

COMBAT AIRLIFTER

440th Airlift Wing

"Vincit qui primum gerit"

November 2010 Vol. 4, No. 6



- A MESSAGE FROM THE HEAD MECHANIC PAGES 4-5

- 10 WAYS TO DAZZLE THE IG PAGE 6

- ORE DIARY PAGES 8-9

- E-FINANCE UPDATE PAGE 12



ONE TEAM



**102nd Air
Expeditionary Wing**

Table of Contents

Volume 4, No.6

November 2010

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Pages 4-5

A MESSAGE FROM THE HEAD MECHANIC



Page 6

10 WAYS TO DAZZLE THE IG



Page 7

ORE SAFETY LESSONS LEARNED



Pages 8-9

ORE DIARY



Page 10

NEW FTU TRAINING FACILITY



Page 12

E-FINANCE UPDATE



Pages 14 - 15

News, Notes & Promotions

COMMANDER'S COMMENTS

Pope Field: Behind the Scenes of BRAC

The Base Realignment and Closure Commission recommendations for Pope Air Force Base, N.C., are progressing on schedule. I'd like to thank all of you who've done so much work to prepare facilities, hire personnel and assume new functions in order to prepare our wing for success.

Many changes will take place between October 1, 2010, and March 1, 2011, and all BRAC actions will be complete by September 15, 2011. This month the 43d Airlift Wing transferred multiple responsibilities to Fort Bragg. The transition is going smoothly, and in most instances Airmen will only notice a difference in uniforms. The transfers include:

- Lodging (Carolina Inn)
- Fitness Center
- Bowling Center
- Dining Facility
- Chapel
- Habaneros Café

Air Mobility Command and Air Force Reserve Command have agreed upon a bridging period to minimize the impact to a dozen or so active duty Airmen. During this time, AMC will continue to provide pre-identified services and functions until AFRC is able to fully sustain them. AMC will officially pass the torch to AFRC in March when the 43rd Airlift Wing will become the 43rd Airlift Group.

The Air Force Reserve's 440th Airlift Wing will take responsibility for several functions, and when complete, will provide service in the following areas for all Air Force tenants on Fort Bragg:

- Host Aviation Resource Management (HARM)
- Aerospace Ground Equipment (AGE)
- Public Health (Bioenvironmental)



Col. John Stokes
Wing Vice Commander

- Sexual Assault Response Coordinator (SARC)
- Network Operations
- Base Records, Official Mail, COMSEC, and ADPE
- Senior Airfield Authority (Includes Air Traffic Control, Airfield Mgmt, ATCALS)
- Civilian Personnel Flight

Throughout all of these transitions, the 440th Airlift Wing will continue to provide total force mission-ready Combat Airlifters and equipment, anywhere and anytime. Our Pope Field vision, to obtain full operational capability in functions, facilities and personnel, and to set the DoD standard for joint and total-force partnerships, is on schedule. Keep up the good work!

440th Airlift Wing Priorities

1. Provide an operational combat ready force
2. Preserve the balance between Airmen, their family and their employers
3. Be a model for joint and Total Force Partnerships
4. Provide quality equipment and facilities while preserving an Airman culture

A MESSAGE FROM THE HEAD MECHANIC

**By Colonel Kathryn Johnson
Commander, 440th Maintenance Group**

As some of you may know, I am new to the 440th Airlift Wing, but I can already tell you this is a proud unit filled with professional Airmen who are dedicated to getting the job done *the right way every time*. We must understand what we do, and truly what everyone in this wing does, is the business of combat tactical airlift. The reality of the mission and what it takes to win the kind of fight we are in today is a sobering thing. This mission is what makes it so crucial that we all do our jobs flawlessly every day. There simply is no room for failure and we cannot finish in second place.

We have had some struggles in maintenance, but I am certain we are well on the road to recovery and are reclaiming the stellar reputation of this wing. We are doing it bit by bit each day through hard work, attention to detail and via the outstanding leaders we have from the youngest Airman on up. So what is it going to take to put us back on top? It all starts with YOU - THE MAIN-

TAINERS and a back to basics approach with a commitment to excellence encompassing safety, following technical orders, maintenance training and tool control.

SAFETY:

Every Airman and person on the flightline has both the right and the responsibility to call "knock-it-off" for safety. This means AT ANY TIME during operations and maintenance any member can stop the mission to re-address what we are doing and re-set so we can continue safe flightline operations. We do not need a fatality or a catastrophic injury to tell us we need to slow down. Trust your gut on this one. If you think something is not right, it probably isn't and we need to stop and check.

TECHNICAL ORDERS:

In the maintenance career fields we are bound not just by Air Force Instructions, but also by Technical Orders. They are specifically called a Technical Order because it is just that, a lawful order to comply. That means there is absolutely no room for not doing things "by the book." Additionally, our aircraft fly all over the world, are oper-

ated in different environments, and are some times maintained by crews who are not a part of the 440th Airlift Wing. These technical orders are what assure the pilot and the U.S. Air Force these aircraft have been maintained and repaired the same way, *the right way*, every time.

MAINTENANCE TRAINING:

Successful airlift capability requires qualified aircrews and trained proficient maintenance technicians. Without it we will never reach our maximum wartime capability. Never skimp on training, particularly training for our traditional Reservists and our young active-duty associate members. The traditional Reservist is the heart and soul of our program, and it is the primary job of our technicians to provide training for them. I have often said that I can knock out ancillary training for a unit member in a matter of days, but it is a long and arduous process to grow a maintainer from scratch.

TOOL CONTROL:

Providing the right type and amount of tools and equipment, plus controlling and accounting for those

tools and equipment is absolutely essential for safe and effective maintenance operations. We have to aggressively monitor our tool control processes and set the tone by following our lost tool procedures flawlessly.

To sum up, we in the Maintenance Group are getting back to basics. There simply must be a strong commitment to maintenance 101. With the underpinning of the Air Force Core Values: Integrity First, Service Before Self, and Excellence in All We Do, we are driving towards a fully documented and compliance driven organization. Time pressures, shrinking resources and ever-competing demands, can quickly cause us to lose sight of the basics that produce safe and effective sorties. Neglect the maintenance basics and it will lead the wing closer to the risk of catastrophic consequences to both people and our scarce resources. That said, I am personally proud to call myself a member of the 440th Maintenance Group, and I am happy to be part of the superior work that is going on here. I can not wait for the IG to come in January to see how we are doing things *the right way every time!*



"We in the Maintenance Group are getting back to basics. There simply must be a strong commitment to maintenance 101. With the underpinning of the Air Force Core Values: Integrity First, Service Before Self, and Excellence in All We Do, we are driving towards a fully documented and compliance driven organization."

10 Ways to dazzle the IG during an inspection

ORE Safety Lessons Learned

The IG wants you to succeed because it helps our Air Force sustain the highest readiness levels possible...that's the business we're all in! (Note: It also makes our job easier when units are on top of their game!)

By Brig. Gen. Mark R. Zamzow
Inspector General,
Air Mobility Command

Here's what I call The 10 Best Ways for Inspection Participants to Dazzle the IG:

1. Competence—Know your job inside and out, and perform those duties to the best of your ability despite the inspection scenario or the inspector's glare!
2. Responsiveness—Show that “sense of urgency” during every waking moment; lean forward in those starting blocks and then realistically propel yourself into every activity.
3. Attitude—Display a positive attitude, recognize that enthusiasm is contagious, and that problems always arise in the “fog of war” and can be overcome!
4. Readiness—Ensure your personal bags are packed, mobility requirements are current, the paperwork/processes in your work section are in perfect order, and you have trained effectively so you can infallibly perform your duties in peace and war!
5. Aggressiveness—React authoritatively with Ability to Survive and Operate (ATSO) skills in attack scenarios and with Self-Aid and Buddy Care (SABC) in medical emergencies. Effectively continue mission essential activities in all FPCON (Force Protection) levels, and treat inspections and exercises as the real thing.
6. Appearance—Look people in the eye, pop that sharp salute, and exceed those standards for uniform, boots and hair!

7. Safety—Approach duties with a safety-oriented mindset, know when not to press forward on actions because they're unsafe, and apply operational risk management (ORM) techniques to accomplish the mission!
8. Leadership—Lead by words and actions, formally and informally by motivating, communicating and setting a positive example!
9. Followership—Follow taskings and orders quickly and effectively, employ teambuilding skills, and always keep the “objective” in sight!
10. Pride—Visibly exude pride in yourself, your unit, your mission and your base: Looking good, feeling good, being a winner!

If you scan through those 10 items again, you'll notice those attributes should not only shine through for the IG's visit, but are integral to the fabric of our Air Force culture as well! Clearly, they apply far beyond inspections as the foundation of “normal ops” every day of the year! So, in the future, when your unit is under the IG's inspection microscope, channel that apprehension and fear toward productivity, positive thinking and action. And, when the inspection starts, grab that inspector by the collar and say, “Follow me—I want to show off exactly why my unit and our people are outstanding!”

Editor's note: excerpt was taken from a Sept-Oct 2004 TIG Brief

By Michael Baron
440th AW Ground Safety Manager

Whew! We got past the ORE and now we must prepare for the ORI. The great thing about an ORE is it's not too late to learn from our mistakes and make adjustments. As the safety office looks back, here are some of the lessons we learned at Savannah, Ga.

1. Be prepared for nighttime operations. The nights will be longer and much colder in January, and we now understand just how dark it is at the exercise location. Everyone should deploy with a flashlight and extra batteries. If you need to use both hands for carrying or working on something, bring a head band flashlight. When positioning lighttalls, raise the lights up well above eye level or offset them so they are not shining directly into people's eyes as they approach.
2. When you arrive at your new location, scout out the area for tripping hazards. Brief your people on the hazardous conditions and put up warnings. Report these conditions to the safety office so other sections can be warned. If a hazard needs the attention of the host base, submit a AF Form 457 Hazard Report.
3. Everyone worked long shifts (12 hours plus) during the exercise. On top of that, most people had to adjust to working nights and sleeping during the day. Being a good Wingman becomes more important as your coworkers become tired and fatigued. If you see a Wingman losing their concentration or focus, step in and provide assistance. Also, supervisors should have an idea of how long each of their people have been on duty.
4. Use spotters when backing vehicles. The next exercise area may be just as dark, and combined with fatigue, the potential for a mishap is much higher. If you see a driver who is alone and backing a vehicle, provide

assistance. When spotting a vehicle, never stand directly behind the vehicle. During the ORE, personnel were observed standing directly behind vehicles while spotting them. Stand to the side while maintaining constant visual contact. Also, talk to each other to make sure each person understands the signals given. At night use flashlights or other light devices. If a load is large, you may need extra personnel to safely back a vehicle. AFJMAN 24-306 page 8.3 gives guidance on backing vehicles.

5. If you're involved with an Engines Running On-load or Offload (ERO), make sure you have the proper hearing and eye protection. Inspectors will be watching every on-load and offload to see if our people follow the rules. If you're a passenger en-planing or de-planing, you need earplugs and gloves. If you're supporting the on or offload, you also need double hearing protection and eye protection.

By staying safe and watching out for your Wingman, you can avoid an ORI discrepancy, or more importantly, a tragic mishap. On to the ORI!



ORE - DIARY

You're doing what?

When co-workers at my job asked me what I was doing, I told them we have an ORE next week in preparation for our ORI. I got blank stares. Oh, that's right, they

don't speak in acronyms. I told them we have our Operational Readiness Exercise, which is our final practice for our Operational Readiness...more stares. So I told them I'm going to play war – now they get it.



Phase 1: Time to roll



Departure time of 2:30 a.m. means a show time of 9:30 p.m. Most of us have been through the routine before – roll call, mobility line, roll call, intelligence briefing, sitting around, roll call and off to the plane. Getting 375 Airmen off the ground is no easy challenge, but it goes off without a hitch. Wheels up is shortly before 3 a.m. and touchdown in Savannah, Ga., is about an hour later.



Phase 4: Game Time

Spooked cows:

Team Pope worked the night shift of this three-day exercise. About 8 p.m. Sunday our public affairs office received a call from a local resident complaining about a large- prop plane flying too low and scaring his cows. He's looking for some compensation. We get our next door neighbors in Building 207, the JAG office, involved to help investigate the claim. Turns out we couldn't prove the plane was ours, and his claim is denied. I'm pretty sure his cows recovered.



Phase 2: Where's my GPS?

This marks my third trip to the Combat Readiness Training Center in Savannah for these types of exercises, so I thought I knew the lay of the land. The previous trips, I was bunked in the open bay dorms on the south side of the base. This time I'm housed in the more modern dorms with four to a room. A nice upgrade! Even though my dorm was only minutes from lodging, I took a left instead of a right and added 15 minutes to my walk. Let me tell you, nothing beats walking aimlessly around a base carrying chemical gear, a suitcase, one backpack and two computers. Head hit the pillow shortly before 6 a.m.



Trouble downtown

The next day brings trouble for PA. My public affairs officer and I were attacked downtown. When I finally awoke from the hit on my head, I noticed my PAO was missing. That's never a good thing. During the next few hours several agencies work to find him while I recovered from my concussion in the medical triage near the flightline. Sadly, his body was found at the front gate about 10 p.m. Monday. The nice thing about these exercises is that he was miraculously revived and back in the office an hour later. Our medics are good!



Phase 3: Time to prep

One of the first tasks at hand is fortifying our work center. Outside our building we filled sandbags, built bunkers and secured the main entrance. Inside we set up our office and displayed our public affairs mission essential task listings that we'd be evaluated on so we could check them off one at a time. Several inspectors thought displaying the METLS was a good idea. Things were shaping up well - time for war.



Incoming

Our final day brought incoming missiles from the bad guys. Suddenly at 1 a.m. Wednesday our building was hit; Mission Oriented Protective Posture 4 gear went on, lights went out and we had to evacuate in a matter of seconds. After retreating to our bunker for a while, we made our way to our alternate location and started updating higher headquarters on the situation with press releases. The work never stops, even when you're diving for cover on the floor.

Final Phase: Heading home

With the war successfully over it's time to pack up... and those sand bags aren't going to move themselves. But it's amazing how fast they do move when Airmen, including our commander, Col. Merle Hart, line up and form a mobility line-of-sorts to pack them on a pallet.

After out-processing we boarded the C-130 and headed back to North Carolina about 10:30 a.m. Thursday. All-in-all it was a good final practice for the Operational Readiness Inspection in January. Barring any trouble, or abductions downtown, I think we'll do fine.

Editor's note: These are journal entries from the ORE compiled by Master Sgt. Steve Stadler, 440th Airlift Wing, Public Affairs. Photographs by Staff Sgt. Jacqueline Pender, Senior Airman Peter Miller and Jerry Green.

AE FTU

Aeromedical Evacuation Formal Training Unit

By Senior Airman Peter Miller

Twenty aeromedical evacuation crewmembers from around the globe are scheduled to begin Basic Aircrew Qualification training at Air Force Reserve Command's new Aeromedical Evacuation Formal Training Unit located at Pope Air Force Base, N.C. Formally established as Det 1, 440th Operations Group, the organization is scheduled to begin classes Oct. 25, and is expected to provide quality training in a formalized program for the Air Force's incoming AECMs.

"Full mission qualification cycle times vary among the 32 AE units, but it usually takes between 90 and 180 days for a new AECM to obtain BAQ and be ready to deploy," said Maj. Chad Corliss, author and conceptual visionary behind the FTU's execution. The FTU standardizes training across the Air Force, leverages and synchronizes scarce resources, and generates a broad range of cost efficiencies, said Major Corliss. The Air Force has enhanced comprehensive but fragmented operational training into 25 days by creating a smarter way to qualify crewmembers.

Once AECMs have completed prerequisite technical and clinical schools, they will travel to the FTU as a part of their pipeline education program to undergo operational aircrew training and learn everything about the C-130, C-17 and KC-135 aircraft to gain their Basic Aircrew Qualification, said Col. Martie Soper, the Aeromedical Evacuation FTU commander.

"We teach our aircrew everything about all three aircraft including the electrical systems, oxygen systems, configuration, emergency equipment and emergency egress procedures," said Maj. Corliss.

The course begins with six days of clinical skills assessment, academics and four days of aircraft configuration training, where students will learn how

to configure selected aircraft employed in performing the aeromedical evacuation mission. Students will also crew five sorties before graduation to apply these newly acquired operational and clinical skills in the operational environment before graduation.

The aircrew training simulators will be fabricated from the fuselages of decommissioned aircraft and will use the latest special effects technology to create realistic "in-flight" conditions, situations and emergencies, said Maj. Corliss.

Classes will also utilize the Qwizdom® Interactive Learning System during lectures and tests, said Maj. Corliss. Qwizdom® actively engages participants through wireless remotes and provides flight instructors and/or evaluators instant feedback on student learning trends, establishes training trends, and enables the instructors to establish baselines, increases and variances in training processes.

Immediately prior to graduation, the crewmembers complete required formal examinations in open and closed book format, emergency procedures and their initial checkride, resulting in the official publication of a certificate of aircrew qualification (AF Form-8).

Many future graduates of the Pope AE FTU can expect to be eligible for deployment within a month or two following graduation, said Maj. Corliss. He expects students to be well prepared for any AE mission contingency the day of graduation.

"I am very impressed with the efforts that have gone into the successful creation of this program," said Major General Buddy Reed, Director of Air, Space, and Information Operations, Air Force Reserve Command, Robins Air Force Base, Ga., during a recent visit to the FTU site. "It has taken a lot of people and a lot of work to bring this project to fruition, and it is very satisfying to see the results their efforts."

The formal ribbon cutting ceremony was held at Det 1, 440th Airlift Wing, on October 19, 2010.



JAG

Legal Issues that Could Arise in the ORI (and Real World Deployments)

There are certain legal concepts that cover our conduct during deployments, whether real world or exercises. Each of us should be familiar with these concepts and able to apply them to our actions. Please contact the Legal Office for additional information on any of these areas.

Status during deployment: Because our personnel are in Title 10 status, we are subject to the Uniform Code of Military Justice for any misconduct that occurs during that time frame (to include court-martial and Article 15s).

General Order 1: This applies to all U.S. personnel (military and civilians accompanying the armed force) and can vary depending on the AOR of the deployment. Most General Orders prohibit certain activities, including gambling, alcohol and pornography, as well as retention of enemy public property captured on the battlefield and the removal of antiquities. Violation of this order is subject to discipline under the UCMJ.

Status of Forces Agreements: The US has executed SOFAs with host nations in most countries where we deploy. These agreements cover a variety of legal scenarios that could involve military members. For example, the Japan SOFA states that Japan has jurisdiction of U.S. military members, civilians and their dependents for crimes committed within the territory of Japan and punishable by its laws; while the US has the primary right to prosecute when the offense is solely against the person or property of another member of the armed forces, civilian component or dependent. Under the SOFA, military members have certain rights, which include access to a competent interpreter and the ability to communicate with a representative of the US government (usually through the US Embassy).

Law of Armed Conflict: LOAC is the set of broad-based rules that define how we fight a war. There are four basic principles: military necessity, avoidance of unnecessary suffering, proportionality and chivalry. Military necessity means that we only take actions necessary to achieve a legitimate military objective. In doing so, we

are to use no greater force than is needed to reach that objection (proportionality). Our conduct is also bound by the principles of chivalry: honor and integrity. This prohibits us from disguising ourselves as civilians, from using protected emblems to disguise a combatant location and from using the "white flag" to start a surprise attack.

Combatants versus noncombatants: Certain individuals have protected status and are considered noncombatants (and thus are not lawful targets): chaplains, medical personnel, wounded and sick personnel, Prisoners of War and parachutists escaping a disabled aircraft. All other members of the military are combatants and are lawful targets. There are special rules for POWs, which include keeping them separated from the battlefield whenever possible and treating them humanely at all times.

Violations of LOAC: All military members are required to report any suspected LOAC violations to your commander, the IG, the Chaplain or the JAG. Always err on the side of caution and report any questionable activity.

Rules of Engagement: All tactical actions must be consistent with the ROE at all times. Our ORI will likely begin in "Dove" (peacetime ROE) and move into "Hawk" (hostile ROE), as directed by higher authorities. Although personnel engaged in force protection duties receive special training in handling specific scenarios, each military member should understand the parameters of permissible conduct under both ROEs. Under both ROE, military members always have the inherent right to defend themselves and other members of the forces. Other than that circumstance, personnel engaged in force protection duties can use only that force which is reasonably necessary to reach their objective. When Hawk ROE is in place, such personnel can use deadly force against declared hostile forces and can do so on sight if they are positively identified as a member of that group (unless they are surrendering, are wounded or are no longer resisting).

By Maj. Richard Grab

An automated financial services tool is now available to assist travelers with filing their travel claims. e-Finance offers travelers a secure, paperless automated way to submit travel claims. The automated system uses a “wizard approach” to guide travelers through the complexities of filing a travel voucher by presenting an interactive interview session to complete the voucher based on information provided by the traveler.

Use of the e-Finance electronic filing system has been mandated for active duty members for almost a year, and was recently directed as the primary method of submission for reserve members by Col. Hart, 440th Airlift Wing commander. The system allows reserve travelers to submit a variety of travel claims, from accrual vouchers to deployment travel claims, with minimal effort. Most travel claims will flow from the traveler to their reviewer, then to the 43d Comptroller Squadron Customer Service section for review and auditing prior to submission to the Air Force Financial Services Center.

Some travel claims require less processing in e-Finance. For example, “will commute” travel claims only require a few clicks and a scanned copy of the signed travel order, before flowing directly from the member to the AFFSC for processing. In some cases, e-Finance is not the best solution for filing a travel voucher. For instance, mass deployments, supplemental vouchers, and corrections to a voucher returned from the AFFSC should be filed in a hard-copy format.

Effective 1 October 2010, all hard-copy vouchers must be submitted to the unit travel POC for review and signature. The unit travel POC will ensure the members voucher is complete prior to submission to the 43d CPTS for processing. (*ref. to the unit travel POC list below*)

Access to e-Finance can be obtained as a secure application on the Air Force Portal by using a Common Access Card and PIN. The e-Finance hotlink can be found on the AF Portal under the “AF Portal Money-Finance Central” drop down box located within the “Finance and Travel Links” section. If you’re signing in from home and don’t have CAC-enabled access, no problem! e-Finance is one of the few limited-access applications offered when signing in to the AF Portal with username and password. Members are able to create travel claims in e-Finance and ink sign the claim and scan the travel voucher and supporting documentation prior to submission to the reviewer.

Once a user navigates to the e-Finance site, the system uses easy-to-understand question and answer sessions that take the traveler through the process of submitting a travel claim from start to finish. Travelers complete the interview questions, load the necessary supporting documentation, then digitally sign and route the voucher to their reviewer for coordination and approval.

If you require assistance with completing a claim or have other travel related concerns please contact your respective unit travel POC. For additional assistance with using e-Finance, please contact the 43d CPTS Customer Service section via the Pope Finance org box (pope.finance@pope.af.mil)

Unit Travel Voucher POCs

Wing Staff Agencies

- Capt Tyeshia King 394-5444, 440AW.Travel@pope.af.mil
- TSgt Katrine Guinn 394-5442, 440AW.Travel@pope.af.mil

Medical Squadron

- SMSgt Candace Chesley 394-1650, 440MDS.Travel@pope.af.mil
- MSgt William Desarden 394-6448, 440MDS.Travel@pope.af.mil
- SSgt Wendy Brown 394-1682, 440MDS.Travel@pope.af.mil

Operations Group

- 440 Operations Group
- TSgt Kara Bernfeld 394-7448, 440OG.Travel@pope.af.mil

440 Operations Support Sq

- Capt Jaime Clark 394-3695, 440OSS.Travel@pope.af.mil

95 Airlift Squadron

- TSgt Kara Bernfeld 394- 6976, 95AS.Travel@pope.af.mil

36 Aeromedical Evac Sq.

- TSgt Cortney Williams 394-7352, 36AES.Travel@pope.af.mil

Maintenance Group

- CMSgt William Houston 394-6820, 440MXS.Travel@pope.af.mil

MXS (Sqdn POC)

- CMSgt Danny Formanski 394-5520, 440MXS.Travel@pope.af.mil

MXS (Fabrication Flt)

- SMSgt Raymond Bowman 394-6647, 440MXS.Travel@pope.af.mil

MXS (AGE Flt)

- SMSgt Steven Grosshuesch 394-7030, 440MXS.Travel@pope.af.mil

MXS (Propulsion Flt)

- SMSgt Michael Pennabaker 394-6145 440MXS.Travel@pope.af.mil

MXS (Access Flt)

- SMSgt Warren Massey 394-6612, 440MXS.Travel@pope.af.mil

MXS (Avionics Flt)

- MSgt David Riley 394-6679, 440MXS.Travel@pope.af.mil

MXS (Maint Flt)

- SMSgt Randall Crain 394-6604, 440MXS.Travel@pope.af.mil

AMXS (Sqdn POC)

- CMSgt Ray Batman 394-6969, 440AMXS.Travel@pope.af.mil

AMXS (Flightline)

- SMSgt Tom Doyle 394-7349, 440AMXS.Travel@pope.af.mil

AMXS (Specialist Flight)

- MSgt Richard Bobber 394-2965, 440AMXS.Travel@pope.af.mil

MOF

- CMSgt Donald Roberts 394-6662, 440MOF.Travel@pope.af.mil

MOF

- SrA Ayeshah Hampton 394-6632, 440MOF.Travel@pope.af.mil

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- Logistics Readiness Sq
- Maj Meredith Curran 394-5421, 440LRS.Travel@pope.af.mil

53 Aerial Port Squadron

- MSgt Nancy Lilley 394-7188, 53APS.Travel@pope.af.mil

Services Squadron

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Communications Flight

- TSgt Dawn Watson 394-5405, 440CF.Travel@pope.af.mil

Mission Support Flight

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Mission Support Group

- Capt Kecia Blackwell 394-5456, 440MSG.Travel@pope.af.mil

Security Forces Squadron

- MSgt Ian Lindauer 394-3952, 440SFS.Travel@pope.af.mil

440th Airlift Wing Incentive Flight

Four outstanding Combat Airlifters flew with the 440th Airlift Wing during September’s Joint Forcible Entry Exercise at Pope Air Force Base, N.C.

Airman 1st Class Michael Morgan, Airman 1st Class Penny Neel, Staff Sgt. Dustin Furman and Airman 1st Class Tyler Owens (pictured left to right) joined more than 40 civic leaders aboard a C-130 to watch Airmen in action as they dropped 82nd Airborne Division paratroopers into the Sicily Drop Zone.

The Airmen watched paratroopers prepare for the mission and don their parachutes and other war fighting equipment. The Airmen got an up-close look at joint total force integration as the 95th and 2nd Airlift Squadron aircrew briefed the drop zone approach and emergency procedures to Army paratroopers.

Once aboard the C-130, the Airmen observed the interaction between loadmasters and jump masters as they approached the drop zone. At the ten minute mark, the loadmasters opened the paratrooper doors in preparation for the jump masters to initiate their safety checks. Once all paratroopers were clear of the aircraft, the loadmasters recovered the parachute static lines and closed the paratrooper doors.

The incentive flight program is available to all Combat Airlifters as a reward for their outstanding performance, and as a chance to broaden their Air Force knowledge of the 440th

Airlift Wing’s airlift and aerial delivery capabilities. Interested members should have their supervisors contact the 440th Public Affairs office for more information on the next incentive flight.



Green Knights motorcycle club, chapter 61, Pope AFB



The Green Knights motorcycle club is a 501 (c)(3) military motorcycle club (TM) that was formed back in late 1999 and formally recognized in early 2000 at McGuire AFB, New Jersey. There are roughly 84 chapters through out the Air Force, including overseas. In the photograph above, members of the Green Knights, chapter 61, here at Pope Air Force Base pose in front of a C-130 Hercules aircraft. This chapter currently consists of 40 members, who on a monthly basis,

conduct mentoring rides to educate inexperienced riders on riding techniques allowing them to become familiar with group rides.

If you would like to learn more about the organization go to the official website at www.greenknightsmc.com. For information on the local chapter 61 contact sergeant at arms Tech.Sgt. James Rhoden @ 394-8391, email: james.rhoden@pope.af.mil

Exchange ID check goes hi-tech

Implementation of an updated point-of-sale system that uses the technological advances available through "smart" Common Access Cards is streamlining the identification process for age-restricted items at Army and Air Force Exchanges. Read more at: <http://www.af.mil/news/story.asp?id=123225051>

One-Stop-Shop for Deployments

Airmen can access information about their upcoming deployment at the Air and Space Expeditionary Force Online website.

The AEF Online website, located at <https://aef.afpc.randolph.af.mil/>, provides a single access point for all AEF-related issues to include reporting instructions, tempo banding, training requirements, functional area posturing and sequencing guidance.

Online development plan improving total force career roadmaps

The web-based career tool for total force Airmen, known as My Development Plan, is undergoing changes aimed at positively affecting the Air Force and its members' futures, officials said Sept. 28.

With a total force focus, MyDP is geared to help users make informed decisions about their career with information available at one site. Airman can access MyDP at <https://w20.afpc.randolph.af.mil/MyXDP>.

MyDP's primary goal is to be the "one-stop shop" for all career-related applications, from career progression to potential job assignments.

Using 'Spice' is dangerous

While they may be legal in some states, "designer drugs," often marketed as herbal remedies, are banned under military law and policies by the Defense Department and all of the services.

Military officials, having seen a spike in servicemembers' use of otherwise legal substances, including prescription drugs, are trying to get the word out that besides leading to a court-martial and a less-than-honorable discharge, such practices also can be dangerous.

That is especially true of the practice of sniffing, or "huffing," products such as glue, paint thinner, and gases such as butane, propane and helium, all of which are known to cause disorientation, euphoria and other symptoms, said Navy Lt. Cdr. Sean Swiackowski, the deputy medical examiner for the Armed Forces Medical Examiner's Office.

Several servicemembers have died recently from huffing, and the use, while mostly associated with young, unmarried people, appears to cut across age and socioeconomic backgrounds, Commander Swiackowski said. <http://www.af.mil/news/story.asp?id=123224692>

Commander's G-Order

- The 440th Services Squadron and 440th Mission Support Squadron will be redesignated as the 440th Force Support Squadron effective 15 Oct 2010.

- Major Marc E. Henri has been appointed as Commander of the 440th Mission Support Flight at Pope AFB, North Carolina. Effective Date is 1 Oct 2010.

- Lieutenant Colonel Stephen M. Higgins has been appointed as Commander of the 53rd Aerial Port Squadron at Pope AFB, North Carolina. Effective Date is 29 Sep 2010.

October is Energy Awareness Month: The Air Force theme is "A New Culture: Energy as an Operations Enabler."

Promotions

September 2010

Tech. Sgt.

 TSGT RHONDA J. STONE MDS
TSGT SARAH M. NORMILE MXS

Staff Sgt.

 SSGT GLEN A. COELHO AMX
SSGT SAMUEL D. HOGUE SFS

Senior Airman

 SRA ROSHAUNDA L. HAYES LRS
SRA JEFFREY R. LEVER 36 AES
SRA ROBERT L. LITTLE LRS

October 2010

Master Sgt.

 MSGT KATRINE E. GUINN 440 AW
MSGT TYRUS R. KLINEFELTER 440 MXS
MSGT ADAM J. REICHWALD 440 SFS
MSGT DAVID C. TAYLOR 440 SFS
MSGT SARAH G. WILLIAMS 440 LRS

Tech. Sgt.

 TSGT GUY P. DARDEN 440 MXS
TSGT PETIA D. FLOWERS 440 MXS
TSGT JILL M. HEIN 440 SFS
TSGT RONALD K. MURPHY 53 APS
TSGT JOHN B. PICKARD 440 SFS
TSGT DEVANTEDARNELL SAGO 440 MDS

Staff Sgt.

 SSGT ERIC P. BURMAHL 36 AES
SSGT THERESA C. JACKSON 440 MSF
SSGT CRAIG G. MORRIS 440 MXS
SSGT MARK J. STEVENS 36 AES

Senior Airman

 SRA SHILO M. AUSTIN 440 SFS
SRA GERITA M. GLENN 440 SFS
SRA JULIA LOPEZ 36 AES

Airman

 AMN DENNIS M. BROWN 53 APS

Welcome Newcomers

September 2010

MAJ Robert B. Semtner
SMS Richard A. Coseglia
SMS Mark A. Turner
TSGT Richard A. Palocsik
TSGT Brian R. Cherry
SSGT Natoya N. Harris
SSGT Patrick K. Bond

SSGT Tiffany B. Troupe
SSGT Christopher R. Underhill
SSGT Stacie F. Tindle
SSGT John B. Pickard
SRA Jean N. Smith
SRA Jason A. Oscar
SRA Edward J.P. Arquette

SRA Latonya Hemmingway
SRA Brian R. Blue
A1C Trevor D. Bruton
A1C Rachel V. Harless
A1C Lasheika C. Harris
A1C Mark A. Smith
A1C Jocelyn R. Corriveau

A1C Zachary J. Hancock
A1C Darnell C. Rivers
A1C Christopher M. Aufiero
A1C Sarah M. Cottle
AMN Christina M. Riedel-Shaw
AB Dennis M. Brown

October 2010

LTC Stephen M. Higgins 53 APS/CC
LTC Kimberly A. Robinson 440 AW/IG
MAJ Alexei Decastro 440 MDS

CAPT Courtney R. Merrill 440 OG
SSG Robert M. Long 440 MXS
SRA Michael J. Mau 440 MXS

SRA James R. Walker 440 MXS
SRA Kelli A. Anderson 36 AES
SRA William A. Holt 36 AES

SRA James L Ramon 53 APS
A1C Dequawn T. Blackwell 440 MXS
A1C Austin J. Hanna 440 MXS

Uniform phaseout dates draw near

With many phaseout and mandatory wear dates approaching, the look of Air Force uniforms will change slightly over the next year. To view the latest news and updates go to: <http://www.afpc.randolph.af.mil/dress/index.asp>

TRICARE



TRICARE already meets or exceeds most of the new health care provisions in accordance with the Patient Protection and Affordable Care Act that took effect Sept. 23. One provision under PPACA that is not already addressed in the TRICARE entitlement is coverage for dependents up to the age of 26. Bills pending in the Senate and House of Representatives would extend dependent medical coverage up to age 26.

October is Domestic Violence Awareness Month

The National Domestic Violence Hotline provides a free and confidential resource to those who are abused or to friends and family who are concerned that a loved one is being abused: 1-800-799-SAFE (7233), or visit www.ndvh.org. For domestic violence awareness materials and guides, visit the Military HOMEFRONT website.

Officials announce initial enlistment bonuses

Pentagon officials recently released the fiscal 2011 initial enlistment bonus program list. Three Air Force specialty codes had bonuses decrease, but only for those enlisting for six years. Those AFSCs seeing decreases were airborne linguist, crypto linguist and tactical air control party. No AFSCs were added or increased for the new fiscal year. <http://www.af.mil/news/story.asp?id=123225502>

53rd Aerial Porters make a difference



While deployed to Afghanistan, members of the 53rd Aerial Port Squadron help to make a difference in the lives of children who attend a school for the deaf. During their visit the members brought a variety of school supplies, external DVD drives and english books. On their tour of the school house, the school master explained that 350 children ranging from ages 9 to 12 live at the school during the school year. The aerial porters present in the picture are Senior Airman David Wiley wearing the sunglasses. In front of him to the left in the orange and red shirt is Senior Airman Justina Gilliam. To the right in the gray shirt is Senior Airman Keana Reed and holding the child is Senior Airman Sheldon Scott.

440th Airlift Wing
374 Maynard St., Suite 301
Pope AFB, NC, 28308-2409

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What's your Combat Airlifter status?

Answer "yes" to all 12 questions...Congratulations! You are a *Top Lifter!*
8-11 questions and you are *Ready to Launch!* 7 or less, you're in *Pre-Flight.*
Please see your supervisor and develop a launch plan. Our wing needs you!

440th Airlift Wing Priorities

Provide an operational combat-ready force

(Organize, train, equip, and volunteer)

- Are you combat ready? (Fit 2 Fight, ATSO, medical)
- Can you execute your UTC mission capabilities?
- Do you have a plan to stay current?

Preserve the balance between Airmen, their families and their employers

- Are your family and employer integrated with your mission?
- Are your benefits and pay current and correct?
- Are you aware of how and where to get assistance?

Be a model for joint and total force partnerships

- Do you know who our partners are?
- Are you aware of their missions?
- Do you know how your mission impacts the total force?

Provide quality equipment and facilities while preserving an Airman culture

- Do you 100% accountability of your budget and equipment?
- Do you proactively funnel your needs to leadership?
- Are you ready to work your mission on an Army post?