

Wing absorbs displaced Reservists

Wing's careful planning extends Reservists' careers

By Staff Sgt. Nick Przybyciel
 Wing Public Affairs

MCCHORD AIR FORCE BASE, Wash. – The 446th Airlift Wing has opened its doors this year to 138 new Airmen affected by force realignment and the 2005 Base Realignment and Closure Act.

And that number is likely to grow. At least 20 more Reservists who train at the Portland Air National Guard Base, which is losing the tenant Reserve refueling wing due to BRAC, are slated to trickle into the 446th AW beginning in January.

Force realignment hit the 419th Fighter Wing at Hill AFB,



Photo by Staff Sgt. Nick Przybyciel
Reservists board a C-17 Globemaster III at Hill AFB, Utah. They are part of the 50 Reservists who now fly to McChord monthly for their unit training assemblies.

Utah, bringing up the possibility that Master Sgt. Jace Bitton and about 50 of his coworkers may have to end their careers early.

The 419th FW will lose its fleet of F-16s to the Naval Air Station Joint Reserve Base, Texas and Homestead AFB, Fla., as part

of the Air Force's Base Realignment and Closure efforts. Total

See BRAC, Page 12

Volunteers return after extended duty

By Staff Sgt. Nick Przybyciel
 Wing Public Affairs

MCCHORD AIR FORCE BASE, Wash. – They had a chance to leave it all behind. The daily mortar attacks, the critically injured troops, the emotional pain of being separated from loved ones – the baggage that accompanies a deployment to Iraq – they could have simply walked away from all of it.

But six members of the 446th Aeromedical Staging Squadron decided four months in the sand wasn't enough for them, so they signed on for another rotation at Balad Air Base in Iraq after their unit was relieved in June. Call it crazy?

Dedicated is more like it.
 "All the training we ever did in this unit

came full circle and I was able to put it all together and say, 'this is how it works,' " said Tech. Sgt. Paul Hall. "I've been a part of this unit for six years and it was good to finally see how things work out there.

"At first, my personal reason for staying behind was to get more money. Then, it became all about the patients," Sergeant Hall added.

After finally arriving home at the end of September, Sergeant Hall and his fellow squadron members earned the right to a bit of down time. During their second rotation, they assisted 2,539 patients waiting for airlift out of Balad.

What the medical technicians, mental health experts, logistics and pharmacy technicians from the 446th ASTS accomplished, during both rotations include:

- 4,682 patients treated and flown out of Balad
- 383 aeromedical evacuation missions supported
- 432 critical care patients airlifted
- 550 patients' bags certified through customs and shipped home

All of that was accomplished under austere conditions. Their base came under attack 350 times while they were there.

"We stayed on our feet, or we wouldn't be able to take care of the patients. That's why we're all here right now," said Master Sgt. Marc Kauppinen, one of the 446th ASTS Airmen who stayed behind for an additional four months. "There was no time to get complacent – those people needed us."

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Oct. 25 is the deadline for articles in the November 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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All photos are Air Force unless otherwise indicated.

Training is necessary, but your well-being is top priority

By Brig. Gen. Eric Crabtree
Wing commander

There are two issues I want to highlight for your consideration. On Oct. 10, we will have been flying and supporting combat airlift sorties for 1,830 days. Keep this in mind as you read my words about two issues I want to cover. The first is the commemorative ceremony we had for the events of Sept. 11, 2001. The second is the effect of this long war on the people of the wing.

On Sept. 11, 2006, we organized and hosted an impressive ceremony to recount the events, heroes and victims of that tragic day five years ago. It was an absolutely perfect ceremony which impressed everyone in attendance. It was an honor to have Governor Chris Gregoire as a guest speaker. Every part of the ceremony, from our own members who spoke, to the people who stood in formation, the flight crew who did the flyover, to the honor guard, the rifle squad, the bugler, and to the people who did the flag folding presentation, was perfect. Our Public Affairs office did an excellent job heading up the organizing committee, getting local media coverage, and working with the 62nd Airlift Wing Protocol staff to cover all the bases. Thanks also to all the people who helped with

the set up and tear down of equipment. The event was a fitting tribute to the people and the day.

The second issue I wanted to highlight is an oversight on my part as we execute the Global War on Terrorism. That is, in the attempt to comply with deadlines and suspenses we have been putting extra pressure on people when they return from deployments and finish long tours of duty. That goes against all of our programs to work to support our members and their families. We should be the supporting agency, not another source of stress.

If your commanders, at my request, have been pressing you to complete all the many training events we have been directed to comply with - instead of getting your lives back to normal - that is a foul on our part. If you need time to reorient yourselves, please let us know and we will work with you to be realistic about accomplishing training. I would much rather explain to my superiors at any level why we are not completely compliant with a suspense, than why we chased a good Reservist out of the wing because we ignored his or her personal needs.

The same applies to our employers. If we are not giving you the time and support you need to get back on track with



Brig. Gen. Eric Crabtree

your employer after a long tour of duty, we are not being fair to them either. The support of employers and community members are a pillar of the Reserve program that none of us can take for granted. Please let us know if we are causing you problems so we can give you the relief you need to work the issues out.

Please be realistic and work with us in our attempts to keep all parts of the "Reserve Triad" (Reservist, family and employer) balanced. Don't take six months to accomplish an item you don't really want to do. Press on into the requirements as soon as you can, because we all know there are other requirements waiting for us when we finish the current ones.

Our contract has to be that we will deal fairly with everyone in the process and keep national security as a top concern. As you work out the schedule that makes that happen, don't let the 446th Airlift Wing be the unfair taskmaster.

Thanks for your commitment and support. We couldn't do this important mission without you.

At A Glance

On Oct. 10, the 446th Airlift Wing will have supported and flown 1, 830 days of combat airlift.

Computer security tightens in wing

By Taylor Helmer
62nd Airlift Wing

MCCHORD AIR FORCE BASE, Wash. – To combat the threat of hacker and virus attacks threatening Air Force critical information and computer systems, Air Mobility Command is implementing a standard configuration on Windows based desktop and laptop computers.

The primary goal is computer and network security, but the configuration will also ensure standardization of common software applications and promote interoperability throughout the Air Force, according to a recent AMC press release.

Computers in the 446th Airlift Wing, although assigned to Air Force Reserve Command, are on the AMC network.

The move to the standard desktop configuration is going to provide a more consistent and secure network, said Dana Hancock, 62nd Communications Squadron network systems engineer.

“If we can secure the work

stations separately, it makes the network as a whole more secure,” Mr. Hancock said.

It is also going to make work easier for the client support administrators in each squadron, said Michael Ayers, 62nd CS deputy flight commander of the information systems flight.

“With the standard desktop, the network won’t be compromised because regular users won’t be able to install their own software on their machines,” he said.

According to Senior Master Sgt. Cindy Thomas, 446th AW computer support administrator, Reservists won’t see too much of a difference.

“For the 446th, this is only going to tighten up the security on computers a little bit more. We have always restricted the operating system so users cannot install software or anything else without letting (computer

support administrators) know,” she said.

By eliminating the ability to change configuration settings or install programs on each machine, Mr. Ayers said most of the current problems that come up with the network will be eliminated.

“It’s going to close a lot of holes that opened up,” Mr. Hancock said.

Because the 446th AW already restricted software installation, there are fewer holes.

“Restricting software installation has proven to be a success for us,” said Sergeant Thomas. “We aren’t running

around uninstalling or fixing the problems the 62nd Airlift Wing has had in the past with their computers.”

The system will also allow the Air Force to quickly adopt next-generation applications of Microsoft Windows and Of-

fice soon after public release, bringing the latest information technology tools to everyone’s fingertips.

Many of the changes will be installed over the network at night. The planned upgrade strategy is a 16-phase process that can be instituted without disturbing the user.

“It’s a lot friendlier than wiping everything out,” Mr. Hancock said.

There may be some initial inconveniences in order to enhance the cyber security posture. Some older software applications may not initially function properly; file and network sharing will be restricted; the desktop computer’s configuration will be controlled; and the user may not be able to access some Web sites.

But sacrificing some convenience for the security of the network is a worthwhile trade, Mr. Ayers said.

“From our vantage point, security is the paramount con-

“If we can secure the work stations separately, it makes the network as a whole more secure.”

– Dana Hancock

See **SECURITY**, Page 5

Fitness uniform in short supply

MCCHORD AIR FORCE BASE, Wash. – For the first time in the Air Force’s 59 year history Airmen reporting for physical training must now show up in the same gear. Mandatory wear of the physical fitness uniform took effect Oct. 1.

However, a last-minute rush on the new mandatory gear is creating an overwhelming demand, resulting in back orders in certain sizes, officials at the Army and Air Force Exchange Service said.

Mandatory Air Force PT shorts in sizes small-short, medium-short, xxx-large and xxxx-large are on back order at McChord, said Amy Gacad, Military Clothing Sales Store manager here. She recommends people buy the PT shorts two sizes larger

than usual because they “run small.”

McChord customers looking for any mandatory PT item on back order may put their name on a list at MCSS. Right now, the list isn’t very long, Ms. Gacad said.

However, back orders from the military supply system are affecting some clothing sales stores. And since the Defense Supply Center Philadelphia is the only authorized PT gear source, AAFES has no choice but to continue to monitor the situation, Maj. Brian Schooley, AAFES’ Air Force military clothing program manager. He said the exchange service continually requests updates on the back order status.

“We remain committed to providing customers with the latest information and

fix shortages,” he said. “Until such notice is received, AAFES is asking for customers’ patience as it continues to work with the military supply system to find a solution” to the PT gear shortage.

Airmen can check the availability of the PT gear by clicking the “store locator” link at www.aafes.com or call the MCSS at 584-9308.

In addition to 90 Air Force clothing store outlets, all sizes of the new mandatory uniform should be available through the Web site — once the back order situation is resolved.

(The 62nd Airlift Wing Public Affairs office contributed to this story.)



Maj. Joyce Mejia (left), a clinical nurse, and Staff Sgt. Debra Levine, a medical technician, perform mock CPR on Master Sgt. Charles Miller during a 446th Aeromedical Staging Squadron mass casualty exercise Sept. 24. More than 100 446th ASTS Reservists participated in the annual exercise.



Photos by Capt. Jennifer Gerhardt
Master Sgt. Steven Waltari, 446th Aeromedical Staging Squadron, prepares to lift a gurney during the 446th ASTS annual mass casualty exercise Sept. 24. More than 100 ASTS Reservists participated in the two-day exercise.

Triage one area of focus in exercise

By Capt. Jennifer Gerhardt
Wing Public Affairs

MCCHORD AIR FORCE BASE, Wash. – More than 100 Reservists in the 446th Aeromedical Staging Squadron participated in an annual mass casualty exercise Sept. 23-24.

“Lessons learned from previous exercises and events have shown that triage response needs the most work, so that is what we focused on this time,” said Lt. Col. Karen Winter, 446th ASTS exercise evaluator. “Triage decisions and responses have to be quick. Everyone did really well.”

On Sept. 23, the Airmen went through classroom training and lectures. In the afternoon, they had demonstrations

and hands-on training in groups of two with an instructor. On Sept. 24, they used the training for two exercise scenarios.

The first exercise scenario was a bus accident during a fire drill.

“The scenario was to train immediate bystanders who are first on the scene without equipment. It also helped us train for safety, triage, and immediate care with limited resources, without regard to rank or medical training,” said Col. Sandra Smith-Poling, 446th ASTS commander.

The second exercise scenario was staged at Hangar 9 with a jet-fuel truck running into the hangar and exploding as a commander’s call was being set up. The initial response was the fire

department with ASTS people responding in ambulances or buses with some equipment. This was to train the interface with the fire department incident command and to arrange immediate triage, treatment, staging, and transportation and to identify to what hospitals victims would go and to arrange the transportation.

“The members have stat-

ed this was the best exercise they’ve ever had and gave them a very good plan and idea of mass casualty response,” said Colonel Smith-Poling. “My observation is that they did exceedingly well ... better than I’ve seen any unit perform for a mass casualty.”

Sailors learn how to load a C-17



Photo by Senior Airman Paul Haley
Senior Airman Cheyenne Pantle (right) of the 86th Aerial Port Squadron, coaches Petty Officers 3rd Class Rosana Lima and Kurt Daubs in the proper use of tie downs when securing cargo on a C-17. This was the first time the Sailors had loaded a C-17.

By Senior Airman Paul Haley
 Wing Public Affairs

MCCHORD AIR FORCE BASE, Wash. – Strangely enough, a group of naval Seamen from a landlocked state traveled to a state with some of the best ports in the country, to learn Air Force procedures for loading aircraft.

A group of Navy Reservists from Idaho came to McChord to train with members of the 86th Aerial Port Squadron Sept. 9 and 10.

The training provided the Seamen hands-on practice with loading and securing equipment on C-17s, as well as giving them information about safety procedures which differ from those used on C-130s.

“The purpose of the training is to teach them about our processes and about proper loading techniques,” said Senior Master Sgt. James Kuchnsky, load planning superintendent for the 86th APS.

The APS also teaches people from other services about hazardous materials that can’t be transported on Air Force aircraft and materials that can’t be stored near each other on the airplane, like flammable materials and oxygen.

The training isn’t one way, however.

“Exercises like this are good for our customers, who learn about inspections and proper loading of equipment and pallets, and they’re also good prac-

tice to reinforce what we do,” Sergeant Kuchnsky said.

For the Seamen, the training goes toward sharpening skills they need when deploying.

“This is the kind of training we need to do,” said Petty Officer 1st Class Chuck Sistrunk, a culinary specialist with the Air Cargo Handling Company 5. “We get hands-on practice that we can use when we get deployed. I think we all learned a great deal.”

The company, which supports Navy and Marine Corps air resources, normally practices loading techniques on Air National Guard C-130s stationed at their home base of Gowen Field, Idaho, said Lt. Cmdr. Tony Erickson, commander of ACH Co. 5.

“These airplanes are a lot easier to load and a lot safer than C-130s,” Petty Officer 2nd Class Darrell Saxton, a corpsman with Co. 5, said of the C-17. “We’re much more nervous when loading C-130s.”

Petty Officer Saxton said ankle and other injuries caused by tripping over objects on the floor are prevented in part by the rollers on a C-17, which can be hidden by flipping panels over.

In the past, the Reserve aerial ports have also worked with Soldiers teaching proper loading of some of their equipment, such as the Strkyer. They’ve also worked with local disaster response teams, teaching them how to build pallets with their equipment for C-17 transport.

SECURITY

Continued from Page 3

cern.”

In order to minimize disruption for users, Reserve wing computer administrators have already started to install the standard desktop configura-

tion. “We are doing it manually to ensure the programs that come from AFRC are going to work properly,” said Sergeant Thomas.

The desktop appearance may also change slightly, including the default homepage,

background and icons. The desktop image will likely be the main thing users will notice when they are converted to the new system, Mr. Hancock said.

Users will also notice a green bar across the top of

the desktop, signifying the upgrade.

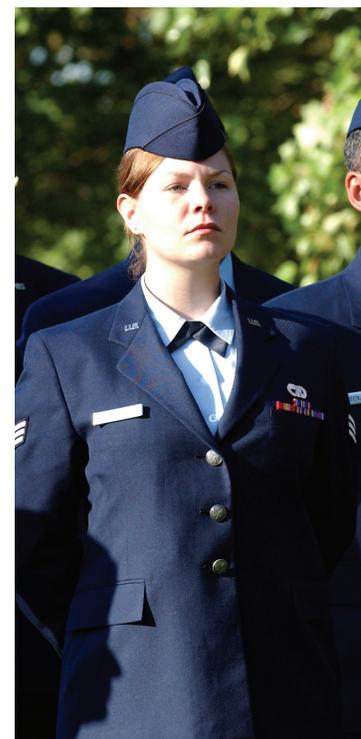
Mr. Ayers said they hope to have all the workstations at McChord upgraded by Nov. 30. *(Information from an AMC press release was used in this story.)*



Col. Steven Vautrain, 446th Operations Group commander, (center) stands commander of troops during the 446th Airlift Wing's 9-11 Ceremony Sept. 11.



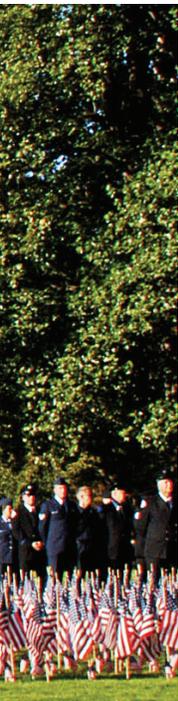
Standing behind a field of flags representing victims of the 9-11 terrorist attacks, Reservists in formation present arms.



Reservists who serve in a first responder role wear the same uniform as active-duty Airmen. Sgt. Daniel Blas (right), wore the same uniform as active-duty Airmen in the Reserve during the 9-11 Commemorative Ceremony at the 446th Airlift Wing's 9-11 Commemorative Ceremony Sept. 11.

9-11

First responders They serve in more ways than one



Commemorative



A special flag folding ceremony conducted by representatives of different first responder organizations - police, firefighters, emergency medical, and military - closed out the hour-long 9-11 Commemorative Ceremony hosted by the 446th Airlift Wing on Sept. 11. On stage is Governor Chris Gregoire and Brig. Gen. Eric Crabtree, 446th AW commander

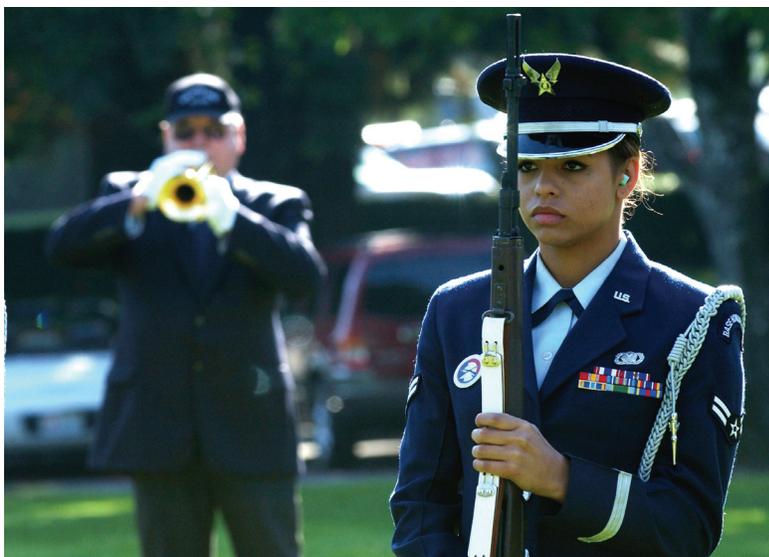


first responder role in their civilian careers, like Staff Sgt. Blas in his police uniform. Those uniforms in formation to highlight the dual role they serve. Honoring first responders was the goal of the ceremony. Sergeant Blas is with the 36th Aerial Port Squadron



LEFT: The final fold is made during the flag folding ceremony.

BELOW: Airman First Class Ashley Henry, 62nd Airlift Wing Honor Guard, stands by as Mr. Bill Sprague plays Taps during the 9-11 commemorative ceremony hosted by the 446th Airlift Wing Sept. 11.



Reserve Airmen unrivaled wingmen

By Staff Sgt. Julie Weckerlein

— Air Force Print News

WASHINGTON (AFPN)

— Both the Air Force Reserve and Air National Guard's top leaders spoke to attendees of the Air Force Association's Air and Space Conference and Technology Exposition here Sept. 26.

Lt. Gen. John Bradley, Air Force Reserve Command commander, and Lt. Gen. Craig McKinley, Air National Guard director, spoke highly of Airmen within their commands, as well as the challenges of a high-operations tempo, base closure and realignment changes and integration with the Total Force.

"We are the unrivaled wingmen," said General Bradley during his workshop. "We are always, without fail, there to support the force."

He emphasized that the Reserve is no different than the

active-duty force in quality.

"We want to make sure everyone knows that there is no separate culture," he said. "We are all involved in the same missions."

The Reserve depends on volunteerism in lieu of mobilization when it comes to deployments. He said having set Air Expeditionary Force deployment standards helps.

"People are able and ready before they go on a deployment," he said. "They are able to plan for it, and that employing the (AEF) system was a brilliant idea."

He talked about the closing of the Reserve base and wing in Milwaukee and about its move to South Carolina.

"It's going to make a big impact in that area," he said. "The Reserve doesn't PCS folks, and so we're looking for ways to help these folks find

jobs, maybe join the Guard if they still want to serve. We want to give them options to continue their careers."

The Reserve also will be losing Airmen due to force shaping. More than 7,000 Airmen will leave their ranks.

"We're not happy about the cuts," said General Bradley. "It's painful. But it has to be done."

As for the Air National Guard, General McKinley said that while they won't need to cut Airmen from the Guard, the force was adversely affected by the base realignment and closure process.

"We have (air) fields that are closing," he said. "It's a challenging time."

He said many of the Airmen in the Air Guard were raised within those hometown organizations.

"We have Airmen whose father's father served in their

(Guard) unit," said General McKinley. "There's a lot of heritage, blood, sweat and tears there, and so when it comes time to close a field, people do get emotional about it."

But despite the hardship, the Guard will carry on, as it has "a heritage of change," he said. "We have an interesting culture and it's always busy."

He spoke of the force's two missions: one abroad and the other on the home front. The integration between the Air Guard and active-duty Airmen has been seamless.

"What finer example is there than of the bombing of (terrorist) Abu Musab al-Zarqawi?" he asked. "Those were Guard pilots up there, but they were up there because of support from active-duty and Reserve Airmen, not to mention alongside other services. It was truly a joint effort, and a successful one."

Technology eases access to personnel information

Records continue going electronic

By Tech. Sgt. J.C. Woodring

— ARPC Public Affairs

DENVER (AFPN) — Continuing the process of transferring personnel records to an electronic format, Air Force officials will begin scanning the Unit Personnel Record Group of active-duty Airmen in October.

"There is only one copy of the UPRG kept at each unit," said Jo Hogue, chief of master personnel records at the Air Force Personnel Center at Randolph Air Force Base, Texas. "If something happens to that hard copy, there is nothing we can do about it. Converting the records from paper to an electronic format also provides an additional backup version of each record."

After all the active-duty records are complete, which Mrs. Hogue said will take about 1.5 years, the conversion of Reserve and Air National Guard records will begin.

Air Reserve Personnel Center officials here began receiving calls recently from reservists who were worried about their records being destroyed.

While the paper copies of the records will eventually be destroyed, it will only happen after the electronic copy has undergone a quality review and backups are stored at separate locations.

"If people are still concerned or just want a hard copy of their record, they can get one," said Debi Young, ARPC Records Quality Management director.

Unit reservists can contact their servicing military personnel flights for copies. Once the UPRG is scanned, members will have access to view their entire record electronically. This will actually make the record more accessible to members than it is at present.

Paper copies for individual mobilization augmentees and Participating Indi-

vidual Ready Reserve Airmen are stored at ARPC, and the scanning will be done on site here.

Today, master personnel records are stored electronically in the Automated Records Management System and many of the documents in the UPRG are already in the system, said Linda Berkey, ARPC director of staff. Documents that are only stored in the UPRG and have been designated as a master document will be scanned into the existing master record.

What this means is that people should not worry, she said. Their master record is not affected; it will only contain more documents in the future.

If reservists need copies of any documents from their records, they can request a copy online at <https://arpc.afrc.af.mil/vPC-GR/newrequest.asp>. Officials said depending on the volume of requests, it could take as long as 45 days to receive a copy.

Safety doesn't hibernate,



Produced by HQ AFSC Media Branch
<http://afsaafety.af.mil/posters/postermenu.htm>

stay vigilant in winter months

By Senior Master Sgt. Dave Ponce
 Wing Safety Office

The 101 Critical Days of Summer may be over as we enter the fall and winter, but that doesn't lessen our need to be vigilant against accidents and unsafe conditions.

The number one cause of winter driving accidents is driving too fast. Motor vehicle accidents are the number one cause of death in winter storms. Many accidents can be avoided if drivers take the time to learn and practice driving safely during snowy and icy conditions.

Perhaps the deadliest winter driving danger is "black ice," which is pretty common here in the Northwest.

Black ice is ice which forms on a roadway, usually due to snow melting and re-freezing. Since it is almost invisible, drivers fail to recognize black ice conditions and may drive at normal speeds -often resulting in very serious accidents. Always be alert to the possibility of black ice when temperatures are near or below freezing. Pavement that looks dry but appears darker in color and dull-looking should alert you to the presence of black ice.

Here are some tips you should remember for driving safely in winter:

- Always use your seat belt.
- Turn on your headlights during adverse weather conditions. Overcast skies, rain and falling snow limit visibility. It is important to see and be seen.
- Like all the signs say, bridges and overpasses freeze before the roadway. Use extra caution on these.
- Remember that driving in winter weather conditions causes physical and mental fatigue and reduces reaction times. Get plenty of rest and adequate nutrition. Don't drive while you're sleepy or on medication that causes drowsiness.
- Prepare your vehicle well ahead of time. Check fluid levels, tire pressure, lights, and the battery. Have a mechanic give your vehicle a winter check-up and make any necessary repairs. Stock an emergency kit containing heavy clothes and a blanket, traction material such as sand or kitty litter, tire chains, a small shovel, first aid kit, flashlight, jumper cables, and a bright cloth to use as a flag.

Keeping Your Home Safe and Warm

Once you've driven safely home, you need to switch your

focus from winter driving safety to fire safety.

Did you know that each year more than a half million winter fires cause \$3 billion in property loss, 1,900 deaths, and nearly 8,000 injuries?

Heating is the leading cause of winter fires, whereas cooking is the leading cause over the entire year. January is the peak month for residential fire deaths and injuries.

Ensure you inspect your home annually. A few things you should be looking at to help prevent injuries and deaths related to heating your home include:

- Inspect all your smoke and carbon monoxide alarms monthly to ensure proper operation. Know the symptoms of CO poisoning: headache, fatigue, dizziness, and shortness of breath. If you experience any of these symptoms, get fresh air right away and contact a doctor for proper diagnosis.
- Make sure heating equipment is installed properly. Have a trained specialist inspect and tune up your heating system each year.
- Keep portable space heaters at least three feet from anything that can burn, including bedding, furniture, and clothing. Never drape clothing over a space heater to dry.
- Keep children and pets away from space heaters. Never leave children in a room alone when a space heater is in use.

If you use a kerosene heater, use only the fuel recommended by the manufacturer. Never put gasoline in a kerosene heater; it could explode. Before you refuel the heater, turn it off and let it cool down. Refuel outside only. When using a kerosene heater, keep a door open to the rest of the house or open a window slightly. This will reduce the chance of carbon monoxide build-up in the room.

Have your fireplace chimney and flue inspected each year and cleaned if needed. Open the flue and use a sturdy fireplace screen when you have a fire. Burn only untreated wood; never burn paper or pine branches, as pieces can float out the chimney and ignite your roof, a neighbor's roof, or nearby trees.

If you use a wood-burning stove, have the chimney connection and flue checked each year. Make sure the stove is placed on an approved stove board to protect the floor from heat and coals.

Never use your range or oven to heat your home, even for a short time.

The staff of the 446th Airlift Wing safety office wants everybody to have a safe and joyful winter.

SOAPS



On Oct. 14, 1962, a U.S. Air Force reconnaissance flight proved the existence of Russian missile sites in Cuba.

PEP Promotions

Master Sergeant

Michael Harms, 313th AS
Leo Jenness, 728th AS

Technical Sergeant

Kristy Wellman, 446th AES

Newcomers

Lieutenant Colonel

Ann McCune, 446th ASTS

Major

David Walter, 446th CES

Master Sergeant

Stanley Horn, 446th AMXS

Technical Sergeant

Larry Ferington, 446th AMXS
Brian Flott, 446th AMXS
James Olsen, 446th AMXS
Mary Rodney, 446th MSS

Staff Sergeant

Gregg Anderson, 446th AMXS
Chris Brandaberry, 446th MXS
Aimee Coker, 446th MSS
Kenneth Healy, 446th AMXS
Steven Morley, 446th AW
Nicole Morris, 446th SFS
Daniel Roth, 446th AMXS
Timothy Samms, 446th AMDS
Bradley Shafer, 446th AMXS

Senior Airman

Dayna Crowley, 36th APS
Patrick Flynn, 86th APS
Leila Hemenway, 446th MSS
Deanna Heurman, 313th AS
Brandon Hoehne, 446th AMDS
Kim Jensen, 446th MSS
Chris McNichols, 446th AMXS
John Stearny, 446th MXS
James Vanson, 446th MXS
Naomi Warner, 446th AMXS
Caleb Williams, 446th MSS
Daniel Williamson, 446th AMXS

Airman First Class

Bree Davis, 86th APS

Brian Ferry, 446th AMXS
Thomas Hathaway, 446th AMXS
Joshua Morris, 446th MXS
Michael Robinson, 446th AMXS
Erin Somers, 446th SFS
Matt Sourichone, 446th AMXS
Ashton Tidwell, 446th MXS

Airman

Amanda Swenson, 446th AMDS

Retirements

Lieutenant Colonel

Kevin Wallace, 97th AS

Major

Mary Kunzie, 728th AS

Senior Master Sergeant

Robert Lancaster, 313th AS
James Schaffer, 446th AES

Technical Sergeant

Kenneth Marks, 446th AMXS
Kelley Smith, 446th AMXS
Lavon Washington, 446th MXS



Photo by Staff Sgt. Nick Przybyciel

Showing the way

Master Sgt. Rich Lutz (right) makes a point to Staff Sgt. Steve Jones, during Sergeant Jones' inaugural mission as a loadmaster. Both Airmen are with the 728th Airlift Squadron. The C-17 shuttle between McChord and Hill AFB, Utah serves not only as transportation for commuting Reservists, but also as a training platform for 446th Airlift Wing flight crews.

Just Briefly

What do you do to prepare for the fitness assessment?

Treadmill

I bought a treadmill recently, so I'm going to run my butt off.



◆ *Tech. Sgt. Marshall Stoke*
86th Aerial Port Squadron

Snowboarding

Snowboarding. A lot of snowboarding.



◆ *Staff Sgt. Zack Thiessen*
446th Maintenance Squadron

Running

Keep running, keep myself in the gym, and go snowboarding.



◆ *Staff Sgt. Chris Brandaberry*
446th Maintenance Squadron

Biking

I go to the gym and during the summer I ride my bike a couple miles at least.



◆ *Tech. Sgt. Richard DeArment*
86th Aerial Port Squadron

UTA shuttle Information a phone call away

There is a new phone number for off-station Reservists to call for UTA shuttle information – (253) 982-2938. This recording has all the applicable information for shuttle arrival and departure times at its locations and phone numbers to the various passenger terminals.

This recording will eliminate the need for Reservists to call the 446th Operation Group's current operations and mission control prior to UTA weekends.

Wing maintainer chosen as 4th AF Junior Officer of Year

Capt. Rhonda Maloney, 446th Airlift Wing, was selected as the 4th Air Force nominee for the 2006 Air Force Reserve Outstanding Junior Officer of the Year. She will represent the numbered Air Force at Air Force Reserve Command.

New decal and line badge hours

The McChord Visitor Control Center at the main gate will only issue decals for cars Monday through Friday from 7:30 a.m. to 4 p.m. For Unit Training Assemblies, the 62nd Security Forces Squadron's Pass & Registration at Bldg. 100 will be open from 9:30 a.m. to 12:30 p.m., on Saturday only for decal issue and Restricted Area Badges. Please plan accordingly.

Maintenance group has career assistance advisor vacancy

The 446th Maintenance Group has an opening for a group career assistance advisor. This is a master sergeant position. You must immediately meet all requirements for promotion to master sergeant. In this position you will be the principal advisor during the "A" UTA, to the group commander and supervisors on retention issues. Applicants should submit a letter of recommendation from their commander and a military resume to 446 MXG/CC by Oct. 15. For more information, call Master Sgt. Marjorie Evans, 446th Airlift Wing career assistance advisor, at 982-7427.

Newcomers tour needs guides to show Reservists around base

The 446th Airlift Wing needs tour guides for the newcomer orientation program. Tour guide duties include greeting newcomers at wing headquarters and introducing them to the base through a guided and scripted bus tour of base facilities and a C-17 aircraft. Applicants must be a staff sergeant or above with a working knowledge of the base. Those interested should contact Senior Master Sgt. Patrick Greiner at Patrick.Greiner1@McChord.AF.MIL for A team and Senior Master Sgt. Margaret Anderson at Margaret.Anderson@McChord.AF.MIL for B team.



The Air Force Memorial officially opens Oct. 14, with dedication ceremonies scheduled throughout the day, including a flyover by the Air Force Thunderbirds. The opening of the memorial also kicks off the 60th anniversary observance of the Air Force, culminating in the 60th birthday of the air service on Sept. 18, 1997.

U.S. Air Force Art

BRAC

Continued from Page 1

Force Integration will combine the Air Force Reserve's 419th FW with the active duty 388th FW to produce greater, more effective combat capabilities.

This move also reduced the number of Reservists, particularly in maintenance, needed by the 419th FW. That's when the 446th Airlift Wing at McChord offered to take in displaced Reservists.

Climbing into a C-17 that just touched-down at Hill AFB, Utah Sept. 20, Sergeant Bitton has mixed emotions about the move to McChord.

He's a bit unsettled that he'll be leaving his wife and five children for three days, and also a tad worried that billeting won't be lined up for him when he touches down at McChord. But, he's also relieved he still has the opportunity to continue his career in the Air Force Reserve.

The leadership of the 446th feels force realignment and BRAC has presented a win-win situation for all involved.

"We have benefited from them coming here. Our manning is over 100 percent now. It gave them the opportunity to continue their career. It gave us the opportunity to fill some vacancies that have been there for a long time," said Col. Jon Huguley, 446th Maintenance Group commander.

Colonel Huguley's group began receiving maintenance Airmen from the 419th FW last November. In order to facilitate the transportation requirements of getting 50 Airmen from Utah to Washington, four training sorties per month were built into the wing's schedule. This allows C-17s to land Hill AFB, where they pick up and return Reservists for UTAs here.

Since the shuttle arrives on Friday before unit training assemblies, the Reservists from

Utah put in a bit more time than most traditional Reservists on their training weekends.

"A (local) Reservist just gives up a weekend, but we give up three days," said Sergeant Bitton. "It doesn't sound like much, but it's a lot of sacrifice for us. I've got a wife and five kids at home. A weekend for them is a little bit different than what it was before."

However, Sergeant Bitton is grateful for the shuttle service. Without it, it would not be possible for him to continue his career, he said. The same feelings were echoed by several Airmen flying on the shuttle.

"There's no way I would do it. It would cost more than what I make on the weekends," said Tech. Sgt. Robert Hall, a 16-year Air Force Reserve veteran who relies on the shuttle to get him to McChord.

Efforts were made by planners not to create manning overages. As a result, there has been ample room for promotion

throughout the wing.

"A lot of the planning (at the 446th MXG) was done by the superintendents of the two main squadrons -- the aircraft maintenance squadron and the maintenance squadron -- to identify the slots that people would be moving to and to identify any overages. Some of them have already gotten a promotion as a result of their move," said Colonel Huguley.

In the handful of career fields facing overages as a result of the relocations, a special manning code allowing for normal career progression was given to those Airmen. Even though there are too many people in their squadron, the Airmen affected by realignment overages will not have their promotion cycles stifled.

"Since there is a 10 percent annual attrition rate, the units that currently have an overage will be back to normal in a year or two. By projecting this, we can continue to promote them at a normal rate," said Master Sgt. Lisa Caron, a manning specialist with the 446th Mission Support Squadron's Military

Personnel Flight.

This will come as good news to the Airmen at the 86th Aerial Port Squadron, who will receive the 20 Reservists from Portland. Because their unit is already 100 percent manned, the Reservists moving here as a result of BRAC will bump their manning up to 120 percent.

Talks between the aerial port commanders began last month, and although the 86th Aerial Port was not obligated to pick up the Reservists from Portland, the commander wanted to do so.

"I've been real impressed with their commander's ability to take care of her people. She's making sure that everyone who wants to continue their careers still has a job," said Maj. Tim May, 86th APS commander.

Major May's plan is to start adding a few of the Portland Reservists to his squadron every month until the numbers reach 20. "We'll see what that does. At some point, we run the risk of stressing our ability to provide our people with meaningful training. It also puts a strain on our management and budget. If we're doing well when we hit 20, we'll certainly add more," he said.

"We have benefited from them coming here. Our manning is over 100 percent now."

— Jon Huguley

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