

Official Magazine of the Air Force Reserve

CITIZEN AIRMAN

APRIL 2005



5-4-3-2-1

Reservist counting down the days until he blasts off into space

Force Development

Flexibility a key for training, educating, assigning Airmen

By Tech. Sgt. Jason Tudor

Force development for members of the Air Force Reserve will be tailored to meet the needs of Citizen Airmen and be flexible enough to satisfy the career goals of Reservists of all shapes and sizes, according to the officer overseeing the program.

Maj. Dean Hicks, force development point person for the Air Force Reserve at the Pentagon, said no one will lose sight of the "unique needs" of Reserve officers, enlisted troops and civilians.

"The vision for Reserve force development — as an element of Total Force development — is to create a Reserve force that is responsive to overall Air Force requirements and can be managed as an integral part of the Total Force," Major Hicks said. "In doing so, we cannot lose sight of the fact that we are predominantly a part-time force and must respect the fact that we share our Reservists with their civilian employers and their families. The challenge is finding a way to deliberately develop our people while still respecting their time and volunteerism."

"Force development" is the term coined by senior leaders when discussing how the Air Force trains, educates and assigns its Airmen. It includes changes to developmental education and the assignment process. Force development stems from direction given by Air Force Chief of Staff Gen. John P. Jumper in November 2002.

Much of the force development "foundation" comes from the Air Force Strategic Personnel Plan. It's also based on the recently published Air Force Doctrine Document 1-1, Leadership and Force Development. Lt. Gen. John A. Bradley, Air Force Reserve Command commander, emphasized the importance of the doctrine document in a recent message.

"It lays the foundation for how we deliberately develop the force," he

said. "We have taken its tenets to heart..."

In the 18-page document called "Force Development (Reserve Officer) Concept of Operations," senior leaders pinpointed what's needed during this transformation.

"(The goal is) translating desired mission effects into capabilities and determining the human competencies needed to satisfy them," the document said.

Force development, Major Hicks said, will help ensure Reserve officers — be they at the tactical, operational or strategic level of the fight — "will have the requisite occupational and leadership competencies to excel."

Force development affects each functional area. Similar to the active-duty force, the Reserve formed an integrated process team almost two years ago to look at functional areas across the board. The Reserve organized the team around the various Reservist categories — active Guard and Reserve, individual mobilization augmentee, traditional Reservist and air reserve technician. The team met four times with the most recent meeting taking place in February.

Officers have already seen two changes, both in the area of selection for developmental education courses. In a change occurring in 2004, personnel records were also updated to reflect reduced emphasis on secondary degrees.

Much of the early process focused on revamping the career paths of about 16,000 officers, but the command's top chief said the same transformation is beginning for the 60,000-plus members of the enlisted force.

"The ultimate goal is to ensure the Air Force Reserve deliberately develops enlisted people to meet future needs," said Chief Master Sgt. Jackson A. Winsett, AFRC command chief master sergeant.

Meanwhile, as the Reserve enlisted transformation begins, the chief said he has six priorities:

- Proper utilization of the enlisted force.
- Developing the enlisted force to assume greater responsibility.
- Ensuring that families are priority one.
- Continuing to foster the relationship between the Citizen Airman and the employer.
- Recognition of the Reserve's people.
- Ensuring all enlisted people have a fair and equitable opportunity to succeed.

Chief Winsett described why it is so important to ensure any changes to the enlisted system work.

"Lots of folks — civilian and military — don't realize there are 60,000 enlisted people in all categories — unit, IMA, AGR, ART and active duty — assigned to the command," the chief said. "Those men and women are counting on us to make the right call and to ensure that the recommendation or decision is always fair and equitable."

Chief Winsett met with the enlisted integrated process team March 17 and 18 in Washington, D.C. The outcome of the meeting was not available at press time.

With change on the horizon, Major Hicks emphasized the need to tailor force development to the needs of Air Force Reservists.

"The continuing goal in Reserve force development is deliberate and organized development tailored to meet AFR needs within the context and culture of the Citizen Airman program," he said.

More information about Reserve force development can be found on the Web at <https://afkm.wpafb.af.mil/ASPs/CoP/OPenCoP.asp?Filter=ooDP-RC-01>. ★



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Citizen Airman magazine (ISSN No. 0887-9680) is published bi-monthly by Headquarters Air Force Reserve Command Office of Public Affairs for the commander of Air Force Reserve Command. Copies are mailed, free of charge, to the homes of all Reservists. Content is normally news articles and features developed for release to commercial media as part of the Air Force Reserve's continuing public affairs program. Opinions of contributors are not necessarily those of the Air Force Reserve. All photos are U.S. Air Force photos unless otherwise indicated. Readers-per-copy ratio: 4-1. Send inquiries and submissions to HQ AFRC/PAP, 255 Richard Ray Blvd., Suite 137, Robins AFB, GA 31098-1661. Or, fax them to DSN 497-0878 or commercial 478-327-0878. Our e-mail address is afrc.pap@afrc.af.mil.

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POSTMASTER: Please send all Forms 3579 to Citizen Airman, HQ AFRC/PAP, 255 Richard Ray Blvd., Suite 137, Robins AFB, GA 31098-1661.

Front cover: Astronaut Mike Fossum, who is also an individual mobilization augmentee, trains for a space flight scheduled for this summer. For the story, see page 4. (Photo courtesy of NASA)

Back cover: The C-130J, flown by Reservists from the 815th Airlift Squadron, Keesler Air Force Base, Miss., was a big hit during its first combat mission. See the story on page 12.

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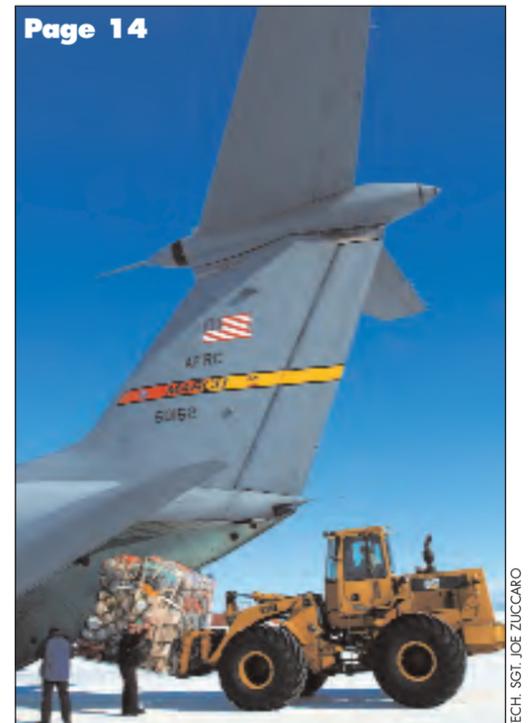
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By Lt. Gen. John A. Bradley
Commander, Air Force Reserve Command

Future Total Force Means More Reserve Opportunities

In the past century of ever-changing national and international demands, the Air Force has employed all of its components — active duty, Air Force Reserve, Air National Guard and civilian personnel — in transformational ways.

The Air Force is facing challenges it has never seen before. Budgetary constraints will limit replacement of inventories, infrastructure and manpower. The Air Force will make some changes to take advantage of some new technologies. This will make the Air Force a more capable and effective force in maintaining air and space superiority.

In light of these changes, the Air Force is currently re-evaluating its functional and operational constructs. This will lead to new opportunities for the Air Force Reserve, as we become more integrated in new Air Force missions.

The Air Force Reserve must also change, in some ways, to ensure we stay relevant in the future. Future Total Force is just a further extension of the way we conduct business today. It optimizes the capabilities of all the Air Force components and their members, creating a common vision among separate components.

Toward the Future Total Force vision, Air Force Reserve will test new organizational constructs to integrate every facet of Air Force operations. As a command, we must transform to maximize the capabilities that cutting-edge technology offers us. We are closely reviewing current and emerging mission areas to ensure each component's role is appropriate. We've had some great success in the Air Force with our air mobility assets, especially with our associate programs.

For the first time in Air Force Reserve history, a Reservist was installed as the command-

er of an active-duty Air Combat Command Predator squadron at Nellis Air Force Base, Nev. I anticipate there will be more opportunities like this as the Air Force moves further down the road in the Future Total Force. The Air Force will look to move our Reserve into other Predator squadrons so our talents can be used in this important new mission area.

These new mission changes will not only increase our operational effectiveness, but should reduce reliance on involuntary mobilizations. Since the beginning of the Air Force's air expeditionary force concept, the Reserve has been there to share in the development. The Air Force uses volunteers first for a variety of peacetime, contingency and war operations. However, some missions, like major conflicts, cannot be strictly completed through volunteerism, and we need to turn to mobilizations. However, mobilizing during a steady state of operations eventually creates an unbalanced force.

Better balance is achieved with Future Total Force. By involving the Air Force Reserve in emerging missions with "reachback" capability, Airmen will be able to use new technology to conduct missions anywhere on the globe, such as flying unmanned aerial vehicles from their home stations. This should help the Air Force reduce reliance on involuntary mobilization.

Future Total Force will further the integration of air components in a way that is different from the past while continuing the Air Force's tradition of creating a more capable air and space team. The Air Force Reserve must step up to new missions; we need to be proactive; and we need to accept change. Future Total Force provides the Air Force Reserve the opportunity to continue to be an integral member of the Air Force team. ★

By Chief Master Sgt. Jackson A. Winsett
Command Chief Master Sergeant, Air Force Reserve Command

Force Development Critical to Reserve's Enlisted Force

First, let me say how privileged I am to have an opportunity to work for and with you as we take on the many challenges of our Air Force. I plan to meet many of you and solicit your input on matters impacting our command and Air Force.

The terrorist acts on 9/11 completely changed the Air Force Reserve. We immediately became a more integral part of the Total Force. We were asked to deploy in support of real-world missions. We answered the call and did a great job!

To that end, I want to make you aware of a program that will significantly impact the enlisted force. It's called enlisted force development. In order to meet our ultimate objectives and deliver lethality, mobility, speed, precision and power, we must have a force comprised of the best our nation has to offer, from every segment of society, trained and ready to go.

Our strength comes from our diverse talents and is a critical component of the air and space power we enjoy today. Because the skill sets of the enlisted force are not easily replaced, we must expend considerable effort to retain and further develop our people through education.

I believe my responsibilities to the enlisted force are numerous; however, my primary responsibility as it relates to enlisted force development is to ensure the capabilities of the force assigned to the command are vital to mission excellence and combat capabilities. In order for me to do that, enlisted force development must receive the priority attention it deserves.

An integrated process team met in March to ensure we have the correct compliment of members and, if not, to get the right people on board; to ensure all members understand what the team's goals are; to ensure our ultimate goal is to lay the foundation for how the enlisted force will be deliberately developed;

and to recommend the means by which the Reserve Command can accomplish organized development tailored to meet Air Force Reserve needs within the context and culture of the Citizen Airman program.

During my travels, I'm often asked what career fields this enlisted force development program will affect. I respond by suggesting that Reservists not think of "career fields" in the purest sense of the words. Enlisted force development will impact all functional areas via development teams or similar mechanisms yet to be determined. These teams will develop and employ tools to help enlisted people understand what Air Force Reserve opportunities are available to them. The ultimate goal is to ensure the Reserve deliberately develops enlisted people to meet future needs.

There's no "ideal" formula for enlisted force development; however, the Reserve brings a unique formula to the table via its unit, individual mobilization augmentee, active Guard and Reserve, and air reserve technician programs. Utilizing these categories of personnel will ensure all facets of the Reserve enlisted force are developed.

As Citizen Airmen, our triad of responsibilities — family, civilian job and military career — is a critical component in our lives. I know and believe that time is *THE* key factor in achieving balance among these responsibilities.

The integrated process team must recommend, develop and institute ways of training our members that are unique to their personal scenarios yet achievable. The proper utilization of the enlisted force, while developing the force to assume greater responsibility, is critical in our deployment of the enlisted force development construct.

The 60,000-plus men and women who make up the best enlisted force in the world are counting on me to make the right call. I assure you I will give it my very best. After all, you're the "boss," and I work for you. ★



IN ORDER TO MEET OUR ULTIMATE OBJECTIVES AND DELIVER LETHALITY, MOBILITY, SPEED, PRECISION AND POWER, WE MUST HAVE A FORCE COMPRISED OF THE BEST OUR NATION HAS TO OFFER, FROM EVERY SEGMENT OF SOCIETY, TRAINED AND READY TO GO.

Ready for Liftoff



Reservist astronaut counting down the days until he blasts into space

By Bo Joyner

One day this summer, a 48-year-old Air Force Reservist is scheduled to join one of the most elite clubs on this planet — the alliance of men and women who have traveled into space.

Lt. Col. Mike Fossum, a NASA astronaut and individual mobilization augmentee assigned to the F-16 System Program Office at Wright-Patterson Air Force Base, Ohio, will be on board Atlantis for space shuttle mission STS-121 when it blasts off some time between July 10 and Aug. 1. As a mission specialist, he will be responsible for supporting flight operations during launch and re-entry. Also, he will perform two or three spacewalks while the shuttle

is docked to the international space station.

STS-121 will be the second space shuttle mission since Columbia disintegrated upon re-entry into the Earth's atmosphere in February 2003. STS-114, NASA's initial return-to-space flight since the Columbia tragedy, is scheduled for May.

"I grew up in the space age, and like a lot of kids in the '60s, I dreamt about becoming an astronaut," Colonel Fossum said. "I truly feel blessed to have had the chance to follow that dream and, now, to actually have the chance to travel in space."

The colonel, selected for NASA's astronaut program in 1998, learned in October 2003 that he had been



Lt. Col. Mike Fossum, who was recently selected for promotion to colonel, is busy preparing for his journey into space this summer. At left, he trains in simulated zero-gravity conditions under water. At right, he experiences true zero gravity inside a specially built KC-135. At right, he works on emergency egress training.



chosen for the crew of STS-121. Since that time, he has been involved in an intense training program to prepare for the 11-day mission. The program has involved a lot of classroom work, some long hours in the gym and a great deal of time spent in the space shuttle simulators. There's also been a lot of time spent in the 6-million-gallon water tank at NASA's Lyndon B. Johnson Space Center in Houston. That's where astronauts practice extravehicular activities, more commonly known as spacewalks.

"That's probably the most difficult part of the training," Colonel Fossum said. "We're in our space suits, and we're in the water for six hours at a time. It's very physically demanding, and it requires a great deal of concentration. You have to think about every little move you make."

Inside the tank, NASA scientists are able to simulate the zero-gravity conditions that astronauts experience during space flight. The training allows astronauts to become familiar with the dynamics of body motion under weightless conditions.

While Atlantis is docked to the space station, Colonel Fossum will also be working with the shuttle's remote manipulator system or robotic arm. NASA has been developing and testing

new hardware and procedures designed to make space shuttle flight safer. The STS-121 astronauts will be carrying some of these new pieces of equipment and practices with them into space.

One of these is the orbiter boom sensor system. The 50-foot-long OBSS will be attached to the shuttle's robotic arm and will equip the orbiter with cameras and laser systems to inspect the shuttle's thermal protection system while in space.

Scientists believe a piece of insulation foam from Columbia's external fuel tank struck the shuttle's left wing during liftoff, causing a breach in the shuttle's thermal protection system. This allowed superheated air to penetrate through the wing's leading edge insulation and progressively melt the aluminum structure inside.

"With this new boom, we can inspect areas of the shuttle we couldn't inspect before, and if we find any cracks, we can make the necessary repairs in space," Colonel Fossum said.

In addition to the safety improvements they will be carrying with them, crew members aboard STS-121 will be resupplying the space station with equipment and consumables and will be dropping off one astronaut who will be staying at the station.



Colonel Fossum has undergone intense training since he was selected for NASA's astronaut program in 1998. All of his hard work will pay off when he serves as a mission specialist on board the space shuttle Atlantis this summer.

The road that has led Colonel Fossum to the edge of space hasn't always been an easy one. He said he never could have made it where he is today without a lot of hard work, the unwavering support of his wife and four children, and the support of his Air Force family.

The colonel received his Air Force commission from Texas A&M University in May 1980. After completing his graduate work at the Air Force Institute of Technology in 1981, he was detailed to the Johnson Space Center where he supported space shuttle flight operations. Soon after that, he was selected for the Air Force Test Pilot School at Edwards AFB, Calif., where he graduated in 1985. After graduation, he served at Edwards as a flight test engineer in the F-16 Test Squadron and later as a flight test manager.

He left active duty in 1992 to work full time for NASA. Before being selected for the astronaut program in June 1998, Colonel Fossum served as a systems engineer and flight test engineer. Since 1998, he has worked as the head of space station flight software development and as a capsule communicator — an astronaut who serves as the voice link between the ground and space station crews.

Colonel Fossum gives the Air Force a lot of the credit for the position he's in today.

"Like most kids who dream of being an astronaut, I kind of gave up on that



For the Air Force Reserve, Colonel Fossum is an individual mobilization augmentee assigned to the F-16 System Program Office at Wright-Patterson Air Force Base, Ohio. He has extensive experience as an F-16 flight test engineer and flight test manager.

dream as I got a little older," he said. "But when I first came to NASA as a young Air Force lieutenant in 1981, I met a couple of Air Force astronauts, Jerry Ross and Ellison Onizuka, and they encouraged me to rekindle that dream. They showed me what it would take to become an astronaut and helped give me the confidence to know I could do it."

The colonel also said that his Air Force flight test engineer experience has been a tremendous help in preparing him for astronaut training.

"Egress training is a good example," he said. "Just the other day we were doing shuttle egress training, and it was very similar to the F-16 egress training I have done so many times over the years."

Finally, Colonel Fossum said his Air Force training helped him deal with the Columbia tragedy.

"I lost a lot of great friends that day, and it was certainly a very sad occasion for everybody at NASA, but I've seen the missing man formation before," he said. "It doesn't matter if you're talking about

space travel or regular flight, every once in a while something like this happens. We do everything we can to prevent it, but there's always the possibility something like that will happen again. As an astronaut or pilot, you always have that thought somewhere in your mind, but you can't let it interfere with the job you have to do."

Since he's been in training for his flight into space, Colonel Fossum hasn't been able to travel to the F-16 SPO at Wright-Patterson as often as he would like, but he said he still enjoys putting on his Air Force blues.

"After leaving active duty, I went totally inactive for three years, and I really missed it," he said. "I had spent the last eight years working mainly in flight test, most of that in F-16s, and I still felt like I had something to contribute. The IMA program allows me to do that."

"When I go to Wright-Patt, it takes me about a day to get spooled up, but after that I feel like I can add something to whatever program we're working on."

His boss, Col. Scott Jansson, agrees.

"Mike Fossum is a valuable part of our F-16 systems group team," he said. "As our senior Reservist, Mike leads our entire team of Reservists and makes sure we optimize the use of all 10 of our Reservists to meet our mission of delivering and sustaining war-fighting capabilities. Mike is also a valuable adviser to me and our other F-16 senior leaders on acquisition matters. His flight test expertise has been especially valuable as each year the F-16 program tests and fields new capabilities."

Colonel Jansson said his office will be paying very close attention when Colonel Fossum blasts off into space this summer.

"The entire F-16 team will be watching the STS-121 mission with great interest as one of our own demonstrates the technical, leadership and teamwork skills we've all come to appreciate," he said.

Colonel Fossum said he is eager to put those skills to the test. "We still have a lot of training and preparation in the months ahead, but I can't wait for the launch date. For me, it can't get here too soon." ★



Colonel Fossum said he could not have made it where he is today without the unwavering support of his wife and four children.



CELLMATES

Doing time with HQ's expeditionary team builder
by Tech. Sgt. Jason Tudor

The chalk scratchings on the blackboard from eighth-grade biology class still haunt the memories of many Airmen. A bespectacled teacher — between passed notes, bad jokes and marked-up Peechee folders — wrote the message sandwiched between the words mitosis, meiosis and mitochondrion:

Cells are the basic building blocks of life. Fast-forward to the second floor of the Air Force Reserve Command headquarters building at Robins Air Force Base, Ga., where blue-suited and civilian workers relive that message every day, but with a new twist:

Cells are the building block of the air expeditionary force. Specifically, that wisdom applies to the AEF cells at each major Air Force command. It's no different at AFRC, where a crew of 13 manages the complex process of getting Reservists to war.

Comprised of not much more than a set of cubicles, a few offices, some white boards, and the usual office furniture and equipment, on the sur-

Members of the Air Force Reserve Command air expeditionary force cell are on the go 365 days a year. Since 1999, they've been helping get Air Force Reserve forces in battle and elsewhere around the globe. With 13 people working requirements every day, it's no wonder their expertise is relied upon by major commands across the board. (Photo above by Tech. Sgt. Jason Tudor; other images are courtesy Air Force Link)



face it might be easy to mistake the Reserve's AEF Cell for any other section of the building. Its mission of deploying Reservists, however, is a round-the-clock cycle of communication, coordination and collaboration that reaches across the globe.

The AEF Cell is the tool Brig. Gen. Martin Mazick, the command's director of operations, uses to move airplanes, people and equipment into the fight. Without the cell, General Mazick said, the Air Force Reserve wouldn't be able to fulfill its wartime obligations.

"AEF has become a living event," the general said. "It was a great decision to create the cell when we did."

Every cell has a nucleus. The AEF Cell is no exception. Tony Tassone, a retired Reserve colonel who commanded three wings, directs cell operations. Dan Powell, a former chaplain and retired lieutenant colonel, manages the expeditionary combat support element — almost everything that's not aviation. Lt. Col. Joe Morina handles aviation requirements.

Each major command has an AEF Cell, or something like it, all working in conjunction with the AEF Center at Langley AFB, Va.

The threesome estimates that an average of 48 Reservists each day, or 104,000 total, have deployed since the cell's inception in 1999.

"It's safe to say that every wing in the Air Force Reserve has been touched by an AEF deployment," Mr. Tassone said.

He added that every weapon system in the Reserve Command inventory — minus some training aircraft — "has participated in either a forward deployment or an AEF support role."

The task of moving a Reservist to war starts with a combatant commander making a request for capability. That request is given to one of the four services. If it goes to the Air Force, the request goes to the AEF Center at Langley. Over time, these requests — called requirements — are divided up among the major commands. AFRC "buys" requirements from the AEF Center. With each buy, the command is promising airplanes, aircrews or support to meet the requirements.

So, for instance, a combatant commander may have a need for air-to-ground attack capabilities. The AEF

AEF quick facts

Mindset

"In our Air Force, every Airman is expeditionary, every Airman will know his/her place in the AEF system, and every Airman will be prepared to support the combatant commander, whether deployed, in CONUS via reach back or employed at home station. If you are wearing the uniform of the United States Air Force, you are a part of the AEF." — Gen. John Jumper, Air Force chief of staff

AEF facts

- 10 AEFs always ready to deploy
- 270,000 of 360,000 Airmen ready to deploy
- 26,000 air reserve component Airmen against each AEF pair
- 89 percent of requirements currently go to U.S. Central Command

History

Oct. 1, 1999 — AEFs 1 and 2 of 10 aerospace expeditionary forces activated and began fulfilling contingency requirements (e.g., Operations Northern and Southern Watch); 4th Fighter Wing, Seymour Johnson Air Force Base, N.C., began 60-day on-call period to handle any 'pop-up' emergency.

Managing forces

The Aerospace Expeditionary Forces Center, located at Langley Air Force Base, Va., is a multifunctional, centralized team responsible for spearheading expeditionary management. This includes identifying training requirements, basic planning, monitoring readiness, and tasking aerospace expeditionary forces and aerospace expeditionary wings.

Sources: Col. Thomas Smith, AEF Center, Langley AFB, Va., and Air Force Link.

Center lists the requirement. AFRC decides to buy it and send A-10s and all the maintenance equipment needed to keep them flying.

However, the buys for support and aviation differ, Colonel Morina said.

"The aviation schedule is not deter-

mined by a 'buy,'" he said. He added that Air Mobility Command handles airlift requirements and makes the schedule for C-5s, C-17s, C-130s and the like. Combat aircraft follow another system.

"So, we agree, for instance, that we can do six A-10s in AEFs 1 and 2," he said, adding there's more negotiation on the aviation side of equipping AEFs.

None of this comes without challenge. Colonel Morina said the culture change in the aviation world — from deploying whole units to deploying capabilities — hasn't fully taken hold. Yet.

"We need our aviation folks to understand and embrace the AEF process," he said. "They've been used to heading out, kicking the tires and lighting the fires. They did deployments as a wing.

"However, now," Colonel Morina continued, "there are new rule sets to follow. We're reeling them in and getting them to do that."

Mr. Powell said the key to ensuring the Reserve stays entrenched in AEF is good communication and avoiding territorial disputes.

"We need to break down the walls of functional stovepipes that exist," Mr. Powell said. "When the walls have weakened, the communications have flowed well. It's like we're all walking down the same road with the same focus with the same direction in mind."

The process, he said, gets simpler when the orders come from the top down.

"General Jumper (Gen. John P. Jumper) is pretty emphatic about what he wants to see," Mr. Tassone said about the Air Force chief of staff.

Specifically, General Jumper said, "Every Airman is expeditionary. Every Airman will know his/her place in the AEF system, and every Airman will be prepared to support the combatant commander. ..."

Every Airman.

Walking down that road "together" and meeting the theater commander's requirements is seamless for most active-duty people. However, the nature of a deployment for Reservists is different, according to Col. Thomas Smith, the Reserve adviser to the AEF Center commander.

"The active-duty Airmen really have no choice. It is their job to do as tasked by



Lt. Col. Joe Morina discusses requirements with Dan Powell. As AEF is "a living event," the requirements ebb and flow each day.

their superiors. Unless mobilized, Guard or Reserve Airmen are considered volunteers. We have been very fortunate that the Guard and Reserve members have volunteered to support the AEF," he said.

"A lot of it," Mr. Tassone added, "is pulling teeth, but we've made some ground. These are struggles for us — in the AEF Cell. But to the outsider, it's like a duck. You can see the duck swimming smoothly on the surface of the water, but you don't see his feet going like mad.

"You measure us by the number of deployments we're doing and the number of people who are going for the Air Force Reserve," he said. Mr. Tassone added that since its inception in 1999, the Air Force Reserve has only failed to meet "one or two requirements. No other command comes close to that. When we say we're going to do something, we do it."

Mr. Powell said the Reserve also

brings a facet to the expeditionary force that can get overlooked.

"Every time we send a Reservist over there, it allows an active-duty person to stay home," he said.

The process for assigning people to jobs has changed dramatically. Previously, Mr. Tassone and his people would find 15-day requirements and fill them with people. Now, the process is reversed. Mr. Tassone looks for volunteers then matches them to requirements.

"While reversed and, in some ways, more difficult, statistics will show there has not been any drop off in the number of requirements we've been buying over the years," Mr. Tassone said.

As the AEF Cell continues to move Reservists to war, there's more change on the horizon, according to Mr. Tassone. New training requirements and new policies are continually changing the face

of how the Reserve buys requirements.

Regardless of what may be ahead, Mr. Tassone said success rests on the shoulders of the people deploying, helping the entire body of people fighting the war on terrorism and supporting Operation Iraqi Freedom.

"Any success we've had is because of the people," he said. "We set up the processes. The execution of those processes is done by the people. It's a tribute to the command."

Humble as his team may be, General Mazick agreed that his team is one of the building blocks of the air expeditionary force. And it's a message that could be scratched on any blackboard as a basic lesson.

"The cell is the face of this command to the AEF Center at Langley," he concluded. "It will continue to provide those services now and into the future." ★

Changing Attitudes

C-130J sets the record straight during initial combat mission

By Tech. Sgt.
James B. Pritchett

Air Force Reservists from the 815th Airlift Squadron, Keesler Air Force Base, Miss., recently put the new C-130J through its paces during a deployment to Southwest Asia. The Flying Jennies put to rest many misconceptions about the Air Force's next-generation airlifter.

Faster, farther, higher, safer. Aircrews and maintainers from the 815th Airlift Squadron at Keesler Air Force Base, Miss., are changing attitudes and proving the effectiveness of their bird — the Hercules airframe known as the C-130J.

As the first unit to take delivery of the J-model in 1999, the 815th Airlift Squadron's Flying Jennies of Air Force Reserve Command's 403rd Wing are leading the way in training, evaluating and certifying the Air Force's next-generation airlifter. It's only fitting that they were called on to support the first AFRC combat mission for the C-130J.

In December, two Jenny aircrews, a maintenance package and support staff deployed to Southwest Asia to become part of a joint airlift mission. Working with active-duty and Air National Guard people, they put the J-model through its

paces in a combat theater.

Another rotation of Jennies left Jan. 20 to replace some of the troops who deployed in December. The 815th AS welcomed home some of its warriors Jan. 29. In total, the unit will spend about three months in Southwest Asia supporting operations.

For several months before the initial deployment, unit Reservists worked doggedly to ensure the aircraft was ready to perform all of the critical types of missions required in combat. They completed everything from engines-running offloads to blackout night-vision airdrops, with results exceeding the expectations of even the most enthusiastic crew members.

"I can say without any hesitation that I prefer the C-130J," said Capt. Darren Ray, a pilot with the deployed airlift squadron. "I feel so confident in the J-

model's capabilities that I have absolutely no reservations about flying it into the area of responsibility. I don't think you can find one person who is qualified on the J-model who can deny its capabilities and would prefer to fly any previous version of the C-130."

After arriving at the deployed location, the Jennies encountered hurdles such as misconceptions and outright misinformation about the C-130J.

"The amount of erroneous information out there about the new aircraft amazed me," said Maj. Jeff Ragusa, aircraft commander and tactics pilot for the deployed

expeditionary operations support squadron. "Crews who fly the H- and E-models out here had a lot of false impressions about the J-model.

"This surprised me even more considering how long we have been flying this aircraft. When we got here, people thought we were not qualified for tactical missions and said they had heard the aircraft couldn't even land on an expedient (dirt) landing zone, which is something I

personally have done many times." Once the Jennies touched down and immediately started flying missions, opinions began to change.

Within a few weeks, maintainers and aircrew members flying older versions of the C-130 were asking Reservists for walk-through tours and orientation flights in the J-model.

Mission planners quickly realized the capabilities of the J-model. Airframe enhancements, new engines, digital instruments and a condensed crew all contribute to the effectiveness of the new airlift platform.

Another benefit to planners in using

the J-model is the capacity of the cargo area.

The Flying Jennies are operating a "stretched" version of the J-model. The longer aircraft can handle up to 128 combat troops or 92 paratroopers compared to the older Hercules' capacity of 92 combat troops or 64 paratroopers. The larger troop capacity means fewer sorties are required to accomplish the mission.

"This translates into fewer aircraft being exposed to potential threats from insurgents. ... and lower operating costs for the Air Force," said Lt. Col. Mark Sheehan, director of operations for the deployed unit. ★

(Sergeant Pritchett is assigned to the 403rd WG public affairs office, Keesler AFB.)

The End

Reservists fly final C-141 mission in support of Operation Deep Freeze

Story and photos by
Tech. Sgt. Joe Zucarro

Crew chiefs and maintenance specialists do post-landing checks on a C-141C Starlifter on the ice runway near McMurdo Station, Antarctica. The crews and aircraft, from the 452nd Air Mobility Wing, March Air Reserve Base, Calif., were flying the last Air Force Reserve mission to Antarctica in support of Operation Deep Freeze.



Crewmembers pose for a photo after their last landing on the ice runway near McMurdo Station.



Staff Sgt. Jose Chaidez watches the clearance of the ramp on a C-141 while Master Sgt. Jose Grau guides a forklift at Pago Pago Airport, American Samoa.



Lt. Col. Mike Fortanas flies a Starlifter into the sunset over the South Pacific Ocean.

Another chapter — a frigid one — in the storied history of the venerable C-141 Starlifter came to a close Feb. 4 as a select crew of Air Force Reservists powered aircraft number 152 away from the South Pole for the final time.

For 39 years, active-duty and Reserve crews flew C-141s loaded with personnel and equipment to Antarctica in support of the National Science Foundation and its research efforts there. This year, C-141s from the 452nd Air Mobility Wing at March Air Reserve Base, Calif., delivered more than 2.7 million pounds of cargo and about 3,000 passengers from Christchurch, New Zealand, to the massive ice continent as part of Operation Deep Freeze, according to Arthur Brown, NSF representative at Christchurch.

"Highly skilled crews flying the C-141 to the ice were key assets in the quest for knowledge in the most extreme environment on Earth," said Lt. Col. Steven Strader, command C-141 pilot for Headquarters Air Force Reserve Command, Robins Air Force Base, Ga. "Scientists transported on these missions were leaders in their fields and expanded our knowledge in areas such as particle and space physics, astronomy, and biology, as well as mankind's impact on the environment."

Colonel Strader has three seasons of experience flying Operation Deep Freeze missions and has been the C-141 deputy mission commander.

The final Starlifter to lift off from the Pegasus runway at McMurdo Research Station officially ended C-141 involvement in the mission.

McMurdo Station is on the southern tip of Ross Island, which is next to the McMurdo and Ross ice shelves. The final C-141 flight took off from the 10,000-foot-long Pegasus runway, located eight miles south of McMurdo. The runway comprises rolled and pressed snow on top of a permanent ice shelf, which reportedly shifts about 115 feet per year.

"It is a rather sad day but a necessary day (for the C-141)," Mr. Brown said. "It is sad to see an asset that has served so well leave our inventory. The C-141 has served its useful life, and we look forward to the new technologies that are available."

One new technology Mr. Brown is referring to is the C-17 Globemaster III aircraft. The 62nd Airlift Wing, McChord AFB, Wash.,

which flies the Air Force's newest airlifter, is taking over responsibility for Operation Deep Freeze from the 452nd AMW, which was in charge of the C-141 airlift missions for the past four years.

The Starlifter's involvement in Operation Deep Freeze dates back to Nov. 13, 1966, when it was the first jet-engine aircraft to land on the southern-most continent, according to Maj. Gevin Harrison, director of the 4th Air Force Deep Freeze Division at March ARB. Since then, Reserve crews have flown more than 200 missions per year with a perfect record — no accidents and never an aircraft or crewmember left on the ice. This was no small task, given the severe environment.

"Deep Freeze is different from any other mission due to weather," Major Harrison said. "The weather is cold and harsh. But, it's also unpredictable. Visibility is a huge hindrance because of low clouds, fog or blowing snow. The snow is like dust, the consistency of sand, very dry. You can compare it to flying inside a pingpong ball."

"The successes of these scientific support airlift missions over the last 39 years were the result of exceptional teamwork," said Colonel Strader, one of the pilots on the final mission. He was accompanied by Reservists from the 452nd AMW as well as 4th AF.

"Over the years, missions involving other aircraft and crews ended tragically," he said. "The planes, crashed and abandoned, partially buried in ice and snow, are solemn testaments to a dangerous flying environment."

"Thankfully, C-141 crews never had to leave an 'aircraft monument' in Antarctica. This was no accident but proof of effective teamwork between aircraft maintainers, weather forecasters, aircrews, life support personnel and many others. The C-141's perfect safety record in the most extreme environment on Earth was due to the dedication of those supporting the mission as well as those flying the planes."

This is one mission in which crews do not have an alternate location to land in case something goes wrong, Major Harrison said. The crews receive a weather report prior to reaching the "point of no return" (an hour out of Antarctica). They have a few minutes to decide whether to continue to the ice cap or turn around and fly back to New Zealand. Once they commit to flying on to Antarctica, they can't turn around because they don't have enough fuel to get back to New Zealand. ★

(Sergeant Zucarro is assigned to the 4th Combat Camera Squadron at March ARB. Master Sgt. Linda Welz, 4th Air Force public affairs at March, contributed to this story.)

A C-141C Starlifter from the 452nd AMW gets a wet send-off as it taxis for the last flight to Antarctica from Christchurch, New Zealand.



Tech. Sgt. Ed Naranjo checks an engine on a Starlifter at Christchurch.



Crews unload cargo from a C-141C on the ice runway near McMurdo Station.



Maj. Jeff Puckett, a navigator, shows off a commemorative patch symbolizing the end of the C-141 era in the Air Force.



Lt. Col. Charlene Nelson and Phillip Lovin show the flag given to Colonel Nelson by the Ground Zero Association. Colonel Nelson accepted the flag, which was flown at the World Trade Center during rescue operations following 9/11, on behalf of all members of the 315th Airlift Wing, Charleston Air Force Base, S.C.

Sharing the Honor

Colonel accepts symbol of sacrifice on behalf of her wing

By Bo Joyner

Every Air Force Reservist makes sacrifices. That's why Lt. Col. Charlene Nelson felt a little uncomfortable when she found out the Ground Zero Association wanted to honor her for the sacrifices she has made since 9/11.

Colonel Nelson is the executive officer for the 315th Airlift Wing, Charleston Air Force Base, S.C. When she got the call that the Ground Zero Association wanted to present her with one of two special American flags it owned, she said she would accept it only if she could do so on

behalf of all the men and women of the 315th.

"I work with people every day who gave up way more than I did to serve this country following 9/11," the colonel said. "There was no way I could accept this honor for myself. The only way I could take it was if I could, in turn, pass it on to everybody in the 315th."

Rescue workers carried the now-tattered flag to the site of the World Trade Center shortly after the terrorist attack on Sept. 11, 2001. They initially posted it on a makeshift staff inside the general

rescue area of the South Tower.

After the flag was knocked down several times, it was moved to a more secure position inside a window overlooking the rescue efforts. The flag was removed from the window Oct. 24, 2001, and presented to Donna Dillinger, representing the families of 9/11 victims. She gave the flag to the Ground Zero Association Sept. 11, 2002.

The Ground Zero Association is made up of people who were at the World Trade Center the day of the attack; rescue, relief and recovery workers who

served at the site; police and other law enforcement workers who were there; military members who served at the site after 9/11; family members who lost loved ones; and volunteers who helped the rescue crews.

Phillip Lovin, a retired North Carolina emergency response team member and a technical rescue specialist who volunteered at Ground Zero, said the Ground Zero Association wanted to give the flag to Colonel Nelson because she represents all of the Air Force Reservists who put their lives on hold and sacrificed to serve their country for the cause of freedom. He made the flag presentation to Colonel Nelson Oct. 21. The 315th is currently working on a display case for the flag and a brief description of its history.

"As firefighters, we are the barrier between the people and the flames," Mr. Lovin said at the ceremony. "As Air Force Reservists, you are the barrier between the country and the flames of terror, and you will not back down no matter how hot it gets."

Colonel Nelson put in a lot of long hours at Charleston after 9/11, and she had to close the doors on her successful chiropractic practice in Greenville, S.C., in March 2003 when she was activated to support the global war on terror. At the time, she was a maintenance supervisor for the 315th Maintenance Squadron. In April 2003, she was named commander of the 315th MXS. She was selected as the wing's executive officer in November 2004.

Not only did Colonel Nelson give up her practice when she was called to service, she also saw her marriage of 13 years come to an end.

Still, she said she is proud to have had the opportunity to serve, and she will keep serving as long as she is needed.

"I was a one-doc shop, so I had no choice but to close my practice," she said. "I'll resume practicing one day. ... maybe I'll be the first chiropractor in the Reserve."

There aren't very many female chiropractors around, and Colonel Nelson had found her niche in a practice that catered primarily to women, children and elderly patients.

"The Air Force taught me that I could make it in a male-dominated field," she said. "When I first enlisted, there weren't very many women working in aircraft maintenance."



Like all Air Force Reservists, Colonel Nelson (shown here during aircraft maintenance technical training shortly after enlisting in 1980) has had to make sacrifices throughout her military career. She recently gave up her successful chiropractic practice after she was activated to support the global war on terror.

Colonel Nelson enlisted in the Air Force in 1980 and went to work as an aircraft maintenance technician on C-130s at Pope AFB, N.C. She was commissioned in 1989 through the Officer Training School at Lackland AFB, Texas. She separated from active duty in 1992 and joined the Air Force Reserve without a break in service.

"There's something very special about the Air Force Reserve," the colonel, who still thinks of herself as a crew chief at heart, said. "The Reserve is full of people who have had to be separated from their families, who have lost their jobs or businesses, and still they continue to serve. It's a very special family to be a part of."

Colonel Nelson said she came close to leaving the Reserve on a couple of differ-

ent occasions during her career, but something always kept her in.

"When I started going to chiropractic school in Atlanta, it was just too hard to commute back and forth to my Reserve duty in Charleston, so I turned in my letter of resignation," she recalled. "Luckily, my commander tore it up and helped me find an assignment at Dobbins (Air Reserve Base, Ga.). I've found over the years that Reservists really look out for each other."

Maybe that's why Colonel Nelson wouldn't accept the flag from the Ground Zero Association unless she could do so on behalf of the men and women she works with every day — Reservists really do look out for each other. ★

Sew Much Comfort

Pair makes a positive difference — one stitch at a time

By Senior Airman Curtis Holden

Coping with the many stresses of everyday life can be challenging for military members trying to recover from injuries suffered while deployed in a combat zone. In an effort to use their talents to help relieve these stresses, two women joined forces to establish an organization dedicated to dealing with a rather simple, but often overlooked, problem.

Ginger Dosedel, originally from Burnsville, Minn., and a current Virginia resident, and Margo Leslie of the 934th Services Squadron, Minneapolis-St. Paul International Airport Air Reserve Station, Minn., created Sew Much Comfort in January to provide “adaptive” clothing for injured troops, especially those suffering from leg injuries.

“The program is aimed at providing clothing for injured troops so they can integrate back into society and avoid being hospital-bound or home-bound without anything to wear,” Mrs. Leslie said.

“Sew Much Comfort is a grassroots organization striving to make the recuperation of wounded soldiers more comfortable,” Mrs. Dosedel said.

Mrs. Dosedel was inspired to start the organization after viewing a report on a national news program about Soldiers in an orthopedic ward at Walter Reed Army Medical Center in Bethesda, Md. Several of the soldiers wore an external fixator, a brace built with a series of rods and pins used to stabilize and lengthen limbs.

The device is similar to one Mrs. Dosedel’s 11-year-old son,

Mikey, once wore. When he was 3, Mikey was diagnosed with muscular cancer, and doctors didn’t expect him to live. But Mikey survived and endured multiple limb-lengthening procedures that used fixators attached to his legs by doctors at Walter Reed.

To ease Mikey’s discomfort, Mrs. Dosedel learned to sew and began designing pants, which later became known as “fixator pants,” for him to wear “so he could play and have as normal a childhood as possible,” she said.

The pants are similar to surgical scrub gowns or scrub pants.

They’re made of soft fabrics, such as polar fleece, knits and flannels, and feature an elastic waistband and one leg larger than the other.

The smaller pant leg has strips of Velcro so patients can easily slide their non-fixator leg in and out. The larger pant leg, which measures up to 36 inches in circumference, is designed to wrap around a leg that has a fixator, a halo frame, pins or other type of device attached.

After seeing the news report about the Soldiers, Mrs. Dosedel, who is married to an Air Force lieutenant colonel, visited Walter Reed in December and saw many patients who had nothing but hospital gowns to wear. She decided to hand out several pairs of the fixator pants she had sewn. Nurses and patients were ecstatic.

In a letter to friends and family describing her experience, Mrs. Dosedel wrote about one woman’s reaction to receiving a pair of the pants.

“She was almost in tears when she realized that the pants would cover her fixator and provide her with a modicum of decency and comfort,” she said. “And the whole idea of having underwear again, even if it is men’s jockey shorts! Well, I’ll leave that response to your imagination!”

One Soldier received the pants just before attending a ceremony at which he was to receive the Purple Heart. He wore a fixator on one leg and his other leg had been amputated.

“The head nurse told me his spirits were incredibly lifted by simply having normal clothing,” Mrs. Dosedel wrote.

After seeing the Soldiers’ reaction to her pants, Mrs. Dosedel enlisted the help of her family, friends, including Mrs. Leslie, and other volunteers to establish Sew Much Comfort.

One of the first beneficiaries of the program was Minnesota Army National Guard Sgt. James Vandenheuvel, who suffered head and leg injuries in Iraq when an improvised explosive device ripped through his Humvee. The organi-

zation donated the pants to him before he left a local hospital to continue his recovery at home.

“I received a very heartfelt thank you letter from Sergeant Vandenheuvel expressing his gratitude and appreciation for how the fixator pants improved the quality of his life,” Mrs. Dosedel said.

Such positive responses from recipients have encouraged Mmes. Dosedel and Leslie to expand their organization.

“One of our goals is to connect with Landstuhl Medical Center in Germany and have pants ready for patients being transferred from Landstuhl to Walter Reed or other military or veterans hospitals,” Mrs. Leslie said.

“We would also like to help those who have already been released from hospitals and might be in need of these comfort items.”

As a newly established organization, Sew Much Comfort faces many challenges, including finding people to sew or donate fabrics and materials.

“It is expensive, and I have run out of

the supplies I originally purchased for making pants,” Mrs. Dosedel said.

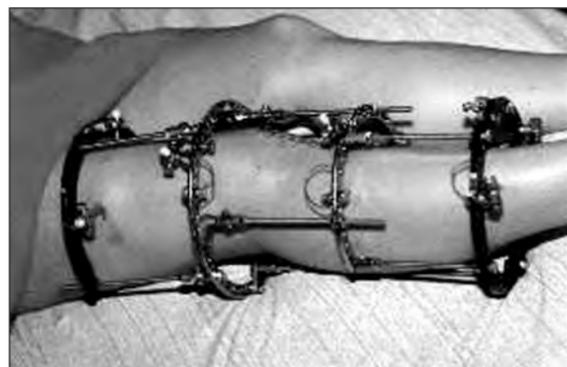
However, both women are confident they will not have trouble getting people to lend a hand. They already have several women who have volunteered to sew.

Regardless of the challenges they may face, the women plan to continue making a positive difference in people’s lives — one stitch at a time.

“It is a small gift, but it allows some injured troops to feel comfortable and confident as they move back into society,” Mrs. Leslie said. “It is a small token of the appreciation we feel for the service they have rendered to their country.”

People interested in volunteering for or otherwise contributing to the Sew Much Comfort program may contact Mrs. Dosedel via e-mail at sgdosedel@yahoo.com or by calling 703-921-5095 or 703-798-0127. Mrs. Leslie is available by calling 651-905-1216. ★

(Airman Holden is assigned to the 934th Airlift Wing public affairs office at Minneapolis-St. Paul IAP ARS.)



Injured troops required to wear external rehabilitative devices like this one need special “adaptive” clothing. Two women created an organization called Sew Much Comfort to meet this need.



Ginger Dosedel shows a pair of specially designed pants she made. Mrs. Dosedel is one of the founders of Sew Much Comfort.

A Second Chance

Changes clear way for active-duty retirees to join the Reserve

By Tech. Sgt. Jason Tudor

Retirees from active duty can continue serving their country by joining the Air Force Reserve thanks to changes in the law and Air Force instructions.

Known by a variety of names, the ability for active-duty retirees to join the Reserve was made possible when Congress passed the 2001 National Defense Authorization Act. The act added a new section to Title 10 of the U.S. Code allowing the change. The Air Force changed Instruction 36-2005, Conditions That Make Applicants Ineligible for Appointment, to match the new law. Prior to the AFI change, active-duty retirees were ineligible to join the Reserve.

Maj. John Unger of the Directorate of Personnel, Office of Air Force Reserve in Washington, D.C., said the program bolsters the Reserve's experience level and strengthens the force.

"It allows us to take advantage of a fully trained person, saving training dollars," he said.

Since the change in law, at least 164 enlisted members and 124 officers who had previously retired have returned to service as members of the Air Force Reserve.

Authority for the accession of enlisted applicants comes from the chief of Air Force Reserve. Title 10, Major Unger said, mandates presidential appointment for officer applicants.

Officers retired for less than five years and enlisted Airmen retired for less than seven years are eligible to apply.

Applicants must have earned a 20-year active-duty retirement and can only be brought in against a "valid" vacancy. Other requirements, including a physical, staffing levels, job qualifications and high-year-of-tenure, also apply.

Major Unger said the greatest challenge facing returning Airmen is the length of time it takes to process the paperwork.

"It can still take several months from the initial contact with the recruiter to final approval," the major said. "The officers' approval process, because of the routing through Air Force and DOD (Department of Defense) levels, can take even longer."

Retirees who join the Reserve will receive two checks, according to Major Unger. One is their retirement pay; the other is their Reserve pay. For each day of participation in the Reserve, however, the DOD withholds one-thirtieth of one month's retirement pay, the major said.

Once active-duty retirees join the Reserve, they participate the same as any other Reservist, the major said. They must meet participation requirements, they are eligible for mobilization or to volunteer for extended duty, and they are eligible for promotion.

While a promotion will not affect their active-duty retirement, Major Unger said, the change in law allows these "retired Reservists" at age 60 to forego their active-duty retirement and select an Air Force Reserve retirement.

"They could do this in order to afford themselves the opportunity to take advantage of increased retirement benefits due to their extended service and any increase in rank they may have gained," the major said.

One thing participants are not allowed to do is receive both active-duty and Reserve retirement entitlements.

If serving full time, however, retirement pay is completely replaced by Reserve pay. The finance service pays the member the entire Reserve pay entitlement based on their particular category, the major said.

Major Unger said dozens of variables come into play when determining how applications are approved and how members get paid after being accepted into the Reserve.

Master Sgt. Al Eakle was the third enlisted person to join the Reserve after the law changed. He said the benefits of the program outweigh the potential pitfalls.

"The camaraderie I shared with Airmen over the years could not be beaten," he said. "There's also a real advantage when I reach 60 and request a Reserve retirement."

Sergeant Eakle said the paperwork and process require patience. Before applying for the program, he recommends retirees "check with a Reserve unit and see if there are any vacancies."

Sergeant Eakle said he had to deal with one pay issue. Retirement pay is doled out of the finance center in Cleveland, while Reserve pay comes from Denver.

"I was getting retired pay and Reserve pay at the same time. It caught up five months later with a lump-sum deduction from my retired pay," he said.

Major Unger said every applying retiree's circumstances are not the same, making each application different.

"Each retirement situation, as it relates to pay and eligibility, differs," he said. "Therefore, interested applicants should call or visit their local recruiter and contact the Defense Finance and Accounting Service for more information."

Information and various "return scenarios" are available online at http://www.afreserve.com/retiree_adaf.asp. The Reserve Recruiting Opportunity Center can be reached by calling toll free 800-295-4648. ★

FOR MORE INFORMATION ON

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[RETIREE_ADAF.ASP](http://www.afreserve.com/retiree_adaf.asp)

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Reservists Switch to myPay; LES Becomes Paperless

Reservists who missed receiving their March and April leave and earnings statements in the mail need to quit looking in their mailboxes and start looking on the Internet.

The Feb. 1 leave and earnings statement was the last one to be distributed in hard copy format through the mail. Now, the information is only available online, through the myPay program.

Jan. 1 was the deadline for Air Force Reservists to start using myPay, the Internet method for managing pay. Civilian employees of Air Force Reserve Command were required to use myPay to access their leave and earnings statements beginning March 31.

Those who don't have access to the Web, either at home or at work, should contact their respective reserve or civilian pay office.

To use their myPay account, Reservists were supposed to activate their personal identification number by Dec. 31. If Reservists don't have a PIN or need a new one, they can obtain a temporary number through their reserve pay office or the local Air Force finance office, said Mike Bilbrey, chief of the Management and Finance Branch at Headquarters AFRC, Robins Air Force Base, Ga.

"These offices have 'trusted agent' access and can assign a PIN," he said.

Another way for Reservists, as well as civilians, to obtain a PIN is by going to the myPay Web site (<https://mypay.dfas.mil>) and selecting the "New PIN" button. It may take up to 10 business days from the date of the request for mail delivery of the new PIN.

In addition, Reservists can ask for a new PIN by fax or mail. They need to sign their request and give their full name, Social Security account number, a copy of their military photo identification and a daytime telephone number.

The fax number is 216-522-5800 or DSN 580-5800. The mailing address is: DFAS-Cleveland/Code PMMCCA, Attn: myPay, 1240 East 9th Street, Cleveland OH 44199-2055.

The new temporary PIN will contain the last five digits of the person's Social Security account number.

People should wait at least two busi-

ness days before using their PIN if they got it by fax and four days if by mail. They will not receive confirmation that their PIN has changed. (AFRC News Service)



Tech. Sgt. Tommy White

Recruiters Name Get One Program Winner

Tech. Sgt. Tommy White of the 80th Aerial Port Squadron at Dobbins Air Reserve Base, Ga., is the fiscal year 2004 top Get One Program winner. Eleven of the 27 potential recruits Sergeant White referred to the program ended up joining the Air Force Reserve.

Get One is a command-wide program that gives Reservists a way to refer friends, co-workers and family members to the Reserve. Participants receive rewards for each referral and accession. Overall, more than 28 percent of referrals made by Reservists join the Reserve.

Among the things Sergeant White earned for being the top individual winner were:

- An Air Force Achievement Medal;
- A leather bomber jacket;
- An incentive flight in any type of aircraft in the Air Force Reserve Command inventory;
- A plaque;
- An Army and Air Force Exchange Service gift certificate; and
- Recognition during a wing com-

mander's call. (Senior Master Sgt. Elaine Mayo, Directorate of Recruiting Service public affairs, Robins Air Force Base, Ga.)

Westover Retirees Discover Old Aircraft's New Use

On any given day, the 439th Airlift Wing at Westover Air Reserve Base, Mass., has 16 C-5A Galaxies on call for worldwide airlift of heavy and out-sized cargo. And serving overseas in more humble duty is one C-123K Provider displaying on the fuselage the faded but still clearly discernable shield and designation of the 439th Tactical Airlift Wing, forerunner of the 439th Airlift Wing.

Three retired Westover Reservists discovered the almost intact former Patriot Wing cargo airplane last October tucked away on the side of a tar road overlooking the Pacific Ocean in Costa Rica.

"We couldn't believe it," said retired Senior Master Sgt. Marilyn Dube, who left the wing in 2003 as its transportation supervisor. "We just stood there in awe saying, 'That's a Westover bird!' We were in total shock. We couldn't believe it."

On hand to share the serendipitous experience was her husband, retired Chief Master Sgt. Leonard Dube, and his brother, retired Staff Sgt. Ronald Dube.

Leonard and Marilyn Dube, who live in Torrington, Conn., were on vacation visiting Ronald, who lives in Quepos, Costa Rica. The three happened upon the wayward C-123K Provider while driving over a hill on their way to the beach. The aircraft fuselage appeared to be intact. The props were missing, but the wings and engine cowlings were still in place.

The former 439th TAW Provider is now part of the El Avion pub, restaurant and coffee shop overlooking Manuel Antonio Beach. A canopy stretches between the airplane and the main building. Inside the Provider are tables and counters to serve pub customers.

The owner of the pub purchased the airplane in 2000 for \$3,000. To get it to the site, he had to disassemble the C-123K into seven parts and haul it piece by piece up the tar road to the top of the hill.

The 731st Tactical Airlift Squadron of the 439th TAW flew C-123K Providers until 1982 when the squadron transitioned to the C-130E and was reassigned

to the 901st Tactical Airlift Group, Peterson AFB, Colo. (Master Sgt. Tom Allocco, 439th AW public affairs)

Annual Assistance Fund Campaign Under Way

The annual Air Force Assistance Fund "Commitment to Caring" campaign is under way and will continue through May 6.

Program officials invite Airmen to contribute to any of the Air Force's four official charitable organizations.

The charities benefit active-duty, Air Force Reserve, Air National Guard and retired service members, surviving spouses, and families. This is the 32nd year of the fund drive, in which the four charities receive 100 percent of designated contributions.

"The need for (Air Force Aid Society) assistance remains strong," said retired Lt. Gen. Mike McGinty, Air Force Aid Society chief executive officer. "Last year, the Air Force Aid Society helped more than 30,000 Airmen with \$21.1 million in assistance — that is a lot of help."

"Contributions are vital for the society to sustain this kind of help; it is truly an Airmen-helping-Airmen program."

This year's overall Air Force campaign goal is \$5.4 million. Last year, Airmen gave \$6.7 million to the fund.

People can contribute through cash, check, money order or payroll deduction to the following charities:

- The Air Force Aid Society. AFAS provides Airmen and their families worldwide emergency financial assistance, education assistance and an array of base-level community-enhancement programs. Information is available online at www.afas.org.

- The Air Force Enlisted Village Indigent Widow's Fund. The Air Force Enlisted Village, located in Fort Walton Beach, Fla., near Eglin Air Force Base, provides rent subsidy and other support to indigent widows and widowers of retired enlisted Airmen 55 and older. More information is available online at www.afenlistedwidows.org.

- The Air Force Village Indigent Widow's Fund. Air Force Village is a life-care community in San Antonio for retired officers, spouses, widows or widowers and family members. The Air



The F/A-22 Raptor air-superiority fighter combines stealth, supercruise, maneuverability and many other features enabling a first-look, first-shoot, first-kill capability that will provide continued air dominance for generations to come.

F-16s spar with fighter of the future

Air Force Reserve F-16 pilots from Luke Air Force Base, Ariz., who deployed to Nevada to fly their aircraft against the F/A-22 came away very impressed with the capability of the Air Force's newest air-superiority fighter.

"If the Raptor is full up and doesn't run out of missiles, there is no way to fight it," said Lt. Col. Tom Harwood, 302nd Fighter Squadron commander. "You are literally a target, and that's the end of it."

Colonel Harwood headed up the deployment to Nellis AFB Dec. 12-17. He said "flying an F-16 against the F/A-22 Raptor was like flying a World War II P-51 against an F-16." There might be rare instances where an F-16 might have a fleeting chance at a shot opportunity. Otherwise, the Raptor

completely dominates the Fighting Falcon.

Even though the F-16 proved to be no match for the Raptor, Colonel Harwood said the deployment was a great experience. And his pilots didn't do a bad job.

"We did very well," he said. "When given an opportunity, we made the Raptor guys work pretty hard. They said we helped them learn some things about their jet."

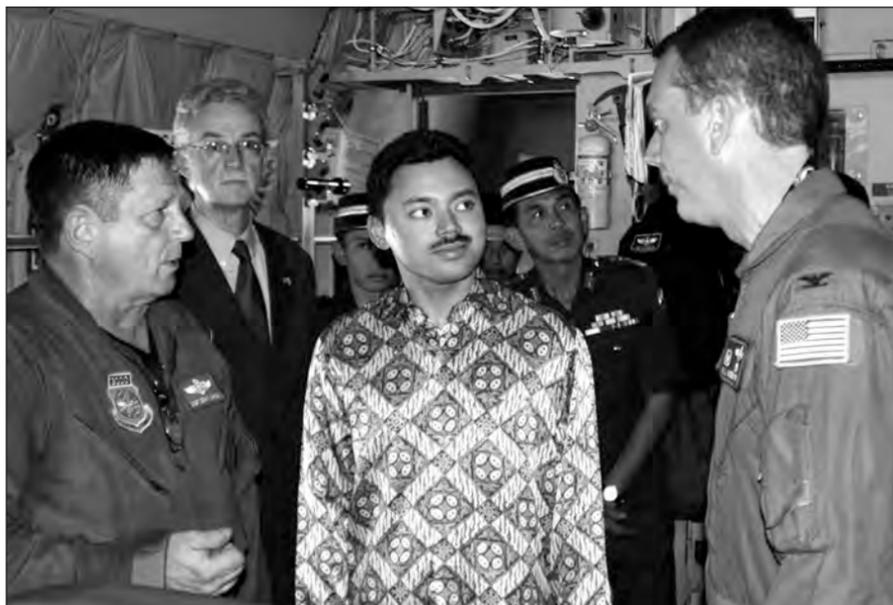
Colonel Harwood said the F/A-22 "makes big leaps in every technology important to fighter success in combat. It's great to have it on our side. We'll see some of these technologies migrate to other platforms, maybe even to our old 'legacy' F-16s." ★

(Lt. Col. Dave Thoreson, 944th Fighter Wing public affairs, Luke AFB)

Force Village Web site is www.airforcevillages.com.

The General and Mrs. Curtis E. LeMay Foundation. The foundation provides rent and financial assistance to indigent widows and widowers of officers and enlisted Airmen in their own homes and communities. The LeMay Foundation Web site is www.info@lemayfoundation.org.

Contributions to the AFAF are tax-deductible. For more information, visit www.afassistancefund.org or the Air Force Personnel Center's Voting and Fundraising Web site at www.afpc.randolph.af.mil/votefund. Installation or wing project officers have information on local procedures and goals. (Air Force Print News)



COURTESY PHOTO

Senior Master Sgt. Dennis Johnson (left) and Col. Michael Underkofler explain some of the features on the new C-130J Hercules to Deputy Sultan and Crown Prince of Brunei His Royal Highness Pg Muda Hj Al-Muhtadee Billah during their stop in Bandar Seri Begawan, Brunei, Feb. 17. The aircraft and crew from the 403rd Wing, Keesler Air Force Base, Miss., stopped in nine locations in seven countries as they circumnavigated the globe.

C-130J Circumnavigates the Globe

Crossing 33 time zones and stopping in nine locations and seven countries, a Reserve crew from the 403rd Wing, Keesler Air Force Base, Miss., circumnavigated the planet in a C-130J Hercules. This was a first for the new airlifter.

The global trek was the culmination of a series of events that included the Aero India International Air Show in Bangalore, a showcase of military personnel and equipment that promoted strong United States ties with its Asian-Pacific allies.

On the way to the air show, the crew stopped at the Kbely-Prague Air Transport Base in the Czech Republic. The new heads-up display and computer systems were popular with Czech pilots and their counterparts in India, Brunei and Japan as the crew steered the aircraft from continents to islands throughout the world.

The Reservists traveled for 22 days as they chased time zones, then crossed the international date line on their way to Hawaii and the continental United States. They met three U.S. ambassadors, dozens of business executives, flag officers from allied nations, more than 100 media representatives and royalty.

One of the biggest moments of the trip included a visit by the Deputy Sultan and Crown Prince of Brunei, His Royal Highness, Pg Muda Hj Al-Muhtadee Billah, who spent nearly an hour in the

aircraft as crewmembers demonstrated many features of the new Hercules.

"The visit to Brunei provided an opportunity to showcase the aircraft as one of the finest assets in rapid, global mobility," said Col. Michael Underkofler, 403rd Operations Group commander and team leader for the trip. "We were very proud to have played a small part in building relationships in all of the nations we visited." (Air Force Print News)

President Seeks More Money, Fewer Reservists

The president's proposed defense budget for next year seeks \$3.9 billion in funding for Air Force Reserve Command and an end strength of 74,000 Reservists.

The budget request covers the fiscal year starting Oct. 1, 2005. It asks for 2,100 fewer Air Force Reservists than the 76,100 authorized in fiscal 2005.

Senior Department of Defense officials announced the overall defense budget request of \$419.3 billion. The Air Force is to get \$127.5 billion.

"This budget represents the latest installment in the president's strong commitment to transforming this department to face the challenges of the 21st

century," said Secretary of Defense Donald Rumsfeld in a news release Feb. 7. "We continue our transition to a more agile, deployable and lethal force.

"We are a nation at war," the secretary added. "The president's budget, together with the supplemental spending proposals the president has made, provides the men and women in uniform what they need to prevail."

In the president's budget, the Air Force Reserve requests funding for three separate appropriations — operations and maintenance, reserve personnel, and military construction.

Most of the AFRC portion of the president's FY 2006 budget request — \$2.5 billion — is for O&M funds to train, organize and administer the command. The Reserve received \$2.24 billion in O&M funds in fiscal 2005.

In 2006, another \$1.31 billion goes to the reserve personnel appropriation for military personnel participation and training requirements. This funding includes a military pay raise of 3.5 percent and the addition of 390 full-time active Guard and Reserve people. The requested reserve personnel appropriation represents a \$155.2 million decrease compared to that received for the fiscal 2005 reserve personnel appropriation.

Requested funding for military con-



(Above) Pararescuemen from the 304th Rescue Squadron, Portland, Ore., practice survivor extraction skills deploying from a 305th RQS HH-60 helicopter in the desert northwest of Tucson, Ariz. (Below) A team of pararescuemen from the 305th, Davis-Monthan Air Force Base, Ariz., train in a Zodiac boat on Lake Meade, Nev. After deploying the Zodiac from a C-130, the men parachuted into the water, inflated the boat and rode off to complete their training scenario.

New combat rescue group stands up in Arizona

By Master Sgt. Ruby Zarzyczny

The 943rd Rescue Group became Air Force Reserve Command's newest unit when it was officially activated at Davis-Monthan Air Force Base, Ariz., Feb. 12.

The Air Force activated the rescue group "to allow for better management efficiency of Air Force resources," said AFRC officials. They said the Air Force will continue to look for better ways to organize units and use new technologies.

The group belongs to the 920th Rescue Wing at Patrick AFB, Fla., and Air Force Special Operations Command is the gaining major command.

Col. Michael Shook commands the group. He previously commanded the 305th Rescue Squadron, which is now part of the group. The 305th flies HH-60 Blackhawk helicopters.

Also in the group is the newly formed 306th RQS, which is made up of pararescue specialists who are commonly known as PJs. Other units at Davis-Monthan are the 943rd Maintenance Squadron, 943rd Mission Support Flight, 943rd Operations Support Flight and 943rd Aeromedical Flight.

Another squadron of PJs is in Portland, Ore. The 304th RQS previously reported to the 920th RQW at Patrick.

"As the 305th Rescue Squadron grows to become part of the 943rd Rescue Group, our Citizen Airmen will continue to provide the capability of performing day and night combat rescues in hostile territories," Colonel Shook said. "When avail-



able, our combat rescue organization will offer the same local rescue support the citizens of Arizona have relied on for more than 20 years — first as the 71st Special Operations Squadron and then as the 305th Rescue Squadron."

The 943rd RQG traces its roots to the 943rd Tactical Airlift Group, which inactivated in June 1993 at March AFB, Calif. In 1963 the group was a troop carrier group. ★

(Sergeant Zarzyczny is assigned to the 943rd RQG public affairs office at Davis-Monthan AFB.)

struction in FY 2006 is \$79.3 million. These funds would pay for 14 major projects in eight states. In fiscal 2005, the Reserve is getting \$124 million for military construction, which includes major and minor projects, planning, and design. In his fiscal 2005 budget request, the president had recommended \$84.6 million, but Congress added \$39.4 million more to fund seven additional projects.

Finally, Congress added another \$281 million to help the Reserve in fiscal 2005 — \$40 million in the National Guard and Reserve equipment appropriation and \$241 million in aircraft procurement with the active-duty Air Force.

Congress uses the president's budget as a blueprint to draft appropriations legislation. After both houses of Congress approve their version of the bill, the two versions go to a joint conference committee to resolve differences in the two bills. After both houses of Congress approve the reconciled version of the bill, it goes to the president to be signed into law. (AFRC News Service)

New Horizons Provides Training, Spreads Goodwill

Nearly 600 U.S. service members from every branch of the military, including the Air Force Reserve, are working together with Salvadoran military and civilian counterparts to improve communities with humanitarian-assistance projects.

The lead unit for the U.S. Southern Command-sponsored readiness training exercise, New Horizons 2005 — El Salvador, is Air Force Reserve Command's 482nd Civil Engineer Squadron from Homestead Air Reserve Base, Fla. The joint-service, multinational team is working together to build schools and clinics and to provide free medical and veterinary care to people nearby.

Air Force active-duty, Reserve and Guard units, along with Army, Marine and Navy units, are participating in various aspects of the exercise, officials said.

"This exercise embodies the concept of the 'Total Force' of active duty, Reservists and Guardsmen," said Maj. William Riehl, exercise commander. "The reserve forces offer continuity and bring a lot of experience to the table since many perform the same duties in their civilian



Senior Airman Jake Kurtz, 28th Civil Engineer Squadron, Ellsworth Air Force Base, S.D., uses a masonry saw to cut stone blocks for a clinic-expansion project in Tepetitán, El Salvador, for exercise New Horizons. About 600 Airmen, Soldiers, Sailors and Marines are providing humanitarian assistance to people in El Salvador during the exercise.

STAFF SGT. KAREN J. TOMASIK

jobs, while the active forces bring real-world deployment experience gained from the current operations tempo."

Scheduled projects include schools in the towns of Los Floras and La Esperanza and medical clinics in Santa Clara, Tepetitán and San Ildefonso. In addition, three medical readiness training exercises will be conducted during the deployment.

"This exercise provides valuable mobilization and deployment experience," said Capt. David Neuman, exercise vice commander. "It requires units to conduct the logistical operations to support deployments to remote regions. By bringing new facilities and free medical care to people in need, our engineers and medics strengthen their skills, strengthen ties between our countries, and build a larger community of nations that can cooperatively meet the natural and man-made threats and challenges that face us all."

The exercise in El Salvador is scheduled to continue through May 7. (Staff Sgt. Karen J. Tomasik, New Horizons public affairs)

DOD Program Offers Subsidized Child Care

Department of Defense officials have joined forces with national agencies to help Guard and Reserve fam-

ilies in finding and affording child care while a parent is deployed supporting the war on terrorism.

"Child care, as you know, is one of the top (concerns) voiced by families as well as by commands on what's needed," said Jan Witte, director of the Pentagon's Office of Children and Youth. Her staff monitors the new program, dubbed Operation Military Child Care.

DOD officials, who are working with the National Association of Child Care Resource and Referral Agencies, designed this initiative to benefit those who do not live near military installations, Ms. Witte said.

"We have a contract with (the association) to assist us in finding spaces outside the military community for those Guard and Reserve (service members) who are deployed and active-duty (people) who are not near a military installation," she said. "We also hope to assist in reducing the out-of-pocket expense to the service member."

While Ms. Witte's office does not fully subsidize child care, it does work to reduce the financial burden, she said. The fees are based on a sliding scale that takes into consideration total family income and the care provider's actual cost, among other things.

To take part in the program, a family

member can apply through the association on the operation's Web site (<http://www.naccrra.org>) or by calling toll free 800-424-2246. The child-care provider also must apply — an important step because of how the subsidy is paid, Ms. Witte said.

"The subsidy goes to the program, not to the individual," she said.

The program officially kicked off March 3 but has been operational as a pilot program since November. About 40 families have completed the application process.

The association also supports Guard and Reserve service members through a program called Operation Child Care. It is a voluntary program that provides up to six hours of free child care to Guard and Reserve families whose deployed service member is returning home for rest and recuperation. (Air Force Print News)

IDT Policy Change Gives Augmentees Flexibility

A recent policy change modifies the inactive duty training policy for individual mobilization augmentees, giving them more flexibility to schedule training requirements.

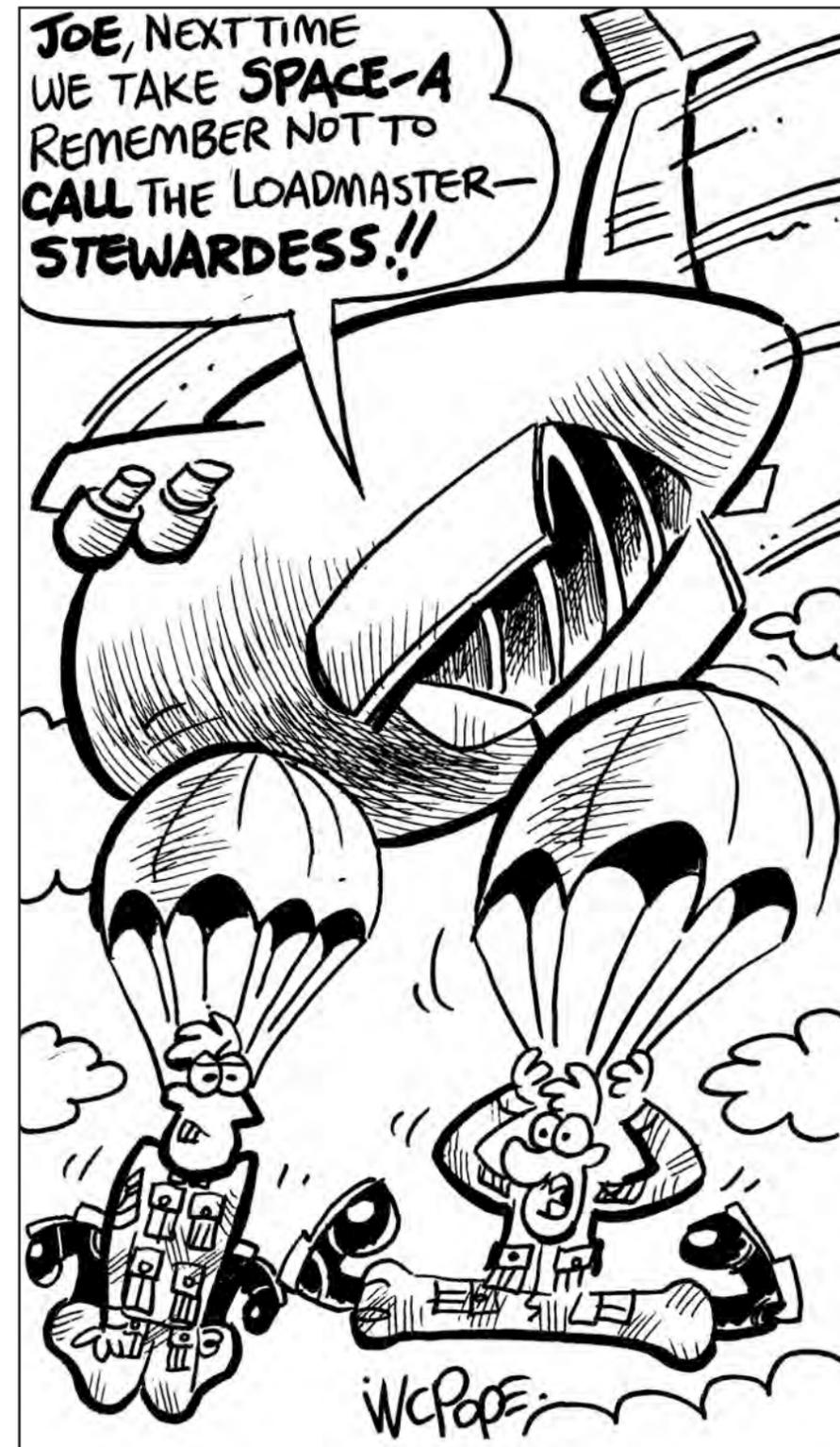
"While it is expected our IMAs will participate on a quarterly basis to maintain viability and visibility within their active-duty units, the loss of flexibility in mandating such a policy has shown no substantive improvements in budgetary control or IMA readiness," wrote Lt. Gen. John A. Bradley, chief of Air Force Reserve, in the memorandum changing the policy.

The Reservists and their supervisors are free to schedule training whenever they see fit within the first three quarters of the fiscal year; however, there are stipulations to this new-found freedom of choice, according to the memo.

The quarterly training days now are restricted only in the fourth quarter of the fiscal year. Waivers must be approved by the Air Reserve Personnel Center commander, officials said.

The Reservists, along with their supervisors or program managers, still must develop an annual schedule of training periods before each fiscal year. All training periods must be approved in writing by the Airman's supervisor with an

Pope's Puns



CARTOON BY MASTER SGT. W.C. POPE, WESTOVER AIR RESERVE BASE, MASS.

information copy sent to the appropriately assigned program manager before the training period.

The training days must prepare the Reservist for mobilization, officials said.

For more information, IMAs can contact their program manager or call the personnel center at DSN 926-6503 or commercial 303-676-6503. (Tech. Sgt. Rob Mims, ARPC public affairs, Denver) ★

Combat Ready

**C-130J impressive
during Southwest
Asia deployment**

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