

FLYING BADGER

440th Airlift Wing, Gen. Mitchell ARS, Milwaukee, WI

October, 2006 Volume 58, No. 9

Pope
crews
get
Northern
Exposure



*440th and Pope aircrews
take to skies,
build new alliance*



Col. Timothy Zadalis (left), 43rd Airlift Wing commander, and Col. Merle Hart, 440th AW commander, helped their units get off to a good start as flight crews from both units look part in combined flight operations during the September 9 - 10 UTA weekend here in Wisconsin. The 43rd AW is based at Pope AFB, N.C.; the base that will be the future home of the 440th. Elements of the 43rd will become associate units of the 440th when the BRAC transition is complete.

photo illustration by
Senior Airman Chris Hibben

The Flying Badger

October 2006

Volume 58 Number 9

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Don't lose focus on mission, each other

by Lt. Col. Dennis Beatty
Commander, 95th Airlift Sq.



I was deployed with dozens of other 440th people supporting Operation Iraqi Freedom when it was announced that General Mitchell Air Reserve Station was selected by the Base Realignment and Closure Commission (BRAC) as one of the bases recommended for closure. Disappointment, frustration and even anger could be seen on the faces of most of the deployed 440th people.

The disappointment, frustration and anger disappeared within a short period of time, and the reason was obvious; we had more important things to worry about. The insurgents operating in the region didn't care about the BRAC announcement. Their goal was to bring harm to all of us. Everyone quickly realized they still had an important job to do and people were depending on them to remain focused in order to accomplish the tasks at hand. Whether it was repairing a C-130 in 130+ degree weather, providing base and flight line security, building the base infrastructure, flying aircraft, or accomplishing one of many required support duties; we needed each other in order to be successful and most importantly, SAFE!

I can hear the comments already, "Wake up! That was more than a year ago! Detachment 1 is already at Pope!" "I need to decide about the Clearing House by Oct. 1, and what the heck is a Clearing House anyway?!" "What kind of a job is my spouse going to get? Better yet, what kind of a job am I going to get?!" "How can I get to Pope? Is there

going to be a shuttle?" The questions are endless, and at times it seems like the answers we're looking for are few and far between. The faces I saw in the desert now have a similar look but there are some differences. They have a look of concern, confusion, frustration, and once again - anger. The other difference is that those expressions aren't going away like they did in the desert.

Now that I've reminded everyone about the obvious, it is time to remind everyone that our nation is still at war. Our wing is part of our nation's war efforts, and the wing's obligations as part of those efforts are not going away. The same insurgents who wanted to harm us while we were deployed still want to harm our fellow Airmen.

Right now, more than 40 members of our wing are deployed to various "garden spots" around the globe in support of the global war on terrorism. The wing has also sent planes, crews, and maintainers on stateside missions that carried wounded Soldiers, Sailors, Marines and Airmen from medical centers on the East Coast to locations near their homes and families.

Between now and when our gates close for the last time, our mission will not change. Therefore, we will still rely on each other to do the same important jobs and remain focused. We must count on each other to be successful and, most importantly, SAFE! As my troops have heard me continuously say, "We cannot afford to do our mission safely 99 percent of the time - to do so would mean that 1 percent of the time, someone, somewhere is going to get hurt."

For 50 years, the 440th Airlift Wing has been a premier airlift unit, and now is not the time to lose focus. Besides, we need as many Midwesterners as we can get to help show the folks out East how to run a C-130 wing.

440th Alumni Association Membership Application

- () \$100 Charter Lifetime Membership (for applications received through Dec. 31, 2006)
- () \$100 Lifetime Membership (for applications received after Dec. 31, 2006)
- () \$12.50 (1 year) or \$30 (3 years) Annual Membership

Status:

- () Military dates served with the 440th from _____ to _____
- () Federal Employee dates served with the 440th from _____ to _____
- () Friend of the 440th affiliation with 440th (contractor, friend, Community Council, etc)

NAME: _____ RANK or GRADE: _____
LAST FIRST MI

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____ E-MAIL: _____

Make checks payable to and mail to:

For more information, contact either:

440th ALUMNI ASSOCIATION
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FRANKLIN WI 53132-6021

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Ed Thomas (414) 427-8256 ejthomas@core.com

Reservists' first C-130 flight one to remember

by Senior Airman Amanda Hill

For years, I've wanted to take a ride on one of those planes sitting on our flightline. But, as far as I knew, you had to be going somewhere on official business to get on one.

So, one day while talking with Col. Merle Hart, 440th commander, I mentioned I had never been on a C-130 Hercules. He told me he was going to make sure everyone who wanted a C-130 flight could get one. My chance to fly had finally arrived.

I was ecstatic but nervous, and everyone kept telling me I should be prepared to lose my stomach.

The adventure began when I reported to Base Operations. I had to sign in and give emergency contact information, which made me nervous. I knew I wasn't going for a long ride, so why the emergency contact information? "A standard precaution," is what I was told.

Sitting in the waiting room, I could hear everyone talking about the flight and how excited and nervous they were. Airman Ruel Taylor, an optometry technician with the 440th Medical Squadron confided his feelings to me about the flight.

"I'm excited," he said. "I've never been on a C-130. This is my first time on an actual military plane."

In addition to us "first-timers," there were other passengers who had been on a C-130 before but had returned for another flight.

We were called to move out onto the flightline and waited there for several minutes while loadmasters checked the plane. I could feel butterflies in my stomach. It was like being at the top of a rollercoaster just about to go down the big drop.

The plane was amazing. It was huge inside, and it was nothing like the commercial planes that thousands of people fly on every day. This was a C-130 Hercules, and it was a once-in-a-lifetime chance for me.

It was dark when we climbed inside - the only light came from little circular lights above us. Everyone filed in and took a seat on the red fabric seats that lined the walls of the plane. I was tightening my seat belt when I was asked to move to the cockpit for the takeoff. This got me even more excited. I never thought I would get the chance to sit with the pilot, co-pilot, engineer and navigator in a plane during takeoff.

The cockpit was amazing. There was an endless array of gadgets lining the front and sides.



440th Airlift Wing members nominated by their first sergeants pose in front of the aircraft they flew on during a recent incentive flight.

photos by Senior Ann Dan St. Pierre

I imagined it would take days for someone to explain what each of them was for. I sat behind the engineer with Tech Sgt. Jude Johnson, a medical technician from the 440th Medical Squadron who seemed more excited than words could explain. It was also his first flight on a C-130.

Takeoff seemed like a breeze. Once we got to a safe altitude, we were able to take our seatbelts off and stand behind the pilot and co-pilot. The view was awesome. There were barely any clouds, and I could see for miles and miles. It could not have been a more perfect day to fly. Lake Michigan was beautiful. I felt like a bird flying so high over Wisconsin.

I moved down into the cargo area with the other passengers after we flew out over the lake. I sat down, buckled my belt and watched the rear cargo doors open. The loadmasters were hooked to safety harnesses and walked out onto the lowered platform. The cargo area felt like a wind tunnel, but it was the coolest sight ever.

After the cargo doors were closed, we were able to walk around and look out the windows. The views continued to amaze me. We flew at only 3,000 feet for most of the flight at a speed of 150 miles per hour, but I thought I could see everything.

We went on to Green Bay and circled Lambeau Field, home of the Packers. It was the closest I have ever been to that football stadium, and it seemed a perfect way to watch a game because you could see it all!

I found myself just staring out the windows in awe. I looked around to see other Airmen walking around, talking to loadmasters. Some just sat in their seats, as still as possible.

When we hit turbulence, it felt just like an extreme rollercoaster, and my stomach began to

turn. I had promised myself I wouldn't get sick, but the rough ride definitely got to a couple of people.

Tech Sgt. Tom Dentice, a 95th Airlift Squadron loadmaster, told me some things about his job and the C-130. His flights consist of running through checklists before takeoffs and landings. The C-130 can carry up to 50,000 pounds of cargo. According to Sergeant Dentice, the hard part is getting a load to balance. The C-130 has a center balance point, and part of a loadmaster's job is to find that point so the plane will fly level and not bottom out during landings and takeoffs.

I was then able to put on his headset and listen to the aircrew talk. A lot of it I didn't understand, so I asked the pilot what we were doing and he explained it to me. It was definitely cool to be in the back of the plane talking to the pilot who was directing us on our amazing flight.

For the rest of the flight back to Milwaukee, I stood at one of the paratroop doors and listened. I became aware of how nauseating the rest of the flight was going to be when we started to descend. I returned to my seat when we were about to land and felt intense pressure on my ears, which kept popping, and I could feel my stomach turn once again. Needless to say, we had a great landing after a 35-degree turn over the base.

During the flight, I found that one of the loadmasters was taking his final flight. Staff Sgt. Joe Roy, a loadmaster with the 95th Airlift Squadron, decided to leave the Air Force Reserve because his enlistment was up. He was taking his "Fini," (final) flight on a C-130. He has been a loadmaster with the 440th for eight years, and this was his first and final base. He met his wife, Tech Sgt. Michelle Roy, here at the 440th.

After everyone got off the C-130, he came out and was soaked by people who used a fire truck hose. The "hose-down" is a tradition in the Air Force. Once he was thoroughly soaked he was greeted by his family, friends and co-workers. It was a special celebration for him. Staff Sgt. Roy said, "The 440th is the greatest Air Force unit. I've seen a lot of them and this one is the best."

It was a first for many and a last for one. As for me, I got to experience the ride of a lifetime - and I didn't lose my stomach. I'm so glad I got the chance to go, and I encourage anyone who has never flown on a C-130 to sign up for a flight. It will be an experience you will never forget.

BRAC Tactics.



Q's & A's

Q: Is it too late to register to go to Pope AFB?

A: While the date has passed for securing exclusive priority consideration for a traditional reservist (TR) job vacancy at Pope AFB, N.C., members are still encouraged to register in the Military Clearing House (BRAC) as soon as possible. After Oct. 1, any Pope vacancies not filled by current 440th members were made available to all candidates registered in the Military Clearing House. This may mean some Pope job openings may be filled before you get a chance to exercise your priority consideration. The only way to prevent this is to enter the Military Clearing House.

Q: What can a member do to get registered now?

A: The Military Clearing House is how Reservists exercise their right for priority consideration for any AFRC position (Pope or otherwise). The sooner a person registers, the sooner they will be considered for the position or location of their choice. Remember, there are two ways to access the Military Clearing House - here on base and at home.

From base > <https://wwwmil.a1.afrc.af.mil/brac/default.htm>

The handout previously provided by the MPF during the August UTA may be helpful but is not required. Members can also find additional detailed information in the BRAC Guide at the above web site.

From home > <https://www.my.af.mil>

First-time users will need to create an account by selecting "**Register for a new AF Portal Account without a CAC**" under the button "**Not a Member?**"

Q: Is it too late for me to enter the clearinghouse?

A: It is **not** too late to enter the clearinghouse for Pope or any other AFRC base. However, your chances of getting your position are less. You will still have priority consideration, but your position may have been filled already and you might have to settle for a different position.

Q: Can I wait until September to make a decision?

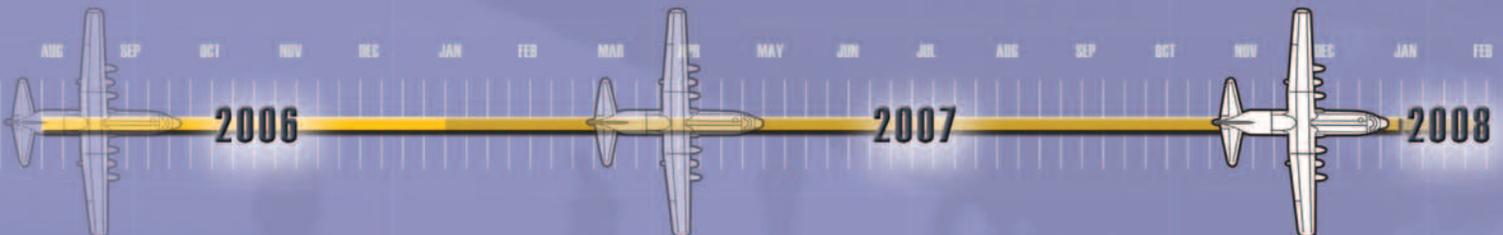
A: NO! If you haven't accepted an offer to go to another base or applied for the IRR by July, the system will automatically begin the process to separate you. However, if you accept an offer, you might be able to arrange it with your new unit so you can stay here until our last Milwaukee drill in September. Or, if you opt to go to Pope, you'll be able to stay here until the end.

Q: Do I have to use the clearinghouse?

A: No. However, the clearinghouse is a helpful tool, but you do not have to use it. You can find a job by outside methods, but you will not have priority. Also, AFRC bases are required to go to the clearinghouse first to do their hiring, instead of taking on people from outside. You will be at the top of the list for jobs if you are in the clearinghouse.

Q: What is a valid offer?

A: A valid offer is one from a base located within 100 miles of your home (not your home base - your actual residence). This means that when you receive an offer, it won't be considered valid if there isn't a base within 100 miles - or three hours drive - from your house. If you turn down the offer, you won't be kicked out of the clearinghouse.



Personnel	100% at Milwaukee	Transition	100% at Pope
Planes	100% in Milwaukee	Transition	100% at Pope
UTA Location	100% in Milwaukee	Transition - in Milwaukee and at Pope	100% at Pope
Major RPA and Hire Initiative for Pope	Ongoing RPA and Hire Process as needed		

2 Aug '06	1 Sep '06	2 Feb '07 440 AW (eligible) civilian employees are eligible for the DoD Priority Placement Program (PPP)	1 May '07 Start of primary personnel moves to Pope - mostly Air Reserve Technicians (ARTs) and Civilians.	2 Aug '07 Eligible for Interagency Career Transition Assistance Program (ICTAP) for non-DoD Federal Agency Priority Certificate of Expected Separation (CES) issued. 440 AW aircraft start moving to Pope	1 Sep '07 All 440 AW Planes and Positions at Pope 0-9 Sep '07 Last scheduled UTA at GMLAP-ARS	2 Feb '08 Base Closure Date for GMLAP-ARS
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Detachment 1 sends message from Pope

by Tech. Sgt. Mark Ulmen

The advance team, officially known as the 440th Airlift Wing/ Detachment 1 (a.k.a. "The Hybrids"), has arrived and started working at Pope AFB, N.C. DET 1 is responsible for the construction, build-up and development of the new C-130 associate wing at Pope AFB, N.C., and for converting the 440th from an 8 PAA unit-equipped wing to a 16 PAA active-associate Wing while fully integrating the 2nd Airlift Squadron operations and maintenance people, the 43rd AES, and other squadrons, units, or functions into the associate wing as directed by HHQ.

The team currently includes: Col. Brett Clark, DET 1 Commander (a former 440th member and more recently from 22nd Air Force); Col. Mark Rodriguez, co-commander (an IMA from Oklahoma City, Okla.); Capt. Derek Poellet (95th AS); CMSgt. Danny Formanski (440th MXS); SMSgt. Bill Westling (95th AS); SMSgt. Lynn Klapste (440th LRS plans); MSgt. Terry Harper (440th MPF career enhancement); MSgt. Jennifer Drewitz (440th MOF); TSgt. Dave Webster (440th MPF customer service); and TSgt. Mark Ulmen (440th MPF personnel readiness). Our official address is: 440 AW / DET 1, Pope AFB, N.C. 28308

We became operational here on Sept. 11, making our home in an old dormitory that underwent renovations to accommodate us and a team of AFRC recruiters. The workload is significant, and we expect to make great strides in tackling each challenge before us. Additionally, we expect

to pass updates to you each month concerning the effort and progress we are making in building a nest for the 440th Flying Badgers here at Pope and Ft. Bragg.

We understand that merging units, squadrons, capabilities and functions of the active and Reserve components will be a significant challenge. But for now, we want you to know that the hospitality, helpfulness and professionalism of the 43rd AW have been outstanding. Each of our members is in agreement concerning one important fact: the 440th could not have picked a finer Air Force partner to forge this new active associate wing.

We would like to thank Mike Witcek and Jim Balling for flying down and working to overcome the challenges of the Milwaukee and Pope computer systems; they solved as many dilemmas and established as much computer access as they could in the few days they had available. We also would like to thank Dave Carlson (MPF), Senior Airman Jerome Wy and Airman 1st Class Robert Lapin (34th APS), and Master Sgt. Jason Drewitz (440th MXS), who helped us move into our new home, where we expect to be working until at least May 1 when the new Reserve wing is officially activated here.

As we move forward, there may be opportunities for annual tours to assist us here; we will let you know when our "guest room" is ready. Again, on behalf of all the "Hybrids," we pass on a hardy hello and look forward to your arrival in May.

We'll keep you posted . . .



NEWS & NOTES

Farewell and good luck

The 440th Airlift Wing says goodbye to the following reservists who have either retired, separated or taken another assignment:

Col. Joseph Rallo	34 APS
Lt. Col. Thomas Kittler	95 AS
Lt. Col. Roger Stoeckmann	440 MSG
Maj. John Gorse	440 OG
Maj. Ronald Weingart	440 MDS
Capt. Garrison Miller	440 MDS
ILT Carlos Herrera	440 AW
ILT Wynn Pfeiffer	95 AS
CMSgt. Gerald Green	95 AS
CMSgt. Albert Hurlbutt	95 ALCF
SMSgt. Lisa Mehlberg	440 AW
MSgt. Melissa Binns	440 MSF
MSgt. David Carlson	440 MDS
MSgt. Terry Harmon	440 MSQ
MSgt. Douglas Karbouski	440 SVF
MSgt. Sunwing Leung	95 AS
MSgt. Kathryn Schmidt	440 MSF
MSgt. Daniel Skopp	440 MDS
MSgt. Kenneth Smith	34 APS
MSgt. Daniel Yutzy	440 AMXS
TSgt. Brian Balsewicz	34 APS
TSgt. Jack Copeland	34 APS
TSgt. Melissa Coppage	440 MSF
TSgt. Paul Daly	34 APS
TSgt. Shayne Deloughary	440 MXS
TSgt. Jason Elm	34 APS
TSgt. Thomas Florez	440 LG
TSgt. Greg Harper	440 MSF
TSgt. Donna Hirth	440 MOF
TSgt. Dale Mitchell	
TSgt. Dale Navigato	440 MXS
TSgt. Stephen Nolan	34 APS
TSgt. Brian Mcinnis	440 SFS
TSgt. Dean Regazzi	440 CES
TSgt. Alan Ruechel	440 SFS
TSgt. Roy Smith II	440 SVF
TSgt. Raymond Steinle	34 APS
TSgt. Jeffrey Sutton	
SSgt. Joseph Boncher	440 SFS
SSgt. Kathleen Finley	440 MDS
SSgt. Elizabeth Loy	440 MXS
SSgt. Laura Nowlin	440 MSF
SSgt. Megan Reilly	34 APS
SSgt. John Stauffacher	95 AS
SSgt. Phillip Sublett	440 CES
SSgt. Chris Volkman	34 APS
SSgt. Brian Waldherr	440 AMXS
SrA Chris Calloway	440 CES
SrA Jacob Kowalski	440 CES
SrA Elizabeth Lavnick	440 SFS
SrA Ruby Rivera	440 MOF
SrA Robert Snyder	440 SFS
SrA Noreyma Torres-Martinez	34 APS
SrA Adam Zlomaniec	440 MXS
A1C Jesse Ramirez	440 SVF
Amn Franchesca Castro	440 SFS
Amn Ryan Ule	440 CES

Enlisted Promotions

The 440th Airlift Wing congratulates the following individuals who have been promoted to the indicated rank:

SMSgt. George Utter	440 MXS
MSgt. Dawn Claton	440 MDS
MSgt. Michael Flangmann	440 MXS
MSgt. Patrick Kortsch	440 SFS
MSgt. Frank Townsend	440 MXS
MSgt. Paula Trestik	440 CES
MSgt. John Wenzell	440 MXS
TSgt. Mark Grepo	440 ALCF
TSgt. Bunnie Johnson	440 CES
TSgt. Scott Lager	440 APS
TSgt. Mario Nonnenmann	440 SFS
TSgt. Peter Schumacher	440 APS
TSgt. William Welter	440 SFS
SSgt. Jennifer Balcerzak	440 MDS
SSgt. Fredi Barroso	440 MXS
SSgt. Brian Christie	440 MOF
SSgt. Dawn Clare	440 CF
SSgt. Kelby Gensler	440 AMXS
SSgt. Earl Johnson	440 APS
SSgt. Andrew Lamia	440 AMXS
SSgt. Elizabeth Lavnick	440 SFS
SSgt. Nichole Peterik	440 MXS
SSgt. Eric Sanford	440 CES
SSgt. Matthew Smith	440 MXS
SSgt. Andrew Speth	440 APS
SSgt. Jason Zeitler	440 AMXS
SrA Amanda Hill	440 AW
SrA Cheryl Melchert	440 LRS
SrA Jesus Sanchez	440 SFS
A1C Brandon McKnight	440 MDS
A1C Ruel Taylor	440 MDS
A1C Ryan Ule	440 CES

AFRC members must wear the AFRC patch on BDUs and flight suits as of Oct. 1! It will be worn on the right breast pocket. Units with no patches should call Master Sgt. Harper at 482-5336 or e-mail Leonard.mettlach@generalmitchell.af.mil. Reservists can also contact their first sergeants for issue of the patch.



Command Patch mandatory Oct. 1

Dear Friends,

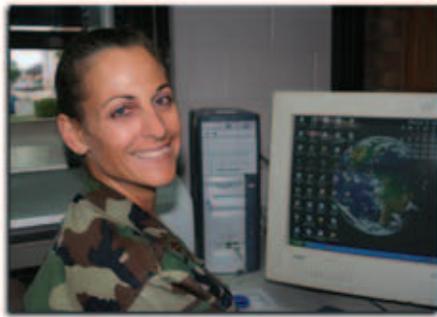
I want to thank you for your hospitality and kindness when I visited with you in August. I was impressed with your dedication and professionalism. There is no question that this time of transition is very difficult and painful. If anyone would like to discuss any issues, please do not hesitate to contact me by email, john.gaglione@niagarafalls.af.mil, or phone (716)236-2382 / DSN 238-2382. Please remember that Chaplains have the privilege of absolute confidentiality. You will continue to be in my thoughts and prayers.

- Chaplain John Gaglione



A C-119 Flying Boxcar static display that had been here at the 440th Airlift Wing will be rededicated Oct. 14 at its new home, the 914th Airlift Wing, Niagara Falls ARS, N.Y.

Flight Services' new boss a Carpenter



by Maj. Ann Peru Knabe

Despite the fact that three of her previous assignments were directly affected by Base Realignment and Closure actions, Maj. Jenny Carpenter remains optimistic about the future. The new 440th Services Flight commander brings 15 years experience to the job. She previously served at Plattsburgh AFB, N.Y., March ARB, Calif., and Travis AFB, Calif.

"I'm looking forward to my first command experience," said Major Carpenter, who lives in

Illinois. "But we will have unique challenges in the months to come.

"My first goal is to find homes for all the services reservists that want to continue their careers," she said. "This transition has been - and will continue to be - stressful for each member on a personal level. I hope to keep the unit informed of the most current changes and attempt to squelch the many inaccurate rumors that continue to surface."

Major Carpenter said her second goal is to build a strong, qualified team that will continue the 440th Services Flight's legacy at Pope AFB, N.C.

"440th Services has a legacy of excellence," she said. "I want this same level of excellence to continue at Pope."

She said the 440th faces a unique challenge in building a unit cross country, and predicts key staff members will need to perform duty in both locations periodically throughout the coming year as the wing gets closer to closing the base in Milwaukee.

"I think (the move to Pope AFB) requires a

paradigm shift for many 440th reservists who will continue to serve with the unit," she said. "The change in billeting service alone will be a tremendous adjustment. Most of us who currently commute to Milwaukee are used to staying in a quality hotel only one mile from the base. This, unfortunately, will not be the case in North Carolina."

While activated in support of Operation Enduring Freedom this year, Major Carpenter worked closely with senior leadership on several BRAC projects, including the Military Job Fair and initial unit transfer plans.

Now deactivated, she continues to balance her work with running for exercise.

"The rest of my limited free time is spent equally divided between the soccer-field sidelines and visiting every known hockey arena in the greater Chicago area," she said, referring to her children's activities.

The reservist plans to continue serving at Pope, commuting from her home in Illinois.

Fast Facts

440th Alumni Association

Q: What's the difference between a charter membership and a lifetime membership?

A: We are accepting charter memberships through Dec. 31. Lifetime memberships will be accepted after Dec. 31. The big difference is the type of gift awarded with each membership.

Q: What do I get for my membership?

A: For starters, charter members get a special gift. We are talking about giving something special with the association's logo, plus a charter member certificate. If you have another idea, please let us know. Lifetime members also get a gift, plus a lifetime member certificate. Both charter and lifetime memberships include a copy of the 440th AW history DVD/CD. All members will have access to the "members only" portion of the site, which includes the membership list and special help finding other members of the 440th family.

Q: What are my dues going for?

A: We intend to hold annual reunions, most likely picnics. In addition, we'll be providing more information about former members and retirees through the Web site. If we have enough interest and members, it may be possible to offer scholarships to students at the four high schools in the communities that formed the 440th Community Council, Oak Creek, South Milwaukee, St. Francis and Cudahy.

Q: Do I have to be out of the unit to be in the Alumni Association?

A: No. We are open to anyone who has been or is currently associated with the 440th while it's been in Milwaukee.

Q: What's next?

A: There is an initial membership meeting of the association on Dec. 8 in Heritage Hall at the base. The bylaws will be presented (please check them out elsewhere on this site) and officers will be elected.

Q: I have some other questions. How do I contact someone?

A: Our phone numbers and e-mail addresses are on page two of the application form.

Flying Badger Update

The wing commander's primary written communication tool, *the Flying Badger*, will continue to be published until the unit moves to Pope AFB.

The newspaper is a monthly publication that is prepared one month in advance of the publication date. This means that **all articles, photos, announcements and related materials must be in the Public Affairs Office before the UTA that precedes the desired publication month.**

For example, if you want an article or photo published in the November 2006 Flying Badger, you will need to submit it to the Public Affairs Office before the October 2006 UTA.

Flying Badger contact information

- * Articles and photos should be sent via e-mail. Photos should be the the highest resolution possible.
- * Monday through Friday contact Dennis Mehring at 482-5481.
- * On UTA weekends call Capt Keith Leistekow at 482-5481.
- * To ensure coverage, please E-mail story ideas, stories and photos to both people.
- * As always, Flying Badger content is subject to editorial discretion and Air Force / DOD policy.



It's not too late – act now!



Current members should contact their first sergeants to pick up a copy of the recently-completed archive project. *This keepsake item was produced only with the support of the 440th Airlift Wing's Community Council.*

Senior Airman Natasha Mathis, 440th services technician, adjusts her gas mask during Chemical Biological Radiological Nuclear and High Yield Exposure (CBERNE) refresher training. With the move to Pope AFB, N.C., in the next year, 440th Reservists continue to train and maintain readiness

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To the family of: