

Employer Orientation Day
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THE 446th Associate Press

February 2006

www.afrc.af.mil/446aw

Personnel Airmen deploy to SWA



Photo by Maj. Ann Knabe

Senior Airman Helen Dickinson, 446th Mission Support Squadron, is deployed to Southwest Asia with the 379th Expeditionary Logistics Readiness Squadron. She provides briefings on standing orders and ground rules for servicemembers entering and leaving Iraq and Afghanistan.

By Senior Airman Paul Haley
—Wing Public Affairs

MCCHORD AIR FORCE BASE, Wash.,— Five members of the 446th Mission Support Squadron deployed to Southwest Asia Dec. 25 in support of the Global War on Terrorism.

The deployment is to support the Air Expeditionary Force and will include two more MSS Reservists in the following months. All of the people who deployed from MSS volunteered to do so, said Chief Master Sgt. Janice Kallinen.

A Reservist from the Information Systems Flight, Senior Airman Helen Dickinson, is providing briefings to servicemembers entering and leaving Southwest Asia. The briefings are to inform people from all

branches of service about the standing orders and ground rules while inside Iraq and Afghanistan, said Senior Master Sgt. Tom Henry, Airman Dickinson's supervisor at McChord.

"I work 12s and have to make sure everyone on every flight who comes in has the correct information for their temporary stay until they move onward," Airman Dickinson said. "It's a huge responsibility considering a plane could land with 100 people on it and right in the middle of the briefing two more planes with just as many folks could come in."

Reservists currently deployed are from the Military Personnel Flight, along with Airman

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It's 'safe' to say agency did well

By Senior Airman Nick Przybyciel
—Wing Public Affairs

MCCHORD AIR FORCE BASE, Wash., — The 446th Airlift Wing stomped the tri-annual Ground, Weapons and Flight Safety Program Evaluation Dec. 12 through 15, receiving satisfactory overall scores across the board.

The weapons safety program headed by Senior Master Sgt. David Ponce, shined the brightest during the inspection. It received an outstanding rating and was praised highly in the inspection report.

"The 446th AW Weapons Safety Manager has gone above and beyond simply complying with weapons safety compliance requirements," the report reads. "Sergeant Ponce has utilized his superb talent and management skills to formulate and admin-

ister an outstanding wing weapons safety program. This program could very well be benchmarked for use throughout the Air Force Reserve Command."

The entire wing performed "right up there with everybody else," according to Gayla Anderson, a contracted inspector from Science Applications International Corporation. Working in teams, SAIC performs inspections at bases across the country and report findings to the appropriate headquarters.

Ground and flight safety received only a few minor or negligible discrepancies. Most were fixed in one day, with the two problems being resolved in January, according to Maj. Kevin Welin, chief of safety.

Based on the findings, the wing safety office has 45 days to submit a corrective plan to its command. Major Welin will file this year's plan for the 446th AW.

Getting the 446th AW squared away for safety took a lot of hard work and long hours.

"Sergeant Ponce and myself worked our normal workday dealing with everyday safety issues, then stayed late an average of four hours a day, two days per week for two months (to prepare for the inspection)," Major Welin said.

All the hard work paid off in the end, and the results didn't surprise the wing safety team.

"It was what we were expecting," the major said. "With an outside contractor performing the inspection, we knew it was going to be nit-picky. But in all of the facilities the ground inspector looked, he could not find what he called the usual discrepancies."

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Feb. 21 is the deadline for articles in the March issue of **The 446th Associate Press**.

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

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Attitude, knowledge keys to success in inspection

By Col. Eric Crabtree

■ ——— Wing commander

The time has come to think seriously about our preparations for the upcoming Wing Operational Readiness Inspection. We had mobility exercises in October last year and on the January "B" UTA this year. Each went relatively well and we learned some important lessons and identified some things we need to fix, which is the purpose of MOBEXs. Now we must focus on the operational part of the evaluation to occur in June.

The keys to success overall are as they have always been; job knowledge, a positive attitude, and a sense of urgency. So what does each of those mean and how can we in the 446th Airlift Wing apply them?

Job knowledge means ensuring that when you take part in the evaluation, at McChord AFB or the deployed locations that are part of the exercise, you are as knowledgeable as you can be about combat operations for your specialty. Are there fine points in your job you haven't studied or refreshed yourself on in a while? Take the time to look in the books or practice those skills before you are asked by an inspector general inspector to demonstrate them to him or her.

Think how you would like to be able to perform those critical tasks if you were in a real combat environment

where people were shooting at you or attacking your base. I'm sure getting out the books to refresh your knowledge while a mortar attack is going on is not where any of you would like to be.

A positive attitude means keeping your chin up and your sense of humor functioning during the toughest parts of the evaluation. The last ORI that I was involved in required us to spend five hours in Condition Black breathing through our chemical warfare masks. Keeping your sense of humor during that type of pressure can be a tough task, but it is one that can be mastered if you approach it as a combat-ready professional.

The other critical part of a positive attitude is maintaining the ability to think on your feet and solve problems quickly and efficiently when the IG tries to stump you with a situation. Use your job knowledge and experience to find the shortest path around obstacles that are thrown in your way. The experience base Reservists have is the strength of what they bring to the national defense picture.

Finally, a sense of urgency means not trying to "play the game," just to get through the inspection. Rather, it means mentally putting yourself in the mind set you would have if you were actually deployed to the war theater someplace in the world. If an alarm goes off, or a verbal warning comes over a radio net, react quickly,



Col. Eric Crabtree

decisively and correctly as you would if it were real and you were at Balad, Baghdad or Bagram. The inspectors can easily tell whether people at an inspection are realistically reacting or just playing along to get through the inspection.

The final thing I would say from experience of many ORIs is, take the time and be open minded enough to learn something as you demonstrate your capability. I have never walked away from an inspection not knowing something I didn't know at the start of the process. If you share that goal you will find the work and challenge of accomplishing the inspection worthwhile.

So, read your "Airman's Manual." Prepare all your pre-deployment mobility items. And come to the wing ORI ready to show the Air Mobility Command IG team how well the people of the 446th Airlift Wing are prepared to execute operations that provide and support combat airlift for America.



Photo by 2nd Lt. Reed Robertson
Tech. Sgt. William Burks, 86th Aerial Port Squadron, performs a foreign object damage check on his vehicle while practicing for the June Operational Readiness Inspection.

‘Parantes Parati’ Port models preparedness

By 1st. Reed Robertson
 Wing Public Affairs

Operational readiness inspection is an often dreaded event that prompts many months of planning for some, and several days of scrutiny for others.

ORIs are nothing new for the 446th Airlift Wing, as the unit is just off the heels of one such inspection last year. Now the wing is looking forward to yet another ORI in Alpena, Mich., this June.

In order for a squadron to be successful in the inspection, its people need to be ready to perform their jobs under stresses, and often times dangerous conditions. In preparation for the upcoming ORI, the 86th Aerial Port Squadron here is taking every opportunity to ensure it does well. In January, the unit received a visit from the 4th Air Force to evaluate its operation and give feedback to the leadership of the squadron.

The officer in charge of

the 42-person team is Capt. Anthony Edwards, a logistics readiness officer in the squadron. “We just went through an evaluation from outside observers and we will use their findings in preparation for our inspection,” he said.

Another opportunity the squadron will take advantage of is the Deployment Readiness Training, a school hosted by the Air Force Reserve Command at Dobbins Air Reserve Base in Georgia. While at this eight-day course, students are placed in simulated dangerous conditions and tested to see how well they accomplish the requirements of their Air Force Specialty Code.

Captain Edwards said, “This is an excellent advantage that we have in the Reserve. Because there is one location command wide, we receive much better training than if we were to stay at our base and try to set up our own environments to train in.”

After sending a team to the

Deployment Readiness Training, and after participating in several exercises and practices, the 86th Aerial Port Squadron Airmen will be ready to show they can operate in any environment and perform their jobs with the highest sense of urgency and attention to detail – both key ingredients for a successful aerial port team.

Whether it is loading and taking inventory of pallets and equipment, performing foreign object damage checks on vehicles, loading the equipment on the 60K tunner, or transferring the equipment to the aircraft, this team is ready for anything it faces - which in this case is the 2006 Operational Readiness Inspection.

“Regardless of the challenges presented to the members of the 86th APS, there is always a long list of volunteers wanting to step up and take on anything,” said Master Sgt. Daniel

Benjamin, the squadron first sergeant.

“This attitude is reflected in the outstanding ratings received on the last ORI,” he said. “The 86th APS was the first aerial port squadron in the Air Force Reserve, and its members are model citizen Airmen who live up to the squadron’s motto ‘Parantes Parati’ - To prepare is to be prepared.”

ORI ‘TRIVIA’

Q: What are the two categories of defensive fighting positions and what are their functions?

A: Hasty-temporary partial cover. Provides ample frontal coverage. Should be around 18 inches deep. Fighting – Enough frontal coverage to engage the enemy without exposing self. Includes grenade sumps, 18 inches of dirt for overhead cover. (Page 50)

Reservists benefit from 2006 budget

By Donna Miles

American Forces Press Service

WASHINGTON (AFPN) – The 2006 National Defense Authorization Act signed into law Jan. 6 provides new or enhanced benefits for National Guard and Reserve members, a senior defense official said.

President George Bush signed the legislation Jan. 6, providing a variety of benefits designed to bring reserve-component compensation more on par with what the active component receives, Chuck Witschonke, the DOD's deputy director for compensation, said.

The package provides other benefits that affect all forces, both active and reserve, including better overall compensation and improved quality of life, while promoting overall recruiting and retention, he said.

The law also provides a variety of benefits specifically targeting members of the reserve components. These include:

- Full housing allowance payments for reserve members called to active duty for more than 30 days, versus the previous 140-day requirement;

- Income replacement benefits to help offset the pay loss some reservists and guardsmen experience when called to active duty, based on specific guidelines to be established within the next six months;

- Accession and affiliation bonuses of up to \$20,000 for enlistment in the Selected Reserve, and an increase for officers for service in the Selected Reserve, from \$6,000 to \$10,000;

At A Glance

Reserve and Guard members called to active duty for more than 30 days will now get the full allowance, just as active-component troops do.

- A bonus of up to \$100,000 for members with a designated critical skill or who volunteer to serve in a designated high-priority unit; and

- Extension of eligibility for a prior-service enlistment bonus to include Selected Reserve members who previously received one.

Mr. Witschonke emphasized the new law does not guarantee that all servicemembers will qualify for these pays and benefits, or that those who do will receive the highest amounts authorized. Rather, the law gives defense and service leaders the flexibility they need to tailor the force to meet operational, recruiting and retention goals.

One big change in the new law is a provision that shortens the duty time before a reserve-component member qualifies for the full housing allowance. Reserve and Guard members called to active duty for more than 30 days will now get the full allowance, just as active-component troops do, Mr. Witschonke said.

Another benefit, the critical-skills retention bonus, will be "a very good tool" in

helping keep members with important experience and training in the force and in maintaining readiness in high-priority units, Mr. Witschonke said.

The 2006 authorization act also increases recruiting bonuses for the Reserve and Guard, Mr. Witschonke said. The new law authorizes accession and affiliation bonuses of up to \$20,000, to be offered as needed by the services, he said.

For reserve-component members who experience pay cuts when called to active duty, the new provision for income replacement will help reduce the strain military service places on the family, he said.

"It can be difficult for a family that has been living on a certain income to now have less money, particularly at a time when they're stressed by a change in their lifestyle" due to a military deployment, Mr. Witschonke said.

The income-replacement program won't be instituted for six months, in accordance with the law. At that time, specific guidelines and qualifications will be issued, he said. This authority will end in December 2008.

These enhancements in reserve-component pay and benefits are particularly critical during the global war on terror, when members of the Guard and Reserve are playing a major role in U.S. national defense, he said.

More information about pay and benefits is posted on the DOD's compensation Web site at www.defenselink.mil/militarypay/.

MSS

Continued from Page 1

Dickinson from the Information System Flight. The primary duty of the MPF people is to track incoming servicemembers for accountability, as well as to do casualty reporting. Additionally, they will do re-enlistment paperwork for anyone who chooses to re-enlist while deployed.

Of the Reservists who deployed from MPF, three are Air Reserve Technicians, Reservists

who work at the MPF as civilians during the week, she said.

"We have 12 ARTs here normally, so we just lost 25 percent of our workforce," she continued. "If units could be patient with us, that would be great."

While serving at McChord with its high operations tempo can be busy, serving in Iraq is even busier. Though the work is hard and the hours long, Airman Dickinson maintains an unshakable positive attitude.

"If I had to narrow down the main reason why I love it here, it is because of all the new people I get to meet," she said. "One night I'll hang out with the Brits, the next night I'm playing cards with the Aussies. And just to go back home to say you've seen the stars in the sky on the opposite side of the world is something no one can take away from you."

"If I had to narrow down the main reason why I love it here, it is because of all the new people I get to meet."

— Helen Dickinson



Photo by Thomas Dennis

ARLINGTON NATIONAL CEMETERY, Va. (AFPN) – U.S. Air Force Honor Guardsmen lead the caisson carrying the remains of Col. Wilfred B. Crutchfield and Maj. Ivan E. O'Dell to their grave site in Arlington National Cemetery. The remains were laid to rest with full military honors here, Dec. 7. Col. Michael Jones, 446th Aerospace Medicine Squadron, escorts the remains from Washington to Virginia.

Melting glacier releases Airmen to final resting place in Arlington

By Senior Airman J.G. Buzanowski
Air Force Print News

WASHINGTON — After spending the last 37 years entombed in a glacier, two McChord AFB Airmen were finally laid to rest in Arlington National Cemetery.

Col. Wilfred B. Crutchfield and Lt. Col. Ivan E. O'Dell received full military honors at their Dec. 7 burial, after being escorted there by a member of the 446th Aerospace Medicine Squadron, Col. Michael Jones.

"I've never done anything like it in my career," said Colonel Jones, a flight surgeon for both the Air Force Reserve and Federal Aviation Administration. "I truly felt honored to be part of this activity."

"I appreciate that the Air Force never forgets its own," said Hayden Crutchfield, the Colonel Crutchfield's youngest son. "We're so grateful to the Air Force for taking the time and effort to go and retrieve them. This gives an appropriate level of honor for the sacrifice they made."

The Airmen were flying home to McChord AFB, in their T-33 Shooting Star

when they crashed into Mount Rainier April 15, 1968, some 10,800 feet above sea level. The wreckage and remains were embedded in a glacier, preventing a recovery team from reaching them.

Over time, parts of the glacier melted as it moved down the mountain. In September 2004, a scientist found wreckage debris. Two weeks later, teams from the National Park Service and the Air Force services mortuary found and recovered remains of the missing men.

"I never stopped believing they would find them," said Colonel O'Dell's widow, Marjorie. "My children were astonished when we got the phone call."

The colonels both led very successful Air Force careers. Colonel Crutchfield flew in three wars. Colonel O'Dell received the Distinguished Flying Cross and Bronze Star for his aerial achievements.

"Dad loved being a fighter pilot," said Mr. Crutchfield, who was 9 when his father died. "He was larger than life. He'd come home in his wool uniform and I'd jump in his arms. I still remember what it smelled like."

The families were impressed with the horse-drawn caisson, band and members of the Air Force honor guard participating in the funeral service.

"All the personnel at Arlington were professional and empathetic in the way they handled the activities," Colonel Jones said. "Though they handle many funerals and military honors, they did not appear to treat this detail as routine. I know the family appreciated this."

The ceremony says something about how the military takes care of its own and honors not only the fallen, but their families as well, said Rev. Kendall Crutchfield, the colonel's eldest son.

He also said the funeral is a way to gain some closure to losing his father.

"We didn't really get to say good-bye," Reverend Crutchfield said. "Now we know where he is and can always come to visit him. I'd never been to Arlington Cemetery, and to have my father buried here, well you don't get better than that." (*Senior Airman Paul Haley, Wing Public Affairs, contributed to this story.*)

Fate ties mom, son to injured Soldier

By Senior Airman Nick Przybyciel
—Wing Public Affairs

His throat clogged with gravel and face covered in blood, Army Sgt. Jeff Beltran tried in vain to call out to his fellow Soldiers. The improvised explosive device that nearly obliterated the Humvee he was riding in a moment ago cast a deafening silence in the aftermath of the explosion – a silence Sergeant Beltran was unable to break because of the grit he was choking on.

Meanwhile Staff Sgt. Selina Barone, 446th Aeromedical Evacuation Squadron, was taking care of injured military personnel as a flight medic. She was incessantly concerned about her son, an Army medic serving in Iraq, and always asked the patients on her flights if they knew him.

Sergeant Beltran and Sergeant Barone, although worlds apart at that time, would soon have their lives linked by a twist of fate. When a chance encounter between the two happened, it provided a wounded soldier with comfort and a worried mother with reassurance.

The subtle mechanisms of fate began their inconspicuous work on the morning of May 29. The day started off as any other for Sergeant Beltran, a combat engineer squad leader serving in Iraq from the 70th Engineer Battalion. His unit was conducting operations in Taji, located on the outskirts of Baghdad. He was part of a three-member patrol crew, and that morning found him cruising around in a Humvee looking for anything strange. They were on their third pass of a seemingly low-key location and nothing seemed out of the ordinary ... until the blast.

A massive explosion ripped the rear end off their vehicle; a rat's nest of twisted metal remained where the vehicle was severed. The Soldiers had fallen prey to an improvised explosive device.

Sergeant Beltran was violently thrown from the gunner's hatch. His helmet slammed into his face, and blood was streaming from the subsequent wound. After regaining consciousness, he found himself immersed in an eerie silence. Just moments ago, the Humvee's roar as it ripped through the barren desert town was filling his ears. Now, there was nothing.



Courtesy photos

Soldiers secure the wreckage of the Humvee Army Sgt. Jeff Beltran was riding in before it was struck by an improvised explosive device. All three soldiers riding in the vehicle survived the blast that occurred while on patrol near Taji, Iraq.



Army Spc. Mitch Barone, the combat medic who came to the aid of Army Sgt. Jeff Beltran, has some fun with local children in Iraq.

“All I remember is waking up on the ground with my leg thumping,” Sergeant Beltran said. “My first inclination was to think if my Soldiers were all right.”

Recalling critical survival skills taught to all Soldiers, Sergeant Beltran performed a self-assessment. He wiggled his toes. He steadied his breathing. He tried moving his legs, but that didn't work out so well.

“I knew I had to pull security no matter what. I thought, ‘Where's my M-16?’ I realized the gunner had it, so I tried to grab my 9 millimeter,” Sergeant Beltran said.

In a moment that Sergeant Beltran said

felt like an eternity, he scanned the horizon looking for the enemy, but couldn't spot any. However, he did have luck in locating the Humvee's driver. Laid out in front of him, knocked completely out of his body armor and covered in an inch of dirt, the driver didn't respond to Sergeant Beltran's calls.

Help soon arrived, and this is where Sergeant Beltran's and Sergeant Barone's lives became entwined.

One of the Soldiers rushing to aid the

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At A Glance

Since the global war on terror began, the Air Force has transported more than 31,000 patients back to the U.S. for treatment.

FATE

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patrol crew was a young combat medic from the same unit as Sergeant Beltran, Spc. Mitch Barone. After administering an I.V. and stabilizing Sergeant Beltran, Specialist Barone gave a few words of encouragement before the Soldier was airlifted to safety.

“When I arrived the Humvee was cut in half; from the driver’s door back was gone,” said Specialist Barone. “I checked out the driver, he had some small cuts on his face, otherwise he was fine. I treated Sgt. Beltran and an evac was called, we put the driver and Sgt. Beltran on it.”

“Barone told me everything’s going to be alright,” Sergeant Beltran said. “Maybe out of defiance of surviving the blast, or just trying to block it out, I flipped them [his fellow Soldiers] off. It was an expression of, ‘Hey, I’m going back. I’m alright.’”

Miraculously, all three Soldiers survived the explosion. The gunner was cleared immediately for duty, and the driver was given the okay 72 hours later. However, Sergeant Beltran may never completely heal from his wounds, and it would take months of rehabilitation before he could go back to light duty.

His injuries included a shattered knee and a broken tibia. He now has 90 degrees of motion in the knee that was injured, but doctors warned him it is not likely he will regain the full 150 degrees of motion that is in a normal knee, he said.

After spending a month in various hospitals, Sergeant Beltran was finally on his way back home. During a flight from Scott AFB, Ill., a flight medic caught his eye. Although the flight medic was a complete stranger, Sergeant Beltran had good reason to feel she looked familiar. She was the mother of Specialist Barone – the Soldier who came to Sergeant Beltran’s aid when he was wounded.

Leading up to that moment, Sergeant

Barone was performing her duties on the flight while trying to get word on her son from the Soldiers she was caring for. Today would be her lucky day.

She found a Soldier from the 70th Engineer Battalion, the same unit that her son and Sergeant Beltran

belonged to. The Soldier informed her that not only was her son safe, but had also saved a man’s life. Pointing out Sergeant Beltran, the Soldier recounted the story to Sergeant Barone.

“I was keeping to myself at the back of the plane,” Sergeant Beltran said. “It was toward the end of the trip when I noticed her talking to someone from my unit. I was looking at her and her face looked familiar. ‘Where do I know this person?’ I thought.”

Sergeant Barone made her way over to Sergeant Beltran. “I introduced myself and pointed to my name tag and said, ‘I’m Mitch’s mother.’ He started crying and after a moment or two he told me Mitch was the one who came to his aid,” Sergeant Barone said.

Sergeant Beltran was incredulous: “What are the chances? One family member saves your life and the other is on the plane to wish you Godspeed,” he said.

With this brief encounter, Sergeant Beltran became a human connection in a family legacy of caring for servicemembers, past down from mother to son.

However, a legacy was never in Specialist Barone’s mind when he enlisted in the Army. “I actually wanted to be an MP, but at MEPS I found out I was color deficient. This left me with the choices of administration, communications or medic. I hate paperwork and I’m not the communications type,” he said.

Nevertheless, Specialist Barone’s deeds in Iraq provided a much-needed affirmation to his mother. Like a lot of parents who have children that join the military, Sergeant Barone was worried if it was the right choice for her son, she said.

“I did not want my son to join the

Reservists provide care in Iraq

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

The primary purpose of the squadron’s deployment is to man the Contingency Aeromedical Staging Facility at Balad Air Base, Iraq. The group left McChord for its deployment Jan. 17.

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

Army. But, you just never know how these things are going to reward you,” she said.

And Sergeant Barone wasn’t the only one rewarded by her son’s actions – Sergeant Beltran is undoubtedly grateful that Specialist Barone was there when he needed him.

At A Glance

About 60 percent of deployed Air Force medical assets are working with joint activities, providing support to other U.S. services, coalition and Iraqi forces.

Rain Shine

Weather a player in mission success

By Capt. Jennifer Gerhardt
Wing Public Affairs

No matter where we are or what the season, weather affects the 446th Airlift Wing's daily activities. To keep Reservists up-to-date on weather situations, McChord's 62nd Operational Support Squadron's eight-person team works around the clock.

"We provide and support all weather-related operations for the entire base," said Capt. Mark Barbire, chief of the weather shop. "We also provide a mission execution forecast to each aircrew before flying. In this forecast we will predict significant icing, turbulence, clouds and wind speed/direction for the entire route that will be flown."

The team does this with the FMQ-19. It has three different stations on the airfield to record temperature, dew point, wind speed and direction, visibility, sensible weather (precipitation), cloud heights and several other weather parameters. They also have the TMQ-53 which is a tactical version of the FMQ-19 that can be taken anywhere we go. If those systems were to fail, they have a backup called the Kestrel 4000. It is a handheld piece of equipment that fits in a pocket and provides the observer with the essential weather readings.

"Fog is the biggest issue here," said Captain Barbire. "We average 163 days a year with visibility less than seven miles. Most of those days come in the months of October through February. On any given day, there is a 66 percent chance of reduced visibility during those months."

For pilots, receiving the weather report can make a big difference. Before flying a mission, pilots check the weather

minimums for departures and arrivals, and the en route weather to check for thunderstorms, or rain and snow showers. Pilots also check for unusual weather like microbursts, virga, and volcanic dust.

"It gives you an indication of whether you will be able to accomplish the mission or not," said 1st Lt. Jennifer Henderson, 728th Airlift Squadron. "You need to know what the weather will be like in order to get to your destination, and then once you are there, be able to land safely."

One of the greatest things about the C-17A is that it can fly in almost any kind of weather. However, certain things will bring operations to a halt.

"Freezing rain will stop all ground movement. Also wind speeds greater than 50 knots, fog below a 1/4 mile and lightning will cancel most flying," said Captain Barbire. "Whenever we are predicting any sort of freezing precipitation to occur it's a big issue. The past two snow events put the spotlight on us. It is important that our forecast is accurate so the wing and group commanders can have enough time to make critical decision to reduce the impacts to the mission, and ensure the safety of all of the base populace."

However, the operations groups aren't the only ones affected by the weather. The weather shop also supplies weather to the air traffic control tower, command post, base operations, maintenance, the 22nd Special Tactics Squadron, civic engineer snow removal, the golf course and any other base agency who requests it.

"For our security forces mission, the primary concerns on weather deal with needing to know if it's going to affect public safety," said Master Sgt. Lyndon Deboma, operations manager for the 446th Security Forces Squadron. "Examples would be black ice on the roadways, thick

fog, heavy rains or flood watches."

The information would be sent to the security forces supervisors, patrols and gates, so they're aware of what's going on and be better prepared to handle any weather-related public safety issues immediately.

"When I was on active-duty in the United Kingdom, working with higher priority assets, I would call weather from my control center to find out how long the fog would be lingering," said Sergeant Deboma. "This is because we would have to post out additional manpower to cover areas where we would no longer have visibility. But again, at McChord, the main concern is if it is going to negatively impact public safety."

No matter where we are or what the season, weather affects the 446th Airlift Wing's daily activities. Each agency uses weather in a different way to safely complete the mission and keep 446th Airlift Wing Reservists safe.

Weather Alert

When weather creates hazardous conditions, base officials will announce reporting instructions on local television and radio stations, as well as through it's Straight Talk recording at (253) 982-TALK (8255).

Employer Orientation Day

April 1, 2006

Return this completed form to:
 446th AW/PA
 1214 Barnes Blvd., Room 100
 McChord AFB WA 98438-1326
 Fax: (253) 982-0078
 E-mail: 446aw.pa@mcchord.af.mil
DEADLINE: March 10, 2006



Office use only

Date received: _____
 Primary/Standby: _____
 Invitation sent: _____
 Accept/decline: _____

RESERVIST'S INFORMATION

Rank/name: _____ Unit: _____ Duty phone: _____
 Home address: _____ Home E-mail: _____
 City: _____ State: _____ Zip Code: _____
 Home phone: () _____ Civilian work phone: () _____

EMPLOYER'S INFORMATION

Supervisor's courtesy title/full name (Mr./Mrs./Ms.) _____
 Supervisor's title/position: _____ **SSAN: _____
 E-mail: _____ Company Name: _____
 Business address: _____
 City: _____ State: _____ Zip Code: _____
 Business phone: () _____ Home phone: () _____
 Emergency contact Name/Daytime Phone: _____ Relationship: _____

I acknowledge I am responsible for notifying my military supervisor if my employer will attend. I will be on duty status April 1. I will provide a workplace tour for my supervisor. There may be a nominal cost for my lunch. There is no charge for my employer's lunch. My employer has not participated in an Employer Orientation Day in the past two years.

Reservist's signature: _____ Date: _____

**PRIVACY ACT STATEMENT: Information requested is affected by the Privacy Act of 1974. Authority for requesting this information from you is Title 10, U.S. Code, Section 8012 (Secretary of the Air Force, Powers and Duties Delegated by) and Executive Order 9397 (Numbering System for Federal Accounts Relating to Individual Persons). This information is required to manifest passengers for a C-17 orientation flight. Social Security Number is used to make positive identification of the individual applicant. Disclosure is voluntary. However, participants will be denied boarding for the C-17 orientation flight without the requested information.

S a f e t y



In February 2001, Lt. Col. Stacy Harris, assumed command of the 729th Airlift Squadron, March ARB, Calif., becoming the first African-American woman to be command an Air Force flying squadron.

Promotions

Senior Master Sergeant

Kirk Almquist, 446th SFS
Minett Fernandez, 446th AMDS

Master Sergeant

Daniel Bridges, 86th APS
Mark Candaso, 446th SVF
Kraig Goff, 446th CES
Andrew Greaves, 446th CES
Ronald Hinkson, 36th APS
Yvette Larson, 86th APS
Rhonda Rupright, 36th APS
Fred Santiagué, 36th APS
Eugene Simms, 446th AES
Steven Storgaard, 86th APS
Scott Sutherland, 36th APS
Eric Wentworth, 446th CES

Technical Sergeant

Donald Allen, 97th AS
Mario Alomarfigueroa, 36th APS
Stephanie Atwell, 446th MXS
Louis Baird, 446th AMXS
Joshua Bidderman, 446th CES
Sean Cargill, 446th SFS
Kristy Fry, 446th MSS
John Fuertes, 446th SFS
Michael Hurt, 446th MXS
Jess Nelson, 446th AMXS
Dominick Piscione, 446th MXS
Ramon Ramirez, 446th SFS
Elizabeth Smith, 446th AMDS
Charlene Taylor, 446th AES

Staff Sergeant

Calvin Best, 86th APS
Andrew Blackman, 446th ASTS
Mitchel Cooper, 446th AMDS
Ian Harrison, 446th AMXS
Moses McCart, 446th ASTS
Jarrod Shaw, 446th AMXS
Dominic Thornberg, 86th APS

Senior Airman

Richard Casper, 446th AMXS
Joshua Coleman, 446th CES
Michael Davis, 36th APS
King Ellis, 446th MXS
Samuel Hayes, 446th CES
Ryan Johnston, 446th AMXS
Richard Maser, 446th AMDS
Marshall Magneson, 36th APS
Sheldon Moore, 86th APS
Ryan Ragutero, 446th MXS
Nathan Ramsey, 446th AMDS
Katrina Rizzio, 446th AMDS
Carlos Seoanesperla, 446th AMXS
Troy Sheehan, 446th MXS
Joseph Zinnecker, 97th AS

Airman First Class

Derek Brady, 728th AS
Genese Concepcion, 446th MXS
Amy Harvey, 446th MXS
Andrew Kalmbach, 446th AES
Zendi Mamaril, 446th MSS

Airman

Tammy Evans, 446th AMDS

Newcomers

Major

Hans Bley, 728th AS

Captain

Joseph Foss, 446th AES

First Lieutenant

Weston Sewall, 728th AS

Second Lieutenant

Kelli Bowen, 446th ASTS
Terry Rosenbalm, 446th MOF

Master Sergeant

Milon High, 446th AMDS

Technical Sergeant

Benjamin Giles, 446th SFS

Staff Sergeant

Rex Amendola, 86th APS
Gerardo Islarivera, 86th APS

Senior Airman

Mark Beres, 446th AMXS
Matthew Dean, 446th MXS

Jamall Dorsey, 446th AES
Michael Hickey, 36th APS
Daniel Kristiansen, 446th AMXS
Mike MacDonald, 728th AS
Robert Reinarts, 446th AMXS
Shauna Rosa, 86th APS
Keith Sekora, 446th SFS
John Sellers, 446th LRF
Charlie Snedikor, 446th CES
Daniel Wheeler, 446th CES

Airman First Class

Stephen Ayala, 446th MXS
Colleen Burack, 446th AMXS
Michael Dunn, 86th APS
David Garske, 446th AMXS
Dustin Hoyne, 446th AMXS
Cicily Hunt, 446th ASTS
Christopher Sears, 446th MXS
Terri Schmidt, 446th OSF
Stephen Simmons, 446th AMXS
John Tally 36th APS
Benjamin Tost, 446th MXS

Airman

Andrew Kalmbach, 446th AES

Airman Basic

Tammy Evans, 446th AMDS

Retirements

Chief Master Sergeant

Gary Coleman, 446th MXS

Technical Sergeant

Reynaldo Mandapat, 446th MXS



Photo by Adamarie Lewis-Page

New leadership

Lt. Col. Steven Vautrain and his wife Katie are all smiles after a ceremony Jan. 7 in which Colonel Vautrain assumed command of the 446th Operations Group.

Just Briefly

What are you doing to prepare for the operational readiness inspection?

UTCs

Getting our three UTCs up-to-snuff. Specifically, our deployment information manager, deployment first sergeant and global reach laydown team.



◆ *Master Sgt. Jeffrey Weber*
446th Aerospace Medicine Squadron

Mobility folders

Getting our mobility folders up-to-date.



◆ *Senior Airman Jake Wynn*
446th Maintenance Squadron

Procedures

Ensuring the wing is well prepared and knows the procedures for the ORI (operational readiness inspection).



◆ *Capt. Arthur Rodi*
446th Logistics Readiness Flight

Logistics

We're the lead log planner. Our big push right now is working with the ALCF (airlift control flight) and CE (civil engineer).



◆ *Senior Master Sgt. Margaret Anderson*
446th Logistics Readiness Flight

Some Reserve offices, drug testing move to Bldg. 100

Drug testing is now done in Bldg. 100, Room B151 on UTA weekends. This is the 62nd Airlift Wing's drug testing office and has been designed for that purpose only.

The 446th Maintenance Group and Maintenance Operations Flight have moved to Bldg. 100. The phone numbers remain the same.

The 446th Airlift Wing legal office has moved to Bldg. 100, third floor, Room 3116. The phone numbers stay the same.

Flu shots available, mandatory for all wing Reservists

The 446th Aerospace Medicine Squadron has received the remainder of its flu vaccine and Air Force Reserve Command leaders have mandated that all personnel get the shot. Shots are available on UTA weekends in Bldg. 690 on Saturday between 8 and 11:30 a.m. or 1 and 3 p.m., and on Sunday between 19 and 11:30 a.m. On weekdays, flu shots are available in Bldg. 691, Room 104 from 9 to 11 a.m. and 1 to 3 p.m.

Newhouse replaces Keenan as squadron commander

Lt. Col. Eric Newhouse is the new commander for the 313th Airlift Squadron, replacing Col. Michael Keenan.

Wing training first stop for answers on education benefits

Wing Reservists are reminded that if they have any inquiries regarding education benefits, the wing training office is their first stop. Do not call Headquarters Air Force Reserve Command; if the wing training office people can't answer a question, they will place the call to HQ AFRC. The wing training office staff can be reached by calling 982-2300 or 5434.

No air expo for summer '06

Due to McChord's high operations tempo and commitment to world-wide contingencies, McChord will not host an air show this year.

In 2007, McChord officials plan to welcome back competitors from throughout Air Mobility Command and foreign air mobility contenders for AMC's Rodeo competition, with the next air show to be held in 2008.

CONUS COLA stopped for all but some Seattle residents

On Dec. 31, the continental United States cost of living allowance, known as COLA, was discontinued for all members assigned to McChord or who live in

Tacoma zip codes. Reservists who live in Seattle zip codes had their COLA reduced from 4 percent to 2 percent.

The decision to start or stop COLA is made by the Per Diem and Allowance Committee in Alexandria, Va. The committee hires contractors to perform surveys annually and the results can increase, decrease, or stop CONUS COLA. You can read all about CONUS COLA and how rates are determined by going to: <https://secureapp2.hqda.pentagon.mil/per diem/> and clicking on "Frequently Asked Questions."

Fort Lewis officials restrict cell phone use while driving on post

New regulations at Fort Lewis prohibit the use of cell phones while driving on the installation. This policy does not currently apply at McChord.

Spouse club offers scholarships

The McChord Officers' Spouses Club is offering Outstanding Student Merit Awards to eligible college-bound high school seniors who are Air Force family members, and Spouse Scholarship Awards to eligible spouses of Air Force servicemembers, including Reservists, enrolled in degree-granting college programs.

Application packets are available from the McChord Base Education Office, family support center, library, thrift shop, and in high school counselor's offices. Applications must be postmarked no later than March 1. For more information contact Tamara Yaktus at tyaktus@hotmail.com

New DSN number in place for toll-free connections

Reservists who are deployed are authorized to use DSN 809-4OFFDSN (809-463-3376), to place calls to the following toll-free pre-fixes: 800, 888, 866 and 877.

Voices of McChord needs voices

If you enjoy singing and would like to support ceremonies on and off base by presenting patriotic songs in four part harmony, the Voices of McChord is for you. For more information, e-mail Master Sgt. Ronald Riveira at ronald.riveira@mcchord.af.mil.

Graduate degree tuition assistance cap increases

The graduate degree tuition assistance fiscal year cap for Air Force Reserve personnel has increased from \$3,500 to \$4,500.

Fire leaves Airman with only uniform worn

By Senior Airman Nick Przybyciel
Wing Public Affairs

Airman First Class Donovan Crews has only been with the 446th AW since October, but he is already a celebrity.

"I was coming in the gate the other day and the dude was like, 'Wait a second, I've seen you before.' I've heard that a million times lately," said Airman Crews, 86th Aerial Port Squadron.

But if it was up to him, Airman Crews would undoubtedly wish that the circumstances behind his star-status never happened.

Moments after the apartment unit he shared with his father burned to the ground in December, Airman Crews was surrounded by local news reporters. His interviews were broadcast on two television networks, showing the image of a bewildered young Airman standing in front of a smoldering building that was once his home.

Tragically, he had lost everything but the uniform on his back. But when all was said and done, Airman Crews' fellow Reservists selflessly provided aid to get him back on his feet.

On the day of the fire, Airman Crews called his dad for a ride home about an hour before he was to get off duty. Nonchalantly, his dad informed him that it may be a problem because of all the fire trucks that were in the way.

"I thought it was a joke. That's how me and my dad are, we're always joking about stuff like that," he said.

Hanging up the telephone, he turned to a co-worker for a ride home. When they got near the apartment complex, Airman Crews noticed his father was not joking.

"We pulled up the hill, and they had just put it (the fire) out," he said. "The police were like, 'you can't go in there.' It's my house, and I couldn't go near it!"

After locating his father, they checked-in at a local motel for three nights. The apartment management moved quickly to provide the fire victims new units at a neighboring location. Airman Crews found the new home to be quite sparse, as he left with no belongings, he said.

This is where the generosity of 446th AW Airmen came in. They donated furniture, clothes, money and gift cards to the effort, and are still soliciting items.

Tech. Sgt. Michael Bray from the 446th Airlift Wing Family Support Center here helped spearhead the effort. "Initially, we gave him some (retail) gift cards. Then someone donated a king-size bed. After that, I purchased some bedding from him at the thrift shop."

Since then, numerous items have been rolling in from across the wing.

"I've got a dining room table out there," Airman Crews said, pointing across the office. "I've got to break it down to put it in my car. It's huge, and I didn't even ask for it. I just came in and saw my name



**Airman First Class
Donovan Crews**

written on a piece of paper on top of it."

A dresser, computer desk and television were soon checked off the long list of items that Airman Crews needed. His

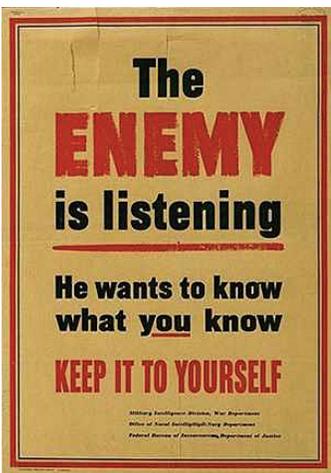
unit provided new uniforms. Sergeant Bray even funded a shopping spree at the thrift store on base to buy clothing.

There was little agency help; most of the donations came directly from service-members.

This role is not a new one for Sergeant Bray. He said he maintains a storage trailer behind his house, full of furniture he refurbishes himself and other housing items, just waiting for a needy owner.

"It's just who I am. As time goes by I gather stuff up people might need. I set someone up once every two or three years. They're usually someone moving in to an apartment and have nothing," he said.

Sergeant Bray pointed out that there are still items that Airman Crews needs. The dining room table was an impressive gesture, but it is of little use without chairs. A gift card or two would also come in handy for some new clothes. If you would like to help out, contact the 446th AW Family Support Center at (253) 982-2755.



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