



Photo by Sandra Pishner
Reservists from the 446th Airlift Wing's Rodeo 2005 team celebrate after being awarded the trophy for Best C-17 Wing at Air Mobility Command's Rodeo competition in June 2005. This achievement was just one element in earning the 446th AW the Air Force Outstanding Unit Award.

Wing earns outstanding unit award

By 1st. Larry Kohlman
 —Wing Public Affairs

MCCHORD AIR FORCE BASE, Wash. — The accumulative efforts of the Airmen of the 446th Airlift Wing have earned the wing the Air Force Outstanding Unit Award.

Each member assigned to the wing from Oct. 1, 2003 through Sept. 30, 2005 is a recipient of this award except Airmen in the 446th Operations Group, 446th Aerospace Medicine Squadron, and 446th Aircraft Maintenance Squadron. Those units submitted nominations separately.

"This has been a long deserved award for the wing. Everyone's dedication and achievements throughout the last several years contributed to the award," said Col. Eric Crabtree, 446th AW commander.

The 446th AW overflows with facts and statistics of excellence.

Overall, the wing gener-

ated more flight hours than any other C-17 aircraft wing, resulting in the best mission capable rate and the best departure rate in Air Mobility Command.

The wing simultaneously maintained a safety record of no class A or B mishaps.

Award winners like Lt. Col. Stephen Geringer, staff judge advocate, also contributed to the wing's success. He won Outstanding Staff Judge Advocate in Air Force Reserve Command.

Another accolade was winning the Best C-17 Wing trophy at Air Mobility Command's Rodeo 2005. This was one of six trophies earned by the teams representing the wing.

"While all our teams did not get individual event trophies, they all did a great," said Lt. Col. Greg Pyke, wing rodeo team chief. "We would not have taken the Best C-17 Wing if they hadn't," he said.

In response to the Global War on Terrorism, 18 units

were mobilized or partially mobilized, with many Reservists volunteering for deployments.

From 2003 to 2005, more than half of the 446th AW Reservists performed duty in Afghanistan, Iraq, Qatar, Kuwait, the United Arab Emirates, Oman, Saudi Arabia, and Pakistan. The wing concurrently supported major operations in the United States, Germany, Spain and Turkey.

These deployments generated more than 10,000 sorties, of which 2,100 were flown in combat. Total flight hours added up to more than 52,000, with 8,200 flown in combat.

The wing was responsible for delivering more than 59,000 passengers, 2 million tons of cargo, 19,000 pallets of cargo, and 4,500 pieces of rolling stock into combat areas.

Beyond providing more than 60 percent of the missions originating from McChord, the wing also had the honor of bringing home servicemem-

bers, past and present, from abroad.

Medical evacuations and repatriating the remains of fallen servicemembers from Afghanistan and Iraq, and even Vietnam, were an imperative part of the overall mission.

Tech. Sgt. Dave Rose, 446th Services flight provided support for those missions.

Sergeant Rose deployed to the Charles C. Carson Center for Mortuary Affairs at Dover AFB, Del. It was his job to identify the fallen servicemembers and prepare them for their final resting places.

"It makes me feel good to help the families out by doing what I'm doing, said Sergeant Rose while deployed.

"The Outstanding Unit Award is a symbol representing that members of the 446th AW emulate the Air Force core values; integrity first, service before self and excellence in all we do," said Colonel Crabtree.

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March 24 is the deadline for articles in the April 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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Detail planning key to success

By Col. Eric Crabtree

Wing commander

I had the opportunity last month to visit the wing's deployment to Operation Deep Freeze and to attend the Air Force Reserve Senior Leader Conference. Each was an interesting experience and each was important in its own way to the wing.

Operation Deep Freeze is another testament to the importance of McChord and the people of the 446th Airlift Wing to all aspects of world affairs. The aircrews, maintainers and support Airmen from the 446th and 62nd Airlift Wings, who support the National Science Foundation in all of its research programs in Antarctica, are performing a service to the entire world population that is hard for most of us to imagine. The flying environment is very challenging due to the weather and operating from an ice runway. The systems and training that have evolved over the years, to allow ever greater support, are superb.

The coordination processes between the research station at McMurdo Sound and Deep Freeze headquarters at Christchurch, New Zealand are stringent and well thought out. On the last mission Feb. 28., as the Antarctic summer ended, the weather was rapidly getting worse. When we landed it was minus 31 degrees wind chill with blowing snow. Everything went exactly as planned and the last of the researchers were on their way home before the long Antarctic winter.

Another example of detailed planning and flexible reaction to a rapidly changing set of situations in a challenging environment was the Senior Leaders Conference.

Lt. Gen. John Bradley

filled us in on where the Reserve command is headed, and his perspectives on what our priorities should be. Two issues that will eventually affect everyone in the command are the new Airman's Battle Uniform and the wearing of the Air Force Reserve Command patch on our uniforms.

The ABU is nearing its final phase of testing and development. No issue date has been published yet, but the last issues regarding its production and distribution are being decided by senior Air Force leaders. As most of you know, it will be somewhat similar to the new Army and Marine Corps battle uniforms. The material will be the same as the test uniforms we saw here at McChord, a wash and wear fabric with a digital stripe pattern.

The decision whether to put unit patches on it has not been finalized yet. Nor have final decisions been made about what color hats and boots should be. An announcement about initial issue dates should be coming soon.

If unit patches are authorized for wear on the uniforms, they'll include the AFRC patch.

General Bradley has decided he would like Reservists to wear the AFRC patch on our



Col. Eric Crabtree

uniforms in lieu of the Air Mobility Command patch. He feels our identity as a major command is important, and we should be proudly publicizing the important role we as Reservists are filling every day in national defense and the war efforts.

We're working to get the patches and will distribute them to individuals soon. There is currently no deadline to have the conversion complete, so we are encouraging people to make the change through attrition as they get new uniforms.

My final note is on the upcoming operational readiness inspection. Please continue to press forward and get yourselves and your work areas ready for the practice exercise in May and the ORI in June.

Doing an excellent job on these deployments and the final evaluation is very important to our reputations as professionals. The impressions people in the Air Force community and the local community have of our unit will be affected by how well we perform in this inspection. Uphold the great reputation of the 446th Airlift Wing through sustained dedication and knowledge, and we will all be proud when it's over. Thanks again for all you are doing.

"Doing an excellent job on these deployments and the final evaluation is very important to our reputations as professionals."

— Col. Eric Crabtree

Common access cards in use now

By Capt. Jennifer Gerhardt
Wing Public Affairs

MCCHORD AIR FORCE BASE, Wash. – The 446th Airlift Wing is increasing its network security levels by instituting the Smart Card.

“Each wing member who has a network account will need a common access card, a PIN number, and the proper certifications loaded on the CAC by customer service at the military personnel flight,” said Senior Master Sgt. Christopher Ross, 446th Mission Support Squadron.

Smart Card logon capability enables users to log on to the unclassified McChord network using their common access cards and associated six to eight digit pin number.

It presents a much higher level of network security than the user name/password combination. Additionally, Reservists benefit by being freed from having to remember another

password and being forced to routinely change it.

The CAC is the standard military identification card for Department of Defense. It is issued to U.S. military forces, DoD civilian employees, eligible contractors, and eligible host nation support personnel.

In addition to being an ID card, the CAC interfaces with the DoD’s public key infrastructure via digital certificates encoded on the integrated circuit chip. PKI includes a combination of hardware, software, policies, and procedures which provides the ability to authenticate, project, and digitally sign electronic mail and documents.

“Looking at this from the outside, it would appear the Air Force is trying to make it almost impossible for an individual to get on to a DoD computer, when in reality they are simply ensuring members meet the minimum requirements to access the system,” said Sergeant Ross.

All civilian employees and contractors not enrolled in DEERS should report to the MPF and bring two current picture IDs, official e-mail address, a pin number, and a completed DD Form 1172-2.

“We are responsible for issuance of CAC cards as military ID cards, plus we also reset PINS,” said Technical Sgt. Linda Moore, 446th Mission Support Squadron. “However, the local area network shop will (in the near future) have the capability to reset PINS.”

The MPF hours for ID cards are Monday through Wednesday from 7:30 a.m. to 4 p.m., and Fridays from 7:30 a.m. to 4 p.m. During Unit Training Assembly weekends, the MPF is open on Saturday from 8 a.m. to 3:30 p.m. and Sunday from noon to 3:30 p.m.

For Reservists, it can be difficult to update their cards because they don’t work at McChord every day.

However, Reservists are en-



couraged to get it done as soon as possible.

“It is typical of users in general to put off this type of thing until the very last minute in hopes it will ‘go away,’” said Sergeant Ross. “However, this will not. The DoD and Air Force’s intent is to protect and defend the network against outsiders. Another thing to keep in mind is that the network is a weapon system and is being treated as such.”

For more information regarding Smart Card Logon and PKI, go to the AF PKI web site at <https://afpki.lackland.af.mil/html/flashindex.asp> or contact the 446th MSS military personnel flight at 982-2855.

Airmen, Marines train together

By Tech. Sgt. Wendy Beauchaine
Wing Public Affairs

MCCHORD AIR FORCE BASE, Wash. – A group of Reservists in digitized camouflage uniforms were out on the flightline Feb. 4, busting out a few push-ups in the midst of a lot of cargo, equipment, and a chorus of “hoo-yah’s.”

The 86th Aerial Port Squadron hosted 50 Marine Reservists from the 4th Landing Support Battalion, Alpha Company at Fort Lewis for a training exercise.

The Marine Reservists came to McChord to train on proper loading and unloading requirements for equipment they may deploy with using Air Force aircraft. In the process, they taught the 86th APS Airmen a thing or two as well.

“If they have a safety violation, they don’t just get a verbal counseling, they have to do push-ups,” said Master Sgt.



Reserve Marines and Airmen work together to load a C-17 during a training exercise in February.

Mark Lee, 86th APS. “It’s a little different from what we do.”

Learning the differences in disciplinary action between the services isn’t the only reason to conduct cross-service training.

“Working with the other services is amazing because we learn how they teach things and how to interact and cooperate with them more,” Sergeant Lee said.

In aerial port, Airmen need to be familiar with equipment from any branch of the service, such as the 7-ton vehicles that only the Marines carry.

“I’ve been in 19 years,” Sergeant Lee said. “I’ve been deployed for more than 600 days in the last three years, and I’ve never seen a 7-ton truck before.”

Just as the Marines need to learn how to prep their equipment for Air Force aircraft, the aerial porters here must learn different load procedures for different equipment.

“Certain vehicles require different types of loading procedures; for example, some need to be backed onto the aircraft,”

See APS, Page 4

Reservists can establish online accounts

By Tech. Sgt. Rob Mims
Air Reserve Personnel Center

DENVER (AFPN) – Air Force Reservists can now go online to create an account on the Reserve Personnel Center's Virtual Personnel Center-Guard Reserve portal.

The portal on the personnel center's Web site allows Reservists to access virtual personnel services and enhances the traditional "vMPP" tools with which many Airmen are already familiar.

Service is available around the clock year round and lets Airmen conduct a variety of personnel transactions from anywhere in the world with an Internet connections.

The process is relatively simple and can help speed up many personnel actions. To create an account, go to <https://arpc.afrc.af.mil/support/newaccount.asp>.

Fill out the electronic form, including Social Security number and date of birth. Reservists will also have to include a valid

e-mail address and phone number. The e-mail address will be used for service delivery and password management. People with no e-mail address can establish one at: www.gimail.af.mil/login.asp.

Many people use the self-help, "Frequently Asked Questions," feature on the Web site. This is a self-service system where Airmen search by category or keyword for answers. If they cannot find an answer, they can log in to their account and e-mail a customer service representative. The frequency of new questions leads to new FAQs, as the center compiles data on information to keep the knowledge base current.

Reservists can make address updates, find assignment information, learn about benefits and entitlements and search career opportunities on the Web site. The points management provides the number of points members have. Promotions help people prepare for promotion boards.

One of the busiest sections is retire-

ments. Reservists can find out what they need to do to retire and what is available to them when they do. People who seek alternate career fields can go to the retraining section and find out if they are eligible.

One of the most recent processes added is the ability to get a reissue of the 20-year letter and a mortgage letter -- important documents for Reserve Airmen. The letters are some of the most-requested items.

"Ten years ago I set up my first electronic banking account. I do everything that way now -- never an error, always an audit trail, well documented. It's time now to give that to our citizen Airmen for their personnel needs," said Dave Aldrich, the center's director of personnel services.

As personnel center continues to transform personnel services, reservists will be able to do more personnel actions without ever using a phone or driving to the local military personnel flight. All they do is log on to <http://arpc.afrc.af.mil/default.asp>.

AFRC expands customer support to weekends

By Tech. Sgt. Rob Mims
Air Reserve Personnel Center

DENVER (AFPN) – Beginning March 3, Reservists will be able to speak to an Air Reserve Personnel Center customer service representative the first weekend of each month from 7:30 a.m. to 3:30 p.m. MST.

"ARPC will now be manned Saturdays and Sundays to help better serve all (Air Reserve Component) Airmen," said Col. Ann Shippy, center commander. "This is another step in our personnel service delivery transformation toward improving customer service for all of our Reserve force."

This enhanced customer service step gives drilling Reservists the flexibility to speak with a customer service representative to help resolve personnel issues during their primary unit training

assembly, which typically occurs the first weekend of every month.

"Some people don't have time during the week to take care of personnel issues," said Staff Sgt. Carrie Doolen, who volunteered to work the first weekend. "That is why we will come in on the weekends to help them out."

Reservists who still aren't able to call ARPC are encouraged to log on to the virtual Personnel Center Guard and Reserve, a 24/7 customer service Web portal operated by ARPC at arpc.afrc.af.mil/support/default.asp. Airmen will have to answer a few questions to establish an account.

ARPC and the Air Force Personnel Center, Randolph Air Force Base, Texas, are currently working to centralize and automate many personnel functions and processes throughout the entire Air Force.

APS

Continued from Page 3

said Tech. Sgt. Dirk Gillespie, 86th APS unit training manager. "Certain types of vehicles will require different types of restraints, based on G-forces in flight. We have to figure out how many tie-down restraints we need to tie (a particular vehicle) down to the aircraft floor."

If the Air Force isn't taking them somewhere, the Marines could still be assigned at any number of Air Force bases.

"Our unit was recently deployed for six months at three different bases where we worked aerial operations with the Air Force," said Marine Sgt. Jason Lentz, a landing support specialist with the 4th LSB. "Today's training helps us with the annual training requirements we need, especially since we're now doing so much more with the other services."

The benefits of joint training include technical expertise as well as camaraderie.

"We learned how to inspect and load their particular equipment, and we may start making our Airmen do push-ups if they make any mistakes!" Sergeant McMullen said. "You could start hearing us yell, 'one for the Air Force,' when we enforce the push-ups," he said with enthusiasm.

Uniform board releases new rules

WASHINGTON (AFPN) – The 97th Air Force Uniform Board released their newest results for proper wear of the uniform.

The following are some of the changes, which are effective immediately:

– Cumberbund pleats will face up in all cases.

– If a temporary medical condition, such as chemotherapy, results in baldness, commanders

will authorize the approved American Cancer Society cap, wigs or baldness while in uniform.

– Bracelet size is reduced to one-half inch. Bracelets that support a cause, philosophy, individual or group are not authorized. Traditional POW/MIA bracelets are still permitted. Gemstone and tennis bracelets are only authorized while wearing the mess dress.

– Epoxy blue name tag is optional on the blue shirt.

– The Air Force Good Conduct

Medal will no longer be awarded. Previously earned medals are still permitted.

– Mandatory wear of the physical training uniform is set for Oct. 1.

– Cell phones, pagers and personal digital assistants must be a solid color of (or covered in) black, silver, dark blue or gray, and must be conservative. They may be clipped to the left side of the waistband or purse or carried in left hand. Only one may be worn on the uniform belt. Members will not walk in uniform while using phones, radios or hands-free headsets unless required in performing official duties using a government-issued device.

This session of the Air Force Uniform Board included a special panel that was specifically chartered to make recommendations regarding updates/revisions to uniform standards affecting women Airmen. After careful review, the board approved several changes that affect women specifically:

– Hair color, frosting and highlights will not be faddish and will match natural hair colors.

– No shaved head or flat top hairstyles for women.

– Synthetic hair can be worn, as long as it meets safety and mission requirements.

-- Braids, micro-braids and cornrows are authorized.

– Nail polish will not contrast with complexion or detract from the uniform. Nor is polish of extreme color, such as purple, gold, black, blue or any florescent color, authorized. Nail polish will also be limited to one color.

– French manicures are allowed, but fingernail length in all instances will not exceed one-quarter inch beyond the finger.

– In addition to clutch-style purses, purses with no more than two straps are authorized with mess dress.

– Earrings will be small spherical, conservative diamond, gold, white pearl or silver with any uniform combination and must be worn as a set. For those with multiple ear piercings, only one set of earrings will be worn in the lower earlobe and will also conform to these earring wear standards when performing duty in civilian clothes.

-- Male flight cap is optional.

The updates will be added to Air Force Instruction 36-2903 when the new version is released this month.



While not deployed, desert combat uniforms may not be worn unless en route to the basic combat convoy course. "Deployed" for this purpose includes members traveling en route to/from rest and recuperative leave from the Central Command area of responsibility, as outlined in policy announced in mid-2005.

By David Kellogg
62nd Airlift Wing
& Capt. Jennifer Gerhardt
Wing Public Affairs

McChord pilots, loadmasters and maintainers have wrapped up Phase III of Operation Deep Freeze, having ferried supplies for the National Science Foundation between New Zealand and Antarctica.

Crews from the 446th and 62nd Airlift Wings operated Phase III Dec. 16 through March 1.

Operation Deep Freeze is broken into three phases: Phase I is in August; Phase II runs during October and November; and Phase III goes from mid-December to March.

Since August, McChord crews have been flying out of Christchurch, New Zealand supplying McMurdo, Antarctica, with food, fuel, equipment, laborers and scientists, said Lt. Col. James McGann, 8th Airlift Squadron assistant director of operations and commander of the 304th Expeditionary Airlift Squadron, which runs the C-17 Deep Freeze mission.

For Phase III, equipment

and most of the people brought down during Phase I and II were brought back to New Zealand. Also, supplies continued to be transported to support the few people who remain in Antarctica during the long, dark and bitter winter.

The people who make up the C-17 flight are equally amazing to the frozen continent itself, added Colonel McGann.

"They're fantastic," he said. "It's rare to command a team like this. The squadrons send outstanding people and (the mission) goes like clockwork."

For instance, during Phase II the C-17s never missed a sortie due to maintenance. "Those guys are critical. They work their tails off," said Colonel McGann.

Mixed crews

Having the Reservists and active-duty Airmen available for Deep Freeze helps make it a success as well.

"The Reservists provide continuity. They have been there season after season," said Colonel McGann.

The 446th AW's participating squadrons are the 97th, 313th, and 728th Airlift Squadrons.

"Each flight has 10 crewmembers on it: four pilots, four loadmasters and two crew chiefs. There is always a mix of active and reserve members in each of the crew positions," said, Senior Master Sgt. James Masura, 446th Operations Group. Sergeant Masura served as the 304th Expeditionary Airlift Squadron loadmaster superintendent, based out of Christchurch.

"We did have the last rotation for "Main Season" and the Reserve flew a majority of the missions," said Sergeant Masura. "Normally, the only difference is the maintenance is usually active duty."

Sergeant Masura has been on the most Deep Freeze missions in the 446th AW, second only to one person in the 62 AW.

"It is the best mission that McChord has," said Sergeant Masura. "It is a lot of work, followed with a lot of fun. When we deploy (to New Zealand), it is with very limited support, and we are required to get the mission done with an extremely small staff compared to any other deployment. It has helped me hone my skills as a load-

master and an organ-

Master Sgt. Lincoln Mortensen, 313th Airlift Squadron, recently returned from the third Deep Freeze trip.

"This was my third time participating in Operation Deep Freeze and, if my command is correct, my eighth time," said Sergeant Mortensen. "The mission itself is worth it because of the unique nature of it. The Ross Ice Shelf is the most remote place on Earth and I feel quite fortunate to be a part of something so distinctive. We also have the Pegasus runway (a paved ice landing strip) that is the cause of the warming trend, which was a first."

Tough decision

When crews fly to Antarctica's frozen mainland, they meet with many tough decisions, but none as critical as the one made an hour outside the continent called the "point of no return."

At that point crews must decide to either scrub the mission and return to Christchurch or commit to landing at McMurdo is more than

Deep Freeze



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miles away from Christchurch, far enough that if planes cross the point-of-safe return, they have no choice but to land and refuel, no matter the conditions.

Analyzing runway conditions and weather data constantly, crews land if everything appears safe.

Ice landings

Where crews land during Phase III is different from Phase II, added Colonel McGann. During Phase II, C-17s land on a temporary sea-ice runway.

Lt. Col. Smokey Robinson, 10th Airlift Squadron commander, and his crew were the last to land on the annual sea-ice runway before it completely melted. He had to skip the first 2,500 feet of the runway; the ice had thinned enough where he could see the shadows of the water beneath it, he said.

For Phase III, crews landed on Pegasus, the permanent-ice runway 10 miles farther a field from McMurdo than the temporary sea-ice runway.

Time is precious once they are on the ground, said Master Sgt. Shawn Brumfield, 62nd Operations Group Standardiza-

tion and Evaluations and 304th EAS chief loadmaster. Each flight crew is augmented with four pilots, four loadmasters and two maintainers so they can rotate and avoid staying out in the dangerously frigid temperatures too long.

The crews are highly experienced with the Deep Freeze mission, added Sergeant Brumfield.

“We try and pick people with experience so (their work) is second nature,” he said. “All they have to worry about is the cold.”

Each flight has one loadmaster with an acute amount of Deep Freeze knowledge to make sure everything stays safe.

The lead loadmaster basically watches everyone work, said Sergeant Brumfield. If someone’s nose turns rosy, a sure sign of oncoming frostbite, the lead loadmaster will swap them with someone warm inside the jet.

Off-loading is planned long before the plane touches down, said Sergeant Brumfield. This keeps time on the ice to a minimum.

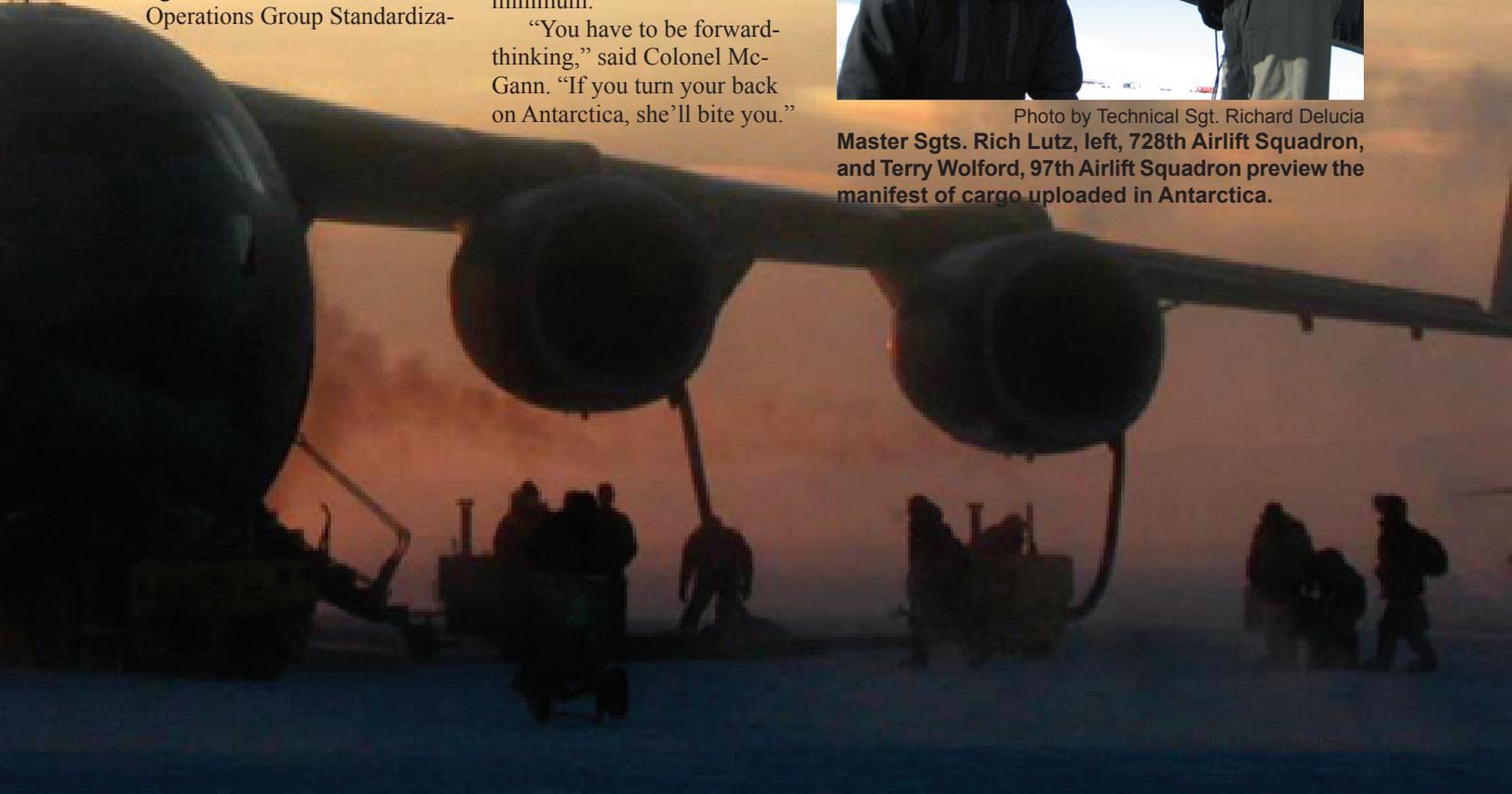
“You have to be forward-thinking,” said Colonel McGann. “If you turn your back on Antarctica, she’ll bite you.”



National Science Foundation courtesy photo by Andre Fleurette
U.S. Antarctic Program participants arrive at the Annual Sea Ice Runway at McMurdo Station, Ross Island, Antarctica. The C-17 jets are flown by 446th and 62nd Airlift Wing crews in support of the U.S. Antarctic Program.



Photo by Technical Sgt. Richard Delucia
Master Sgts. Rich Lutz, left, 728th Airlift Squadron, and Terry Wolford, 97th Airlift Squadron preview the manifest of cargo uploaded in Antarctica.





Survival Recovery Center coordinates details that allow Airmen to continue to fight, complete mission



Photo by 2nd Lt. LaVonne Johnson
First Lt. Darien Soleimany, 446th Mission Support Squadron, works in a survival recovery center.

If you're hearing voices, it may be the SRC

By Senior Airman Nick Przybyciel
Wing Public Affairs

A mortar loaded with deadly chemicals has just slammed into a building at an air base, creating a raging inferno shrouded in toxic gas.

Preliminary reports don't look so good. The building that was struck contains supplies necessary to pull-off the base's mission. If the supplies burn with the building, the chances of successfully completing the mission are slim-to-none.

It's your call – what do you do?

Keep in mind, there is no extra information available, nor is there time to gather it. Thinking for too long may jeopardize the fate of the entire mission, while being spontaneous may cost the lives.

Obviously, it's not the easiest decision to reach, which is why few people would envy what four Reservists from the 446th Mission Support Group will be doing during the Operational Readiness Inspection in June. The scenario mentioned above is just one of many the Airmen will face while manning the Survival Recovery Center during the inspection.

"Basically, we will coordinate all alarm conditions and

FP (force protection) conditions if we get attacked," said Maj. William Pelster, a member of the SRC team. "We're responsible for detailing how to continue to fight once we've been slimed."

The SRC recommends force protection changes, mission-oriented protective posture changes, and also mans the "giant voice." Basing their decisions off of intelligence reports, the SRC team recommends a course of action to the Wing Operations Center, where it is reviewed by the installation commander.

About 99 percent of the time, their recommendations are implemented, Major Pelster said. Usually the only time the WOC will override the recommendation of the SRC is when a priority mission has to launch.

Reservists from the 446th AW will integrate with Airmen from the two other wings participating in the inspection - the 62nd AW here and the 319th Air Refueling Wing, Grand Forks, N.D. There will be between 12 and 16 people working at the SRC who must band together and make difficult decisions within minutes of receiving initial intelligence reports or during an attack.

As can be imagined, there are an infinite number of scenarios that can be thrown their way.

Major Pelster, who estimates he has participated in more than a dozen ORIs in his career, has seen his fair share of weird situations. From what to do when Meals Ready to Eat go bad, to the proper way to handle a conscientious objector, Major Pelster's on-the-fly cognitive abilities have been tested with every exercise, he said.

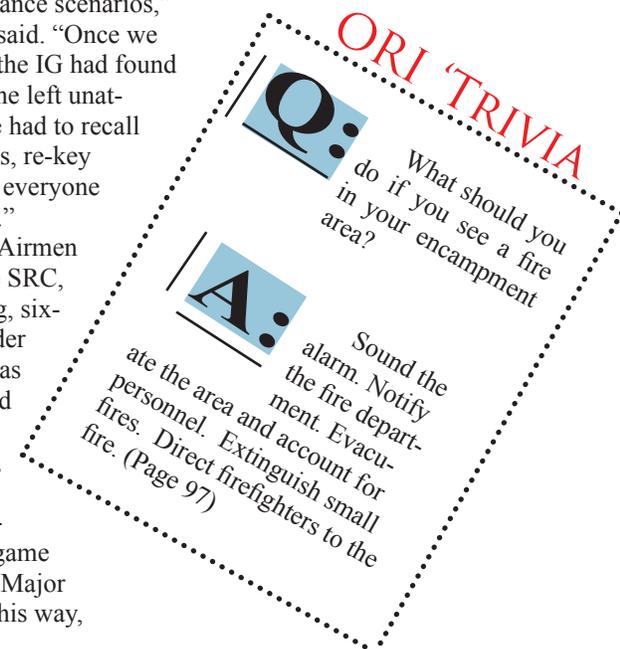
"As soon as an inspection kicks-off, we're always hit with little nuisance scenarios," Major Pelster said. "Once we got a call that the IG had found a radio someone left unattended. So, we had to recall 100-plus radios, re-key them and give everyone new call signs."

To aid the Airmen working in the SRC, an intimidating, six-inch thick binder of checklists has been developed during "table-top" exercises, where ORI members "collectively war-game in our heads," Major Pelster said. This way,

decisions that must be made within minutes are easier to reach.

Heading into the June ORI, the SRC team possesses another ingredient that is key to success: experience. The same team participating in the upcoming exercise also took part in last year's, where they scored an excellent.

And while it is only an inspection, the team plans on practicing like it is the real thing. "It's up to us to create a safe environment so we can launch aircraft and continue to fight," Major



Where in the world is Captain Airlift?

446th Operations Support Squadron's mission control keeps track of aircrews, mission changes, paperwork 24-hours a day

By Senior Airman Nick Przybyciel
Wing Public Affairs

Combat airlift can be a fickle beast, to say the least. Providing airlift support for two combat regions, distributing relief aid to various countries of the world, and maintaining training all require a certain amount of flexibility.

Keeping tabs on the missions assigned to 446th Airlift Wing aircrews can be an arduous job, but somebody has to do it. The responsibilities of tracking and monitoring the wing's four flying squadrons, providing essential paperwork to the aircrews, notifying aircrews of mission changes and manning the telephones at the wing's only 24-hour operations center, falls on the shoulders of people at the 446th Operations Support Flights' mission control.

"Taking care of the aircrews – that's our main priority," said Staff Sgt. Robert Jimenez, one of four air reserve technicians at mission control.

At times the job can be extremely difficult. For instance, tracking down an aircrew member at a remote location on a moment's notice can be a challenging task, he said.

"When we have to alert the aircrew, there's a certain amount of time we have. It throws it all off when you can't get a hold of someone," Sergeant Jimenez said.

Even in the most pressing of circumstances, Sergeant Jimenez and his fellow Airmen at mission control have the tools to help get the job done. The Global Deploy Support System provides them the ability to print airfield information as part of the package they provide to aircrews departing McChord. It also is used to track crews who are out in the system.

On an average day, mission control tracks 12 aircrews. "Changes occur

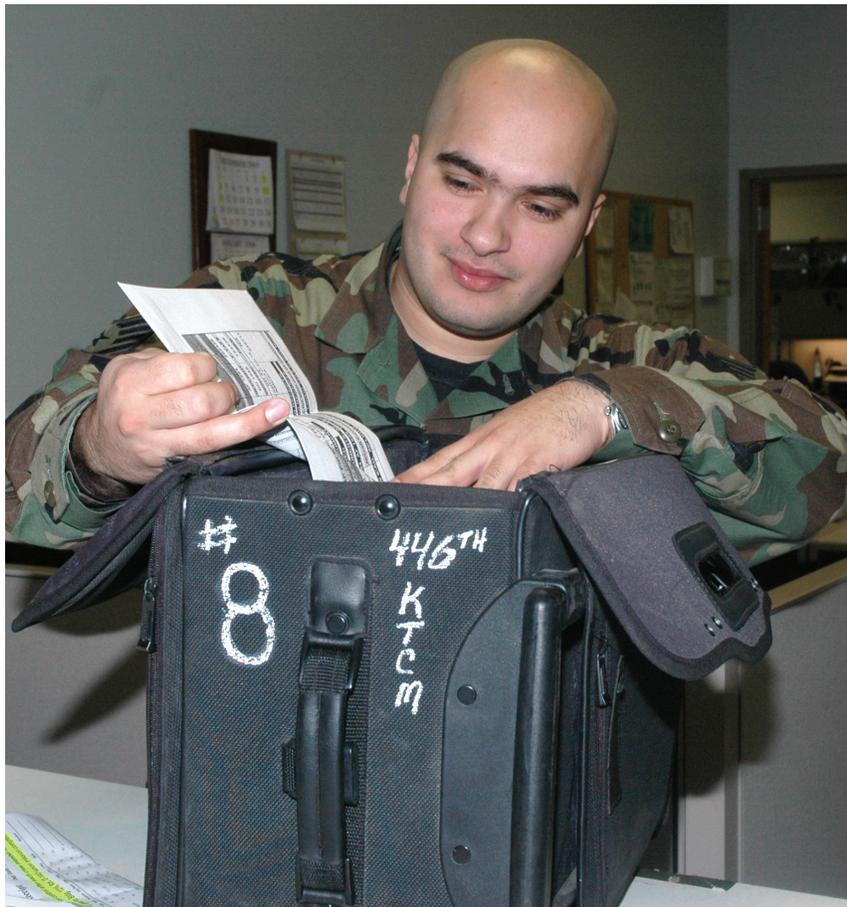


Photo by Senior Airman Nick Przybyciel

Staff Sgt. Robert Jimenez, 446th Operation Support Flight, looks through a mission kit. Maintaining the kits is just one of the many responsibilities for the Reservists who work at mission control.

very randomly on an as-needed basis for anything from cargo, destinations, maintenance and weather," said Master Sgt. Laura Elliott. "Constant communication is required on a daily basis with the command post and current operations to coordinate changes."

Another software program they often use is the Individual Mobility Tracker. The IMT provides mission control operators with packages that include flight plans, field information and notice to Airmen documents for aircrews that are at stage locations. If a staged aircrew's mission changes, mission control can find all of the pertinent information to pass on to them by using the IMT software.

Their job isn't limited to supporting just aircrews. Whenever an emergency happens, mission control has a variety of

responsibilities. From running emergency action checklists in the case of a disaster, to contacting the necessary people when an Airman's family member dies, handling emergencies can be one of the most difficult parts of the job.

"When someone is at tech school and you can't get a hold of them (when there's been a death in the family, it can be difficult," Sergeant Jimenez said.

When such a situation occurs, they work hand-in-hand with the Red Cross. This has happened a few times during the 18 months Sergeant Jimenez spent on orders before becoming an ART, and it is the hardest part of the job, he said.

While difficult at times, the work performed at mission control is crucial to making the 446th AW an integral part of the total force.

S a - f e s



On March 4, 1924, the Army Air Service took on a new mission - aerial ice breaking. Two Martin bombers and two DH-4s bombed the frozen Platte River at North Bend, Neb., for six hours before the ice cleared.

Promotions

Chief Master Sergeant
Minett Fernandez, 446th AMDS

Master Sergeant
Patrick Anderson, 36th APS

Technical Sergeant
Adam Howarth, 446th MXS

Senior Airman
Leigh Davis, 36th APS
Maria Miller, 446th MSS
James Schlink, 446th AMXS

Airman First Class
Suzanne Young, 446th AES

Airman
Matthew Maronay, 446th AMDS
Sydney Reed, 446th AES

Newcomers

Technical Sergeant
Peter Alberico, 446th MXS
Benjamin Giles, 446th SFS
Timothy Goodrich, 86th APS

Staff Sergeant

Leroy Banks, 446th MXS
Alexander Cardin, 86th APS
Brian Christensen, 446th MXS
Douglas Gannon, 313th AS
Justin Hollers, 446th MXS
Jesse Marquardt, 446th AMXS
Matthew Peterson, 446th AMXS
William Rastellini, 446th MXS
Allen Santarosa, 446th MSS

Senior Airman

Brian Campbell, 313th AS
Ryan Clark, 446th OSF
Douglas Connor, 446th AMXS
Randall Cummings, 446th AMXS
Tara Frame, 446th MXS
Brandon Gomes, 446th AMXS
Rita Guill, 446th AMXS
Robert Merrill, 446th MXS
Fern Michael, 446th MSS
Robert Reinarts, 446th AMXS
Brian Sekora, 446th SFS
Charles Smith, 446th MXS
Jake Tiffany, 446th CES

Airman First Class

Channel Bolton, 446th MXS
Jerrod Carstensen, 446th AMXS
Glen Guss, 446th AMXS

Andrew Lancaster, 446th AMXS
Shawn Lundgren, 446th CES
Benjamin Tost, 446th MXS

Retirements

Major

Michael Marcelli, 97th AS

Chief Master Sergeant
Marshall Dellinger, 446th AES

Senior Master Sergeant
Bruce Bybee, 446th MXS
Ernest Lodge-Moore, 36th APS

Master Sergeant

Gloria Limoges, 728th AS
Diana Spandel, 446th AES

Technical Sergeant

Michelle Fusco, 36th APS
Shawn Koch, 446th AMXS
George Livingston, 446th AES
Anna Raitt, 446th AW
Gary Searle, 446th AMXS

Staff Sergeant

Charles Post, 86th APS

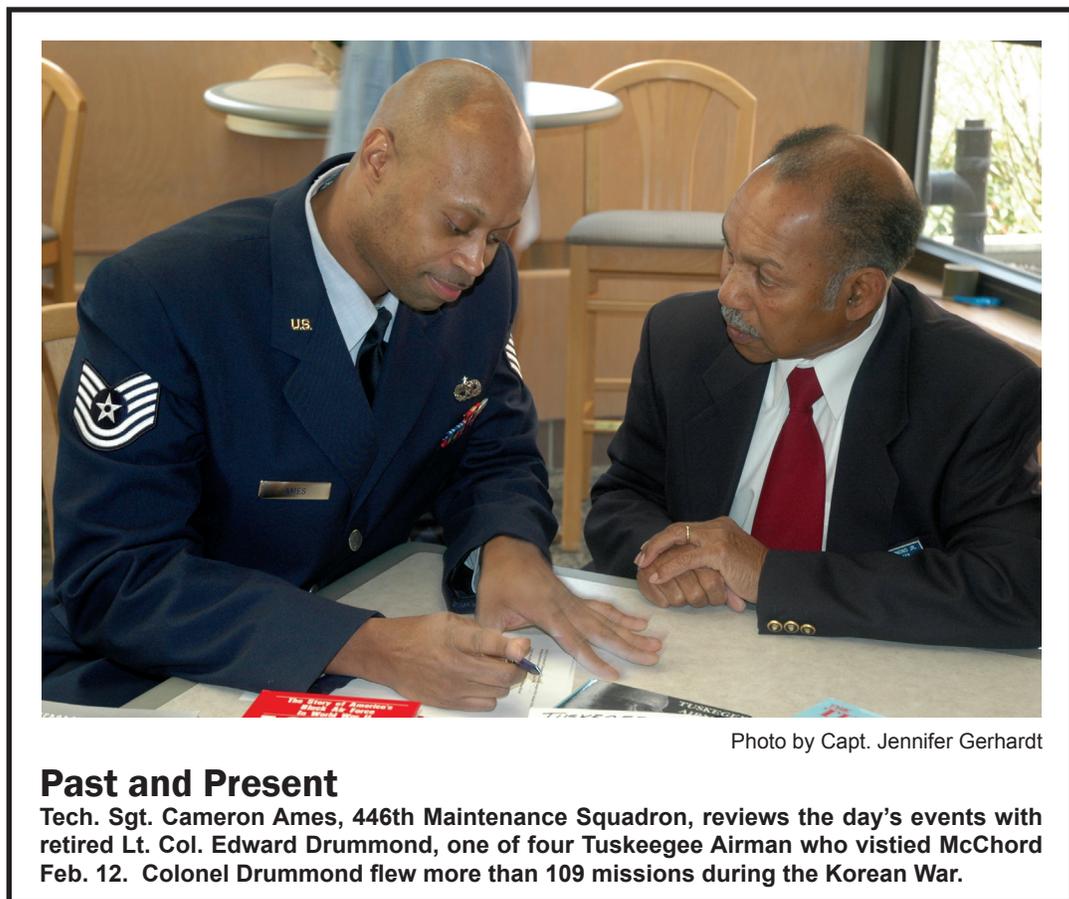


Photo by Capt. Jennifer Gerhardt

Past and Present

Tech. Sgt. Cameron Ames, 446th Maintenance Squadron, reviews the day's events with retired Lt. Col. Edward Drummond, one of four Tuskegee Airman who visited McChord Feb. 12. Colonel Drummond flew more than 109 missions during the Korean War.

Just Briefly

How do you feel your employer supports your commitment to the Air Force Reserve?

Cooperation

When they have enough notice, they work really well with me. It's really nice to not have to fight with them.



◆ Senior Airman Jason Koontz
86th Aerial Port Squadron

Understanding

My employer clearly understands the role of the Air Force Reserve in the defense of our country. I couldn't ask for more.



◆ Technical Sgt. Todd Lamphere
446th Aerospace Medicine Squadron

Supportive

My employer pays differential when I am gone for annual tour. They are really supportive of the time required by the Reserve.



◆ Technical Sgt. Tom Miller
446th Maintenance Squadron

Outstanding

They are always really supportive. I recently nominated them to the ESGR as an outstanding employer.



◆ Senior Airman Dennis Eveland
446th Civil Engineer Squadron

Deployed Reservist earns Airman of the quarter award in Iraq

Senior Airman Gerry Propeack, 446th Aircraft Maintenance Squadron, was named the 447th Air Expeditionary Group Airman of the Quarter for the first quarter at Sather Air Base, Iraq.

Wing NCO one of 12 Outstanding Airmen in 4th Air Force

Master Sgt. Chris Rumley, 446th Civil Engineer Squadron, is one of 4th Air Force's 12 Outstanding Airmen. Representing the senior NCO category, Sergeant Rumley will now compete at the Air Force Reserve Command.

Host wing bids farewell to commander in March

The 62nd Airlift Wing will bid farewell to its commander, Col. Wayne Schatz, March 13. Colonel Schatz will become executive officer to the commander at U.S. Transportation Command, Scott AFB Ill.

Replacing Colonel Schatz is Col. Jerry Martinez, who is departing McConnell AFB, Kan., where he served as vice commander, 22nd Air Refueling Wing.

Hands-free required for cell phone use while driving on base

As of Feb. 27, all vehicle operators on McChord AFB are prohibited from using their cell phones while driving unless they use a hands-free cell phone device or the vehicle is safely parked.

Using a cell phone without a hands-free device while driving will be considered a primary offense, which means those violators can be stopped just for this offense. If stopped and cited, violators will be charged with a moving violation which is worth three points against their base driving privileges. If a violator accumulates 12 points within a 12-month period or 18 points within a 24-month period, he or she will be subject to revocation of base driving privileges on all military installations. Please contact Staff Sgt. Janaea Commodore at 982-5917 if you have any questions.

Seattle Mariners host 4th annual Salute to Armed Forces April 6

The 4th Annual Salute to Armed Forces Night with the Seattle Mariners will be April 6 when the team plays the Oakland Athletics. Game starts at 7:05 p.m. Join the Mariners for a special pre-game program starting at 6:30 p.m., honoring the United States Armed Forces, service veterans, and support organizations.

Reservists, their families and retirees may purchase View Reserved seats at for

the April 6 game at the reduced price of \$10. Field seats and Terrace Club seats may also be available for \$24 and \$29, respectively.

Fans in attendance will receive a special commemorative military coin courtesy of the Mariners and Boeing at the conclusion of the game.

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 9 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.

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.

No McChord Air Expo for summer 2006, but plan on 2008.

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, leaving the next air show to be held in 2008.

In 2009, McChord will again host the AMC Rodeo competition and will continue to alternate yearly hosting the two large events.

2006 Career Workshop leaders looking for event volunteers

The 446th Airlift Wing Career Workshop organizers need help locating volunteers for the May event.

Volunteers must be available to dedicate May 22-23 for this event. Volunteers would help set up and tear down workshop areas, as well as facilitate the event.

Please forward all volunteer information to the attention of Chief Master Sgt. Sam Martin at or Senior Master Sgt. Doug Green. E-mail addresses are available on the global listing.

Wing annual award winners for 2005

Airman of the Year



Senior Airman Bryan Martin
446th Maintenance Squadron

NCO of the Year



Tech. Sgt. Charles King
446th Maintenance Squadron

Senior NCO of the Year



Master Sgt. Chris Rumley
446th Civil Engineer Squadron

First Sergeant of the Year



Master Sgt. Theron Smith
446th Aeromedical Evacuation Squadron

Officer of the Year



Capt. Lara Wills
728th Airlift Squadron

Spouse of the Year



Carlene Joseph
446th Aircraft Maintenance Squadron



Got a story for
The 446th Associate
Press?
Give us a call at
982-3330 and tell us
your ideas.

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