



Photos by 1st Lt. Erika

Cargo is transported from a C-17 Globemaster III from McChord AFB, to an awaiting LC-130 Hercules, operated by the New York Air National Guard, Nov. 16, near McMurdo Station, Antarctica. Reserve and active duty Airmen from McChord support Operation Deep Freeze yearly.

McChord crews get icy reception

By 1st Lt. Erika Yepsen
62nd Airlift Wing

MCMURDO STATION, Antarctica – A McChord jet touched down on a sheet of sea ice here Thursday as part of Operation Deep Freeze.

The C-17 Globemaster III, loaded with National Science Foundation supplies, equipment and personnel along with members of the 62nd and 446th Airlift Wings, landed on the ice runway as part of the joint mission the Air Force has participated in annually since 1957.

The flight is the first of eight C-17 missions this month in support of Deep Freeze, which runs through November and into December before the ice runways become unstable due to ice breakup, according to mission experts.

“The Antarctic is a spectacular and unforgiving environment,” said Lt. Col. Jim McGann, 304th Expeditionary Airlift Squadron commander who is deployed from the 62nd

Operations Group. “It provides a tremendous challenge for our people and our aircraft, but it is also the experience of a lifetime and a whole lot of fun.”

The operation, currently in its 50th season, provides logistical support for NSF research facilities located throughout Antarctica where the average temperature barely reaches the freezing point.

The extreme weather challenges every aircrew member as Airmen must remain alert, monitoring the condition of the aircraft and weather to ensure a safe flight, said Staff Sgt. Ronald Broughton, deployed from the 62nd Maintenance Squadron.

This includes monitoring how far the aircraft sinks into the ice runway. Airmen must ensure the runway doesn't become overstressed and possibly crack - a hazard aircrews don't have to consider at any other location, he said.

C-17 support for Deep Freeze is measured in seasons consist-

ing of three phases, which run from August to March. During the first phase, called “Winfly,” Airmen and equipment are sent in August to prepare the ice runway.

While aircrew rotate every two weeks, maintenance Airmen remain for a month.

“The job here is long, but not hard,” said Capt. Jennifer Griswold, 446th Maintenance Squadron and Deep Freeze maintenance OIC. “A lot of the maintenance troops down here are nominated because they're the best ones in their shops; it's a reward.”

The majority of personnel and supplies are flown between New Zealand and Antarctica during the main season, which runs from August through December.

The operation concludes in March with the redeployment phase as scientists and personnel are shuttled off the ice before Antarctica's winter weather closes the runway.

“It's definitely not the same



A sticker on one of the cargo boxes warns National Science Foundation personnel to bring the box indoors quickly before its contents freeze in the Antarctica climate. The temperature averaged five degrees below zero with winds up to 28 mph during this leg of Operation Deep Freeze Nov. 13.

old [flight],” said Capt. Phil Poppelman, a pilot from the 8th Airlift Squadron. “We're used to having references like trees and houses as we're flying along, but down there it's just flat ice.”

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Dec. 21 is the deadline for articles in the January 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.

Understand shift in promotion process good of command

By Brig. Gen. Eric Crabtree
Wing commander

In speaking with a number of Reservists from across our wing, I know there is a building frustration with changes in Reserve promotion processes. It is showing up on the officer and enlisted sides of the wing and the reasons for the changes are similar.

We basically have a system that has become inflated and efforts are in effect to try and level out the rank structure so we are on a less inflated field of operation for promotion.

On the enlisted side, the whole Promotion Enhancement Program has been revised to hold the boards at the Reserve headquarters level. This was done because there were so many overgrades in the wings that PEP promotions were adding to a logjam.

The intent is to slow the process down for a short period of time to allow commanders to level out their rank structures and get a realistic picture of where they stand. The unfortunate part of the whole process is that what we really need are more high ranking positions in Reserve units because of our "senior" force.

On the officer side, a side effect of the Global War on Terrorism is that many people are staying in longer, particularly in high ranking positions. This has meant that when people get promoted there are no manpower slots for them to go into.

The direction from the higher levels of the command is for wing commanders to ensure they have a plan for officers before they recom-

mend them for promotion.

This seems like a pretty basic concept, but it hasn't always been applied and we have promoted people into dead ends that don't allow them to pin on rank, or worse yet, pin on and then have no opportunity for career progression for a very long time.

The bottom line to all of these actions is that you need to be actively looking for the very best things to make you a valued enough asset that you compete strongly for those limited opportunities offered.

You also need to build a personal career plan and explore a list of opportunities that are possible options for you. Don't just look at one path as you do this. Like any commander or supervisor in a combat situation, have a series of plans that can adapt as the battle changes. Promotion will always be a competitive process and the better armed and prepared you are, the better your chances of success.

The other area I wanted to remind everyone about is the Staff Assistance Visit we will be getting from 4th Air Force in late March and early April. This is the first step in preparation for our Unit Compliance Inspection/Health Services Inspection/Logistics Standardization Evaluation Program scheduled for January 2008.

Lt. Col. Pat Kearney in the 446th Airlift Wing's performance planning office has a good link to other units' self inspection checklists and these will give us a great starting point for our buildup process.

Our management control process is well under way and has some really good data



Brig. Gen. Eric Crabtree

sources for commanders and supervisors to check status of programs. The next step is to take a close look at those self inspection checklists and make sure we have a supporting link in our management control process that shows we are monitoring and managing processes as functional managers as the headquarters intend.

Please take the time to pull out those self inspection checklists and compare them to what you are tracking in your MCP. If they don't match, now is the time to adjust. If you do this, the UCI/HIS/LSEP should be more of a formality than a painful experience.

Thanks for all the hard and dedicated work this year and I hope you are looking forward to the next year. As has been said many times, we are engaged in a global conflict we cannot afford to lose. You and your families, employers and community supporters are the keys to that victory. Please take this holiday time to thank them for us and be proud of all you are doing. Happy holidays and a joyous New Year.

Don't make suicide your fault

By Tech. Sgt. Wendy Beauchaine

Wing Public Affairs

I was notified of Lt. Col. Donna Rufuerzo's death in an e-mail, and I couldn't help but wonder what happened. She was the former 446th Mission Support Squadron commander, and her death following the change of position piqued my curiosity. I later discovered she had committed suicide.

As a suicide survivor, I reflected on how I felt after my dad died from a self-inflicted gun shot wound. I thought about the impact suicide has on other people, and I wondered how we as a wing would handle this news.

When I sit through the suicide prevention class, I think about how we pick apart

situations, analyzing what we could have done differently. While I do believe we need to be aware of the signs and symptoms, I also think we need to accept that suicide is an individual decision.

I realize every suicide situation is different, it is still an individual choice. While this statement is not about placing blame on the person, it is intended to focus on not blaming ourselves.

I'm not trying to be insensitive to the victims or the survivors, but I take a clear stance on this after seeing the devastation my mother and brother feel. I feel angry they accept blame for my father's suicide. It was not their choice, it was his.

Our choice is in the aftermath. We can spend all the time in the world dwelling on what we could have done differently in the

past, or we can use that energy focusing on how to be better for the future. This in no way implies survivors can't take time to grieve, because I think that's important too. Instead, my experience tells me I can look to strengthen my relationships within my office and know the resources available for suicide prevention. If I am crippled emotionally, blaming myself for a suicide, living in the history of what I could have done differently, then I will miss out on the opportunities to embrace what is present around me.

Three people in the United States die every hour from suicide. By focusing on our relationships today, not the ones we could have paid more attention to, we can take a firm stand and fight the eighth leading cause of death in our country.

This is why we do what we do

By Col. Michael Higginson

940th Mission Support Group

It's 4:45 a.m. Saturday of a unit training assembly weekend and you're the only one awake in your house. You hit the start button on the coffee maker, shower and put on your uniform. You give your significant other a peck on their still-asleep face, fill up your to-go cup with coffee and hit the road.

Your friends are all still in bed. The only reason they'd be up this early is to go fishing or hunting. But you're going to drive an hour and a half, sign in, run a mile and a half, get a typhoid shot, take a career development course test, go to a commander's call, attend a training session, work at your duty station for several hours, sign out and drive home.

Sunday is going to be pretty much the same, and then you roll right into Monday and head back to the civilian job. And on top of all that, if you haven't recently deployed, chances are good you will

soon. So, why are you doing this to yourself? Money? Fame and glory? Probably not?

The answer to the "why?" in a Reservist's life is probably a little complex. We do what we do for a combination of reasons that usually add up to an answer that is larger than the sum of its parts.

We usually enjoy the field we serve in; security forces folks usually like law enforcement, pilots like flying, etc... We usually like the people we work with in our Reserve assignments. They are a separate set of friends from our civilian friends and, hey, the more friends the better.

We are generally proud of the work we do and it makes us feel good. Our civilian friends often admire us for our dedication and we all like admiration. And, yeah, they do pay us something (albeit, some more than others and often not enough), and don't forget the typhoid shots are free.

I think the real answer to the "why?" is often private and much more noteworthy. I can

sum it up for myself with this anecdote about my dad.

Dad was a Kentucky boy and former coal miner who joined the Army Air Corp during World War II. He worked in aircraft maintenance his entire 30-year career and retired as a Chief Warrant officer.

After he retired he began to suffer terribly from Alzheimer's or dementia. When I took him golfing for the last time, he had reached the point in his disease where he didn't even recognize me, his oldest child. Dad was 80 years old at the time, three years before his death.

At the pro shop on this last father-son golf outing, I paid both of our green fees and started for the first tee. As I walked away from the counter, my dad opened his old wallet and took out the twenty dollar bill my mom always made sure he had with him. He gave it to the clerk who had just taken my money.

The clerk told my dad, "Your friend has already paid for your golf." My dad looked

at the clerk as he handed him his twenty and said, "I want you to take this and buy a new American flag. The one you're flying out front is faded and ragged and when you fly that flag, you should fly it right."

Well, I retrieved Dad's twenty from the dumbfounded clerk on the way out, but we were only able to stumble and fumble our way through three holes of golf before we called it quits. But that morning my beautiful old man, who didn't even recognize his own son or the game he had loved for 50 years, did somehow remember the wonderful pride he felt for the flag of his country.

This story makes it a little easier for me to hit the button on that coffee maker on a UTA morning. I also think it helps explain why many of us continue to do this work. My dad would be proud of all of our Citizen Warriors and he would thank you as I am.

(Colonel Higginson is the 940th MSG commander, Beale AFB, Calif.)



Photo by Maj. Jim Wilson

The granite memorial to the crew of King 56 includes an image of a C-130 flying overhead with a pararescueman being lowered to assist an injured servicemember on one side. The other side contains an inscription describing the tragedy that occurred Nov. 22, 1996 when a C-130 aircraft crashed with 10 Portland-based Airmen on board.

Portland Reservists remember King 56 crew

By Maj. Jim Wilson
939th Air Refueling Wing

PORTLAND, Ore. – The Air Force Reserve has found a new home for a memorial created in honor of 10 former Portland reservists.

Officials from the 939th Air Refueling Wing will re-dedicate the memorial in a ceremony Nov. 17 at Willamette National Cemetery.

The black granite marble stone monument was dedicated to the crew members of a C-130 aircraft, call sign King 56. They died when their plane crashed while on a training mission Nov. 22, 1996.

Members of the unit decided to move the monument from the Portland Air Base to the cemetery because the Base Realignment and Closure Commission decided to downsize Air Force Reserve Command's presence in Oregon.

"It was important for us to secure a

more permanent home for this monument considering the drawdown of our mission," said Col. William Flanigan, 939th ARW commander. "We can't imagine a more appropriate place for this beautiful remembrance than Willamette National Cemetery, where so many of our nation's heroes are buried."

King 56 gained media attention in October after Air Force Mortuary officials received remains thought to be of a King 56 crewmember. A fishing boat crew discovered the remains in late September near Punta Gorda, Calif.

The Air Force used mitochondrial DNA to confirm the remains are of Staff Sgt. Jonathan R. Leonard. The sergeant was an Air Force intelligence specialist traveling with the crew en route to North Island, Calif.

Eight of the crewmembers from King 56 have markers or headstones at Willamette. (AFRC News Service)

Air Force Web News

Guard, Manas crews exemplify total force

By Master Sgt. Mitch Gettle

376th Air Expeditionary Wing Public Affairs

MANAS AIR BASE, Kyrgyzstan (AFP) – The 141st Air Refueling Wing unit from the Washington Air National Guard rotated home after a successful two and a half week tour here.

Although their stay was short, the mission accomplishments speak for themselves, said Lt. Col. Michael Gaal, 22nd Expeditionary Air Refueling Squadron commander here, who is deployed from Fairchild Air Force Base, Wash. <http://www.af.mil/news/story.asp?storyID=123030809>

Air Force role vital to homeland security

By Staff Sgt. Matthew Bates

Air Force Print News

SAN ANTONIO (AFP) – Homeland defense has come full circle since the events of 9/11. America now faces a new and constantly evolving threat -- the threat of terrorism.

Dealing with this threat is the task of the men and women of

the North American Aerospace Defense Command, or NORAD, a bi-national U.S. and Canadian organization charged with providing aerospace warning and control for North America. To accomplish this mission, NORAD uses a network of ground-based radars and fighters to detect, intercept and, if necessary, engage any probable threat to the continent. <http://www.af.mil/news/story.asp?storyID=123031246>

Rumsfeld helped reshape Air Force

SAN ANTONIO (AFP) – Secretary of the Air Force Michael W. Wynne said Defense Secretary Donald H. Rumsfeld changed the way the military thinks about defense during his six years at the Pentagon.

Secretary Wynne worked with Secretary Rumsfeld three times at the Department of Defense and in his current job. <http://www.af.mil/news/story.asp?storyID=123031339>

Editor's Note: Air Force News – At A Glance features the top stories on the Air Force News web site recommended by Air Force Leaders as essential reading. For the full story, type the hyperlink into your web browser.

At A Glance

Better health care options in 2007

WASHINGTON – In addition to a 2.2 percent across-the-board pay raise, Air Force Reservists can look forward to better health care options in 2007.

Starting Oct. 1, drilling reservists can enroll in the new Tricare Standard for Selected Reserve health plan. They pay 28 percent of the premiums. The federal government picks up the rest of the tab.

People covered by the Federal Employees Health Benefit Program are not eligible for the new plan.

The plan replaces the current three-tier Tricare Reserve Select system. The first tier starts with \$81 monthly premiums for reservists without dependents who recently participated in a contingency operation. Cost of the plan jumps to \$767 a month for non-deployed reservists and their families who are eligible to sign up for employer-

provided health care.

Another new benefit of the fiscal 2007 National Defense Authorization Act, signed into law by the president Oct. 17, helps reservists without dependents who were mobilized for 139 or more days in support of a contingency operation. It permits a second housing allowance in lieu of per diem if reservists are ordered to serve at a location too far from home to commute.

This allowance is retroactive to Oct. 1, 2006. However, payment of this allowance is up to service secretaries and does not automatically apply to everyone who is eligible.

Reservists in the Selected Reserve who think they may be eligible for a second BAH payment must check with their particular service for the current policy.

Another provision of the authorization

bill extends the maximum number of days reservists can be called to active duty under Title 10 of the U.S. Code, Section 12304. The revised Presidential Reserve Call-up changed from a maximum of 270 days to 365 days.

The age before mandatory separation from service due to non-promotion changed to age 64 for major generals and to age 62 for brigadier generals and below.

The authorization act also extended or expanded other allowances for reservists. Air Force Reserve Command may or may not fund these allowances.

More information about the authorization act is available on the Office of Air Force Reserve Web site under the Policy Integration Directorate's information page. (*Air Force Reserve Command News Service*)

New commander arrives in January

By Lt. Col. Anna Sullivan

—Wing Public Affairs

MCCHORD AIR FORCE BASE, Wash. – Lt. Col. Craig Petersen, currently the assistant chief of the 4th Air Force Aerial Port Branch, has been selected as the 446th Mission Support Group commander. He visited here in November to get acquainted with the people and squadrons in the wing's largest group and took some time out to talk about his future role with the 446th MSG.

Colonel Petersen grew up in Houston, Texas and has a psychology degree from The Citadel, Military College of the South in Charleston, S.C. He spent 12 and a half years on active duty in transportation and logistics.

He became an Air Force Reservist at Hill AFB, Utah in 1996 when he joined the 67th Aerial Port Squadron.

He and his wife, Cathy, have been married since 1983. They have an 18-year old

son, Kyle, who is in Houston studying classical ballet and plans to become a professional.

Colonel Petersen's assumption of command ceremony is set for the January A UTA.

Q: So what are you looking forward to when you take command of the 446th Mission Support Group?

A: I am looking forward to working with some really great folks. I've spent some time

meeting the full-time people in the group and getting a feel for what they do and putting faces with names. When I get in place, I will also be working on a strong involvement with my active-duty counterparts.

Q: With what you've seen and heard, are there any specific chal-

lenges you are facing after the change of command?

A: Nothing big. This is a good, strong group and, for right now, I think we will just press on. I think compliance, maintaining standards and emphasizing the core values are very important. We will do all that as a team. To me everyone is essential, from the top to the bottom of the organizational structure. We will handle the challenges that come up together.

Q: Your background is primarily transportation, but you've had a variety of jobs in your career. Can you pick a favorite?

A: I liked every one of them. Each one has different challenges. Each one brings a different



Photo by Senior Airman Desiree Kiliz
Lt. Col. Craig Petersen takes command of the 446th Mission Support Group in January.

perspective and experience.

Q: You graduated from The Citadel which has a strong Army tradition, but you chose to join the Air Force. Why?

A: The Air Force offered the best opportunities.

Reservist hits minor bump in road

By Capt. Jennifer Gerhardt

Wing Public Affairs

MCCHORD AIR FORCE BASE, Wash. – Picture yourself driving down a bumpy, dirt road. Your humvee is cruising along, but you're tense from waiting for something to happen. Eventually, it does. Your vehicle just detonated a roadside bomb and you're flying three feet into the air. For one Reservist with the 446th Civil Engineer Squadron Explosive Ordnance Disposal Flight, this is just another day at work.

Master Sgt. Jeff Sursely was injured from an improvised explosive device in October, when he was traveling in a convoy and his Humvee hit a pressure switch that detonated a roadside bomb on the driver's side of the vehicle, disabling it.

"The vehicle, when hit, was lifted about three feet off of the ground and all four doors were blown open," said Sergeant Sursely, who was on crutches for a week and is still limping slightly. "My driver received shrapnel wounds to his right leg, and my photographer had a piece of shrapnel in her hand and a bruise to her left elbow. My gunner didn't receive any injuries and I injured my left knee. But now, everyone is back on duty."

When some of Sergeant Sursely's 446th CES coworkers heard about his incident, they were worried.

"There have been two Air Force EOD guys who have been killed in action in Iraq and four who were seriously injured," said Master Sgt. Chris Rumley, the EOD program manager at McChord. "I was worried before Jeff got hit, and still have worries about all four of our EOD operators currently deployed or deploying in support of the global war on terror."

Sergeant Rumley thinks the Air Force EOD program has been extremely lucky and attributes that luck to intense training programs, fielding of improved equipment, and the operational risk management processes developed within the Air Force culture.



Courtesy photo provided by Master Sgt. Jeff Sursely

Master Sgt. Jeff Sursely stands by the Humvee he was riding in when it was hit by an improvised explosive device. Sergeant Sursely is a Reservist with the 446th Civil Engineer Squadron's Explosive Ordnance Disposal Flight currently on duty in Iraq.

One of the missions of EOD technicians is to conduct combat forensic post blast analysis. "The purpose of the mission is to identify bomb makers and scene analysis," said Sergeant Sursely. "We respond to IED attacks to gather evidence and record the scene."

"The counter IED fight includes a large group of organizations, with EOD being one of them," said Sergeant Sursely. "As EOD technicians, we recognize signatures of bomb makers, which can help in targeting the bomb maker network."

This knowledge can be very useful in saving U.S. service member lives since roadside bombs are responsible for a large portion of combat fatalities in Iraq. The reason behind the deadly threats is bombs can be hidden on the side of roads and

detonated remotely.

"I've learned a lot about the fight over here," said Sergeant Sursely. "They have chosen how to meet us on the battlefield, and we find new and innovative ways to combat them."

For Sergeant Sursely, the evolving enemy and innovative techniques to stop them have given him a different perspective.

"My impression of insurgents hasn't changed, but I now have a different perspective on them," Sergeant Sursely said. "The best way to describe it is that I now understand how hard it was in Vietnam to fight an enemy that didn't wear a uniform and could choose where and how the battle was fought. Naturally, it would be a lot easier if you knew who was friend and who was foe."

Things that go boom

An IED is a bomb fabricated in an improvised manner incorporating destructive, lethal, noxious, pyrotechnic, or incendiary chemicals, and designed to destroy or incapacitate personnel or vehicles. In some cases, IEDs are used to distract, disrupt, or delay an opposing force, or to facilitate another type of attack. IEDs may incorporate military or commercially-sourced explosives, and often combine both types, or they may otherwise be made with home-made explosives.

Explosive ordnance a challenging, always changing training culture

By Senior Airman Desiree Kiliz
Wing Public Affairs

MCCHORD AIR FORCE BASE, Wash., – “Fire in the hole, fire in the hole, fire in the hole!”

Seconds later windows rattle and your heart skips a beat in awe of the earth shattering boom that erupts from the rusty, yellow-colored truck. If the police are called, they’ll tell you the 446th Civil Engineer Squadron’s Explosive Ordnance Disposal flight is causing the commotion.

McChord’s 21-member Reserve EOD flight constantly trains to improve its knowledge and skills, which will improve its Airmen’s performances while deployed.

EOD program manager, Master Sgt. Chris Rumley explains that EOD’s mission at all times is to protect Air Force personnel and property, and during wartime in particular, keep the runway and supply routes open.

With EOD’s vital importance in today’s war zone, the bulk of what the 446th EOD flight does is training so the Airmen are up-to-date with the various materials used on the battlefield.

“People in the Air Force train to do their job. Strategically, EOD has to constantly develop training philosophies to successfully implement new methods and ideas to defeat terrorist devices and protect the operator,” said Sergeant Rumley.

Not only do these Airmen have to complete their base training, which embeds the basic building blocks of the job, but they must also complete training on everything from small arms to hazardous materials.

“All the training that is done in a UTA makes for a long weekend,” said Tech. Sgt. Glen Tuttle, NCOIC of EOD equipment.

Since March 2003,

McChord’s Reserve flight has put all its building blocks of training into real world practice through its continuous 179-day deployment rotation. Currently, the 446th CES EOD flight has five Airmen out on deployment, with two returning in March.

“We have a high ops tempo and deployment is tough,” said Master Sgt. Jeffrey Robertson, chief of EOD resources. “It’s tough to get all your personal things in order, out process, do home station training not to mention the TDYs.”

The men and women in the EOD flight work diligently to complete all the training necessary to successfully accomplish their mission goals of securing Air Force personnel and equipment both on and off the battlefield.



Photos by Abner Guzman

Airman First Class Shawn Lundgren, an explosive ordnance disposal specialist with the 446th Civil Engineer Squadron, uses the MK6 during an exercise. Airman Lundgren, along with four other EOD members, is working on his year-long upgrade training.



62nd Civil Engineer Squadron’s Airman First Class Mark Walker checks to make sure an explosive ordnance disposal Reservist has correctly donned a bomb suit. Reserve and active duty EOD specialists maintain safety as paramount in their job and all of their training is based on it.

Ready, set, deploy!

Preparation key to successful tour

By Capt. Larry Kohlman
Wing Public Affairs

MCCHORD AIR FORCE BASE, Wash., – With more than 1,875 days supporting the war on terrorism, the 446th Airlift Wing still has members volunteering to deploy to areas around the world to places others may find undesirable.

Moreover, some Reservists get this opportunity to volunteer with little advanced warning.

Technical Sgt. William Puchar, a C-17 crew chief with the 446th Aircraft Maintenance Squadron, is a prime example of an individual who volunteered at the last minute to fill a required position one of his comrades could not. He recognized the need and volunteered with less than 10 days notice prior to deployment.

Sergeant Puchar said, “I had about a week’s notice. It was a real headache to get spooled up to go.” Some of those headaches came in the form of training requirements, some which were scheduled to expire while he was deployed. He had to complete the training within a few short days prior to deploying.

Sergeant Puchar’s situation is not the norm. Each unit has an assigned Unit Deployment Manager that tracks members’ deployment readiness. All Reservists are required to have the proper training and documentation prior to deploying. Examples of training include chemical warfare training, M-16 or M-9 training, and a whole host of subjects from law of armed conflict to computer security. These individual requirements are reoccurring and seldom fall within the same time frame.

“My job is to make sure they are ready to go” said Chief Master Sgt. JeanMarie Kautzman, UDM for the wing staff and 446th Mission Support Group. One of her responsibilities is to manage who needs training, when they can complete the training, and balance that need with the training availability.

“Keep yourself up-to-date, stay current with your (computer-based training) and your shot records,” said Chief Kautzman. “Whether you are volunteering or not, be

ready to go.” She also suggests letting your UDM know if you go on a profile. Communication is the key in keeping this process running smoothly, she said.

“Each individual is responsible to be ready to deploy. They shouldn’t wait to get orders and then prepare to deploy,” said Technical Sgt. Larry Bivens, chief of personnel readiness. He is the person all 446th AW Reservists process through just prior to deployment. He ensures each individual is fully qualified to deploy.

“Be deployment ready. Do your physicals on time, have your shots on time and keep up with your training,” he said.

“Sergeant Bivens was great,” said Sergeant Puchar about his out processing experience. “He knew what items I needed to accomplish and he made sure I had what I needed.”

Beyond the official deployment readiness requirements, Reservists should seriously consider having a will and power of attorney, whether they are married, single, with children, or without children.

“Wills and other estate planning documents are not just for those wealthy few. Sudden and unforeseen circumstances occur. If you leave family and loved ones without stating your last wishes in a will, you are only adding to their stress and frustration at a time of grief,” said Capt. Laura Mancuso, from the 446th AW legal office.

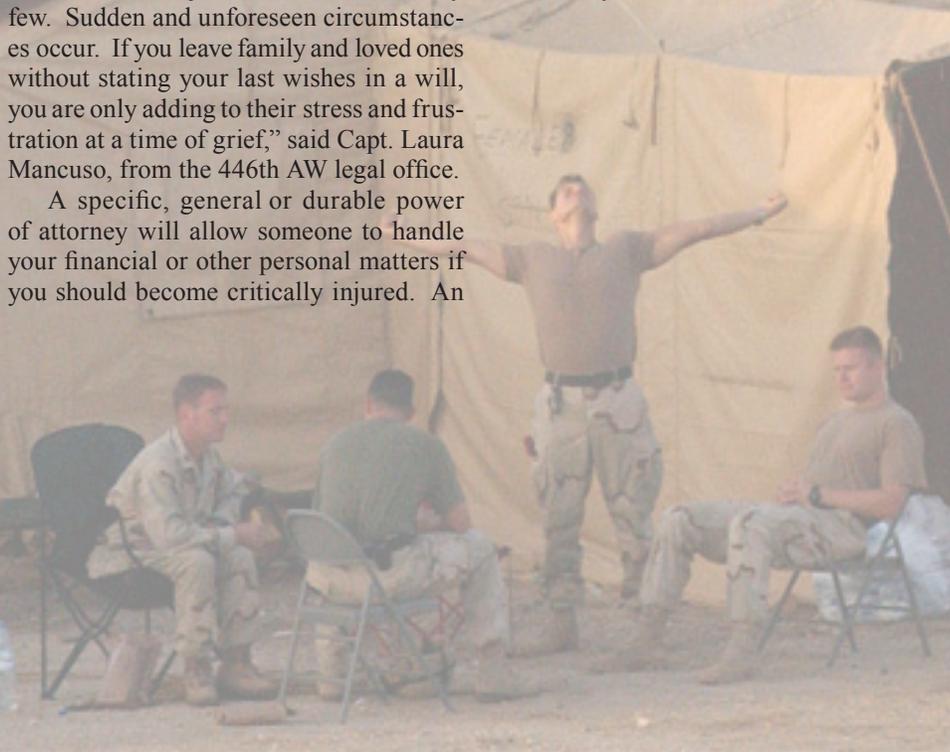
A specific, general or durable power of attorney will allow someone to handle your financial or other personal matters if you should become critically injured. An

advanced health care directive (or “living will”) communicates to your health care provider what medical care you wish to have or not have if you should be in such medical condition as to make you otherwise unable to communicate those wishes, according to the captain.

Another source to help Reservists prepare for deployment is the 446th AW Family Support Center. They can assist with pre-deployment and post-deployment needs of both the deployed Reservist and the family members who remain at home. They have many programs that help families stay connected to their Airman throughout the deployment.

“Hearts Apart is a program that helps the spouse call the deployed member through military channels,” said Carl Supplee, chief of the Reserve wing’s Family Support Center.

Deployment ready is a state of preparedness both officially and unofficially. Reservists of the 446th Airlift Wing should always be prepared for the opportunity to support the mission, what ever and where ever it may be.



Loadmaster's family adopts, gives child another beginning

By Senior Airman Desiree Kiliz
Wing Public Affairs

With millions of children around the world homeless, malnourished and without a family, one Reserve family at McChord is doing its part to bring happiness to their home and give a child another chance by internationally adopting.

"We have always wanted a large family and adoption was an option for us," said Senior Master Sgt. Lance Gustafson, of the 446th Operations Group's standardization and evaluation section, and loadmaster. Denice Gustafson, his wife, added, "There are so many kids in the world that need a family and we have a great family."

To get started with the adoption process the Gustafson's simply went online and did a search for international adoption agencies.

Mrs. Gustafson said that it was really hard to choose an agency because there is so much information and so many agencies out there. After investigating, they chose an agency based out of Oregon.

The Gustafson's joined the program in Kazakhstan, but explain they really did not have a preference from where they adopted.

"Originally we were thinking about Russia, then we were enrolled in the Ukraine program," said Sergeant Gustafson. "Finally, we transferred over to Kazakhstan."

The adoption agency worked hard and after a year and a half of paperwork, the Gustafson's were finally able to adopt.

"The hardest part of the adoption process is the finances and waiting," said Mrs. Gustafson. Sergeant Gustafson contributed, "We have been saving money for the last three years."

"We have always wanted a large family and adoption was an option for us."

— Lance Gustafson



Courtesy photo provided by Senior Master Sgt. Lance Gustafson
Senior Master Sgt. Lance Gustafson sits beside his wife, Denice, who holds 8-month old Ana at the orphanage in Kazakhstan. Sergeant Gustafson is a loadmaster at the 446th Operations Group here.

The Gustafson's also have three biological children, two sons ages 16 and 12, and a daughter age 8. Mrs. Gustafson said, "The kids were informed throughout the whole process, and they are very excited. My daughter is beside herself," she said.

From Sept. 28 to Oct. 24, the Gustafson's went to Kazakhstan for part of the adoption process and met their eight-month-old Ana, their newest addition to the family. The two returned to Kazakhstan for a mandatory 15-day waiting period on Nov. 6, and finally got to bring home their 13-pound baby right before Thanksgiving.

Because Sergeant Gustafson is currently on long-term orders, he said, "I saved up my leave for the last two years, and the paid vacation has been helpful throughout this process."

In May, the Air Force authorized 21 days of nonchargeable leave for Airmen adopting children. Reservists must be on active duty for more than 29 consecutive days to be eligible for this leave.

Some civilian employers may offer benefits to those who are adopting internationally, which Reservists may want to investigate if they are interested.

Mrs. Gustafson also offers advice to those who are interested in adopting, "I would try to talk to others who have adopted. Research an agency first before choosing, and make sure your agency is good and will fight until the end."

After several years of saved leave and paychecks, the Gustafson's were finally able to add to their family and reduce 100 million orphans worldwide by one.

S a f e t y



Remember When

Dec. 1, 1984 --
The C-5A Galaxy
enters service with
the U.S. Air Force
Reserve at Kelly
Air Force Base,
Texas.



Newcomers

Captain

Ginger Hahn, 446th MXS
Eric Ottenbacher, 446th ASTS
Brenda Millin, 446t ASTS

Master Sergeant

Wendy Hutchins, 86th APS

Technical Sergeant

Diana Feely, 446th AW

Staff Sergeant

Hans Lewis, 446th MXS

Kevin Rutell, 446th AMXS
Jonathan Touma, 97th AS

Senior Airman

Anthony Antons, 446th CES
Christopher Fezer, 446th CES
Zoltan Keogh, 446th AMXS
Desiree Kiliz, 446th AW
Jerrod Pilant, 446th SFS
John Stearny, 446th MXS

Airman First Class

Alexandria Bailey, 36th APS
Salome Hansen, 446th SFS
Timothy Howell, 446th AMXS

Cristina Phelps, 446th AMXS
Christopher Roberts, 446th AMXS

Retirements

Lieutenant Colonel

Sheila O'Grady, 446th OSF

Senior Master Sergeant

Terry Gazaway, 446th AMXS

Technical Sergeant

Thomas Waite, 86th APS
Manuel Almeda, 86th APS

Sponsoring guests on base comes with responsibility

By Tyler Hemstreet
62nd Airlift Wing

MCCHORD AIR FORCE BASE, Wash. – McChord officials are asking Team McChord members to be careful of whom they sponsor on base.

There are a lot of people at McChord who sponsor visitors and don't understand their full responsibility, said Charles Thornton, administration and report flight commander with

the 62nd Security Forces Squadron.

Sponsoring a guest on base comes with responsibility for their actions at all times.

That responsibility extends to not only active-duty military, but Reservists and anyone authorized to sponsor a guest on the installation.

Anyone wanting to host a guest should go through the proper procedures with their supervisors and the pass and

registration office, especially if the guest is staying for an extended amount of time, Mr. Thornton said.

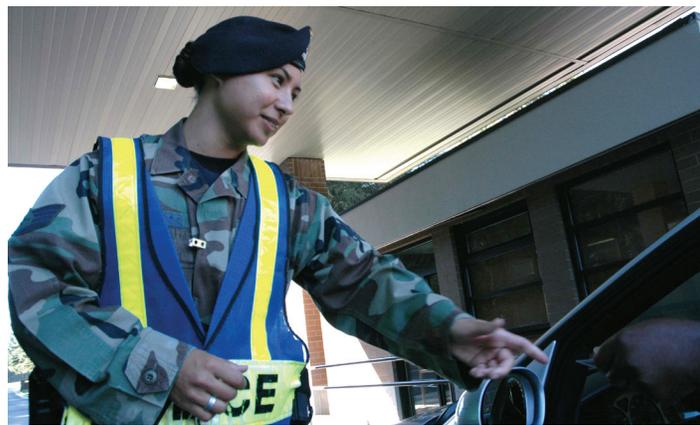
Dependents must be 18 years old to sponsor guests on the installation, Mr. Thornton said. If the dependent is under 18 then the guest will fall under the responsibility of the dependent's parents.

Sponsoring parties can be directly charged under the Uniform Code of Military Justice if their visitor acts in an irresponsible manner whether registered through pass and registration or not, said Master Sgt. Todd Gass, 62nd SFS.

"They could be charged with failure to control their sponsored member," Sergeant Gass said. "It's an escort privilege, and that privilege can be taken away."

The bottom line is simple, Mr. Thornton said.

"Don't sponsor anyone on this base if you don't know them," he said.



File photo

Staff Sgt. Jennifer Jankord, 446th Security Forces Squadron, checks identification cards at McChord's main gate. McChord leaders would like to remind all Airmen that sponsoring a guest on base comes with full responsibility for that guest's activities and actions.

Just Briefly

How does the weather affect your fitness program?

Visibility

It depends on if it's raining because roads could be slippery or icy. If it's foggy, people might not see you. You need to be careful when out running.



◆ Senior Rex Barber
446th Civil Engineer Squadron

Self-discipline

It can be harder to stay fit with shorter days, so it takes a lot of self-discipline and commitment to staying fit to fight.



◆ Master Sgt. Todd Lamphere
446th Aerospace Medicine Squadron

No Excuses

The weather doesn't affect my program. I have plenty of resources to stay fit. There's no reason not to keep exercising.



◆ Senior Airman Thomas Mariano
446th Aircraft Maintenance Squadron

Move it inside

I have a treadmill at home, so I move my outdoor running program inside. Plus, I continue to lift weights.



◆ Tech. Sgt. Paul Understellar
728th Airlift Squadron

Change of command, retirement on tap for Dec. "A" UTA

Lt. Col. Sheila O'Grady will hand over the reins of command of the 446th Operations Support Flight to Lt. Col. Mike Phillips in a ceremony Dec. 3 at 2 p.m., in the Bldg. 1216 auditorium. There is a reception following. For more information, contact the 446th OSF orderly room at 982-9986.

Colonel O'Grady will then be retired from the Air Force Reserve in a ceremony directly after the change of command.

Two first sergeant vacancies available in the wing

The 446th Aeromedical Staging Squadron and 86th Aerial Port Squadron are accepting applications for the position of first sergeant. Packages are due to Master Sgt. Lisa Caron, 446th MSS/DPMSAE, in Bldg. 1205, no later than close of business Jan. 21.

William H. Pitsenbarger Heroism Award nomination due in January

The Air Force Sergeants Association Pitsenbarger award is presented annually to an Air Force enlisted member who has performed a heroic act, on or off duty that resulted in the saving of life or the prevention of serious injury. The period of service for this award is Jan 1 to Dec 31, 2005.

The heroic act must be of such a nature as to have placed the nominee in risk of personal danger and been a legitimate attempt to save life or prevent serious injury to another person or persons. This award is open to all Air Force enlisted members, whether on active duty or serving in the Air National Guard or the Air Force Reserve - from airman basic to chief master sergeant. Nomination packages must be in accordance with AFI 36-2805, paragraph 4.6. For more information, contact the 446th Mission Support Squadron military personnel flight's customer service at 982-9099

Active associate program part of total integration initiatives

As part of the Air Force Total Force Integration initiatives, the Air Force will establish an active associate unit with Air Force Reserve Command's 932nd Airlift Wing at Scott AFB, Ill., in 2007. The Air Force Reserve unit will receive three C-40 aircraft the same year. Under the active associate unit structure, the Air Force Reserve unit will have principal responsibility for the C-40s, and the active-duty unit will share in flying the aircraft. The Air Force Reserve unit at Scott AFB currently flies C-9C Nightingales in support of government distinguished visitor flights.

1095 Rule' ruling allows Reservists to continue to serve

Office of Secretary of Defense, Reserve Affairs officials announced it had reviewed the DoD options related to Public Law 108-375-OCT. 28, 2004 Sections 415 and 416, more commonly known as the "1095" rule, which allows Air Reserve Component Airmen to be on continuous orders for three years in any four year period without counting against end-strength. The ruling is in relation to the National Defense Authorization Act language that limited Reserve members to 1,095 non-mobilized active-duty days in a four year period. The OSD/RA ruling will allow 446th Airlift Wing members to continue on volunteer orders indefinitely if they choose to do so.

Legal Office has limited staffing - call first for appointments

The 446th Airlift Wing Legal Office is temporarily short staffed on the UTA. Because of their limited availability, it is best for Airmen to call prior to going to the office. The legal office is located in Bldg. 100, Room 3115 and their phone number is 928-6587. The legal office is on the third floor, Parade Grounds side of the building. The easiest way to find the office is to enter Bldg. 100 through the front-right set of doors, turn right down the hall, and take the stairs to the third floor. At the top of the stairs turn right and go down the short hallway. The office is on the left at the end of the hall (just before the courtroom).

Diamond awards recognized unsung heroes in wing

The 446th Airlift Wing's First Sergeants Diamond Award was established to give unit first sergeants the ability to recognize the unsung hero. Those individuals who's day to day excellence goes unnoticed and there are no other avenues for recognition. The criteria includes perfect attendance, timeliness, and communication. This individual is current in all areas of training. They have passed the fitness test. There has been no disciplinary action filed against them. They are perpetual candidates for the Look Sharp Award. They have done something outstanding in the Quarter that would say, "This individual is a Cut Above."

Diamond Award Winners for 2006

Staff Sgt. Joshua Craig - 446th Logistics Readiness Flight, 1st Quarter

Staff Sgt. Justin Masur - 728th Airlift Squadron, 2nd Quarter

Technical Sgt. Phillip White - 446th Maintenance Group, 3rd Quarter

Staff Sgt. Daniel Blas - 36th Aerial Port Squadron, 4th Quarter

Correct gear key to motorcycle safety

By Tyler Hemstreet
62nd Airlift Wing

As fall weather sets in and visibility on the roads starts to diminish, base officials are stressing continued awareness when it comes to motorcycle safety.

Making sure motorcycle riders are wearing the correct protective gear is a top priority of the wing safety office, said Lt. Col. Brian Newberry, 62nd Airlift Wing chief of safety.

The correct protective gear includes full fingered gloves, a long sleeve shirt, a proper vest or jacket, long pants, sturdy shoes and a helmet, he said.

To help motorists be aware of riders, Colonel Newberry also said riders must wear brightly colored contrasting clothing or two distinctly dissimilar colors at night.

Active duty and Reserve members must also take a motorcycle safety course if they ride a street bike, motor scooter or moped, said Joy Fowlkes, 62nd AW safety officer.

"They need to take a training course if they ride on or off base," Ms. Fowlkes said.

Reserve members must be on military status when taking the experience riders course, according to Senior Master Sgt. Dave Ponce, 446th Airlift Wing ground safety manager.

Department of the Air Force civilians who ride on base must also take the course, Ms. Fowlkes said.

McChord offers a free experienced riders training course once a month for those with an endorsed license or permit. The safety office will reimburse riders up to \$250 for a begin-

ning rider's safety course offered off base, Ms. Fowlkes said.

Sergeant Ponce adds that "any Reserve wing member wanting to take the beginners course should stop by the 446th wing safety office (in Bldg. 1214) to fill out a reimbursement form."

"We would like to identify who the riders are on base," said Senior Master Sgt. Michael Derion, 62nd Aircraft Maintenance Squadron, one of the course instructors. "That way we can give them the proper training and make sure they are wearing the right equipment."

The course helps teach riders how to corner properly, one of the biggest causes of crashes on base, according to Sergeant Derion.

It also offers the chance for riders who have been on their bikes for a while to get a refresher course, said Master Sgt. Roy Puchalski, 446th Maintenance Squadron, also a

course instructor.

"Guys who have been riding for a while are sometimes hesitant to come to the class, but they thank us in the end," Sergeant Puchalski said.

For more motorcycle spe-

cific information for McChord, riders can visit <http://mcsafety.mcchord.af.mil/forums.asp>. In addition to the site, Sergeant Puchalski hosts a "ride to lunch" trip on the first and third Thursday of the month.



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