

NCO receives Airman's Medal



Photo by Capt. Sabra Brown

Emily Norman, held by her mother Ericka Larsen, plays with the Air Force Airman's Medal awarded on Mar. 8 to Master Sgt. Phillip White, 446th Aircraft Maintenance Squadron. Sergeant White received the medal after he saved Emily and her sister, Allison, in 2006 from a burning car.

By Capt. Sabra Brown
 Wing Public Affairs

Tech. Sgt. Phillip White, a Reservist with the 446th Air-lift Wing, was presented the Airman's Medal March 8 at a ceremony here.

Sergeant White was recognized for rescuing two young girls from a burning vehicle following a two-car crash July 4, 2006, on U.S. Highway 101 near Blue Mountain Road.

"It is a bittersweet, awkward moment for me for a couple of reasons," said Sergeant White, who also works as a civilian pipe fitter maintaining facilities at the Puget Sound Ship Yard. "On the one hand, I am getting an award for getting those two girls – Allison and Emily -- out of a burning vehicle before it blew up.

"But on the other hand, I have to live with the fact that I couldn't save their father, that there was nothing I could do to help him when the car exploded."

The Airman's Medal, given by direction of the President and authorized by the Secretary of the Air Force, was created in 1960 for Air Force members who voluntarily risk their lives under extreme conditions other than combat.

Maj. Gen. Harold L. "Mitch" Mitchell, Director of the Reserve Component Directorate and Commander of the Joint Transportation Reserve Unit at Scott Air Force Base, Ill., presented the award. General Mitchell was the vice commander of the 446th AW from 1999 to 2000.

The "bittersweet" ceremony will hold special meaning for Sergeant White, he said, because members of the rescued girls' family attended.

Family members who came to the ceremony included Allison Norman, now 2 years old, whom Sergeant White pulled from the burning vehicle when she was about 9 months old; Allison's mother, Ericka Larson, who was thrown from the vehicle.

EMS keeps Airmen safe, connected

By Senior Airman Desiree Kiliz
 Wing Public Affairs

Shower. Press uniform. Brush teeth. Grab latte. Drive 45 minutes on Interstate-5 on iced roads, with stomach turning nerves. Finally, arriving to sign-in for the weekend and, "What!?! I didn't know there was a two-hour delay, why didn't anyone call me?" Has this ever happened to you?

In any situation, especially emergencies, it is important that everyone is informed as quickly as possible, and Air Force Reserve

Command has made this process easier and more efficient with the introduction of a new computerized system.

The emergency management system, IWSAlerts powered by the AtHoc Company, was mandated last year for use by all AFRC units.

"This system can be used for emergency notifications, exercise announcements, weather notifications, early releases, and any other notification we want to send out to the entire wing, units or individuals," said Master Sgt. Laura Elliott, 446th Operations

Support Flight.

After Hurricane Katrina, AFRC re-evaluated the ways in which units alert their Airmen and realized the system was ineffective. Rather than taking hours and even days to respond, AFRC wanted a system that could contact everyone in a wing within minutes.

Previous to this system, the 446th AW had to use a recall roster to call each member in the wing. Last May, the 446th AW con-

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April 21 is the deadline for articles in the May 1 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.

Wing Airmen definition of 'excellence in all we do'

By Col. Craig Petersen

— 446th Mission Support Group commander

Every day without fail, men and women representing the 446th Airlift Wing partner with their regular contemporaries to effectively accomplish the Air Force's mission, and they courageously answer the nation's call to defend freedom around the world.

The mission is to "deliver sovereign options for the defense of the United States of America and its global interests – to fly and fight in Air, Space, and Cyberspace." At every opportunity we enthusiastically perform our critical duties with precision, determination and utmost professionalism in order to achieve mission success.

Mission success doesn't occur by accident. It requires team work by Airmen and civilians alike – "one Air Force, same fight." Mission success also relies on the continuous efforts of all involved to fully embrace the Air Force Core Values. Excellence in all we do, the third of three core value tenants, fosters increased performance through improvements and innovation. It encourages flexibility to meet ever changing requirements, challenges personnel to hone their mental and physical acuity. It also calls for enhancing interpersonal relationships, establishing more accurate resource management, as well as maximizing internal and external operational effectiveness.

In a January 2007 Letter to Airmen on the subject of excellence, the Secretary of the Air Force stressed "Excellence does not stop with singular achievements, which is why our core value has the qualifier 'in all we do.'" He added "A culture of excellence must inform and permeate all our actions."

It is essential for all Airmen to incorporate these important core value concepts into their work at all times, especially as we prepare to meet the challenges posed by the Air Expeditionary Force rotation and operational readiness inspection in 2009.

While attending the 446th AW Annual Awards Banquet in March, I had the great pleasure and honor of witnessing numerous people receive top accolades and awards for excellence and their contributions to the Air Force mission; a reflection of the awesome job our members do around-the-clock as they successfully complete their missions both at home and abroad. Every member recognized that night exemplified the tenant of "Excellence in all we do."



Col. Craig Petersen



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We do the job now, or others do it later

By Chief Master Sgt. Sonja Smith

■ — 446th Aerospace Medicine Squadron

Growing up with parents from the “Greatest Generation,” the notion of serving your country was not an ideal, but an expectation. Both my parents were profoundly affected by World War II.

My father served as a B-17 flight engineer in the Army Air Corps from 1942-1945 and flew combat missions in North Africa, Italy and Eastern Europe. He saw his entire squadron killed in a German bombing raid, and suffered post traumatic stress disorder and hearing loss for the rest of his life. He had survived an abusive childhood and harrowing wartime experiences, yet remained a loving, gentle and fiercely patriotic man. My dad was my hero. He died when I was in high school.

Last year, I had an amazing opportunity to actually fly on a B-17 at an air show in Olympia. I stood in line for the 30-minute flight on Father’s Day, with my Dad’s Army Air Corps ID card in my pocket and wearing his dog tags. He was going on this

flight with me.

We boarded the aft door, the huge radial engines roaring. In the air, the noise and vibrations were bone rattling. I was shocked at how cramped it was inside and it dawned on me what those crews endured at 25,000 feet; freezing cold, looking for targets with flak exploding all around and bad guys trying their best to shoot them down.

I asked the pilots that day where the flight engineer’s station was and they said there wasn’t one. Instead, the engineer stood behind the pilots and helped them fly the airplane.

During the flight, I climbed up into the top turret, Dad’s combat station, and closed my eyes and felt a connection to my dad I hadn’t felt in years. It was scary, exhilarating, and spiritual.

My mother did her bit when the War Department called for nurses to volunteer for military duty and she became a Nurse Cadet. The Nurse Cadet Corps paid for nursing school with a service commitment. The war ended before graduation, so her service commitment was waived. I

think she always regretted not serving, at least a little bit, because when I joined the Air Force, she seemed disappointed when my recruiter told her she was too old to join with me.

I still have her old cadet uniform jacket along with my Dad’s dog tags, ID card and campaign ribbons. Their experiences were not just their own, they were installed in me.

Their attitudes and beliefs were passed down to me. And those attitudes and beliefs are why I serve. You volunteer when you are needed. You do the best you can. You help others. You get the job done.

You are proud to serve with heroes, but don’t make a lot of noise about yourself.

There is a moment in the movie, “The Memphis Belle,” that says, for me, why we are working as hard as we are at the business we’re in. When the pilot orders his crew to fly another bombing run over their obscured target, they are horrified, asking him why they have to risk another run. He answers, “Because if we don’t get this job done now, someone else will have to do it!” Well said.

EMS

Continued from Page 1

ducted a calling test using the recall roster. It took three days to contact every Reservist in the wing, said Sergeant Elliott. When the new system was tested here in January, it took five minutes to send out notification to everyone, she said.

“The system will deliver alerts via various means, including a pop-up message on networked desktops, phone calls to home, work or mobile phones, and e-mails to work and home addresses,” said Robert Tharp, AFRC Program Management Branch chief. “Notifications can range from force protection condition changes and anti-terror warnings to natural disaster alerts for approaching tornados, hurricanes or other emergency situations.”

Potentially, each squadron could have someone trained in using the system, al-

lowing specific information to be dispersed among its Airmen. But the 446th AW commander or someone at AFRC must initiate any notifications to be sent out including, late-arrival and reporting. Currently, only

Sergeant Elliott is trained in using the system, but she is training other Airmen in her office on how to use it.

To read more of this story, visit www.446aw.afrc.af.mil.

How to update your AtHoc

Updating or changing personal information on AtHoc

- 1.) Log onto the 446th AW computer network.
- 2.) In the lower right-hand corner of the screen, next to the clock, a purple globe icon appears. Right-click on the purple globe and select “Update my Contact Details.” Here, insert a phone number and/or e-mail address that can be used to contact you.
- 3.) Right-click the purple globe icon again. Select “Update Civilian Opt-In.” Traditional Reservists select the box marked “N/A- I’m a military member.” Civilian employees and contractors have the option to opt-in or opt-out. After checking the box, press “Submit my selection.”



Photos by Airman First Class Patrick Cabellon

Tech. Sgt. Ray Green, a crew chief with the 446th Aircraft Maintenance Squadron, moves large equipment to a safe distance away from a C-17 Globemaster III as its crew begins final checks before taxiing to the runway.

Crew chiefs

Airmen vital to getting aircraft off the ground

By Airman First Class Patrick Cabellon
Wing Public Affairs

At 0720 hours, the large open room begins filling with Airmen – roll call. The Airmen hear about the plan for the day, learn about activities they can volunteer for such as charities or fund raisers, and get their daily safety briefing and assignments before dispersing to go about their duties. So begins the day of crew chiefs.

Crew chiefs are the most vital people in dispatching an aircraft, according to Tech. Sgt. Thomas Burke, 446th Aircraft Maintenance Squadron unit career advisor. “They do preventive maintenance on the aircraft and aircraft equipment. Before flying, they perform checks to ensure the aircraft has been properly serviced with fuel, hydraulic fluid and liquid oxygen. They perform general mechanical work as opposed to working on a particular system. They are a jack of all trades, basically. They are ‘the man.’”

Tech. Sgt. Ray Green, one of “the man” - a crew chief with the 446th AMXS, steps through the door leading to the flightline and heads out to his assigned duty: to prepare a C-17 Globemaster III for a training mission.

As soon as he steps through the crew door into the belly of the C-17, he sets down his bag, takes a quick mental note of tasks that need to be completed and swings into action. Sergeant Green first double checks the AFTO 781 Series. A history of the aircraft’s servicing, condition, and discrepancies are noted in the forms. Crew chiefs constantly check and maintain these forms. Prior to departure, the maintenance launch team double checks the forms to ensure there are no write-ups that would impact the flight and the maintenance production superintendent has given his John Hancock.

“It’s always good to double-check just to make sure nothing was overlooked,” Sergeant Green says as he scans the pages with his finger.



Sergeant Green drives a de-icer after refilling its tanks with de-icing fluid, a mix of glycol and water. De-icers are used to take ice and snow off of planes just before taking off.

After finishing looking over the forms, he replaces the book to its original spot and does a quick run through of the flight deck. After clambering down the stairs from the deck, Sergeant Green heads outside and performs a quick walk around the C-17.

“When I walk around I check to make sure there is nothing loose, the plane is fuelled, de-iced and make sure nothing else is attached or near the plane that shouldn’t be,” he said.

See CREW CHIEF, Page 5

CREW CHIEF

Continued from Page 4

A thick fog has been covering the flightline and runway since dawn on this particular day. The plane cannot go anywhere until the fog lifts. Sergeant Green makes good use of his time while the fog slowly burns off. He checks to see that the cargo is secure, looks for any foreign object debris on the cargo bay floor, makes sure anything else in the cargo bay is secure and stowed away properly, and lastly, he secures the pilots' luggage.

Once Sergeant Green finishes securing things in the cargo bay, he checks on the pilots. They have run into an instrument glitch, they can't troubleshoot. A quick call summons a communication and navigation specialist.

The distance measuring equipment is acting up. The DME indicates the current distance between the aircraft and a navigational aid station using the aircraft's navigational radio systems. The aid stations are located throughout the world at airports and other locations to allow aircraft to safely navigate between locations. After checking and re-checking, the problem is pinpointed and fixed, the DME is running without a hitch. With no other problems hindering the crew, it's time to get this bird off the ground.

"Every now and then we'll run into a minor glitch such as this," said Sergeant Green. "That's why we are here, to make sure these problems are identified and dealt with."

Training missions can occur up to three times a day, at four hours per shift. Sometimes a crew chief sticks with one plane, other times they will end up switching between three or four C-17s, said Sergeant Green. "Sometimes (a crew chief) gets out to the plane and it still has to be refueled and go through all the motions to prepare for take off. Other times it's all ready to go. There might be a couple of minor glitches, but nothing too major."

The dense fog finally gives way to adequate visibility; enough to fire up the engines in preparation for take off. Crew chiefs conduct fire watches to ensure the engines start without any problems. The crew chief stands in front of the engine that will be starting. Each of the four on the C-17 is started one at a time to ensure safety. The crew chief stands by with a large fire extinguisher meant for putting



Sergeant Green wanders through the cargo bay of a C-17 on the lookout with a fine tooth comb for anything out of place such as tools, garbage, loose cargo, and fastening straps and securing open hatches.

out large engine fires before they get out of hand.

Once the engines are alive, Sergeant Green moves the fire extinguisher safely out of the way of the C-17. He then grabs a pair of bright orange batons to marshal the plane safely from its parking spot. When marshalling, crew chiefs make sure there are no obstructions impeding the path of the plane. When it is confirmed there is nothing in the way of the C-17, Sergeant Green holds up a baton to signal the pilots it is safe to head out. He then breaks into motion waving the batons with expertise to signal the pilots to begin mov-

ing the C-17 from its place of rest.

As the flight deck windows move out of sight Sergeant Green quickly heads over to a large piece of equipment close by and ducks behind it. Soon the engines point his direction and the force of the back draft begins to send dirt and other small debris airborne toward him. After the forceful winds have past, he steps out from his makeshift shield and commences a FOD walk.

To read more of this story, visit www.446aw.afrc.af.mil.

S a f e t y



Days to remember

April 14, 1948
President Harry Truman formally established the Air Force Reserve.

Promotions

Master Sergeant

Rodney Fernandez, 86th AS
Monica Forrest, 446th AMDS

Technical Sergeant

Juan Colon, 446th SVF
Richard Gerren, 36th APS
Chad Gloor, 446th MXS
Stephanie Maiuri, 446th OSF
Michael Peters, 313th AS
Clifford Sutton, 86th AS

Staff Sergeant

Amy Anderson, 86th APS
Lacrecia Clark, 446th AMXS
Roger Crook, 36th APS
Carl Leach, 446th AMXS
Grant Saylor, 446th AW
Andrew Simonsen, 446th AMXS
Joshua Smith, 446th AMXS

Senior Airman

Joseph Frances, 446th MXS
Andrew Knight, 446th AMXS
Joshua McCabe, 446th AMXS
Jason Walsh, 97th AS

Airman First Class

Dustin Green, 446th AMXS
Alesha Kelly, 97th AS

Airman

Lindsay Barnes, 446th ASTS
Jedediah Ryan, 446th AMXS
Nicole Odekirk, 446th AMXS

Newcomers

Captain

Angela Chatmon, 446th OSF
Arthur Lysne, 446th ASTS

Master Sergeant

Scott Peace, 446th MSS

Technical Sergeant

Dennis Belkot, 446th AMXS
Franklin Burns, 446th LRF
Timothy Conklin, 446th AES
Jacob Erickson, 446th CES
Charles Fleer, 446th CES
Cory Gillas, 446th CES
David Timeny, 446th MXG

Staff Sergeant

Brandon Gregory, 446th CES
Heather Dale, 97th AS
Duvall Perry, 446th MOF
Timothy Senter, 446th OSF
Brian Villalon, 446th CES

Senior Airman

David Crisman, 446th AMXS
Josh Hodges, 36th APS

Jasen Jackson, 446th CES
Ron Krotzer, 446th AES
Miguel Manibusan, 446th MXS
Stephen Richarson, 86th APS

Airman First Class

Tanner Bugger, 446th AMXS
Sarah Minor, 446th MXS
Krystil Reinstadler, 446th AES
Mitchell Williams, 97th AS

Retirements

Lieutenant Colonel

David Degennaro, 728th AS
Dale Rees, 36th APS

Major

Eric Hrivnak, 97th AS

Chief Master Sergeant

Paul Olson, 36th APS

Master Sergeant

Kevin Marker, 86th APS
Robert Rockwell, 446th ALCF
Janice Storbakken, 446th OSF

Technical Sergeant

Bryan Henderson, 36th APS
Troy Ethegain, 36th APS

Staff Sergeant

Ronald Prochaska, 86th APS



Treats for tikes

Tech. Sgt. Craig Johnson, 313th Airlift Squadron, hands candy through the flightline fence to the children in Ghana, Africa. Sergeant Johnson and four other Reservists from the 446th Airlift Wing flew logistical supplies for President Bush's Presidential Support Mission to Africa.

U.S. Air Force photo by Capt. Toby Benefield

Just Briefly

Other than your Reserve job, which career is most underappreciated?

Administrators

Other than finance; the computer systems administrators. They work really hard and we take what they do for granted.



◆ Senior Airman Karrie Conway
446th Airlift Wing

Food Service

Food services. They have to be here early and stay late to make sure everyone is ready for the mission.



◆ Technical Sgt. Sofia Shirley
446th Aeromedical Staging Squadron

Services

Services. They serve a lot of people and it's a lot of work. They just have so many additional duties.



◆ Senior Master Sgt. William Andrews
86th Aerial Port Squadron

Aerial Port

The aerial port Airmen who work in the aircraft fleet servicing and waste management.



◆ 1st Lt. Scott Putnam
97th Airlift Squadron

Olympic Dining Facility changes hours, ends brunch meals

The Olympic Dining Hall no longer serves weekend brunch. The new operating hours are:

Monday-Sunday	
Breakfast	6-8:30 a.m.
Lunch	11 a.m. to 1 p.m.
Dinner	4:30 to 7 p.m.
Midnight	11:30 p.m. to 12:30 a.m.

Please direct questions to Master Sgt. Anita Barnes at 982-2464.

Mt. Rainier Chapter Reserve Officer Association meetings

The Mt. Rainier Chapter of the Reserve Officer Association will meet on Saturdays of the A and B UTAs at 11:30 a.m. at the club in the Fireside Room. The chapter is undergoing re-structure and currently has vacancies. Members will be electing board members during the April UTAs. If you wish to be considered for one of the following board positions, contact Col. Jon Huguley, 446th Maintenance Group commander, at 982-5251 no later than April 4. The board vacancies available are president, vice-president, secretary, treasurer, membership chairman, ROTC coordinator, newsletter editor and member-at-large.

Authorization act increases inactive duty points accrual

The 2008 National Defense Authorization Act increased the number of inactive duty points from 90 to 130 that can be accrued for retirement in a year. This law is not retroactive and allows accrual of 130 points for the retirement/retention year that includes Oct. 30, 2007. If Airmen have a retirement/retention year that ends on or before Oct. 29, 2007, they can earn a maximum of 90 days. If their retention/retirement year ends on or after Oct. 30, 2007, they can earn up to 130 points.

Junior Officer Leadership course is Aug 16-23 in Switzerland

The Professional Development Center is hosting the International Junior Officer Leadership Development course in Lend, Switzerland Aug. 16-28. Please contact 446th Airlift Wing command section for more information. Nominations will be submitted through your group commander for approval.

Road and Rail Security Symposium West is June 2-3

The Road and Rail Security Symposium West will be held June 2-3 at the Tacoma Convention Center and is free to all military if you register at www.roadandrailsecurity.com.

com by April 21. For more information, visit the Web site or call (919) 954-1633.

Pacific Northwest National Security Forum, June 3

The Pacific Northwest National Security forum will be held June 3-5 at the Tacoma Convention Center. The event costs \$50 up until the day of the event and \$75 at the door. The forum will feature refreshments, registration gift, a conference and light meal. Register online at www.pacificnorthwestnationalsecurityforum.org. For more information, visit the Web site or call (919) 954-1633.

SpecOps West Symposium and Expo, June 3-5

The Special Operations West Symposium and Expo is free to all military if you register by April 21. This expo and symposium provides leading edge presentations by military and industry leaders. It will be held June 3-5 at the Tacoma Convention Center. Visit the Web site www.specopswest.com. Security topics include "The New Africa Command" and "Cyber Warfare." For more information, visit the Web site or call (919) 954-1633.

Reservists earn CCAF degrees

Fifteen 446th Airlift Wing Airmen will graduate this month with their Community College of the Air Force degrees.

Graduates and their degrees are:

- Master Sgt. David Panelo, 446th CES, Fire Science
- Master Sgt. Michael Rex, 446th AMDS, Allied Health Sciences
- Tech. Sgt. Amy Baker, 446th AMXS, Human Resource Management
- Tech. Sgt. Dairn Blanchard, 446th MXS, Avionic Systems Technology
- Tech. Sgt. Robert Brey, 446th AMXS, Aviation Maintenance Technology
- Tech. Sgt. Diana Kuckner, 86th APS, Transportation
- Tech. Sgt. Christopher Edwards, 446th AMXS, Aviation Maintenance Technology
- Tech. Sgt. Adam Harrison 446th MSS, Aviation Maintenance Technology
- Tech. Sgt. James Moneyhun, 446th AW, Financial Management
- Tech. Sgt. James Olsen, 446th AMXS, Aviation Maintenance Technology
- Tech. Sgt. Kristy Turner, 446th LRF, Logistics
- Staff Sgt. Taylor Reed, 446th ASTS, Health Care Management
- Staff Sgt. Connor Riley, 446th MXS, Munitions Systems Technology
- Senior Airman Nicole Hutchinson, 446th ASTS, Cardiopulmonary Laboratory Technology
- Senior Airman Thomas Mariano, 446th AMXS, Aviation Maintenance Technology

Process for travel settlements changes

By **Sandra Pishner**
Wing Public Affairs

The travel settlement process Reservists are familiar with is changing. No longer can travel vouchers be faxed to 62nd Comptroller Squadron's travel pay section. They must now be dropped off in a box at the finance self-help station. And, there are new methods for what to submit, how the voucher will be processed, and how long it will take to get your pay settlement.

All these changes are a direct result of the Air Force's new centralized financial service structure, with the central process center located at Ellsworth AFB, S.D. Locally the 62nd CPTS, which supports Reservists in the travel pay process, is down to two Airmen as services are transferred to Ellsworth. This means customers must rely more on the self-help station in Bldg. 100 at the Military Personnel Flight Mall.

Those needing assistance with filing their travel voucher will need to make an appointment. Walk-in times will be reduced to a one hour window – 8 to 9 a.m., each week day.

"They prefer that appointments be set up, but they will still accept walk-ins," said Senior Master Sgt. Louis Desjardins, 446th Airlift Wing financial management and comptroller support. "But if it takes longer than five or 10 minutes Airmen will be encouraged to set up an appointment." This new system is great for active-duty Airmen, but not so good for Reservists, he added.

New requirements Airmen must comply

with before turning in their travel vouchers include checklists and presentation of receipts.

Two new checklists are available to help organize vouchers and ensure the voucher is complete and will not be returned unprocessed due to errors. A long checklist is used for settlements of temporary duty travel and a shorter version is used for mileage-only vouchers – the one used most by Reservists.

"The voucher will be sent back if it's missing the appropriate checklist," said Sergeant Desjardins.

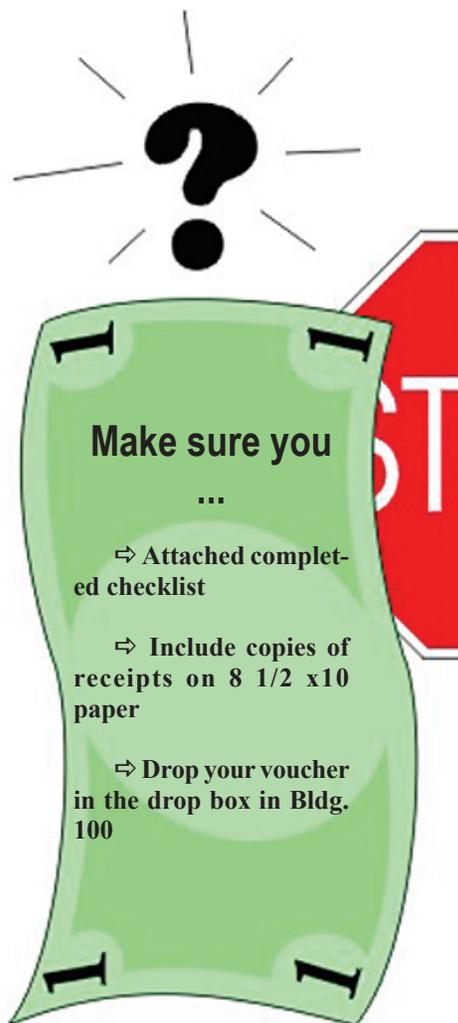
Because of the way vouchers will be processed for the Air Force Financial Service Center, receipts must now be on 8 ½ x11 paper and Airmen must try to fit as many receipts as possible on one sheet of paper.

"What I recommend is to make a copy on the large paper of your receipts and keep the original receipts," said Sergeant Desjardins.

Reservists filing mileage-only vouchers must include a privately-owned vehicle statement signed by the Airman and a supervisor.

As the Air Force Financial Service Center forms and matures, processing time for travel vouchers will improve, but in the meantime Airmen may experience longer waits for their settlements.

Questions or concerns about the new travel settlement process can be addressed to the 62nd CPTS at 982-3945 on weekdays. *(Airman First Class Patrick Cabellon contributed to this report)*



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