

# COMBAT AIRLIFTER

440th Airlift Wing

"Vincit qui primum gerit"

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## TROOP CARRIER GROUPS REUNION 2008



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**On the cover:**  
440th Airlift Wing honors World War II veterans by sponsoring a Troop Carrier Group reunion, Oct. 23-25, 2008  
Photo Illustration by:  
Senior Airman Jacqueline Pender.

**Fellow 440<sup>th</sup> Airmen,**

I want to thank you for all you do. What a grand group of folks we have. Our wing is exceptional because of exceptional people; I cannot be more pleased with our success.

What a year we had. October 2008 marks the one-year anniversary for the full transfer of the wing to Pope Air Force Base, N.C. The flag moved in June 2007, and the first full UTA at Pope was held a few months later in October. Each of us is part of the inaugural year of our wing's new chapter. I thank each of you who contributed to our success. What a success it has been!

This past year was beyond busy as the wing underwent a massive build up while maintaining combat capability. More than 700 North Carolinians now call the 440<sup>th</sup> home and another 400 additions from other states have joined our ranks. The legacy of excellence never missed a beat. Most of you are new to the wing with fresh ideas and previous experience eager to make us even better. We are creating culture that will last for many years. Our wing exceeded all expectation in establishing the first Active Association by standing up 15 months early. By providing valuable war fighters and aircraft, the wing maintains the correct focus during this critical time in our nation's history.

Our future is bright. There is plenty more for us to do as we work toward the end state of the base realignment under BRAC. Staying focused on our jobs at hand for great reward does not come without great effort. Much effort has already been made and I thank each of you who contributed. Stay focused and safe.

New missions are being proposed that may offer more opportunities



Col. Merle D. Hart, 440 Airlift Wing commander

to our wing. Our core competency of providing tactical aircraft was expanded by adding the aeromedical evacuation squadron. The Active Duty squadrons associated with the 440<sup>th</sup> under the Active Association are solid partners in support of our nation's requirements. Our units supported operations in four theaters of operation with a large variety of missions from direct combat support to humanitarian relief. Exceptional work is done daily throughout the world by Airmen of our wing. This new Total Force Integration (TFI) is working well and will continue to improve.

It takes everyone to make the wing operate. Our collective efforts are required to accomplish the mission. Each of us fills a critical need for our team. Strive hard to be the best at your station. Always be aware of what is around us and be safe. Nothing is too critical that will require us to negate safety.

The Air Force recognizes our accomplishments we can be proud of how far we came in such a short time and look forward to continued success. Thank you again, I am exceptionally proud of you.

Sincerely,

Col. Merle D. Hart

**New chief of the Air Force Reserve Center excited, ready to take on new challenges**

**By Lt. Col. Ann Peru Knabe**

He claims he's not chained to his Blackberry, but the new Chief of Air Force Reserve frequently checks work email at home.

"It's hard to ignore that sound signaling incoming email," said Lt. Gen. Charles E. Stenner Jr., explaining how his home computer is wired to the Pentagon email system. "I probably check email more than I should – you hear the ding, and then go look at the computer. And the computer's the first thing I look at in the morning to make sure someone hasn't changed my calendar."

The calendar is key for the man who wears two hats in his new job. As Chief of Air Force Reserve on air staff, he is the principle advisor to the CSAF. As the commander of Air Force Reserve Command, he makes sure all the command's units and individual mobilization augmentees are ready to go to war.

"You can't do one (job) without the other," he said. "I need to be part of the dialogue that takes place up here (at the Pentagon) that takes care of law, policies and funding streams. But the operational arm exists down at Robins (Robins Air Force Base, Ga.) and that's the day in and day out fight that's equally as important."

The general is no stranger to the five-sided building complex in the nation's capital; his most recent assignment, Deputy Chief of Staff, Strategic Plans and Programs, Headquarters U.S. Air Force.

As one would expect, General Stenner's schedule is booked solid. His work days at the office last somewhere between 10-12 hours. "I get to the office by 6:30 in the morning," he said. "And try to leave

by 5:30 or 6 at night." The chief, who has nine grandchildren, enjoys spending free time with his family, but jokingly calls his wife "The ambassador to family functions across the nation" because of his military commitments. Yet, he still carves out some time to relax by reading mysteries.

"Mysteries are about looking at problems and clues, and solving a puzzle," he said. "It's similar to my job, where I try to solve problems and look at things like packaging capabilities in the Reserve."

He has served in just about every Air Force job status except traditional reservist.

"I've done multiple statuses at different locations," he said. "That includes active duty, ART (Air Reserve Technician), AGR (Active Guard Re-

***"When you see things from different lenses and different locations, you understand there are multiple ways to accomplish the same goals"***

*Lt. Gen. Charles E. Stenner Jr.*

serve) and extended active duty. I even did a Title 10 at the National Guard Air Force Reserve Test Center in Arizona, so I understand what it's like to live in one place and go fly in another." The chief never intended to make a career of the military. He joined in 1973, during what he describes as "the Vietnam Era."

"When I was in college, we heard lots of discussions about the war and it was a very tumultuous time. There were a lot of demonstrations, and deferments to finish college. And I knew at the end of the college period I would probably have the opportunity to serve, so I spent



Lt. Gen. Charles E. Stenner Jr.  
Air Force Reserve Center commander

some time looking at the Army, Air Force and Navy during my senior year. I used a decision-making matrix to decide what to do. I decided if I was going to join the military, I was going to go with the Air Force, and if I was going to go with the Air Force, I was going to do what the Air Force does, fly airplanes. And if I was going to fly airplanes, I was going to try to fly fighters. So I graduated, got married July 1<sup>st</sup>, and July 7<sup>th</sup> I received my draft notice. I figured I would do seven years in the Air Force and be done. But I really enjoyed it, and decided to try the next job, and that led to the next job, and so on, and here I am."

General Stenner said he looked at the Reserve as a way to settle down, but his ART positions actually "settled" him into a "way of moving," laying the foundation for what he's doing today.

"Every single one of my jobs was a tremendous learning experience," he said, explaining how his different assignments have shaped his perception of today's Airmen and Air Force. "When you see things from different lenses and different locations, you

Stenner Continued on, Page 6

# 2008 COMMUNITY RELATIONS TOUR



(left) Civic leaders shake hands with Air Force Academy cadets outside of the Air Force Academy's dining facility. The civic leaders had the honor of joining the cadets for lunch.

*Photos by Senior Airmen Jacqueline Pandel*



(above) U.S. Air Force Academy Cadet 2nd Class Alicia Bourges shows civic leaders her Wings of Blue parachute and explains how it works. Cadet Bourges is a member of the Wings of Blue, the Air Force Academy's elite parachute team.



(left) Air Force Brig. Gen. (ret.) Paul Dordal speaks with Mr. Stephen Hart about satellite construction and capabilities. Stephen Hart is an instructor at the Air Force Academy teaching cadets how to build satellites. He is also a nephew of the 440th Airlift Wing Commander Col. Merle D. Hart.



(left) Col. Merle D. Hart, 440th Airlift Wing commander, exchanges hats with civic leader honorable Lee Warren, register of deeds for Cumberland County, during the return flight from Peterson Air Force Base, Colo.



On their flight to Peterson AFB, civic leaders speak with air crew members and get a first hand look at the flight operations of a C-130H Hercules transport aircraft.



## 440th Airlift Wing hosts its first Community Relations Tour

*By Dennis Mehring*

The 440th Airlift Wing marked another "first" in August. Thirty-four civilians from central North Carolina, all of them leaders in business, government and community organizations, were invited to take part in the wing's first community relations tour after their transition to Pope Air Force Base. Community relations tours are part of the official Air Force program that is intended to demonstrate the people, roles, missions and equipment of the Air Force Reserve. The community leaders boarded a wing C-130 at

5:30 a.m., August 14 for a four-hour flight to Peterson AFB where they got a closer look at Air Force Active Duty and Reserve. The civilian guests learned about the aerial fire-fighting mission of the 302nd Airlift Wing and the 310th Space Wing at nearby Schriever AFB. The 302nd and 310th are both Air Force Reserve units. The civic leaders also visited the U.S. Air Force Academy and the Cheyenne Mountain Air Force Station, a part of the North American Air Defense Command. The tour returned to Pope AFB, N.C. at about 8:30 p.m. on August 15.

## Reservist earns Bong Award

By Lt. Col. Ann Peru Knabe

Staff Sgt. Anthony Flores recently earned the Bong Award for his commitment to the wing and the Air Force Reserve. Sergeant Flores joined the Air Force Reserve in 2004 after serving active duty with the U.S. Marine Corps for more than 11 years.

"I always wanted to fly and believed the Air Force Reserve offered the best opportunity as a loadmaster," he said.

In 2006, he was activated in support of Operation Iraqi Freedom and Operation Enduring Freedom, and deployed to Southwest Asia as part of the 379th Air Expeditionary Wing, and flew C-130 missions into Iraq, Afghanistan and the Horn of Africa. Sergeant Flores is currently activated again for one year in support of Tanker Air-

lift Control Center missions that fly wounded soldiers back to bases near their homes. This mission is critical because it gets wounded war heroes back to their families



Staff Sgt. Anthony Flores poses with Bill Morales of the Tracer Corporation.

as soon as possible upon arriving in the United States. As a loadmaster, Sergeant Flores flies in back of the aircraft and has direct contact with these wounded heroes. His skilled professionalism, attention to detail, and sincere

concern for the patients exemplify the role of a C-130 loadmaster.

He is the ideal aircraft "ambassador" when it comes to welcoming these war heroes home.

In addition to serving with the 95th Airlift Squadron and working as a civilian with Tracer Corporation, Sergeant Flores also volunteers his artistic abilities in support of the unit. In his spare time, he has drawn dozens of aircraft photos for retiring unit members, community leaders and international VIPs.

More recently, he was commissioned, as an artist, to draw a commemorative series of aircraft images capturing the history of the 440th as far back as World War II. His artwork has been distributed locally and internationally, capturing the wing's legacy and warrior spirit for many centuries to come.

with four drawers." General Stenner said he does miss flying. "Flying always got your mind right," he said. "But I have a new job now. And one of the first things I want to do is fly on all the different airframes in the Air Force Reserve so I can see what their mission sets are. I need to see them up close and personal ... including missions like the Predator and cyber missions. There's a tremendous amount of airframe and assets in the Reserve with a variety of delivery capabilities. I understand these missions, but I really want to see what these Airmen do up close. I want to touch them, I want to feel them, I want to be able to advocate for them."

In addition to increasing his foundation in the Reserve's airframes, the chief also plans to visit units around CONUS and Airmen serving overseas.

"It's exciting that we (the Reserve) have an opportunity to participate in every single type of Air Force mission. It's important to our Air Force, and it's important to the nation," he said. "And we are making a difference. That's what excites me - we have people giving it their all day-in and day-out, and just seeing the outstanding results of the activities and efforts going on right now when they work together with synergy."

Editor's note: this article first appeared in *The Officer* magazine.

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understand there are multiple ways to accomplish the same goals."

The chief said there were commonalities in all his assignments. Wherever he served, he witnessed pride and innovation.

"I wouldn't give up any of it," he beamed, referring to his career in the Air Force. "I loved all my assignments, and still love what I do. I love the mission, the opportunity to make a difference, the camaraderie and the opportunities to travel. If we could package it and sell it, you could create the ultimate Reserve force."

While he is known for his years working in plans and programs, the new chief is rated as a command pilot with more than 3,500 flying hours in F-4C/Ds, A-10s and F-16Cs. He's held command positions at Richards Gebauer, Grissom, Hill, Luke, Whiteman and Homestead Air Force Bases, and deployed in support of Northern Watch and Southern Watch. His last sortie was in May 2001 when he flew an F-16 fini flight.

"Since then, I've spent the last seven years flying a D4D," he said, smiling. "You know what that is - right? It's a desk

## Last Air Force student graduates from Guard loadmaster school

By Master Sgt. Bob Oldham  
189th Airlift Wing Public Affairs

LITTLE ROCK AIR FORCE BASE, Ark. -- Student No. 4181, Air Force Reserve Staff Sgt. Amie Starcher of the 95th Airlift Squadron, Pope Air Force Base, N.C., walked up on stage, received her wings, saluted smartly and was the last Air Force loadmaster or flight engineer to graduate July 11 from the Air National Guard's Enlisted Aircrew Academic School. Over the last 20 years, the school has trained 4,182 entry-level loadmasters and flight engineers, but its student flow from the Air Force has dried up due to the establishment of an enlisted aircrew center of excellence at Lackland Air Force Base, Texas.

"We say that she's No. 4181, but all of our students have always been more than a number," said Col. Jim Summers, 189th Airlift Wing commander. "Our instructors at the school cared about every student that ever walked through the doors. Our students received individual attention from Day 1. It's unfortunate for us that the Air Force decided to establish the COE in San Antonio. As always, we salute smartly, just as she did on stage, and press on."

The Air Force's vision to establish the COE in 2002 was to bring all enlisted aviators trained at various locations around the United States under one roof - a cost-savings measure in a time of tighter budgets.

Two years ago, some classes began at Lackland. The school here was scheduled to train its final students last year, but received a

last-minute reprieve when the Air Force discovered it couldn't train its quota of students. The school trained 145 loadmasters and flight engineers in fiscal year 2008, the last of which received their wings July 11.

Over the years, the school has trained students from the Air Force, Air Force Reserve, Air National Guard, Marine Corps, Navy, Coast Guard and numerous allied nations. The first year the school was at Little Rock, the staff trained 26 flight engineers and loadmasters. The school reached its peak in 2004, training 413 students.

Looking to the future, the school's cadre is currently working on an Air National Guard-directed training syllabus for a career enlisted manager's course and a group superintendent's course, both of which will be designed specifically for enlisted aviators. Additionally, at the request of the Marine Corps, the staff will train six entry-level loadmaster classes in fiscal year 2009, which is expected to be 40-60 students.



Staff Sgt. Amie Starcher poses in front of the 440 AW 95th Airlift Squadron.

To mark the final Air Force student graduation, the school held a special ceremony after the graduation to recognize those who helped make the school a success. After the ceremony, attendees drove to the base lake for a barbecue picnic and a re-telling of stories from years past.

The school originated in 1969 and was initially in the Minnesota Air National Guard. In 1988, it was relocated here, two years after the 189th Airlift Wing converted from KC-135 tanker aircraft to C-130 cargo aircraft, according to Chief Master Sgt. Gary Wynn, the enlisted aircrew training manager.



Staff Sgt. Amie Starcher operates the door and ramp control on a C-130 Hercules Aircraft.

# A TRIBUTE TO THE TROOP CARRIER GROUPS OF WORLD WAR II



**A**ugust 10, 1940, in Fort Benning, Ga. , the first U.S. Army parachutist jumped from a B-18 bomber at 1500 feet. A month later the War Department authorized the formation of the 501st Parachute Battalion at Fort Benning.

This gave way to the birth of the third dimension of warfare; Airborne assault. It was the conglomeration of Army units adding "Air" elements such as the 50th Transport Wing of the Air Corps Maintenance Command, to existing Air elements such as the Air Corps Ferrying Command, the Air Transport Command and the Air service Command that gave way to the creation of the Troop Carrier Command in 1942 .

As these earlier commands flew their missions at home and abroad they were doing the pioneering work for the domestic and worldwide routes our air corps would use during World War II.

During the war, airborne troop carriers flew almost everything imaginable to all corners of the globe at great risk. They often flew low and slow over enemy ground fire in aircraft without armor. By war's end 4,500 four men crews had been trained to support missions around the world.

The C-47, also referred to as the Skytrain and the Dakota, was the workhorse that made these missions possible. Powered by a 1,200 horsepower Pratt and Whitney engine and constructed of partially stressed aluminum, the C-47 could reach speeds of 230 mile per hour at 8,500 feet and up to distances of 1,200 - 1,400 miles. The C-47 was capable of carrying 27 passengers, or a payload of about five tons. As an airborne ambulance it could carry 24 liter patients.

Compared to its German counterpart, the Junker JU-52, which could only hold 20 troops, or carry two tons of payload a distance of 800 miles. It was clear that the C-47 workhorse provided the capabilities for the U.S. airborne troop carriers to become the best in the war.



# 440th Airlift Wing aircrew play role in transporting wounded warriors from the warfront home

By Lt. Col. Ann Peru Knabe

Almost three years have passed since the 440th Airlift Wing started flying Integrated CONUS Medical Operations Plan (ICMOP) missions. In late 2005, Col. Jay Flournoy and Lt. Colonels Bobby Oates, Jeff Paulus and Dennis Beatty, all 440th Airmen, drew up a plan that would use the talents of the 95th Airlift Squadron Reserve aircrews returning from overseas activations in support of the Global War on Terror. The plan involved a strategic agreement with the Tanker Airlift Control Center for the wing to fly the missions. The initial plan was so successful that TACC expanded the effort and made agreements with other Reserve and Guard units.

ICMOP was originally designed to get injured service members home as quickly as possible after arriving in the United States from overseas. Most of the returning patients are injured service members supporting Operations Iraqi/Enduring Freedom. 440th crews continue to fly a steady flow of those returning wounded soldiers back home to locations around the country.

Lt. Col. Rick Larson, a 95th AS navigator with 24 years of service, estimates 80 percent of the 440th's TACC missions are in support of ICMOP. He said these missions provide some of his most memorable flying moments. "These patients are courageous," he said, recalling injuries ranging from explosive burns to amputations. "At times it can be frightening when you see the devastating injuries, but we have an amazing level of sophistication in the military medical corps."

Lt. Col. Larson said the most gratifying part of the

wounded warrior flights is the reunion of family members with soldiers after a serious injury.

"There are always tears, smiles, hugs and sighs of relief," he said. The medical missions' success depends on Active Duty and Reserve aeromedical Airmen who take care of patients in the back of the aircraft during the flight. A typical aeromedical crew is comprised of seven Airmen. If duty calls, the loadmasters step in and help.

"The patients' stories are compelling," said Senior Master Sgt. Dan Hirn, a 95th AS loadmaster entering his third year of TACC mission support. "I remember one patient was a young kid from Georgia. He was a Katrina refugee ... his family had lost everything during the hurricane ... so he joined the Air Force for a new life and then an IED (improvised explosive device) blew his foot off. But he still had a positive attitude."

Sergeant Hirn was moved enough to keep in touch with the young soldier. He said loadmasters see all kinds of patients, and it's not unusual for the 'loads' to assist with on-loading and off-loading of patients.

"Sometimes we are the only direct communication between the medical crews and the aircrew flying the plane," he said. "When we have a patient go into respiratory distress, we need to let the rest of the aircrew know so they can make alternate landing plans if necessary."

Sergeant Hirn estimates he has flown more than 100 TACC missions in the last two years. Although eligible for retirement, the farmer from Wisconsin was recently given a one-year extension to continue on the TACC missions.

The 440th's role supporting TACC missions includes more than ICMOP. The 95th Airlift Squadron also flies presidential support missions and Joint Airborne/Air



Staff Sgt. Garrett Cambell, a 440 AW aircraft electrician, inspects a 130H transport aircraft.

Transportability Training missions.

Lt. Col. Dave Polacheck, 95th AS pilot, said a JAATT mission was his most memorable TACC work.

"We were supporting the basic airborne course at Fort Benning, Ga., at the basic airborne training school Lawson Army Air Field," he said. "The other C-130 was down for maintenance, and this meant we had to fly the missions of two aircraft with one plane."

For more than 12 hours, Colonel Polacheck's crew flew JAATT missions nonstop, with "quick turns" between dropping up to 55 paratroopers at a time. They would pick up soldiers, airdrop the paratroopers, fly to the drop zone, pick up more troopers, and repeat it all again for a total of 13 sorties.

"We dropped more than 715 soldiers that day," he said. "These soldiers were training to be airborne rangers, special ops and other critical roles. Most of them were headed to the AOR in the coming months." The crew dropped a total of 1,735 troops in three days and they were awarded a certificate of appreciation and a challenge coin from the Army commander of the airborne course.

Staff Sgt. Garrett Campbell, a 440th Maintenance

Squadron electrician, said his most memorable flight was involved a 4-month-old baby on a heart and lung machine.

"You have no idea where TACC missions will take you," he explained. "Last spring we had a mission that took us to Greenville, S.C., where we picked up the baby. We flew the baby to Lackland AFB, Texas. There were more than 30 people on that flight trying to help this little baby make it. The last I heard, the baby was doing great. Now that's an exciting mission."

During the last year, 440th crews have seen an increase in TACC missions involving presidential support. During these "Phoenix Banner" missions, the crews haul limousines, secret service agents and armored vehicles as part of advance presidential party support.

"The success of the TACC flights is due entirely to the efforts of all the individuals who fly and support the missions," said Lt. Col. Stephen Chafe, a pilot who directs many TACC missions. "To date, more than sixty 440th Airmen have supported the mission. This includes flight crew, maintainers, life support, and administrative specialists."



Photos by Lt. Col. Ann Peru Knabe

Mission Commander Lt. Col. Dave Polacheck, 95th Airlift Squadron, briefs aircrew and maintainers prior to an Integrated CONUS Medical Operations Plan (ICMOP) mission. Colonel Polacheck is a Reservist assigned to the 440th Airlift Wing at Pope Air Force Base, NC. Reserve crews continue to support Tanker Airlift Control Center missions that help transport wounded warriors to hospitals closer to their homes.



From left: Staff Sgt. Garrett Cambell, Senior Master Sgt. Dan Hirn, Lt. Col. Richard Larson, Lt. Col. David Polacheck, Capt. Christopher Triplett, Senior Master Sgt. Gareth Balch, Staff Sgt. Thomas Sadowski, Staff Sgt. Lucas Evancy.

# AIRDROP HOWITZER



Photos by Army Sgt. Natasha M. Schroedel

Soldiers from the Battery B, 3rd Battalion, 321st Field Artillery Regiment stationed at Fort Bragg, N.C. deploy the M777A2 Howitzer with the use of digital communication equipment during a field training mission.

**By Army Sgt. Natasha M. Schroedel**

**F**ORT BRAGG, N.C. – The parachutes deployed from the rear of the C-130H Hercules transport aircraft as it slowly passed overhead. The howitzer was quickly extracted from the aircraft, and it rapidly descended to the ground and landed with an enormous thud.

Nothing seemed out of the ordinary for a typical heavy drop. The field artillerymen rushed to the howitzer and began putting it into operation as usual, but this was not the usual M198 howitzer.

The artillerymen of Battery B, 3rd Battalion, 321st Field Artillery Regiment, became the first to conduct a M777A2 heavy drop July 2 at Sicily drop zone.

Not only were they operating a much lighter howitzer, they also did it while utilizing completely digital communications. The use of digital communications permitted a quicker emplacement time of the howitzer and eliminated the traditional method of viewing through the site of the weapon, said Staff Sgt. Aime S. Montgomery, the fourth howitzer section chief.

Digital communications also eradicated the use of precision lightweight global positioning system receivers because the weapon has the ability to self-locate, added Spc. Jason R. Mann, a fire direction control computer operator. Mann was the only computer operator on the mission, he said. There are normally vehicles on the ground to provide power for



Aircrew from the 440th Airlift Wing prepare the M777A2 howitzer payload for an airdrop over the Sicily drop zone at Fort Bragg, N.C. From the left Col. Merle D. Hart, 440 Airlift Wing commander, Senior Master Sgt. Randall Labodda, Master Sgt. Ronald Edwards, Senior Airman Jordan Edgar, Maj. Ryan Consie, Lt. Col. John Loranger and Tech. Sgt. Frank Mason.

the computer, but due to the use of digital communications, Mann had to jump while carrying the necessary equipment in his rucksack, he said.

While the computer was charging inside his rucksack, it overheated and shut down, Mann said. This caused about a 10-minute delay in the artillerymen firing the first round because he had to re-boot the computer, he said.

“The first round could’ve been down range in about 14 minutes,” said Mann. Compared to the 36-minute time standard for the M198 to be put into operation, the first round was fired in 24 minutes, said Montgomery. The time standard was exceeded by 12 minutes, while completing the mission with only 12 personnel – less than half of the personnel required for the M198, he added. The heavy drop proved to be successful and permitted the artillerymen to complete the fielding for the M777A2 18 months ahead of schedule, said Montgomery.

The artillerymen plan to continue training with the M777A2 to find ways to improve their proficiency and conduct faster firing missions in the future.



## The 440th finds free childcare for UTA weekends

By Capt. Lauri Turpin

Master Sgt. Sharon Castelli, chief, Airman & Family Readiness, and Wing Command Chief Master Sgt. Clifford Van Yahres observed a need for the Airmen in the unit.

“Chief Van Yahres came to me this spring and asked if we had any daycare options for UTA weekends,” Sergeant Castelli said. “He and I both noticed that many of our young Airmen and single parents were having childcare issues.”

Working in conjunction with the Reserve headquarters out of Robins Air Reserve Base, Ga., Castelli



Kahlil Bertram enjoys a day at Ethel's Daycare

worked on finding a subsidized childcare program for wing Reservists.

“There are Air Force sponsored programs out there,” Sergeant Castelli said. “These programs provide free childcare for unit Airmen on the primary UTA weekend.”

Sergeant Castelli and Chief Van Yahres inspected home daycare providers in the Fayetteville area, and chose Ethel's Daycare, owned and operated by Ms. Ethel McKeller, for the 440th childcare pilot program.

Senior Airman Jennifer Middleton and her husband, Staff Sgt. Daniel Middleton are both in the 440th, and before this program have had a difficult time finding quality childcare on weekends. They've taken their daughter to Ethel's Daycare for several months now.

“Ms. Ethel is a wonderful lady and is great with kids,” said Airman Middleton.

Senior Airman Tanya Bertram, 440th Security Forces Squadron, also takes her children, Khalil, 5, and Tamia, 2, to Ethel's Daycare on UTA weekends.

“This has been a great opportunity for me and my family,” Airman Bertram said. “My husband is deployed to Iraq so I was spending around \$200 a weekend for daycare before this. And Ms. Ethel is wonderful – she provides them



Ms. Ethel McKeller, owner of Ethel's Daycare, poses with Kahlil and Tamia Bertram over the September UTA weekend

with their meals, and she's helping to potty-train Tamia. Sometimes when I go to pick them up, they cry because they don't want to leave.”

Sergeant Castelli is hoping to add another provider by October UTA.

“We will only consider state-certified providers, who meet certain criteria,” she said.

“My husband and I truly are grateful for this service,” Airman Middleton added. “We definitely plan on continuing to use it.”

Airmen interested in learning more about the free childcare service should contact their first sergeant.

### August Promotions

A1C Adrianna R. Gallegos, MDS  
A1C Jessica A. Lynn, CF  
A1C Carla N. Maurice, MDS  
A1C James C. Smalls, SFS  
A1C Kimberly D. Smith, APS  
SrA Herlan Blissettpatrick, MXS  
SrA Benjamin Q. Ellis, APS  
SrA Lawrence G. Gomes, SVF  
SrA Curtis M. Pooler, AW  
SrA Liana K. Poyer, MXS  
SrA Shaquinta D. Wright, AS  
SSgt Matthew B. Marschall, AS  
SSgt. Candice L. Megginson, CF  
SSgt. Christopher Retzlaff, AMXS  
SSgt. Dantedarrell Sago, MDS  
SSgt Serena M. Stucki, APS  
TSgt. Anthony M. Flores, AS  
TSgt. Raniesa Gray-Johnson, MSG  
TSgt. Karie K. Mixon, AW

TSgt. David S. MEsser, MXG  
TSgt. Agnes E. Nunez, MDS  
MSgt. David M. Comfort, MXS  
MSgt. Ronald D. Edwardson, AS  
MSgt. Christopher R. George, MOF  
MSgt. Michael T. Hay, AS  
MSgt. Gwendolyn M. Smith, MOF  
MSgt. James F. Walker, MXS

### September Promotions

CMSgt. Joseph W. Johnson, SFS  
SMSgt. Randall D. Crain, MXS  
SMSgt. Charles A. Duplechien, AS  
SMSgt. Vern A. Johnson II, MXS  
SMSgt. Tuppence L. Weix, MDS  
MSgt. Gregory E. Augustine, MXS  
MSgt. Kathleen Cereceres, AS  
MSgt. Gerald Christian, AS  
MSgt. Mary C. Graham, MXG  
MSgt. Carlos Maldonado, MXS

MSgt. Janet C. Rodell, APS  
TSgt. Stephen Adkins, APS  
TSgt. Lewis E. Beeman, AMXS  
TSgt. Gerald Christian, MXS  
TSgt. Williams Daniels, APS  
TSgt. Deron J. Day, SVF  
TSgt. Solomon O. Gause, SVF  
TSgt. Derek M. Harrah, LRS  
TSgt. Gary F. Ritter, JR. SFS  
TSgt. Stephen W. Talbert, MXS  
TSgt. David C. Taylor, SFS  
TSgt. Heidi Zawistoski, OSF  
SSgt. Ian M. Lawrence, MXS  
SSgt. Ronald K. I. Murphy, APS  
SSgt. Crystal D. Richmond, MDS  
SSgt. Lien N. Smith, MDS  
SrA. Tiffany A. Benson, SFS  
SrA. Lindsey G. Green, MXG  
A1C. Kenneth W. Malloy, Jr. AMXS  
A1C. Canvis Thomas, OSF

## 440th Airman donates her hair to a good cause

By Capt. James Ivie

For most Airmen, a haircut before their Air Force Reserve annual training might be just a normal item in their checklist to get ready for duty.



Sandra Memmel before donation

For Senior Airman Sandra Memmel, 440th Airlift Wing financial management specialist, a recent pre-AT haircut took on a whole new, and bigger, meaning. Airman Memmel donated nine inches of her hair to Beautiful

Lengths, a program that provides free wigs through the American Cancer Society to cancer patients who have lost their hair due to cancer treatment.

Airman Memmel had been growing her hair for more than five years, and when she recently decided to get it cut short, she knew she wanted to donate her hair to a good cause. “I always knew that I wanted to donate my hair once I got it cut, I just had to figure out which program to donate it to,” she said.

Airman Memmel had heard of the Locks of Love program, but she was unable to donate to it because her hair was not quite long enough – she had nine inches of hair to donate and Locks of Love requires 10 inches. So, she started looking online for other hair donation programs that required nine inches or less of hair. Beautiful Lengths required only eight inches.

All of the instructions about how to donate were online. Airman Memmel had her regular hairstylist cut off her hair in a ponytail. She then put the ponytail in a plastic bag and mailed it to Beautiful Lengths, where



Senior Airman Sandra Memmel after donating her hair

it will be used to help women in need. “If I decide to grow my hair long again, I'll probably try to donate again,” she said, “I was happy to help out a good cause.”

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