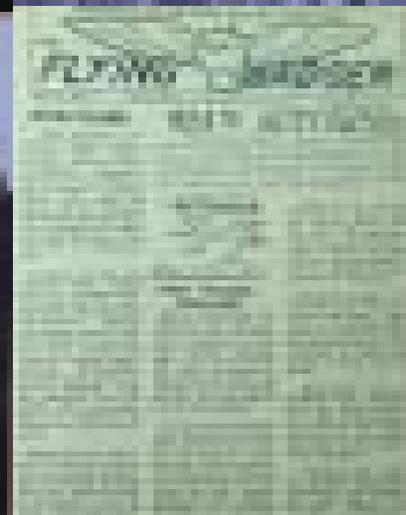
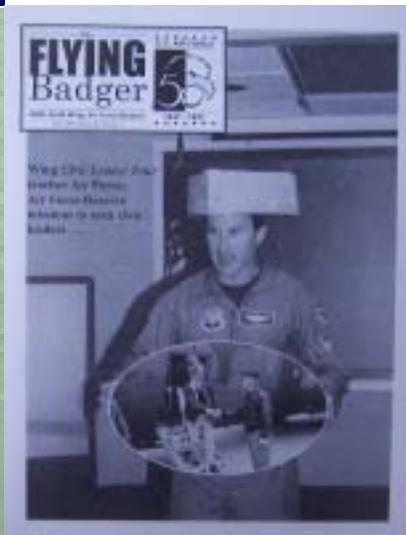
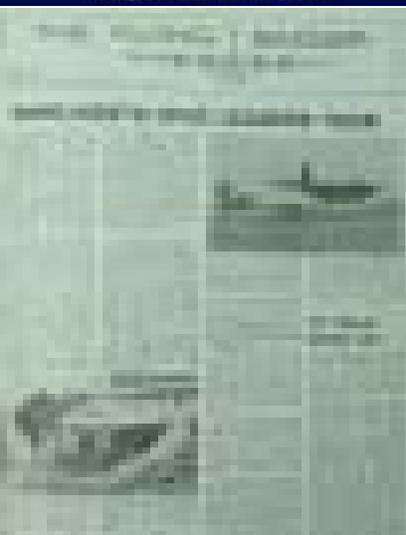




After more than 55 years and 600 issues, the Flying Badger finally runs out of ink.

440th Airlift Wing, General Mitchell ARS, Milwaukee, WI
September 2007 Volume 59, No. 9



On the cover...

After more than 55 years and 600 issues of publication, the *Flying Badger* newspaper finally runs out of ink. This month's cover features snapshots of *Flying Badger* covers from the last five decades. This final issue features historical *Flying Badger* highlights. The 440th has started publishing a new newspaper at Pope Air Force Base, N.C., called the *Combat Airlifter*.

The Flying Badger

September 2007

Volume 59 Number 9

Contents of the *Flying Badger* are not necessarily the official view of, or endorsed by, the U.S. government, Department of Defense or Department of the Air Force. Content is compiled, originated and developed by the Public Affairs staff of the 440th Airlift Wing, Air Force Reserve Command.

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Patience, professionalism a plus for first Pope UTA

by Col. Steven Rosenmeier
440th Mission Support Group Commander

The June 10 flag transfer ceremony was a watershed event for our wing. In many ways, though, that was the easy part. The October Reserve weekend will be just as important, maybe more so, as we in-process nearly 500 people at Pope.

Someone asked me if gaining that many people at a tenant location made me nervous. All I could say was no. "Why?" they asked. "That's like having 500 people show up at your rental house for dinner."

Again, the answer seemed pretty simple. It's not like having people to dinner. It's like having 500 people show up for dinner and move in. If you're ready, there's nothing to worry about. We're ready, so I'm not nervous.

In the coming days you'll see the schedules and plans many people worked extremely hard to create. The plans cover receiving aircraft, transporting people and baggage to lodging, moving people from lodging to the dining facility and units and back again, conducting mass in-processing briefings, and making sure everyone who should be on the aircraft bound for Milwaukee

makes the flight. Information Management specialists are working to create e-mail accounts ahead of time. Facilities await occupants and computers await users.

I salute Det. 2, the 440th Logistics Readiness Squadron, the 53rd Aerial Port Squadron, the 440th Mission Support Flight, the 440th Communications Flight and all the newcomers for all their hard work. I also offer special thanks to Lt. Col. Scott Brickerd and Capt. Leisa Szybist for co-chairing the group.

The 43rd Mission Support Group also deserves recognition. The MSG is working hard to provide the facilities and services we need to quickly "gin-up" operations. I can't tell you how many times I've heard "Let me know what you need" and "We'll do our best" come from the lips of 43rd Airlift Wing officers, staff sergeants and Airmen. Their support has been outstanding.

Will there be hiccups along the way? The realist in me says yes. A plan this big will encounter snags. You can help us sidestep and overcome these by being proactive and flexible. No matter what, the men and women of the 440th MSG will be striving to provide you unequalled support.

Oh, and could you pass the mashed potatoes?



440th generates first tactical mission from Pope AFB



A 440th C-130 lands on a dirt runway at Holland Landing Zone, N.C., in one of two engine running onload exercises during the wing's first tactical mission originating from Pope Air Force Base, N.C.

photo by Capt. Jeff Bryant

By Lt. Col. Ann Peru Knabe

As the C-130 spiraled down to the ground in the black of night, the dimly lit instruments glowed on the flight deck; there was no other ambient light. Using night vision goggles, 95th Airlift Squadron Pilot Maj. Derek Poellet and Aircraft Commander Lt. Col. John Gorse peered into the darkness and landed the aircraft into "enemy territory" on a dirt runway. Within minutes, aeromedical specialists from the 43rd Aeromedical Evacuation Squadron scrambled out of the back of the C-130, loading "wounded soldiers" onto the aircraft with engines running the entire time.

"The training simulated what we would do in a war zone like Iraq or Afghanistan," said Capt. Jeff Bryant, the 95th AS mission planner for the scenario. "We simulated taking off from a secure field, flew to a simulated combat zone at Holland Landing Zone on Fort Bragg, picked up "patients" and then completed an engine running on-load in

the dark." The Holland LZ on the North Carolina base made an ideal training location. Its dirt runways are relatively small, around 4000 by 90 feet, and it's not lit very well at night.

"The ground's not as stable as asphalt, but it's realistic training for the desert and other remote unprepared runways we could land on," said Captain Bryant. "Unimproved runway landings like this are further complicated by blowing sand, dirt and undulating terrain."

The aircrew's use of night vision goggles during the assault landing facilitated visibility in the darkness.

"We can mark the landing zone with covert lighting that can't be seen with the naked eye," explained Captain Bryant. "This helps in a real combat environment when you don't want the enemy to know where you are."

Col. Brett Clark, 440th Operations Group commander, agreed.

"Ideally the enemy can only hear the sound of the engines," he ex-

plained. "Because it takes time for the sound waves to travel, it's hard to identify the aircraft's location in the dark. That means it's difficult to train fire on the aircraft, making it a more difficult target."

During the engine-running off and on-loads, the aircrew kept the engines running while the 43rd AES loaded patients onto the plane.

"This decreases the time the aircraft is on the ground," said Captain Bryant. "It also decreases the likelihood of maintenance problems."

During the recent tactical mission, the 440th aircraft was on the ground about 20 minutes. In a real world scenario, the actual ERO and patient loading would be take even less time. The aircrew and aeromedics both benefited from the 440th's first tactical mission originating from Pope.

It helps the AES Airmen stay qualified because it provides a realistic medical scenario, and it allows pilots to complete certification by

landing on unimproved runways.

C-130 pilots are also required to complete two night vision goggle assault landings semi-annually.

"The 440th's first tactical mission originating from Pope Air Force Base is really a historical event," said 440th Wing Commander Col. Merle D. Hart, who served as the instructor navigator during the mission. "It's symbolic of the missions and partnerships to come in the future."

The mission lasted more than four hours. Navigator Maj. Chris Sedlacek ensured the aircraft landed in the specified locations at the Holland LZ.

Other aircrew members included Flight Engineer Tech. Sgt. Frank Mason, Instructor Loadmaster Tech. Sgt. Trip Loeslein and Loadmaster Senior Airman Matthew Marshall.

"The event was most memorable," said Captain Bryant. "It was the first time some of our crew members flew on unprepared runways with NVGs."



Command Chief says good bye to “best job of his life”

On Saturday of the August UTA, 440th Airlift Wing Command Chief Carmon Francher put closure to a distinguished Air Force career that began in June 1967. Hundreds of family, friends and colleagues turned out to Heritage Hall to hear Chief Francher say good-bye to his career in Air Force blues. Entering the active duty Air Force, Chief Francher became an aerial gunner, a position he held until he separated in June 1971. He joined the 440th Airlift Wing in December 1980 and resumed his flying career until June 2005, when he accepted a position that would become the best job of his life – command chief. Following his retirement, Chief Francher sat down with the Flying Badger to reflect on his tenure as command chief.

FB: What piqued your interest at becoming command chief?

CF: It was an opportunity I just couldn't pass up. In the past couple of years I'd been away on several deployments, and it was taking a toll on my wife. It was hard on her. When this opportunity opened up she really encouraged me to go for it. I'm really glad I did because this has been the best job of my life.

FB: Why do you say it's been the best job of your life?

CF: As a loadmaster here for 25 years, I pretty much worked with everyone on base at one time or another. So when I became command chief, I was in position to help them out, to make a difference in their lives. I knew who the experts were and I could ask questions or direct them to the right people. Every single

person on this base has helped me in one way or another. I've grown so much in the past two years. It's a good feeling helping people. At the end of the day it's a very rewarding job to have.

FB: What advice do you have for your replacement, Chief Master Sgt. Cliff Van Yahres?

CF: In Milwaukee we have a very, very strong first sergeants council. And my advice to the new command chief is to use (the council) to the utmost on all issues. The first sergeants have been my mainstay when it comes to wing issues. Partner with them and he'll have great success. Get out of the office, meet the troops, keep them informed and get to know them. They're the best.

FB: Anything else you'd like to say to the reservists of the 440th?

CF: I want to thank every single one of them. They've been a huge supporter of me and I learned something new from all of them. I greatly appreciate their support. It's been a privilege and honor to serve them.

You have been a chief for many years, but not until recently have you been able to wear the stripes. Thank you for being such a vital component and active member of the 440th and our lives.

440th Airlift Wing Commander
Col. Merle D. Hart

New 440th Command Chief ready to start

Chief Master Sgt. Cliff Van Yahres will be there waiting to meet his Airmen on the October UTA at Pope Air Force Base, N.C. That's because Chief Van Yahres is the new command chief for the wing. A newcomer to the 440th, Chief Van Yahres came to Pope AFB from the 913th Airlift Wing, Willow Grove Air Reserve Station, Penn., where he also served as a command chief. Chief Van Yahres' Air Force career spans more than 30 years. He entered the service in August 1975 and spent most of his time as a transporter in aerial port squadrons. The chief recently sat down with *The Flying Badger* to talk about his expectations about joining the 440th.

FB: What was the appeal for you to come join the 440th?

CVY: We did a site visit to Milwaukee to see how the 440th was handling the BRAC process because we were beginning the process of closing, too. I had no intention of looking for a job with the 440th. But I was introduced to Colonel Hart and met a lot of folks up there. A little while later, Colonel Hart selected me for the job as your command chief. I welcome the challenge. It's a history-making event. I believe in the Reserve and the mission and its contribution to the total force concept. I'm looking forward to joining the 440th.

FB: What have you learned from being a command chief for the past 15 months that you'll be taking down to Pope AFB?

CVY: It's the age-old adage that people are our greatest assets. I really learned that when people are faced with adversities, like Airmen here in the 913th and much like the 440th folks with our bases closing, that their best qualities come out.

No matter how the chips are down, people in blue rise to the occasion. The pride in our unit, and the pride I'm sure in the 440th, shines through in everything they do. It's exemplary.

FB: It sounds like you're pretty excited about getting started with the 440th.

CVY: I'm just looking forward to working with a whole new group of people. I've been a member of C-130 units my whole career, and it's great to stay with this weapons system. For many of us this is going to be a whole different way of serving. Now we're going to have to get on an airplane and travel for a few hours to start a UTA weekend. It's another layer of commitment because of the increased demands to get to drill and back. But I'm really looking forward to it. This is going to be an exciting time in everyone's lives and I'm glad to be a part of it. I'm not ready to have up my suit just yet. I feel like I can still contribute.

FB: What are some of the new challenges facing us at Pope AFB?



CVY: We have to select first sergeants, establish an effective, proactive chiefs' council; and Top 3 organization. Most importantly, we need a strong recognition program. We have to get groups like these going. This is the first-ever of a reserve associate wing where the Reserve Wing is the lead unit – this is big time. So we'll need to put out best foot forward; look sharp and

act sharp. Satisfactory performance cannot be the norm. We'll have to perform our duties above that to meet our goals. The cool thing is that the 440th will be a true melting pot with the Milwaukee folks joining others from bases in the area. I think this is going to be a great experience for everyone involved and can't wait to get started.

Chief Master Sgt. Cliff Van Yahres 440th Airlift Wing Command Chief

Born in Rockville Center, N.Y.
Enlisted in Air Force on Aug. 25, 1975.

Joined the 913th Airlift Wing at Willow Grove ARS on Dec. 6, 1984, as an air cargo loader.

Named 913th Airlift Wing Command Chief in July 2006. One year later hand-picked as 440th command chief.

Attended the State University of New York at Farmingdale, and Cornell University.

Retired annuitants, Reservists keep 440th flying strong as wing moves to Pope

Story and photos by Lt. Col. Ann Peru Knabe

“The 440th’s pride, honor and heritage still shine brightly as we make the move to Pope Air Force Base,” said Wing Commander Col. Merle D. Hart. “We’ve been able to fly missions safely at two locations and continue the move of people and equipment. But couldn’t do it without everyone pitching-in to make a difference. Everyone’s been pulling their weight and more to make this happen.”

During the two years, hundreds of wing civilians, contractors and Reservists sought new employment opportunities when BRAC rulings identified Pope AFB, N.C., as the 440th’s new home. To keep the mission going, senior leadership tapped into some of their most seasoned experts, retirees and traditional reservists.

Under BRAC, retirees were allowed to come back to base in a “retired annuitant” status.

“The retired annuitants are allowed to keep their full salary in addition to their annuity,” said Mr. Mike Taylor, chief of civilian personnel. “This allowed us to take advantage of a very experienced group of people who lived locally while we were losing so many other folks to other federal opportunities.”

Twelve retired annuitants averaging more than 25 years experience in the Air Force Reserve helped out in areas like maintenance and military personnel. For some, it was one more opportunity to give back to the wing they love.

“It felt like I was coming back to family,” said Guy Balistreri, 440th Maintenance Squadron, who came out of retirement to help the maintainers organize their equipment for shipping. “I was in (the service) for more than 35 years and packed for hundreds of deployments – but never one this big.”

Chief Master Sgt. (ret.) Gerald Green, a 440th Airlift Control Flight retiree, felt his return to base would be exceptional use of his expertise in shipping. The retired reservist with more than 40 years of service said he had a certain “allegiance” to the wing, and knew he could make a difference. With a background in trucking and logistics from civilian work, Chief Green is in charge of coordinating airlift and over-the-road shipping to Pope AFB.

Other sections, like the 440th Military Personnel Flight, found retired annuitants to be a God-send.

“We are extremely lucky to have retired annuitants helping us,” said Senior Master Sgt. Keith Heapes, 440th MPF. “Master Sergeant Terry Harmon and Chief Ed Thomas helped take care of our primary personnel programs. We simply couldn’t have done the job without these two.”

Sergeant Heapes said the two retired “personnelists” have more than 60 years “corporate knowledge” of MPF programs when you add their military experience together. “That’s



Master Sgt. Bonnie Bast taught pallet building classes around base while serving extra mandays with the 34th Aerial Port Squadron.

priceless,” he said. In the headquarters building next door to the MPF, office automation assistant Mrs. Muriel Bohlman spends three days a week putting the finishing touches on enlisted performance reports and officer performance reports, while cutting orders for Reservists. The



Chief Master Sgt. (ret.) Ed Thomas came back as a retired annuitant. He has more than 30 years experience in military personnel programs.



Senior Airman Sandy Memmel volunteered to help the finance office.

FEATURE



Information Manager Tech. Sgt. Kevin Speed thought helping the 440th move to Pope would be "once is a lifetime opportunity."

retired annuitant is a reliable conduit for wing staff reservists pay.

"I also run the UTAPS program and help with 40-A processing," she said, referring to the computer system used to operate the weekend drill pay and Reserve Management Periods.

In some cases, the wing turned to other units for help. The 440th plans office sent out requests for assistance through 22nd Air Force and Air Force Reserve Command.

More than 20 Reservists from other units came to Milwaukee to help.

Throughout the summer, the main gate was guarded by Reservists from the 514th Airlift Wing at McGuire Air Force Base and the 934th Airlift Wing based in Minneapolis.

"If we didn't have the help from other units, our own 440th Security Forces would be pulling 12-hour shifts," said Chief James Knauf, 440th SF first sergeant. The unit also received assistance from traditional reservists on annual tour and mandays.

The 440th Communications Flight head help from three information management specialists.

"I'm on loan to the 440th for seven months," said Tech. Sgt. Kevin Speed, an information manager who deployed from Carswell Naval Air Station – Joint Reserve Base, Texas. "I saw the request for help and thought what a neat opportu-

nity to serve. I didn't think I would ever have the opportunity to help close a base again, so I volunteered."

During the last month, Sergeant Speed and his team helped offices organize and pack files, distribute mail, and keep other IM functions working as civilians found jobs at new locations.

One of the units that relied most heavily on the use of 440th traditional reservists was the 440th Operations Group.

"We had close to 20 440th reservists backfill for empty ART slots," said Lt. Col. Jeffery Paulus, 440th Operations Group deputy commander, referring to air reserve technician positions that were vacated as ARTS left for Pope AFB and other AFRC bases. "The safety of the mission remains our priority, and we were lucky to have Reserve aircrew pitch in to make sure we could maintain critical flying operations." Colonel Paulus said the wing continued to fly Tanker Airlift Control Center missions as part of the integrated CONUS medical operations plan.

"The 95th Airlift Squadron continued flying TACC missions so wounded soldiers returning home from overseas duty could be transferred to bases near their homes as soon as possible," he said. "And we continued fly these critical missions this despite the ongoing move to Pope."

Colonel Paulus said he didn't know of any other Reserve unit that continued to fly missions during BRAC with the challenge of moving to a base hundreds of miles away.

Meanwhile, the masterminds behind the 440th BRAC move operated out of the headquarters building. Three traditional Reservists spent more than a year on orders to ensure the wing's move to Pope went flawless.

"It's amazing how our wing pulled together during the last two years," said Col. Timothy Ward, who headed up "BRAC Central" at General Mitchell Air Reserve Station. Colonel Ward, who



Retired annuitant Mrs. Muriel Bohlman kept orders and reserve management period paperwork moving for the wing staff.

is also the wing's vice commander, was aided by Lt. Col. Cliff Wade and Staff Sgt. Erica Neubauer. Together the team managed all activities associated with BRAC communications, moving logistics, personnel actions and the Patriot Pope Airlift.

"But it's also no surprise that people are giving 150 percent effort," said Colonel Ward. "The 440th is a family, we take care of each other,



Lt. Col. Cliff Wade helped man "BRAC Central" at General Mitchell Air Reserve Station, Wis.



VOL. 1. NO. 1

2473d AFRTC

General Mitchell Field

Milwaukee, Wisc.

1950s 924th ACTIVATED

This is it.

After 55 years of publication, this is the last issue of the *Flying Badger*. Beginning next month, the new official newspaper of the 440th Airlift Wing is the *Combat Airlifter*, a publication which debuted in July.

Publishing once a month for 55 years — that's a lot of *Flying Badgers*. Roughly 660 issues in ball park numbers. And in that time the newsletter has certainly changed quite a bit.

In the next four pages the *Flying Badger* staff of today takes a look back at the *Flying Badgers* of the past, specifically looking at issues from the 1950s, 1960s, 1980s and today, to compare and contrast how the newspaper has grown with the unit in Wisconsin.

With the activation of the 924th Reserve Training Wing at Gen. Mitchell Field, the *Flying Badger* newsletter was born.

This was the actual headline in the first issue of the *Badger* in February 1952. The physical size of that first issue was just a bit smaller than the current *Badger*, but it was printed on regular paper, as opposed to the glossy finish of today's newsletter. And of course, the copy was input by typewriter, so several individual letters appeared above and below the type line due to the slight misalignment of the typewriter keys.



NEWS COVERAGE FROM THE FUNNY BONE

Looking back at the editorial coverage in the early 1950s, much of it was written with an element of humor — such as this excerpt from the July 1952 issue:

Capt. Alexander Roberts, the new dentist, spent the first few days exploring the 2473rd personnel for missing molars, cavities and whatever else a dentist searches for when he gazes gulletward. Despite his aches and pains profession, Capt. Roberts was received warmly by airmen needing dental attention.

A MESSAGE FROM COLONEL ROBERT D. MONTAGNE:

Col. Robert Montagne, commanding officer of the 924th Reserve Training Wing, greeted his new reservists with a motivational column in the inaugural issue of the *Flying Badger*:

Your action will help to serve notice to those who would threaten us ... by serving as you will serve, by improving your skills, extending your experience and earning retirement benefits, you are adding to the integral stability and security of your country.

In the months ahead as the 924th RTW takes shape, we promise to keep our responsibility to you uppermost in mind. Our training will be examined and reexamined continually to make sure that you are getting the best that can possibly be offered. In return we ask that you give our program whole-hearted support and accomplish your assigned tasks in the best way you know how.

If we firmly resolve to pull together in making the 924th Reserve Training Wing the best of its kind, there will be no doubt of its success.

SLIPS & QUIPS

Another recurring column in the early issues of the *Flying Badger* was called *Slips & Quips*, which featured antidotes and smarty one-liners:

A dumb girl is a dope. A dope is a drug. Doctors give drugs to relieve pain. Therefore, a dumb girl is just what the doctor ordered.

Many a fellow thinks he is only handing a girl a line, when actually he is being roped in!

The stinger of a bee is only .03125 inches long. The rest of the 25 inches is pure imagination.

EVOLVING BADGER

As the decade wore on, the four-page the *Flying Badger* began to resemble a more traditional newspaper, with as much as six "hard" news stories about the unit on the front page. Moving inside, readers found more straight news stories, up to eight each on the final three pages.



The FLYING BADGER

U. S. AIR FORCE ★ Aerospace Power for Peace

Published by Value Printing Co., Inc., a private firm of South Milwaukee, Wis. Opinions expressed herein by the readers and writers are their own and are not to be considered an official expression by the Department of the Air Force. The appearance of advertisements in this publication does not constitute an endorsement by the Department of the Air Force of the products or services advertised. The FLYING BADGER is an unofficial newspaper published monthly in the interest of personnel at General Mitchell Air Reserve Base.

Volume 5, Number 8

Circa 1960s

1960s

By the time the 1960s rolled around, a Reservist could easily say Milwaukee had three large newspapers serving the area: *The Milwaukee Sentinel*, *The Milwaukee Journal* and the *Flying Badger*. The newspaper of the 1960s bore little resemblance to those initial issues back in the early 50s.

The *Badger* was printed on large broadsheets, similar in size and feel to today's daily newspapers. Front page news mainly consisted of unit events and activities, but also major national news, such as coverage of President John F. Kennedy's assassination in Dallas.



EXTRA! EXTRA! President Kennedy Assassinated In a Dallas Motorcade

Communism

With the Cold War reaching its peak in the 1960s, the *Badger* occasionally ran a column titled Communism, which aimed to educate Reservists and dispel rumors about Communism. Designed in a question-answer format, typical questions and answers included:

THREAT TO FAMILY LIFE

Question:

Why is Communism called a threat to family life?

Answer:

In keeping with the doctrines of Marxism-Leninism, the institution of the family is part of the state machinery for producing obedient, "disciplined" Communists ... children are removed for the greater part of the time from the control and influence of parents, and parents are frequently separated by job requirements and general living conditions.

COMMUNISM HAS ONE MASTER

Question:

Why do the Communists propose to destroy religion?

Answer:

The Communists in power do not subscribe to the theme of a higher power. Instead, they demand unquestioning obedience and undivided loyalty to a single authority - the Communist Party. Inasmuch as religion teaches that the divine authority of a Supreme Being is above all other authority, the Communists are dedicated to the destruction of religion.

Wa-Wa-Wee!

But it wasn't only advertisements that were catching the eye of readers. Women in bathing suits began appearing in the black and white pages as stand-alone photos.



MEADOW LARK - Joyce Meadows makes a lovely picture perched on a limb. Even the birds are whistling like "wolves."

MAKING A BUCK

Another distinction of the *Badger* in this era is the debut of paid advertisements. Local companies such as Northwestern Lumber & Wrecking Co., Selen's House of Prime Rib and Milwaukee Tire Center (which advertised car tires as low as \$8.88) all hoped to convince Reservists into their doors.

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BR. 2-3145

TONY'S HILLSIDE INN

I'm on the Hill but Still on the Level

FLYING BADGERS ARE ALWAYS WELCOME AT TONY'S

2724 S. 13th St.

Milwaukee, Wis.

FLYING BADGER

440th Tactical Airlift Wing

Air Force Reserve

General Mitchell International Airport

Volume III

No. 4

Circa 1980s

1980s

OUTSTANDING

440th TAW cited for meritorious service

If it didn't happen inside its 90 acres, it wasn't news.

As the wing moved into the 1980s, the *Flying Badger* continued its shift in focus that began years earlier to concentrate on events and activities solely affecting 440th Reservists. The April 1981 assassination attempt on President Ronald Reagan, unlike the death of President Kennedy two decades earlier that made front page news in the *Badger*, wasn't mentioned at all.

Rather, the *Badger* devoted nearly all its pages to local base news and happenings – an editorial focus prevalent in most Air Force publications today.

News such as unit deployments, award and decorations, squadron sports and other events involving 440th Reservists received ample coverage.

In fact, reservists were calling for more local news in the *Badger* of happenings on their base. When asked by the *Badger* staff in a column called "Badger Banter" what topics should the newsletter cover, Staff Sgt. David Prusow of the then 34th Mobile Aerial Port Squadron, said he wanted to read what other people in different units are base are doing to support the overall mission.

While more coverage was given to base news, the same couldn't be said of the stand-alone photo packages of women that appeared in the *Badger* during the 1960s. Those photos eventually disappeared during the mid-1970s, and not surprisingly, haven't returned.

Some of the more quirky news, such as the question-answer columns on Communism and other features, fell by the wayside in the 1970s and 80s. The *Badger* also bid farewell to paid advertisements, and replaced its space with wing news.

The newsletter was design in a tabloid format, which is much bigger than today's *Badger*. Although only six pages, the format allowed for ample coverage of base news.



Headlines like this one from April 1988 were common in the 1980s when the *Badger* placed greater emphasis on covering its outstanding 440th Reservists.

Badger Banter: Can the Brewers do it again?

A main stay of the *Badger* in the 1980s was Badger Banter, which essentially was a man-on-the-street column. Each issue the *Badger* would pose a question to reservists on base and publish some of their answers. Questions were either military related or sought opinions on current events.

With the Milwaukee Brewers fresh off their World Series appearance a year earlier, the *Badger* Banter asked Reservists and civilians if the team could do it again? Here are some of the answers from the May 1983 issue. Keep in mind the Brewers haven't returned to the playoffs since that World Series year of 1982.

JoAnn Webb - base contracting officer, "Certainly they'll repeat this year."

Bob Zalar - 440 CSG Security Police, "I think they stand a fine chance of making the playoffs again."

MSgt. Ed Thomas - NCOIC, Personnel Utilization, "My heart says yes, but my head probably says no."

Happy anniversary

In a June 1984 issue, a small news brief celebrated the 30th anniversary flight of the LC-130 Hercules. Its maiden flight departed Aug. 23, 1954 from Burbank, Calif., to Edwards AFB, Calif. That original airframe was still flying in 1984 as a gunship assigned to Duke Field, Fla.

Name changes

Many units, including the base itself, was re-named during the 1980s. On June 19, 1986, the airfield was renamed from Gen. Billy Mitchell Field to Gen. Mitchell International Air Reserve Station. And in October 1987, the 440th Airlift Control Element changed to the 440th Airlift Control Flight.

Designer captures wing legacy in Flying Badger insert series

During the last year the Flying Badger has featured colorful inserts designed by Master Sgt. John "Dutch" DeGroot. The Flying Badger took a few minutes to interview the Reservist whose military service dates back to Vietnam. While "Dutch" retired from the wing last month, his colorful legacy will live through the commemorative inserts he created.

FB: Who came up with the concept for inserts in the Flying Badger?

DUTCH: I think Capt. Keith Leistekow, a former public affairs officer, came up with the idea while talking with Staff Sgt. Paul Flipse, who was helping out at the base. I worked with Paul who was the Flying Badger editor at the time, and I tried to teach him some basic multimedia tricks and new software programs. He was a great student who was curious about the design process, vector images, color, resolution and magazine layout. These simple discussions blossomed into the Flying Badger insert project.

FB: How would you describe these inserts?

DUTCH: The inserts were a terrific tool to convey the wing's heritage to our Airmen. They are a colorful product with visual impact. We were lucky Colonel Hart (440th Airlift Wing commander) was so enthusiastic about the inserts.

He (Colonel Hart) was very involved in the process and proud of our historical roots, and wants to share the 440th legacy.

FB: What is involved in the production of an insert?

DUTCH: The production process involves several stages. First I consider what do we want to communicate to our audience? What part of the heritage do we want to convey? We'd float these ideas to Colonel Hart, and incorporate his ideas. Then we start the research. I usually knew the general facts, but was kind of rusty on the specifics. This is where Lt. Col. Tony Polashek came in. He is an excellent resource for historical data and fact-finding. He never let us down. Once we had the facts and general design, we developed the inserts into a poster size file that was placed into proportion for 11x17 printing.

FB: What was the most challenging part of the project?

DUTCH: Gathering the images. In one case, Staff Sgt. Tony Flores was an illustrator and all I did was an outline of his drawings and place them in a proper background. Tony Flores has the natural talent as an illustrator that I will never possess. On the other hand, getting the files for the "nose art" insert was also challenging. The folks in maintenance were helpful and let me use their software to convert files to something that I could use.



Who knew where this budding artist would take his talent back in 1969?

I tend to "design on the fly" using software to create my thumbnails and ideas. It is not the norm, but I'm not of the normal school of graphics because I am more a print technician than artist.

FB: What insert are you the most proud of?

DUTCH: The timeline for the September 2007 paper. I had the mission but no idea how I was going to fulfill the requirements, but I am pleased with the final product.

FB: What is your background?

DUTCH: My background is in printing more than design, with an emphasis of prepress work. I have been doing this for 40 some years and have my degree in printing. I learned the design skills by seeing good work all the time. When I work with other artists, I realize how little I know. I guess you can say I get by. But I do have an advantage knowing all the major graphic arts programs and software, so I use the right computer tools for the right job. also know to use images in the proper way to get the best out of the quality they may hold.

FB: How long were you in the MultiMedia shop with the 440th?

DUTCH: I came to the 440th in 1996 when the 928th (located in Chicago) was closing under BRAC. I was previously an aerial porter. I asked to go into the aerial port shot in Milwaukee, but they wanted a stripe. So then I then asked if they had graphics opening. I got a wavier for technical school because of my civilian experience in the field. My years with the wing were a terrific opportunity to serve, and I'm really proud to be part of one lasting wing legacy through the Flying Badger insert project.



440th Maintainers keep C-130s flying

photo and story by Dennis J. Mehring

Everybody in the Air Force has heard the cliché about the heart of every flying operation being the maintainers because without them our aircrews are just pedestrians with cool jackets and sunglasses. Others, like the fuel truck drivers, like that joke, too.

All joking aside, aircraft maintainers are professionals that work in a number of disciplines and proudly accept the responsibility of keeping our aircraft safely flying. Look around the maintenance complex, crew chiefs perform regular maintenance, track the performance of “their” airplane and, when problems arise, they request assistance from the specialists in avionics, sheet metal, fuel systems, electrical systems, hydraulics, propulsion and nondestructive inspection just to name a few.

No single worker’s skill is more or less important to the Maintenance Group because it takes all of them working in concert to support the flying mission. Every hour spent flying is the result of many more hours of effort expended by those dedicated maintainers.

Aircraft maintenance at Pope Air Force Base, N.C., is going to look slightly different than at General Mitchell Air Reserve Station.

The ramp area is enormous and in these early stages of the transition, the maintenance officers and enlisted supervisors must work to build a cohesive team who come from varying backgrounds and not all of them used to work on “The Mighty Herk.”

Some were recently in the active duty Air Force, some are Reservists transferring from other units and many are traditional Reservists from

Wisconsin who’ve been working on these aircraft for almost 20 years. The summer temperatures and humidity are higher and it is likely that no one can count on a “snow day” at any time soon. But that won’t stop the maintainers from working together to provide our aircrews with top quality airplanes that are second to none.

A good part of that team building is increasing levels of trust not only with our active duty counterparts but between each other also; and not too far down the road we can add a new dynamic with the prospect of being a tenant on an Army air base.

Whatever challenges lay ahead, the 440th Maintenance Group is focused on safely keeping ‘em flying.



Staff Sgt. Alan Hunter prepares to secure the landing gear doors to a wing C-130 on the Pope Air Force Base, N.C., “Blue Ramp” after receiving a high wind warning. Sergeant Hunter is a dual qualified C-130 crew chief (E & H models), a former member of the 43rd Airlift Wing, and the second active-duty airman to join the 440th Maintenance Group. He was stationed at Pope AFB for six years before he joined the 440th and the Air Force Reserve.

The 440th Alumni Association wants you!

The 440th Alumni Association encourages 440th members and friends to join. In addition to information sharing, regular meetings give people the opportunity to stay in touch with fellow 440th members and stay current with the people and history of the 440th.

For more information, call Ed Thomas at 482-5303 or Larry Guenther at 482-5401 on base. More information is also available from Al Shutta at 414-282-9225 or James Anderson at 262-821-1841, or Ed Thomas at 414-427-8256 or Larry Guenther at 262-284-9779. The Association meets the second Thursday of the month at Amelia's for lunch and camaraderie. Amelia's restaurant is located at 724 E. Layton Ave. The 440th Alumni Association encourages 440th members and friends to join. In addition to information sharing, regular meetings give people the opportunity to stay in touch with fellow 440th members and stay current with the people and history of the 440th.

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Holy flyer! Chaplain joins 440 team



Capt. David Fink joined the 440th Airlift Wing on the August UTA. The chaplain is no stranger to the Air Force. He previously served as an Individual Mobilization Augmentee with the 43rd Airlift Wing, and, prior to that, served as a security forces specialist and loadmaster with the 109th Airlift Squadron in the Minnesota Air Guard.

He looks forward to building on his 13 years experience in the military with his new mission at Pope Air Force Base, N.C.

"It's exciting for me because I can build our chaplain program from scratch," he said. "I have a great opportunity to make a difference, provide spiritual care and direction for Airmen."

Chaplain Fink said he met some of the first 440th members that moved to Pope AFB last summer, and it had a lasting impact.

"Right away, I could tell the 440th had that family feel," he said. "It's great to be back in a unit program."

In his civilian life, Chaplain Fink teaches a course called Reformation Europe at Duke University, N.C. He also teaches in Duke's Divinity School and is working on his Ph.D.

"I enjoy the interaction with students; it keeps me on my toes," he said. Chaplain Fink is ordained through the Protestant Christian – Evangelical Free Church of America.

PASS-FAIL Air Force modifies fitness test rules

by Staff Sgt. Monique Randolph
Secretary of the Air Force Public Affairs

WASHINGTON (AFP) — Air Force officials here recently announced a change to physical fitness test standards for all Airmen.

The "marginal" category has been eliminated, and the test will now be either pass or fail. Previously, Airmen who scored below 70 on the fitness test failed, and those who scored between 70 and 74.9 received a marginal rating, while Airmen who scored 75 or above passed.

With the change, a score below 75 is considered failing, and Airmen will have to retest within 90 days. "The change was made to support a defined standard for fitness testing," said Maj. Dana Whelan, the chief of health promotion operations at Bolling Air Force Base in the District of Columbia.

"With the implementation of the new officer and enlisted performance reports, we

needed to define a score that qualifies as meeting standards. Furthermore, Airmen who scored in the (marginal) range were not where the Air Force needed them to be (physically), and were still required to attend a healthy living workshop and retake the test to score 75 or above."

The fitness test change comes just weeks after the implementation of the new performance reports."

I applaud our Airmen who realize the importance of peak physical fitness," Chief Master Sgt. of the Air Force Rodney J. McKinley wrote in an Enlisted Perspective.

"However, I realize there are also Airmen who are not living up to their health and fitness potential. With every Airman critical to completion of Air Force air, space and cyberspace missions, we need all Airmen physically capable of performing at the highest level."

FINAL NOTES



Members of the 43rd Aeromedical Evacuation Squadron load a "patient" onto a 440th C-130 during an engine-running onload exercise. Read more about the 440th tactical mission on page 3.

photo by Capt. Jeff Bryant

Final Farewell

Wing Ceremony offers 440th family closure on last UTA

The 440th Airlift Wing is holding a retreat ceremony at the end of the wing's last formal Unit Training Assembly at General Mitchell Air Reserve Station. All past and present 440th employers, contractors, Reservists and alumni are invited to attend the retreat at 3:45 p.m. in front of the headquarters building. The flag will be lowered and folded by the honor guard with a flyover at 4:15 p.m. Senior leaders, commanders, Airmen, employees and contractors may say a few final words during the ceremony.

A final fellowship gathering will take place at the Drop Zone following the flyover. For more information, contact Liz Stoeckmann at 414-236-9691 or email Elizabeth.Stoeckmann@generalmitchell.af.mil

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