staff meetings the next day. For a proud young parent a long way from home that kind of connection is great. I was able to talk to my wife on a weekly basis and the fact that she knew how to get in touch with me if she had an emergency was a great comfort to both of us. If those links are established early in a deployed tour, it removes a great deal of the stress connected with deployments.

**Q:** Did you work in a joint service/international environment?

How does that compare to an all Air Force environment?

**A:** We had coalition partners from Canada, New Zealand, Australia, England, France, Singapore and Korea working in the Combined Air Operations Center. It made for a very interesting work environment from several perspectives. We dealt with a lot of classified material, as you would expect, and not everyone was cleared for the whole spectrum of information due to their country's sensitivities about different aspects of the war, or because they were not cleared to know about all aspects of some of the operations for security reasons. They were all very understanding of the fact that they couldn't be briefed on everything. Many times we would like to have been able to use their resources for some of our support requirements, but were not allowed to because we were bound to abide by their restrictions, or those of the Arab host nations.

**Q:** What are your impressions of the people you worked with and their contributions?

**A:** Everyone we worked with had a level of dedication that was very admirable. The question of who they were supporting or why never came up when there was something important to be done. Often they would

go above and beyond their contracted level of support to ensure no mission failed. The Army, Marine Corps, Navy and Coast Guard representatives all meshed into a strong team that took great advantage of the diverse capabilities they brought to the war effort. Service rivalry was never a factor when they knew there were warfighters who needed their help. Our foreign partners would often seek opportunities to exceed what we had agreed their part of operations would be. There was a distinct sense of pride in every action and its support, no matter how small or large it seemed to the planners at the time.

**Q:** Along the lines of "If I knew then what I know now," is there something you would have taken that you didn't?

**A:** I really can't think of anything. If you are a reader there are libraries all around the compounds, and the base at Al Udeid has a great library and learning center. If you like music, a good selection of recorded tunes or CDs would be nice. If you like to work out, the fitness centers are busy, but have a good selection of equipment. The best part of any time off was just as it is anywhere, the opportunity to interact with some of the finest people the world has to offer, the dedicated professionals of the military.

Whether flying missions around the world or launching model rockets, this lieutenant colonel is always...

# Hitting new heights



By Senior Airman Paul Haley  
Wing Public Affairs

**T**hree, two, one, blast-off! Some people never get enough of what they love, like Lt. Col. Jim Wilkerson, who can never get enough altitude. The 313th Airlift Squadron pilot and Boeing pilot instructor also aims high in his hobby.

His hobby is model rocketry and he set a new altitude record of more than six and a half miles Sept. 17. Colonel Wilkerson unexpectedly set the 35,300-foot record while running a test flight on a home-built rocket.

"It was built to go high and fast, but it went much higher than we expected," he said.

Colonel Wilkerson built the rocket with the intention of setting a record for the next-higher engine class, but launched it with a smaller engine to get test data for a computer simulation, he said. He uses a simulator to estimate the height his rockets will reach, but it has limited use without test results, he continued.

Part of the problem, he said, is that drag on the rocket increases drastically as the rocket exceeds the sound barrier. The increased drag causes inaccuracies in the simulator and decreases the altitude the rocket will reach. A new type of engine burns more slowly, but for longer, allowing it to put the same power to the rocket without causing it to fly as fast, he added.

"It still passed the sound barrier, but it was slower so there wasn't as much drag," he said.

The altitude records are categorized based on the amount of power different engines put out. Colonel Wilkerson set the record for "M" class engines while testing his rocket designed around an "N" class.

Colonel Wilkerson said he set out to break the record because new technology had passed what was used to set the old record.

"The record had been set, but I was pretty sure I could better that mark. The engines

are always improving, and there's a lot of technology transfer from NASA and the military," he said.

In addition to being a good way to let off steam, Colonel Wilkerson's club, the National Association of Rocketry, has an outreach to local schools, he said.

The association sponsors a national contest for junior and senior high-school students, with more than \$60,000 of scholarships as prizes. The contest pits students against one another in an attempt to launch a raw egg to an altitude of 800 feet, with the flight lasting 45 seconds.

"Our aviation club welcomes activities like these because they provide a great vehicle for students to practice leadership skills, learn organizational techniques, meet deadlines, and it gives them a natural application for learning technical subject areas," said Jeff Coleman, science teacher at Emerald Ridge High School in Puyallup, Wash.

As a mentor for the contest, Colonel Wilkerson is working with teams from two schools in Puyallup. He encourages students in their interest in model rocketry, as well as teaching them construction techniques and safety requirements.

"Jim is a great asset to our club because he provides both a military and civilian aviation perspective to the students and has a



(Photo courtesy of Tsolo T. Tsolo)

**Lt. Col. Jim Wilkerson, 313th Airlift Squadron, sets up his rocket in the Black Rock Desert, Nev. The rocket reached a speed of about Mach 1.5 in approximately four seconds.**

ton of knowledge about amateur rocket building," said Mr. Coleman. "He exemplifies professionalism and helps these kids realize what is possible if they believe in themselves."

Whether using his rocketry hobby to relax after a busy week or to encourage young people in their interest in science, Colonel Wilkerson is always striving for new heights. Colonel Wilkerson's rocket may have stopped climbing at 35,300 feet, but his ambition probably never will.

# AIR FORCE RESERVE



Remember  
When

**Jan. 10, 1958**  
As a first major step toward a truly ready Air Force Reserve program, the Air Reserve Technician Program was initiated, providing a permanent cadre of civilian technicians ready for mobilization.

## Promotions

### Staff Sergeant

Cameron Brooks, 446th MOF

### Airman First Class

Jacob Barton, 446th ASTS  
Eleanor Floyd, 36th APS

### Airman

Cory Lopes, 446th MXS

## Newcomers

### Major

Hans Bley, 728th AS  
Richard Nanneman, 728th AS

### Captain

Christopher Klopping, 97th AS  
Arthur Rodi, 446th LRF  
Zacary Timko, 446th AMDS  
Steven Zurga, 97th AS

### First Lieutenant

Annunziata McGhee, 97th AS  
Kenneth Strunk, 313th AS

## Senior Master Sergeant

Paul Gwinnup, 446th AMXS  
Richard Norman, 446th CES

## Technical Sergeant

Norman Bolds, 446th AW  
Bart Chadaz, 446th MXS  
Benjamin Giles, 446th SFS  
Dwayne Lee, 446th CES  
Vincent Morgan, 446th AMXS  
Darryl President, 446th AMXS

## Staff Sergeant

Ronald Paterson, 446th LRF  
Sabrina Perrin, 446th MOF  
Thomas Raynor, 446th AMXS  
Ricardo Rivera, 446th MXS  
Nathan Yoder, 446th AMXS

## Senior Airman

David Aebi, 446th AMXS  
Margarita Baldonado, 446th AMDS  
Michael Hickey, 36th APS  
Kevin Lyman, 446th AMXS  
Daniel Nelson, 446th AMXS  
Paul Palmer, 446th AMXS  
Lyle Skjervheim, 36th APS

## Airman First Class

Rebecca Aho, 446th MXS

Patrick Allen, 446th AMXS  
Cecil Brushwood, 446th AMXS  
Cary Chapman, 86th APS  
Nicole Cyrus, 728th AS  
Peter Estrellado, 446th CES  
Jade Lazaro, 446th AMXS  
Jeremy Thorpe, 446th SFS  
Jonathan Valentine, 446th AMXS

## Airman Basic

Suzanne Young, 446th AES

## Retirements

### Major

Roy Galusha, 446th SFS

### Master Sergeant

Paul Hadley, 446th AMXS  
Edward Jaeger, 86th APS  
Roger Reed, 97th AS  
Dana Whitfield, 313th AS

### Technical Sergeant

Stephan Brodhead, 446th AMXS  
Diane Delano, 446th MXS  
Lynda Goedde, 446th AES  
Bruce Nagel, 446th AMXS  
David Schmitt, 36th APS

## At A Glance



**Congratulations to the following 446th Airlift Wing Reservists selected for promotion to colonel.**

- Lt. Col. Steve Vautrain - 446th Operations Group
- Lt. Col. Lisa Tank - 97th Airlift Squadron
- Lt. Col. Richard Degen - 446th Aerospace Medicine Squadron
- Lt. Col. Patrick Francisco - 446th Aeromedical Evacuation Squadron



### The joy of sharing

Paula Trunzo, wife of Senior Master Sgt. Roger Trunzo of the 97th Airlift Squadron, helps set up for the annual Children's Home Society dinner Dec. 16. The function gives local needy children the opportunity to celebrate the holiday season with dinner and gifts.

Photo by Senior Airman Paul Haley

# Just Briefly

What was the most selfless thing you did in 2005?

## Family

I bought my dad a \$1,300 computer.



◆ Staff Sgt. Stephanie Maiuri  
446th Mission Support Squadron

## Donations

Our family gave clothes and coats to St. Francis House down in Puyallup.



◆ Chief Master Sgt. Edwin Stewart  
446th Security Forces Squadron

## Association

I sold Christmas trees for the Top Three."



◆ Master Sgt. Harold Bruce  
446th Airlift Wing

## Charity

"Homeless support dropped off 80 percent due to Katrina, so I doubled up effort on that."



◆ Tech. Sgt. Michael Engstrom  
446th Airlift Wing

## Promotion Enhancement Board meets in January

The 446th Airlift Wing's Promotion Enhancement board will meet Jan. 31 and Feb. 1. Nomination packages must be received by Jan. 17. All information, letters and forms necessary for nominations can be found at: <https://446aw.mcchord.af.mil/446MSG/446MSS>

## Wing's Annual Awards Banquet set for Feb. 4

The 446th Airlift Wing's Annual Awards Banquet will be Feb. 4 and the McChord Consolidated Club. Reservations can be made by contacting unit first sergeants. Senior Master Sgt. Cindy Thomas is collecting the wing-level and above award information. Please contact her to ensure all outstanding achievers get recognized at this great event. Meal choices for the event are prime rib and Halibut.

## Martin Luther King Jr. Day celebration planned

A luncheon focusing on the contributions of one of America's most notable civil rights leaders, Martin Luther King Jr., will be at McChord's Consolidated Club on Jan. 12. The keynote speaker will be Brig. Gen. Harold "Mitch" Mitchell, mobilization augmentee to the 18th Air Force commander. For more information, contact Tech. Sgt. Cameron Ames at [Cameron.ames@mcchord.af.mil](mailto:Cameron.ames@mcchord.af.mil).

## Civil Engineer Squadron makes temporary move

Due to construction, 446th Civil Engineer Squadron has moved to a temporary location in Hangar 4. They will remain there until June. Phone numbers are the same.

## Support group closes for three days to relocate

The 446th Mission Support Group and 446th Mission Support Squadron functions in Bldg. 708 will close Feb. 21-24, as the group relocates back to Bldg. 1205. To contact any of the affected functions during this time frame, call 982-5330 (family readiness) or 982-5527 (446th Airlift Wing executive officer).

## Flu shots now available for all wing Reservists

The 446th Aerospace Medicine Squadron has received the remainder of its needed flu vaccine, and shots are now available to all Reservists.

Flu shots are given on UTA weekends in Bldg. 690 Saturday from 8 to 11:30 a.m. and 1 to 3 p.m. and Sunday from 10 to 11:30 a.m.

On weekdays, shots are available at Bldg. 691 from 9 to 11 a.m. and 1 to 3 p.m.

## Free SAT/ACT prep programs now available to military

Thanks to a NFL player's donation, military people can obtain SAT/ACT Standard Power Prep programs without charge. The normal cost is \$199. Families that request the program pay only shipping and handling costs associated with the request. For more information and to order the software, visit the Military Homefront website. <http://www.militaryhomefront.dod.mil/>

## New gate to McChord opens, another gate closes

The Barnes Gate is now open for traffic from 6 a.m. to 6 p.m., seven days a week. The East Gate is closed indefinitely. The Housing Gate has new hours – 6 to 9 a.m. and 3 to 6 p.m., Monday through Friday. The Main Gate remains open 24 hours, seven days a week. If you have questions, please contact Staff Sgt. Janaea Commodore at 982-5917.

## Educational grant opportunity available

The Gen. Henry "Hap" Arnold Education Grant provides \$2,000 in need-based grants to full-time college undergraduates who are dependent children of active duty; Title 10 AGR/Reserve, retired and deceased Air Force members; spouses of active-duty members and Title 10 AGR/Reserve; and surviving spouses of deceased personnel. Applications are available at [www.afas.org](http://www.afas.org). The deadline is March 10.

## Mentoring class teaches the art of helping others

The 446th Maintenance Group hosts a mentoring class once a quarter. The class provides instructional and practical application of the process and procedures of mentoring. The class will be conducted at Bldg. 1216, at 9:30 a.m. on Sunday of the "A" and "B" UTAs in February, May, August and November. Schedule your Reservists by e-mailing Master Sgt. Scot Sherbert at [scot.sherbert@mcchord.af.mil](mailto:scot.sherbert@mcchord.af.mil).

## Air Force declares F-22 reaches operational status

The Air Force's most advanced weapon system is ready for combat. In reaching initial operational capability, the F-22A Raptor has been certified ready for employment.

# Putting on the Ritz

## Know the ins and outs of formal uniform wear

**T**he 446th Airlift Wing Annual Awards Banquet is Feb. 4. As with every formal occasion, there is an expected dress for all attendees. For officers, the uniform for the banquet is mess dress. Note that there is no other formal uniform option for officers. For enlisted airmen, the expected uniform is either mess dress or semi formal.

As often is the case when wearing a seldom worn uniform, there may be questions about proper wear. The answers can be found in AFI 36-2903. However, below is a quick review of some the guidance in the AFI about these two uniforms.

### Mess Dress Uniform

The mess dress uniform includes a waist jacket, pants for men, and a long, slit skirt for women. Both men and women wear a pleated-front white shirt and tie or tab and a cummerbund. The cummerbund is worn with open edge of pleats facing up for men, and down for women. Men wear suspenders either white, blue or black in color and when worn, are not visible. Women will wear pumps, with heels of height suitable to the individual, but no higher than two and a half inches. No platform or extra-thick soled shoes should be worn.

Remember, no hats or nametags are worn with the uniform.

Accoutrements are worn as follows:

- Center miniature medals between lapel and arm seam and midway between top shoulder



File photo

**Medals, trophies and certificates will be presented to award winners at the 446th Airlift Wing Annual Awards Banquet Feb. 4.**

seam and top button of jacket.

- Aeronautical and chaplain badges are mandatory. Others are optional. Center badge 1/2 inch above top row of medals. Wear second badge above first badge when authorized. Wear either highly polished or satin finished badges, cuff links or studs. Do not mix finishes.

- Duty/ miscellaneous are worn centered 1/2 inch below ribbons and/ or on top right side, in relative position to those on the left.

- Cuff links (men and women)- "Wing and Star" design, oval cuff links bearing the Air Force

coat of arms (satin finish or highly polished) or plain, silver, satin finish or highly polished cuff links.

- Purses (Clutch Style Only) - Plain black smooth or scotch-grain leather, patent leather, or high gloss or man-made material without ornamentation with a concealed closure. Fabric, suede or patent leather, may have wrist strap. Not to exceed 6 1/2 x 11 inches.

### Semi-Formal Uniform

The jacket and the pants are the same as service dress for men. Women are required to wear a skirt and pumps. Women and men are required to wear a plain front, white shirt with tab or tie. As with the mess dress, not hat or nametag is worn on with the semi formal. For purses, women may carry a clutch style or handbag with a shoulder strap. Purses should not exceed 13 x 9 x 4 1/2 in size. All other purse standards apply as described above.

Accoutrements are worn as follows:



File photo

**Reservists show off their formal uniform style at the 2005 awards banquet.**

- Center ribbons resting on but not over the edge of the welt pocket. Wear three or four in a row. Wear all or some.

- Aeronautical and chaplain badges are mandatory. Others are optional. Wear highly polished badges only. Center badge a half inch above the top row of ribbons. Center additional badge a half inch above first one.

- Duty/ miscellaneous are worn centered 1/2 inch below ribbons and/ or on top right side, in relative position to those on the left.

- Center three, three and a half, or four-inch sleeve chevron halfway between shoulder seam and elbow bent at 90-degrees.

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