

# COMBAT AIRLIFTER

440th Airlift Wing

"Vincit qui primum gerit"

May 2009 Volume 3 No. 2



# MAINT

**ONE TEAM ♦ ONE STEP BEYOND**

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36th AES transports wounded soldiers

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**On the cover:** Artwork depicts a wall size display in the lobby of the maintenance squadron building. Illustrations created by Senior Airmen Jacqueline Pender

### By Colonel Steven Rosenmeier 440 AW Mission Support Group Commander

How many of you have deployed before? How many of you are on your first deployment? These are the first two questions I asked audiences across the AOR during my deployment last year to Southwest Asia. As the Air Force's forward senior Air Reserve component liaison, I had the pleasure of visiting every base with at least 100 Reserve and Guard Airmen. At each base I briefed as many people as possible on benefits, entitlements and basic policy regarding travel and tour lengths. I want to share what I heard and learned, in hopes of easing any anxiety or frustration you might feel if you are deploying in the near future. I also want to thank Master Sgt. Barry Blevins, 53rd Aerial Port Squadron, first sergeant, for helping me recall some of these hot-button items.

**Realization #1 – Expectation Management.** It's best to know what you are getting into. If you've never been to the location, look it up on the AF Portal web site; make an appointment with Intelligence Office staff, and talk with others who have been there. Expect long hours, a fast pace and a sense of urgency. One deployed wing commander described it as, "...a marathon at a sprinter's pace." Expect to gain a few war stories related to travel to, or travel from, the deployed location. The transportation system has to balance passenger and cargo movement and so it is complex. (Have I told you my story of spending the night sleeping on a table in the Bagram Customs holding area?) Patience, a smile and a great attitude will only help your situation.

Remember your tour starts on your required in-place date. If you show up early, realize your tour hasn't started. If you show up late, your clock is already ticking. Seldom, if ever, does a 120 day tour equal 120 days. The actual tour length may be 122 or 123 days, and when travel days are included the number of days away from home could be 127. Try to avoid planning major events close to your tour end date, because too many "things" can happen that might delay your travel. One Airman I met had planned his



Col. Steven Rosenmeier MSG Commander

wedding for what would have been day 122. While I never heard if he made it to the altar, I know he was very stressed on day 120!

Another way you can better prepare is by completing your training here, instead of in the AOR. Ensuring you're up to speed in your specialty, ancillary training, and professional military education will help you adapt to situations requiring you to be creative while adhering to policy and instructions. You'll also be better prepared to improve the base or shop for the next Airman. Be flexible.

**Realization #2 – Family Care Plans are Critical.** If you require a family care plan, make sure it is current and effective. In more than one instance, the primary caregiver relinquished responsibilities to a temporary caregiver. Unfortunately, in more than one instance, that temporary caregiver was not prepared or for some other reason could not care for the dependents. In cases like these, the Airman and dependents are likely to experience significant stress.

**Realization #3 – Use Your Pre-Deployment TRICARE Entitlement.** Did you know if you are going on active duty (mobilization or volunteer) to serve contingency orders you are entitled to TRICARE up to 90 days prior to the start date of your order? Work with your unit and the MPF to ensure your DEERS data is correctly updated.

*Continued on Page 3*

### By 2nd Lt. Joe Simms 22nd Air Force Public Affairs

4/6/2009 - ATLANTA -- Twenty-Second Air Force welcomed a new commander during a change-of-command ceremony April 3 at the 22nd Air Force Senior Leaders Conference at the Renaissance Waverly Hotel.

Maj. Gen. James T. Rubeor, former deputy to the chief of Air Force Reserve in the Pentagon, succeeded Maj. Gen. Martin M. Mazick as commander of 22nd Air Force. Lt. Gen. Charles E. Stenner Jr., commander of Air Force Reserve Command, presided over the ceremony.

"Thank you (General Mazick) for handing me over such a fabulous command," said General Rubeor.

More than 450 people gathered at the ceremony. The spouses of Generals Rubeor and Mazick, along with other family members and friends, attended the ceremony.

"I appreciate the sacrifices that you and your families make in the service to your country," said General Rubeor to the men and women of 22nd Air Force.

He told them he is grateful for their hospitality and excited about being their commander.

"I am very happy with the direction of the 22nd Air Force and I have been nothing but impressed with the leadership here at the 22nd," the general said. "Our job here is to make sure you have the assets to do your job and get the mission done and that's what we're going to do."

As commander, General Rubeor will oversee 13 wings and one flight test group. Some of the units also perform specialized missions, such as the Modular Airborne Fire Fighting System and the Hurricane Hunters.

General Rubeor is a command pilot with more than 7,500 flying hours. Previous assignments include command of the 452nd Air Mobility Wing, at March Air Reserve Base, Calif., and the 349th AMW at Travis Air Force Base, Calif.

During the ceremony, General Mazick praised the men and women of 22nd Air Force.

"(General Rubeor), I congratulate you on taking over 22nd Air Force," said General Mazick. "You are truly going to



Maj. Gen. James T. Rubeor, 22nd Air Force Commander

enjoy this. These are great people, and they know how to accomplish the mission." (Air Force Reserve Command News Service)



*Continued from Page 2,*

I met several AFRC Airmen that didn't know the MPF has guidance on how to update TRICARE eligibility without a hardcopy of the MPA order. Others didn't know of the benefit, and, in a couple of instances, cost the member hundreds of dollars in medical expenses.

**Realization #4 – Be Flexible.** I mentioned this earlier, however, it warrants repeating. You'll likely take on roles that don't fit perfectly with your Air Force Specialty Code. You'll likely experience changes in day-to-day operations if your tour overlaps another AEF rotation or as the situation changes. Embrace the change! Embrace the opportunity to broaden your experience!

**Realization #5 – Return Travel.** This was by far the hottest topic of my tour. Here are a couple of pointers. Your transportation manager at the deployed location will schedule your travel from the deployed location to either Baltimore or Norfolk to Pope to home. Often you will not know exact flights and times more than 10 days before traveling. Don't sweat it until you are within three days of your tour end date. (See Realization #4.) Also, be aware the AFCENT (U.S. Air Force Central Command) redeployment policy for Re-

serve members on a volunteer tour is to begin redeployment travel within 24 to 48 hours, but no later than 10 days in extreme circumstances, after the tour end date. Everyone in the transportation process works hard to redeploy everyone on time; however, weather, maintenance and other priorities could cause travel delays. If your travel is delayed, we will request additional MPA days so you have enough days on your orders to complete leave and down-time. All you have to do is notify the MPF upon return.

**Realization #6 – It's Critical to In-Process upon Return to Pope.** When you step off the last airplane, you will want to spend time with family and friends. Surely in-processing can wait, right? Simply put...no. The MPF, Clinic and Finance need to see you and brief you on a myriad of issues. If you skip this step, I can almost guarantee you will have a pay, order or medical issue. Your pay and orders may be stopped early, you may incur a debt, or your TRICARE benefits may end prematurely. Avoid these, and similar issues, by in-processing as soon as you return.

If you have deployed in the past, I hope these "realizations" have you nodding your head. If you've never deployed, I hope these simple observations help you in the future.

# Large Aircraft Infrared Countermeasures - LAIRCM



Photos by U.S. Air Force Senior Airmen Jacqueline Pender

## The next missile defense system designed to safeguard U.S. Air Force aircraft.

By Captain Lauri Turpin  
440th Public Affairs

If a heat-seeking infrared missile is headed for the tail of the plane you are on, you want that plane to be equipped with large aircraft infrared countermeasures (LAIRCM) – the latest thing in Air Force missile defense technology.

Ninety percent of all U.S. air combat losses for the last 25 years can be attributed to infrared missiles. An infrared missile (IR) uses infrared technology – or heat signatures - to seek its target. These missiles are shoulder-fired, or surface-to-air (SAMS), and are widely available on the world market. The missiles are also known as MANPADs – man-portable air-defense systems. About 80 percent of U.S. fixed-wing aircraft losses in Desert Storm were from ground based Iraqi defensive systems using IR SAMS, and MANPADS.

“The intermediate range missile uses a seeker head that’s looking for a white-hot source,” said Capt. Jeffrey Bryant, 95<sup>th</sup> Airlift Squadron’s standardization and evaluation navigator. “We have definitely seen a lot of these used in Iraq, targeting our planes.” To counter these attacks, the Air Force developed LAIRCM.

“This system protects us from incoming infrared missiles,” Captain Bryant said, who is serving as project manager for the LAIRCM installation. “Basically it’s a stand-alone system

that is constantly on watch for us.”

The LAIRCM system has two small laser transmitter assemblies, which are mounted on the rear of the plane, as well as five missile warning transmitters at various points on the aircraft. The two most prominent



Captain Jeff Bryant with the 95 Airlift Squadron describes the features of LAIRCM

warning transmitters are in two projections on top of the aircraft just back of the cockpit that resemble “horns.” Processors in the cockpit and rear of the plane collect the data and transmit information to the aircrew.

“The laser transmitters are the heart of the system,” Bryant said. “They basically work to interrupt the infrared signal, or heat. The two rear lasers “blind” the missile’s eyeball, so it disables the missile’s ability to follow the

heat source from the plane.”

The system is designed as a modification, so they can be installed fairly easily.

“In my experience, new systems always require a degree of breaking in,” said Col. Willie Cooper, 440<sup>th</sup> Maintenance Group commander. “Lasers as you can imagine are sensitive and fragile and need to be maintained carefully. But our guys have done a great job getting this new technology installed on the planes.”

“We received our first one a few months ago, and we’ve got two planes done now,” Cooper said.

“This system is up and running in the desert. MANPADs are everywhere over there,” Bryant said. “Our pilots over there have definitely used the system. It’s pretty cool – it’s the definition of smoke and mirrors.”

The LAIRCM offers pilots not only the ability to defeat heat-seeking missiles, but also provides upgraded missile warning systems. The 440<sup>th</sup> Airlift Wing pilots completed training on the system here at Pope, but more training will begin once the modifications are complete said Captain Bryant.

“This is a great example of how the Air Force is using assets throughout the active duty and Reserves,” Bryant said. “This is head and shoulders above what we’ve had. It allows us to see and defeat the missile. It’s keeping us safe as we do our job.”

# The 36<sup>th</sup> Aeromedical Evacuation Squadron’s First Mission

By Tech. Sgt. Steve Staedler  
440th AW Public Affairs

Although an eight-hour flight home can seem like an eternity to wounded soldiers coming off the battlefield, flight nurses and medical technicians do their best to make them as comfortable as possible.

Sometimes it’s the little extra personal attention that can make the difficult path to recovery a bit more bearable. Seeing one of her patients lying in a litter with both hands bandaged, Master Sgt. Tracy Kyle-Treece an aeromedical evacuation technician in the 36<sup>th</sup> Aeromedical Evacuation Squadron, took out the day’s edition of Stars & Stripes and asked the soldier if he would like to read it as a way to help pass the time. He agreed and she held the paper for him, flipping the pages when he was ready to move on. As the soldier began to read page seven she noticed a strange look on his face. She asked him if he was OK. He told her the headline on top of the page was a story about him. She looked at it, and it read: Eight U.S. soldiers killed in Afghanistan.

“He told me that two of the guys killed were his best friends growing up, and wondered why was he the one who survived,” Sergeant Kyle-Treece said. “As aeromedical evacuation crewmembers we help them struggle through some of those issues. Later on in the flight she wrote a note on the Stars & Stripes and tucked it under his pillow, and he took the paper with him at the end of the flight.

Sergeant Kyle-Treece was one of six crew members from the 36<sup>th</sup> AES caring for patients on this January flight from Ramstein Air Base, Germany, to Andrews Air Force Base, Md. Joining Sergeant Kyle-Treece from the 36<sup>th</sup> AES on the mission were Lt. Col. Pat Rautiola, Capt. Anne Stacey, Master Sgt. Angie Poole, Tech. Sgt. Stephanie Wegehof and Senior Airman Brandon Morgan. What made this flight special for the crew of six was that it marked the first time the 36<sup>th</sup> AES flew as a squadron to support Operations Iraqi

Freedom and Enduring Freedom since the unit was officially formed and activated in April 2008.

“This was our very first mission as the 36<sup>th</sup> AES,” said Lt. Col. Pat Rautiola, a flight nurse with the squadron. “Most of us have flown before with other aeromedical evacuation squadrons, but being able to do our job correctly and keep our patients safe is very rewarding. We came together and gelled as a team.”

The squadron, which was stood up at Pope AFB, N.C., in April 2008, has “gelled” and matured quickly in little more than a year. At the June 2008 UTA, only seven people signed in. Since that time the squadron has grown to 53 people, with room to expand as it has authorizations



36th AES personnel attend to wounded soldiers on a return trip from Ramstein Air Base, Germany on their way to Andrews Air Force Base, Md.

for 124 total airmen. In addition to flight nurses and medical technicians, the 36<sup>th</sup> AES includes medical service corps officers, communications and enlisted medical administrators, medical logistics, aviation resource managers, aerospace ground equipment operators, ground communications, a first sergeant and a unit training manager.

The aeromedical evacuation mission uses fixed wing aircraft such as the C-130, C-17 and KC-135 to move patients in need of life-saving care. Its primary mission is to move battle casualties from war zones, but AES Airmen don’t need a war to use their skills. In the days following Hurricanes Katrina and Rita in the fall of 2005, AES Airmen transported thousands of patients to hospitals throughout the Southeast United States. An aeromedical evacuation mission generally consists of two flight nurses and three aeromedical

evacuation technicians. The payload may be one or as many as 50 patients.

“I tell people who interview for this squadron that it takes a lot of work,” said Lt. Col. Anthony Trezza, 36<sup>th</sup> AES commander. “Our crews, nurses and medical technicians have to stay clinically competent, but also have to maintain their operational competence in multiple airframes. Our aeromedical evacuation folks know the back of the aircraft almost as good as the loadmasters and flight engineers.”

“It’s incredibly demanding of their time to become proficient and maintain those standards. We do that so if they’re up at 35,000 feet and have a patient go bad, they instinctively know what to do and where everything is to care for that patient.” said Trezza.

The Air Force Reserve and National Guard support OIF/OEF missions every week. Missions typically last about seven days, which includes time to travel to the departure base and prep the in-flight medical equipment, fly to Europe (typically Germany), pick up patients and fly them back to the United States for care. Some patients will stay at military hospitals on the east coast, while others will be flown to hospitals and rehabilitation centers closer to their homes.

“It was really moving and neat to be part of such a wonderful mission to help wounded troops come home,” said Tech. Sgt. Stephanie Wegehof, a medical technician with the 36<sup>th</sup> AES.

Lt. Col. Trezza couldn’t agree more that the mission of flying wounded Marines, Soldiers, Airmen and Sailors home is a very rewarding experience.

“This is one of the most incredible missions the Air Force does,” he said. “During war there is no more important time to be in an aeromedical squadron and to take care of our nation’s heroes who are in harm’s way every day. There’s nothing more rewarding than to be part of that mission day in, day out.”

Editor’s Note: (For more information on the 36<sup>th</sup> AES and open positions, contact Lt. Col. Trezza at (910) 394-4006 or anthony.trezza@pope.af.mil)

# 440th MNG

**ONE TEAM ♦ ONE STEP BEYOND**

**By Gerry Green  
440 Public Affairs**

Anybody in business knows keeping a 30 million dollar asset in good working order can be a real chore. Here at the 440<sup>th</sup> Airlift Wing the 16 C-130 assigned aircraft need to be properly maintained to keep flying. The 440<sup>th</sup> Maintenance Group and its subordinate units are responsible for maintaining

these 30 million dollar assets. After the 440<sup>th</sup> moved to Pope the Total Force policy forces put the active duty and reserve members together to provide seamless interaction and quality maintenance.

The C-130s on Pope's airfield come from three Reserve units, Pittsburgh's 911<sup>th</sup>, Chicago O'Hare's 928<sup>th</sup> and Milwaukee's 440<sup>th</sup> Airlift Wing. These aircraft manufactured from 1986 to 1988 were built at Lockheed's Marietta, Ga. plant. It may have been 22 years ago, but the wing's C-130s continue to fly missions that require quality maintenance provided by the maintenance specialists in the 440<sup>th</sup> Group. The flying schedule for the 440<sup>th</sup> AW on any given day might include the launch of six to eight missions. Each mission scheduled is three to five hours long, so between normal repairs, flight line checks, and Isochronical (ISO) inspections there are only so many airframes available for daily flights.

The Maintenance group has three squadrons providing trained specialists in diversified roles.

The Aircraft Maintenance Squadron specialists working with supervision from the roving Pro-Super, start their workday on a flight line where the day-to-day operations begin well before the aircrew show for their missions. Daily duties for maintenance start with aircraft inspections, refueling, systems checks, and aircraft configurations to meet mission requirements. The flight line routinely is a busy place as mechanics prepare the aircraft for flight up to the time the aircrew arrive; ready to make last minute repairs as needed.

Sometimes the components are so complex that repair specialists are needed. Fondly called the "back shops" these are members of the Maintenance Squadron who are experts select aircraft components and they are called when special repairs are needed.

The back shops provide specialists for engines, propellers, avionics (aviation electronics), fuel systems, fabrication and structural repair. Other support comes from the aerospace ground equipment shop (AGE) which provides the equipment to support repair specialists.

A major component of the Maintenance squadron is the ISO docks where aircraft are thoroughly inspected to ensure they are structurally operational using visual inspections, eddy-current

checks, and non-destructive inspections (NDI). These inspections are conducted annually or whenever the aircraft reaches a set number of flying hours.

The third squadron under the 440<sup>th</sup> Maintenance Group is the Operations Squadron and one of that unit's functions is the Maintenance Operations Center (MOC) which coordinates maintenance work throughout the group. This is the administrative part of maintenance. It is the duty of this unit to track aircraft for upcoming repairs and periodic preventive maintenance requirements on scheduled timelines. The Program and Deployment section ensures members are qualified and deployable, and monitors the training of newly assigned maintenance members. Other sections of the squadron generate aircraft reports so the wing commander stays informed of the wing's mission capabilities.

Today, two years after the 440<sup>th</sup> arrived at Pope there are more than 265 440<sup>th</sup> AW members working alongside 210 wing members from the 2AS.

Flying wings like the 440<sup>th</sup> rely on quality support to perform the mission. The wing could never get off the ground without equal support from all units in the wing structure, and quality support from members of maintenance is no exception. The unofficial motto of the 440<sup>th</sup> at Pope is "still putting the Air in Airborne", and with support from the men and women of the 2nd and 440<sup>th</sup> MXS squadrons that motto will continue to be true.



Illustration by Senior Airmen Jacqueline Pender

# Do you need a bailout?

By Captain David Fink (Chaplain)  
440th Airlift Wing

Wall Street firms are getting a bailout. Detroit carmakers are getting several bailouts. Even many state and local governments are getting a handout from the federal government these days. Where is my bailout?

No, I'm not behind on my mortgage. My credit cards aren't the problem. I'm not out of a job. I'm talking about a different kind of bailout.

In 2008 more than one million people filed for bankruptcy protection—a 3 percent increase over 2007. The numbers are likely to be worse in 2009. For many people who find themselves in financial difficulty, bankruptcy can almost come as a relief, however. The courts step in and take charge with a firm hand liquidating assets and garnishing wages—but also stopping the creditors' phone calls, giving relief from predatory lenders, and providing something like a new start.

Despite the alarming numbers, however, only a small percentage of Americans are in immediate danger of bankruptcy, and I suspect these numbers are even lower among Air Force personnel. Here the problem is usually not an acute financial crisis, but a nagging sense that our money owns us, rather than the other way around.

Money is a consistent source of stress in most of our lives, and this is true whether we make \$30,000 a year or \$300,000. This suggests that the problem may not actually be money itself, but the way we view money.

As a chaplain, I have frequent contact with Reservists for whom money is a grinding challenge on a daily basis. Sometimes these

challenges arise from an unexpected disaster—the loss of a job or the dissolution of a marriage. But challenges more often arise from a set of unrealistic expectations or a warped view of what money and material possessions are for. Money, in other words, is not simply a material problem. In a much more real sense, it's a spiritual problem.

The chapel will be offering a crash course on personal financial management from a Christian perspective during the June and July UTAs (Saturdays, 3-6p.m.). We'll be looking at some practical questions, like how to plan a budget and stick to it; how to set up a savings plan; how to prepare for your kids' education or your own retirement. But more importantly, we'll be looking at some of the deeper questions concerning money that are often overlooked when people find themselves in trouble, questions dealing with issues like contentment, giving, and the relationship between our finances and our spiritual life.

If you've found yourself wondering where your bailout is this spring, this could be it. We're not going to write you a check, but we can help you develop the perspective and the practices necessary to take control of your money and put it to work for you in a positive way. This course will not recession-proof your job, or even your retirement account. But it can help you protect your most important relationships—your relationships with God and with your family—and that's better than a government handout. E-mail to enroll, or ask for more information: david.fink-02@pope.af.mil.



Captain David Fink 440th Chaplain

## Yellow Ribbon program comes to the 440th Airlift Wing

*"Tie a Yellow Ribbon  
Around Families"*

Starting April, 2009 the 440<sup>th</sup> Airlift Wing stood up the Yellow Ribbon Reintegration Program designed to facilitate family services throughout a Reservist's deployment cycle.

The program is supported by the Air Force Reserve Command and is tailored to serve the member and their families while deployed.

The Yellow Ribbon program brings our unit members and their families together for conferences sharing information and providing time together before and after a deployment.

A Yellow Ribbon event will be held prior to, and following, all major deployment cycles. Some of the information that will be passed along are health information, education benefits, youth programs, child care, civilian employment legal rights, pay, and other relative information specific to Reserve units.

Programs will include a catered lunch, lodging, transporta-

tion, and activities throughout the event.

Captain Joshua Parsons, the 440<sup>th</sup> Air Wing's Yellow Ribbon program coordinator said, "We want to make sure our families are well taken care of. . . This program is geared towards family members and spouses to provide them contacts and support services while their loved one is deployed."

The 440th will host its first event May 29 at Pope AFB. The program is for wing members deploying more than 90 days.

For more information on the Yellow Ribbon program contact your unit's first sergeant and visit the 440th homepage at <http://www.440aw.afrc.af.mil>.



# POPE COMMAND POST TAKES 22D AIR FORCE TOP HONORS



Front to back: Army Staff Sgt. Anthony Sadowski, Airlift Coordinating Element discusses the daily airlift schedule with Maj. Glenn Rineheart, Command Post chief and Air Force Reserve Center Superintendent Master Sgt. Jeffrey Bello. (Photos by U.S. Air Force Senior Airmen Jacqueline Pender).



Tech. Sgt. Angela Harris, Air Reserve Technician with the 440th AW, wears many hats at the Pope command post. She is responsible for the Status of Resources and Training System (SORTS), Communications Security (COMSEC) and runs the training records program.

By Capt. Lauri Turpin  
440th Public Affairs

The Pope Air Force Base Command Post is streamlined and ready for action. In fact, 22nd Air Force just named them Large Command Post of the Year.

"We are what is known as a combined command post - two or more major commands (MAJCOM) command posts working as one - and we are one of the leading command posts in the Air Force Reserve Command (AFRC) and the Air Mobility Command (AMC) for this reason," said Master Sgt. Jeffrey Bello, Pope command post superintendent. "Combining is a new concept in the command and control world and we have worked extremely hard to make this work and to be a leader in this new way of doing business."

At Pope, the AFRC and AMC have worked side-by-side to navigate the benefits, and challenges, of a combined command post. It has taken a committed and competent team to implement the changes.

"Technical Sgt. Angela Harris has been instrumental in getting our Status of Reports and Training System (SORTS) program up and running as well as working with the command post's Communications Security (COMSEC) program, and many other programs," said Bello. "Major Dan George is a traditional reservist who was new to the career field and has dedicated a lot of time - quite often seven days a month - to learning the job, and taking over major programs."

Major George added praise for Master Sgt. Bello: "He received the 440th Airlift Wing Senior Non-commissioned Officer of the Year award and is the focal point for both commands as dual AFRC/AMC superintendent."

Active duty command post chiefs Maj. Derck Mullin and Maj. Glenn Rineheart welcomed the Reservists as a part of the team. Recognizing the challenges and changes that were inherent in the process, the team instituted weekly meetings where current issues and responsibilities are discussed.

"Once we knew we were going to combine our operations, everyone put in their best ideas and suggestions and we came up with a plan to meet our goal," Bello said.

The team uses their combined knowledge to tackle problems. "Mr. Ray Russ (operations manager) and Ms. Crystal Moore (training manager) have been in the Command Post for quite a while and bring so much knowledge to the table," said Bello. "We look at the mission here and work out the best solution while serving all commands. While we have some MAJCOM differences, we look for the best solution and implement it."

Looking forward, the team expects even more challenges. "Manning is going to be critical in the coming months," Maj. George said. "Our people are truly our biggest asset and we are asking a tremendous amount from them right now."

As winners of the 22nd AF award, the Pope Command Post will now go up against the winners from 10<sup>th</sup> AF and 4th AF for Large Command Post of the year for AFRC. Similarly, they will compete on the active duty side. If the team wins at the AFRC level and the AMC level, they could theoretically compete against themselves for the Air Force level award - an ironic illustration of the groundbreaking nature of combined command post operations.

"When we started this back in 2007, I told everyone here that my goal was to ask anyone who walked in here to try and guess who was active duty and who was Reserve," Bello said. "I guess on that front its mission accomplished."

# Employer Day with the 440th Airlift Wing

By Dennis J. Mehring  
440th Public Affairs Office

The 440th Airlift Wing held its first Employer Appreciation Day on March 7 since moving to Pope Air Force Base. The employers were picked up at an off-base location and bused to the 440th's headquarters building where they began a full-day program.

The first item on the day's agenda was meeting the commander of the 440th, Col. Merle D. Hart, and members of his staff. Colonel Hart spoke with each employer and gave them a wing mission briefing before asking them if they knew where the Reservists they employ work. Kim Linville, a supervisor at an IBM plant in Durham provided the most detail. She knew that her employee, Master Sgt. Michael Orlando, worked on C-130 engines in aircraft maintenance. Tim Richardson, a First Citizens Bank officer in Fayetteville, and Amy Natt, a supervisor for Aging Outreach Services in Southern Pines, knew that their employees (Maj. Shannon Madrid and SrA Leah Hastings) were in the Medical Squadron.

Maj. Gen. Mark W. Anderson, the mobilization assistant to the chief of the Air Force Reserve, who was visiting the 440th on March 7 made a surprise visit to the employers and added his welcome and thanks to Colonel Hart.

When the official welcomes were done the employers heard a detailed explanation of employer and employee rights as laid out in the Uniformed Services Employment and Re-employment Rights Act, presented by Erwin Gutzwiller from the North Carolina Committee for Employer Support of the Guard and Reserve. It sounds like dry material, but two of the employers who filled out a critique form on Employer Day said it was the part of the day that they liked best.

A C-130 orientation flight is always part of an employer appreciation day. Employers were treated to a flight over Fayetteville, Fort Bragg and parts of the Outer Banks. The end of the flight provided employers with a bonus. The orientation flight was the "fini," or final flight for Senior Master Sgt. Andrea McClam, the loadmaster, and two flight engineers. McClam was greeted by many family members, friends and squadron members who enthusiastically took part in hosing her down with a fire hose, including her two sons who helped wield the fire hose that was used to douse her. McClam was well prepared. She had a swim cap stashed in one of her flight suit pockets and she was not afraid to use it.



Left: MSgt. Richard Davilla, flight engineer, SMSgt. Andrea McClam, Load Master and MSgt. Rhett Bartz, flight engineer pose after completing their final flight as they transition into retirement.

the Uniformed Services Employment and Re-employment Rights Act, presented by Erwin Gutzwiller from the North Carolina Committee for Employer Support of the Guard and Reserve. It sounds like dry material, but two of the employers who filled out a critique form on Employer Day said it was the part of the day that they liked best.

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The employer day ended with a windshield tour of Pope Air Force base facilities and a return to the 440th wing headquarters where they met their individual Reservists to get a closer look at their individual work sites.

Did the appreciation day meet its goal? If this comment from an employer critique can be considered representative, "Yes." "Overall, I gained a much better understanding of how the Reserve works. I will have more appreciation for my employee and her efforts to balance work and service."

# 440th Airmen complete final pre-deployment hurdle

By Senior Airman Peter R. Miller  
440th Public Affairs

The 440th Airlift Wing successfully accomplished Personnel Deployment Function Joint Forge Sunday of the March UTA — the final pre-deployment hurdle for 72 Airmen before heading to Ramstein Air Base, Germany, later this month in support of Operation Iraqi



Tech. Sgt. Milisa L. Peachey checks the identification of airmen as they enter the deployment processing line.

Freedom.

"The personnel deployment function takes a team of people from a variety of offices who serve as a set of checks and balances to ensure personnel are authorized and eligible for deployment," said Air Force Master Sgt. Dennis J. Godsey, the 440th Airlift Wing chief of Personnel Systems Management and Readiness,

and supervisor of the event. "Before we send anyone into the war, we verify their eligibility." The function included briefings about human slave trading, public health and family readiness. Next, deploying Airmen navigated through an obstacle course of checkpoints with visits to medical readiness, financial and family readiness, education and training, and the chaplain.



Deploying Airmen of the 440th Airlift Wing navigate through checkpoints in the Personnel Deployment line in preparation for their upcoming deployment

"I thought it went really well," said Senior Airman Theresa C. Jackson, a personnel employment specialist with the 440th Military Personnel Flight and master of ceremonies of the function. "I'm glad we were able to convey the necessity of source documents like accurate ID cards and dog tags to the new Airmen, which

are a prerequisite to deployment."

New Airmen on the processing side of the function also benefited from the exercise, said Tech. Sgt. Milisa L. Peachey, NCOIC of the 440th AW Military Personnel Flight Customer Service Section. "It was well planned, and it's good for new troops to see their training finally pay off during a real-world application.

The operation not only paid big training



Senior Airman Tara C. Jackson verifies information on dog tags, line badges and ID cards as part of the deployment processing line.

dividends for the unit's administrative staff, deploying Airmen like Tech. Sgt. John M. Battaglia will benefit as well.

"I'm looking forward to seeing Germany," said Sergeant Battaglia, an aerospace maintenance technician with the 440th Airlift Wing Maintenance Squadron. "I love traveling."

## News and Notes

### Three \$1,000 college scholarships for military dependents

The Pope Chapter of the Air Force Association and EMBARQ Corporation will award three \$1,000 scholarships to dependents of military members stationed at Pope AFB. Applications are available at the Pope AFB Education Center or by calling Robert Grover at the EMBARQ Corp., 323-5281.

For more information call Scholarship Chairman Robert Grover at 323-5281. The wing point of contact is Technical Sgt. Nisha White, 394-4027.

### The IG Says...

Members should attempt to resolve Fraud, Waste and Abuse (FWA) issues and personal complaints at the lowest possible level using command channels before addressing them to a higher level or the Investigator General (IG).

The immediate supervisory command chain can often resolve complaints more quickly and effectively than a higher level not familiar with the situation. The IG system should be used when referral to the command chain would be futile or there is fear of reprisal.

440th Airlift Wing/Inspector General: DSN: 424-2303/1798, Commercial: 910-394-2303/1798, FAX: 910-394-2308

### Command changes in Air Force Reserve taking effect in early 2009 include the following:

- Maj. Gen. Robert E. Duignan from commander of 4th Air Force, March Air Reserve Base, Calif., to retirement.
- Brig. Gen. Eric Crabtree from commander of the Air Reserve Personnel Center in Denver to commander of 4th Air Force, March AFB.
- Col. Kevin E. Pottinger from commander of the 301st Fighter Wing, Naval Air Station Joint Reserve Base Forth Worth, Texas, to commander of ARPC.
- Col. Steve Chapman from commander of the 919th Special Operations Wing, Duke Field, Fla., to commander of the 315th Airlift Wing, Charleston AFB, S.C.
- Col. Timothy J. Wrighton from commander of the 315th AW, Charleston AFB to retirement.
- Col. Reinhard L. Schmidt from commander of the 914th AW, Niagara Falls International Airport Air Reserve Station, N.Y., to deputy director of manpower, personnel and services at Headquarters AFRC, Robins AFB, Ga..
- Col. Allan L. Swartzmiller from commander of the 934th Operations Group, Minneapolis-St. Paul IAP ARS, Minn., to commander of the 914th AW, Niagara Falls IAP ARS.

## News and Notes

### Physicals

Physicals are a big part of core readiness. Physicals are scheduled from 8:30 a.m. to 3:30 p.m. every Saturday of all UTAs. The medical squadron will be conducting core readiness training for unit members on Sundays of each UTA. The medical squadron is closed from 7 a.m. to noon on Sundays

### ARPC releases 2009 Guard, Reserve Personnel Fact Sheets

This publication offers valuable information on a variety of subjects including pay charts, promotion and retirement information, entitlement benefits and assignment information. The publication is available online at <http://www.arpc.afrc.af.mil/shared/media/document/AFD-090128-038.pdf>.

ARPC Contact Center counselors are available, 6 a.m. to 6 p.m. MT, Monday - Friday and 8 a.m. to 4 p.m. MT the first three Saturdays of each month. Call 800-525-0102, or e-mail [arpc.contactcenter@arpc.denver.af.mil](mailto:arpc.contactcenter@arpc.denver.af.mil). Find this and other ARPC stories online at <http://www.arpc.afrc.af.mil/>

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### Custody and control of outpatient medical records

The name on the folder full of medical and dental records may be yours, but all of that information is still the property of the U.S. government.

Col. Richard B. Fischer, commander of the 440th Medical Squadron (MDS), is the overall custodian of health records. It is the responsibility of the 440th MDS to safeguard and manage the data within these records. When Reservists check out their medical records, it is the responsibility of the individual to ensure the medical record is returned to the MDS in a timely manner. Missing records can cause delays in deployments that affect our overall readiness capability.

A complete copy of a person's medical records can be obtained by filling out a request form at the 440th MDS medical records section in building 399. Allow several weeks processing time.

For more information concerning custody and control of outpatient medical records call the 440th Medical Squadron at (910) 394-1682.



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