

Citizen AIRMAN

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Official Magazine of the
Air Force Reserve



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of aerial porters
really delivers**
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even better**
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From the Top

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



Vision document focuses on our role as an unrivaled wingman

Your Air Force Reserve vision document, titled “One Air Force ... Same Fight — An Unrivaled Wingman,” is in the final stages of editing for publication later this month.

You can rest assured that this document was not the work of a single person nor was it conceived and built in isolation. In its entirety, it emphasizes the ideas that are most important to me, like the unrivaled wingman concept, and outlines the goals derived from the in-depth knowledge and experience of those closest to the Air Force Reserve — those with an understanding of our extraordinary capabilities across a myriad of mission areas.

My Transformation Steering Group devoted more than a year to compile and distill the views, priorities and recommendations of people from across our component, our service and the Department of Defense. Members of the group conducted more than 50 interviews with Air Force Reserve senior leaders and authoritative officials from the Office of the Secretary of Defense, the Joint Staff, the Secretary of the Air Force and the Air Staff.

The insights came from across the spectrum of Reservists — traditional Reservists, individual mobilization augmentees, air reserve technicians and members of the active Guard and

Reserve — and represented the interests of officers, enlisted members and civilians. The group used an unrestrained, iterative process to validate our progress and ensure the vision complimented and enhanced the Air Force vision.

You can expect to receive more information on how we can work together to become stronger, leaner and more agile, but for now I challenge each of you to do your part in becoming an unrivaled wingman. Continue to look for ways to improve processes and boost efficiency. Make sure we’re doing things that need to be done ahead of things that are nice to have done. Stop doing things that don’t need to be done!

The vision reflects a large undertaking that is much more than a “glossy” that sits on a shelf and gathers dust. It has already helped us develop the Air Force Reserve “Guiding Principles” white paper and will be fundamental in guiding our future strategic planning and communications.

We are facing some big changes, and I need everyone to work together to emerge better equipped and more ready than ever to confront the current and future enemies that threaten our nation. Thank you for supporting these initiatives and, again, for the incredible contribution you make to the security of this nation. ★



Chief's View

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

Characteristics serve as indicators of success or failure of unit leadership

Have you ever thought about how we could measure the effectiveness of our leadership or whether our approaches to leadership produce the desired results? I believe there are four characteristics of a unit that are accurate indicators of the success or failure of leadership. They are discipline, morale, esprit de corps and efficiency.

DISCIPLINE: This is the greatest single factor in military action. Discipline distinguishes a military force from a mob. It may be defined as the use of authority and obedience to gain order in united action. This kind of discipline is not the same kind used to describe corrective training and punishment. This discipline implies full and voluntary acceptance. It applies equally to the commander as well as the basic airman.

Discipline not only compels you to obey, it also compels you to direct or lead your people. To you, discipline should mean the assumption of responsibility, the exercise of initiative and the issuance of instructions — directing and leading.

More than anything else, this discipline consists of those invisible bonds formed by faith in the cause, trust in our leaders, confidence in our own ability and that of our comrades, and knowledge that our individual effort is working with the efforts of many others toward victory.

MORALE: This characteristic is often confused with esprit de corps. In order to understand the factors from which high morale stems, one must approach this characteristic from the point of view of the individual. Like courage, morale is a state of mind, a mixture of emotion and reason.

With high morale, all members of a group will work or fight and, if needed, will give their last half-ounce of effort. For individuals to feel and act like that, their morale must have certain foundations or things on which it is solidly and firmly based. It has been said that the great underlying force from which high

EVERYONE WANTS TO BE ASSOCIATED WITH A WINNER, AND YOU CAN MAKE THAT HAPPEN, FOR YOU ARE A LEADER.

morale stems is confidence — confidence in the future, and confidence in the organization, the methods, the commanders and the senior enlisted leaders, which provides the necessary mental foundation for high morale.

ESPRIT DE CORPS: Esprit de corps is group morale. Unit spirit is the magic substance that brings a military organization to life.

Although quite intangible, esprit de corps is powerful enough to make two otherwise identical units as different as night and day in terms of their performance. This spirit stems largely from the pride and confidence shared by members of the unit that they belong to the best organization in the world.

I believe three factors contribute to esprit de corps: the belief that the organization is different from other units in some favorable respect, that the unit is famous for something and that the unit is effective.

I also believe that esprit de corps begins with the first sergeant. The “shirt” sets the tone and is the first person one should meet upon being assigned to a new organization. The “shirt” must have a sincere belief in the organization and confidence in its people and capacity.

EFFICIENCY: This characteristic can be defined as the ability to accomplish successfully an assigned task in the shortest possible time with the minimum expenditure of means and with the least possible confusion. Efficiency in a command is built by sound training and effective administration. It is enhanced by good discipline, high morale and esprit de corps.

Take a look around. Is your organization disciplined? Does it have high morale? Do you sense esprit de corps? Does the organization efficiently handle the mission? If not, you have the responsibility to fix that now! Everyone wants to be associated with a winner, and you can make that happen, for you are a leader. ★

Squeaky Clean

Tech. Sgt. Deanna Horine, an assistant crew chief with the 940th Air Refueling Wing, Beale Air Force Base, Calif., gives the windows of a KC-135 a good cleaning before final inspection of the aircraft during a deployment to Incirlik Air Base, Turkey, in December. (Senior Airman Larry E. Reid Jr.)



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Front cover: Air Force Reserve aerial porters work with maintainers to load a UH-60L Blackhawk rescue helicopter into a C-17 Globemaster III at Manas Air Base, Kyrgyzstan. For more on the all-Reserve team of aerial porters and their role in Operation Enduring Freedom, see the story on page 16. (Staff Sgt. Lara Gale)

Gen. T. Michael Moseley *Chief of Staff, United States Air Force*

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It's a Record

Air Force Reservists from the 315th Airlift Wing, Charleston Air Force Base, S.C., teamed with their active-duty counterparts from the 437th AW in December to break the record for the largest formation of C-17s to take off from a single base. Seventeen Globemaster IIIs took off at about 10:20 a.m. Dec. 22 en route to locations around the Southeast to perform required quarterly, semiannual and end-of-year currency training requirements. Previously, the largest C-17 formation consisting of aircraft and aircrews from a single base was 15 aircraft from McChord AFB, Wash. (Staff Sgt. Jacob Bailey)





Refueling the Raptor

A KC-135R Stratotanker from the Air Force Reserve's 916th Air Refueling Wing, Seymour Johnson Air Force Base, N.C., refuels an F-22A Raptor during the fighter's first operational mission Jan. 21. The mission, flown in support of Operation Noble Eagle, came one week after the 27th Fighter Squadron at Langley AFB, Va., the first unit to fly the F-22, converted to the Air Force's fifth-generation stealth fighter. The jet reached its initial operational capability in December. Noble Eagle provides air defense over the United States and Canada. Since Sept. 11, 2001, aircraft have flown more than 40,000 sorties supporting Noble Eagle. (Airman Shane Dunaway)

Round the Reserve

A brief look at what's happening throughout Air Force Reserve Command

Commission Seeks Reservists' Ideas for Improvements

A former Air Force Reserve Command commander is encouraging Reservists at all levels to submit their recommendations for making improvements in the Department of Defense's overall reserve system.

Lt. Gen. James E. Sherrard III, who retired as AFRC commander in June 2004, is among a group of senior military and civilian leaders selected to serve on the Commission on the National Guard and Reserves.

The independent commission, which officially began its work March 1, was established by the National Defense Authorization Act of fiscal year 2005. Its mission is to recommend to Congress any needed changes in law and policy to ensure that the guard and reserves are organized, trained and equipped, compensated, and supported to best meet the national security requirements of the United States.

The commission is organized along the following six focus areas:

- Personnel and compensation;
- Requirements and organization;
- Homeland security/defense;
- Mobilization/demobilization;
- Funding; and
- Recruiting and training.

The commission is meeting at a time

when the operational tempo of the reserve components has increased significantly. As of the end of October 2005, more than 46 percent of the 826,500 service members currently in the nation's Selected Reserve had been mobilized to active duty, the highest mobilization rate since the Korean War. The Reserve components' contribution to the nation's total military force increased from 12.7 million duty days in 2001 to 64.5 million duty days in 2004.

To help them make their recommendations, members of the commission, appointed by the chairs and ranking members of the House and Senate Armed Services Committees and by the secretary of defense, are gathering suggestions from Guardsmen and Reservists who have constructive ideas that can aid their work.

This effort represents a perfect opportunity to improve outdated segments of the reserve system, General Sherrard said. Members of the commission realize Reservists have many constructive suggestions that can aid their work, he said.

Reservists who have something they'd like the commission to consider may e-mail it directly to the group through its Web site, www.cngr.gov. The general said Reservists should use "CNCR Inputs" in the subject line of their e-mail and should be brief and to the point with their comments.

More information about the commission is available on the Web. (Staff reports)

ARPC Extends Support for Drilling Reservists

As of March 3, Air Force Reservists are able to speak to an Air Reserve Personnel Center customer service representative the first weekend of each month from 7:30 a.m. to 3:30 p.m. MST.

"ARPC will be manned Saturdays and Sundays to better serve all ARC (air reserve component) Airmen," said Col. Ann Shippy, center commander. "This is another step in our personnel service delivery transformation toward improving customer service for all of our reserve force."

This enhanced customer service step gives drilling Reservists the flexibility to speak to a customer service representative to help resolve personnel issues during their primary unit training assembly, which typically occurs the first weekend of every month.

"Some people don't have time during the week to take care of personnel issues," said Staff Sgt. Carrie Doolen, who volunteered to work the first weekend. "That is why we will come in on the weekends to help them out."

Reservists who still aren't able to call ARPC in Denver are encouraged to log on to the virtual Personnel Center Guard and Reserve, a 24/7 customer service



COMBAT SUPPORT — (Left to right) Maj. John Eric Hall, Tech. Sgt. Craig Schueller and Capt. Tim Pemberton approach a runway, and its lights, in a C-130 Hercules after completing a combat support mission in Southwest Asia. The Reservists are with the 746th Expeditionary Airlift Squadron. Major Hall, the pilot, and Captain Pemberton, the co-pilot, are from the 731st Airlift Squadron at Peterson Air Force Base, Colo. Sergeant Schueller, the flight engineer, is with the 95th AS at Gen. Mitchell International Airport Air Reserve Station, Wis.

MASTER SGT. LANCE CHEUNG

Web portal operated by ARPC at arpc.afrc.af.mil/support/default.asp. Airmen will have to answer a few questions to establish an account.

ARPC and the Air Force Personnel Center, Randolph Air Force Base, Texas, are currently working to centralize and automate many personnel functions and processes throughout the entire Air Force. (Tech. Sgt. Rob Mims, ARPC public affairs)

Access to Duty History Info Available Online

Beginning about the middle of this month, Reservists will be able to access and change their duty history through the virtual Personnel Center Guard and Reserve, or vPC-GR, a customer service Web portal operated by the

Air Reserve Personnel Center in Denver.

This is the latest in a series of efforts on the part of ARPC to centralize processes once located at unit-level military personnel flights. Under the old system, Reservists had to visit their local MPF to change or request a copy of their duty history. This service will now be available by logging onto the vPC-GR at arpc.afrc.af.mil/support/default.asp. Reservists can establish an account by answering a few questions.

Once logged in, customers can click on "Duty History," where they can add, edit or delete data. Supporting documents can be attached while logged in to the Web portal or by a separate e-mail.

Customers will be e-mailed a tracking number once the submission is received. They will receive an e-mail letting them know when the actions are completed.

"The ultimate goal is to improve how we deliver services to our Reservists," said Col. Ann Shippy, ARPC commander. "It is time that we stop making people drive across base to go to the military personnel flight to do their updates."

The service delivery transformation team at ARPC continuously studies which processes handled by local MPFs can be centralized and automated in Denver.

Since the launch of the vPC-GR in mid-2005, several processes have been automated or centralized, including the 20-year letter, mortgage letter, letters to officer promotion boards, and pre- and post-promotion board counseling requests. Overall, the team is studying more than 100 processes for automation and centralization.

"Sure, change is hard, but inevitable," said Dave Aldrich, director of personnel

Deployed mom uses technology to keep in touch with son

By Maj. Ann Peru Knabe

When SrA. Katie Pinar deployed to Southwest Asia on her first air expeditionary force rotation, the 440th Airlift Wing Reservist wanted to find a special way to keep in contact with her 2-year-old son, Zach.

"I knew I would miss him," said Airman Pinar, who is deployed as a member of the 379th Expeditionary Mission Support Group. "And I was looking for a way for Zach to remember what mommy looked like and sounded like."

She found the solution to her problem right on base. Another Air Force Reservist told Airman Pinar about Hearts Apart, a program that allows service members to record themselves on a DVD reading a book. The DVD is mailed back home to the United States for their children and loved ones to view.

The library in the desert has more than 200 children's books to choose from, but Airman Pinar immediately spotted one of Zach's favorite books, "Guess How Much I Love You" by Sam Mabry.

"I couldn't believe my luck," she said. "I read this book to Zach every night before bed, and now I could send a DVD version home for him so he could continue to hear this story... and see me smiling at him, telling him I love him."

The second book she read was "Just Mommy and Me" by Tara Jaye Monow. She also showed Zach a picture book called "Baby Faces." Airman Pinar read each book in an animated voice and used lots of facial expressions.

"This makes it more entertaining for him," she said. "And it's how we read books back home."

Airman Pinar knows the importance of maintaining communication and connections with her young son. She's proud of her service and how she balances the responsibilities of parenting with the Air Force mission.



SrA. Katie Pinar takes advantage of Hearts Apart, a program that allows deployed service members to record themselves on a DVD reading a book, to keep in touch with her 2-year-old son, Zach.

"I hope Zach looks back on my deployment some day and has fond memories of how we connected," Airman Pinar said. "The story book readings will be a living memory of our deployment experience." ★

(Major Knabe, a Reservist with the 440th AW at Gen. Mitchell International Airport Air Reserve Station, Wis., is deployed as chief of public affairs for the 379th Air Expeditionary Wing.)

MAJ. ANN PERU KNABE

service delivery at ARPC. "Businesses across the globe use Web-enabled tools to deliver goods and services to their customers; our Air Force ought to be no different. Let's keep Airmen on the flight line, in training or ensuring their readiness, not sitting on a customer service bench." (*Tech. Sgt. Rob Mims, ARPC public affairs*)

New Position-vacancy Promotion Policy in Place

Air Force Reserve Command has changed the way it determines the number of early officer promotions, known as position-vacancy promotions.

The command is now linking position-vacancy promotion quotas to mandatory promotion board quotas, said Col. Shaun Kelleher, chief of the Directorate of Personnel's Force Management Policy Division in the Office of Air Force Reserve, Washington, D.C. This change in policy went into effect with the February 2006 Air Force Reserve Major Promotion Selection Board.

To obtain the number of position-vacancy promotions, the Air Force Reserve now takes a percentage of its mandatory board quotas. For lieutenant colonel it will be 20 percent of the mandatory board quota. For major, the number will be 30 percent.

Colonel Kelleher said the new policy allows the Reserve to know how many position-vacancy promotions are available before a promotion board convenes and enables officials to predict the number of PV promotions in the future.

In the past, the Reserve applied a percentage to the number of position-vacancy nominations submitted to determine how many people were promoted. There was no way to predict the number of officers submitted for PV consideration, so there was no way to predict the number of resulting PV promotions until the board actually convened.

An analysis showed the number of officers submitted for position-vacancy promotion consideration increased almost 70 percent in the past five years. For promotion to major, the number grew from 107 nominated to almost 180. For promotion to lieutenant colonel, the number climbed from 273 to more than 450.

As a result, the number of officers promoted early to major and lieutenant colonel increased, with no means to accurately predict the number of position-vacancy promotions in the future. This created a major obstacle in the promotion-planning process.

Under the new policy, the number of posi-

It's Your Money

Life insurance a basic part of good financial plan

By Lt. Col. Ralph Lunt



When it comes to financial products, life insurance is certainly one of the most confusing, complicated, improperly sold and under-purchased monsters out there. It is easy to understand why.

Let's face it, when we talk about life insurance, we are dealing with death, not exactly one of the most appealing subjects to discuss. However, regardless of how you feel about the topic, the fact is life insurance is one of the most basic features of a good financial plan.

In any discussion about life insurance, there are three basic questions to consider:

Do you need any insurance? Would someone feel the financial impact of your death? If you're married, no doubt your spouse and minor children would be affected by the loss of your income. How will the mortgage and car notes be paid? College? Retirement? Most likely, married Reservists need life insurance.

If you're single and have debts that would go unpaid or become the responsibility of a friend or family member, you are a candidate for life insurance.

How much insurance should you have? There are lots of ways of going about answering this question. However, as a rule of thumb, the amount of insurance you purchase should be tied to the amount of income you need to replace. For income replacement, use the income that your loved ones would lose in the event of your death and divide that by .04. For example, if your death would result in your family losing \$30,000 in income, you should purchase \$750,000 of life insurance. For debt satisfaction, buy whatever amount someone would need to settle your financial obligations, to include a proper burial.

What kind of insurance should you buy? Again, as a general rule, I recommend term insurance. Term insurance is pure insurance; it includes no savings element. I also recommend that you select the longest term (in years) you can afford. Permanent insurance, or cash-value insurance, is more appropriate if you have significant excess cash flow or an estate situation.

Let's say that you either need to purchase life insurance or that you should add to what you already have. What next? Life insurance is usually purchased through agents, financial planners or employers.

As Reservists we have the ability to purchase \$400,000 of Serviceman's Group Life Insurance via payroll deduction. SGLI is a good place to start, but it does have its limitations. See <http://www.insurance.va.gov> for more information.

If you need additional amounts of life insurance, and my guess is that you do, I would suggest you work with an independent insurance agent or financial planner. Ask to see quotes from multiple companies for comparison. A key point to consider is your SGLI is only available while you are actively serving. Therefore, depending on your career aspirations, it might make sense to purchase some insurance from a private company in lieu of SGLI. ★

(Editor's note: This feature is designed to provide financial advice of a general nature. Individuals should conduct their own research and consult a financial adviser before making any financial decisions. Based in Cleveland, Ohio, Colonel Lunt is the reserve forces director for the Great Lakes region of the Civil Air Patrol advisers program. He is also a certified financial planner and vice president of a financial planning and consulting firm.)

tion-vacancy promotions will decrease and become more predictable.

In 2005, the Reserve selected 107 officers for PV promotion to major. If the new formula had been applied, the number selected would have been 30 percent of 290 or 87.

Last year 182 were picked for PV promotion to lieutenant colonel. The new formula would have yielded 20 percent of 486 or 98 selectees.

"Position-vacancy promotions are to be used for 'exceptionally well-qualified' individuals," Colonel Kelleher said. "With this change, commanders will have to look closer at those being nominated and only forward their truly best-qualified officers."

Although there are no position-vacancy promotions to colonel, the early promotions to major and lieutenant colonel created larger year groups eligible for promotion to colonel. These larger year groups increased the number of officers promoted, which resulted in more colonel selectees than colonel positions available. (*AFRC News Service*)

Basic Training Extended; NCOs to Learn Languages

Civilians wanting to be Airmen, including those joining the Air Force Reserve, are going to have to tough it out for an additional 2 1/2 weeks at basic military training.

Airmen graduating from the longer BMT are going to be better trained and better equipped to be war fighters, said Air Force Chief of Staff Gen. T. Michael Moseley Feb. 2 during the Air Force Association's Air Warfare Symposium in Orlando, Fla.

"My belief is that every Airman should be ready the minute they graduate for the air expeditionary force that is today's Air Force," General Moseley said. "We demand a lot of those kids when they get out into the field, and they have to be better prepared for the challenges they face out there."

The additional 2 1/2 weeks will give more time for Airmen to be trained on war-fighting skills they would encounter in a deployed combat location, such as the use of small arms and emergency medical skills.

Pope's Puns



Airmen need to have more awareness about the Air Force expeditionary business, General Moseley said.

New Airmen will not be the only ones getting trained for global and expeditionary warfare. Senior NCOs and field grade officers will soon be required to take up a new language as part of their professional military training.

"Starting next year, the students down at Maxwell (Air Force Base, Ala., home to Air University and the Senior NCO Academy) are going to see a more robust education that is going to prepare them to be leaders in this global war on terror, and that includes language education," General Moseley said. "It is going to be mandatory that they take one of four languages: Arabic, French, Spanish or Chinese."

"This will enable them to go to other countries, not only in the (Middle East), but in the sub-Saharan, and be able to better work in those regions."

General Moseley said Air Force leaders are seeking ways to make education opportunities more accessible to the force.

"We want to put options out there for distance learning and advanced

degrees," he said. "A higher education is of immense value to our Airmen, especially our senior NCOs and junior officers." (*Staff Sgt. Julie Weckerlein, Air Force Print News*)

Chief of Staff Discusses Uniform Changes

The top Air Force general is enthusiastic about the upcoming utility uniform and its head-to-toe changes, he said at the Air Force Association Air Warfare Symposium in Orlando, Fla., Feb. 2.

Air Force Chief of Staff Gen. T. Michael Moseley said during a discussion at the symposium that officials have finalized the new uniform, and one of the major topics of discussion was the women's boot.

For years, women have had to make do with a smaller version of a men's boot, but "that's not right, and that's not the way I want to do business," General Moseley said.

"When you have a female Airman pulling security duty at Balad (Air Base in Iraq) or on the rugged terrain at Bagram (AB, Afghanistan), and she's



FEELING THE HEAT — Firefighters from the 916th Air Refueling Wing, Seymour Johnson Air Force Base, N.C., fight a fire during an exercise using a mock aircraft fuselage. The firefighters were participating in their annual recertification course at the aircraft fire training center in Charlotte, N.C. The center is jointly owned and operated by the city of Charlotte and the North Carolina Air National Guard.

TECH. SGT. BRIAN E. CHRISTIANSEN

standing on her feet all day, doing business to serve this country, she deserves better than a small men's boot," he said. "There are physical differences between men's feet and women's, and these new boots are going to accommodate that."

General Moseley said he's garnered insight about the uniform by going out into the field and talking to Airmen.

"I told them, 'Tell me what you want to change,'" he said, "and they pointed out they wanted a pocket on the arm, pocket on the legs and more pockets on the blouse."

General Moseley said a women's version of the utility uniform will also be available, "because for a long time, women have had to pick sizes that were based on the men's uniform, that were kind of close to her size, so they had to get them altered or modified or just do with what they've got. That's not going to be an issue anymore."

He said two uniform issues are still being worked: the final configuration of the regular duty hat and the design of the T-shirt.

"We are also looking at how to put U.S. AIR FORCE on the shirt," the general said. "We want something on the shirt so that when a young Airman at Keesler (Air Force Base in Mississippi) who is responding to the hurricane takes off his blouse, people know that is an Air Force member conducting that operation and getting the work done."

"There are a thousand good ideas about

the uniforms put out there every day. Our goal is to get it done, get it out there and get it right." (*Air Force Print News*)

Training Center Gets First Reserve Commander

For the first time in 22 years, an Air Force Reservist is commanding the Advanced Airlift Tactics Training Center at Rosecrans Memorial Airport, Mo.

Col. Michael W. Hurst, who previously served as AATTC vice commander, took over the top spot at the joint Air National Guard-Air Force Reserve Command center in a ceremony March 6. Prior to Colonel Hurst assuming command, an Air National Guardsman had always led the school.

"I worked closely with Maj. Gen. King Sidwell, the adjutant general of the Missouri National Guard, and Col. Steve Cotter, commander of the 139th Airlift Wing, which hosts the AATTC, to select Colonel Hurst," said Maj. Gen. Marty Mazick, director of operations at Headquarters AFRC, Robins Air Force Base, Ga. "We want to share leadership of this vital organization so we can be sure to capitalize on the strengths of both Guard and Reserve programs."

A joint ANG and AFRC operation, the school teaches students from every Air Force major command, as well as U.S. Army, Navy and Marine Corps. Also, students from 12 foreign nations attend, and two of these countries require their

aircrews to graduate from the school before they are tactically qualified.

"I'm deeply honored to assume command of this world-class training center and the opportunity to lead this outstanding group of professionals," Colonel Hurst said. "I sincerely appreciate the steps the Missouri National Guard and AFRC senior leadership took to propel our seamless working relationships into a new era. I humbly assume this responsibility and will strive to continue the traditions of the AATTC during these difficult times."

The school has trained more than 1,500 aircrews from the United States and other countries. These crews learn combat tactics to survive and succeed in hostile environments.

In the classroom, the students study, among other topics, worldwide airlift operations, low-level dynamics, visual illusions, aircraft structures, tactical formations and infrared defensive systems. Then, they get hands-on experience by flying training missions complete with simulated anti-aircraft artillery fire, man-portable missile and surface-to-air missile attacks on the Missouri training range.

"This is leading-edge training that makes our pilots and aircrews the best in the world," General Mazick said. "This is the first time (someone from) AFRC has commanded this traditionally ANG-led organization, and I'm confident we picked our best." (*Lt. Col. Bob Thompson, AFRC public affairs, Robins AFB.*) ★

Reserve Reflections

Moments in time captured by the HQ AFRC History Office

0s • 1950s • 1960s • 1970s • 1980s • 1990s • 2000s •

April

1 Air Force Reserve inaugurates Reserve C-5 associate units at Charleston Air Force Base, S.C., and Travis AFB, Calif. (1973)

The first Air Force Reserve associate C-17 unit, the 317th Airlift Squadron, is activated at Charleston AFB. (1992)

The Air Force Reserve assumes host-base responsibility for March Air Reserve Base, Calif. (1996)

7 Reservists begin participating in Provide Comfort, the operation to deliver relief supplies to Kurdish refugees in Turkey and Iraq. (1991)

15 Headquarters Continental Air Command, responsible for the Air Reserve Forces, moves from Mitchell AFB, N.Y., to Robins AFB, Ga. (1961)

Air Force Reserve Command activates the 920th Rescue Group at Patrick AFB, Fla. (1997)

19 Hundreds of Reservists are mobilized after the bombing of the Alfred P. Murrah Federal Building in Oklahoma City. (1995)



May

5 Col. Betty L. Mullis assumes command of the 940th Air Refueling Wing, McClellan AFB, Calif., becoming the first woman to command an Air Force flying wing. (1996)

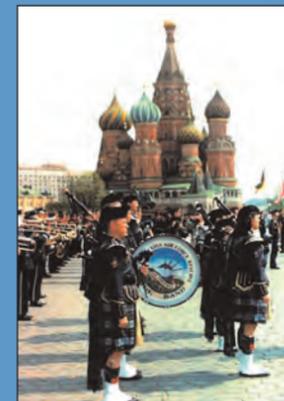
6 First Lt. Leslie Deann Crosby becomes the Reserve's first female fighter pilot when she graduates from the F-16 training course in Tucson, Ariz. (1994)

7 The Command Band of the Air Force Reserve marches in the Peace Victory Parade in Moscow's Red Square. (1992)

12 Lt. Julian S. Dexter of the Air Corps Reserve completes a 3,000-square-mile aerial mapping assignment over the Florida Everglades. (1928)

18 Several Reserve units contribute aircraft, maintenance, communications and rescue support after the eruption of Mount St. Helens. (1980)

24 Maj. Gen. James E. Sherrard III, AFRC commander, is promoted to lieutenant general, the first Reserve commander to receive a third star. (2001)



June

1 A C-5 associate unit is formed at Dover AFB, Del. (1973)

3 The National Defense Act of 1916 authorizes the Aviation Section of the Signal Corps, a reserve corps of 2,300 officers and men, thereby originating the Air Reserve. (1916)

10 Reserve crews begin participating in Operation Fiery Vigil to evacuate those fleeing the eruption of Mount Pinatubo in the Philippines. (1991)

0s • 1950s • 1960s • 1970s • 1980s • 1990s • 2000s •

Move Out 'Em

Air Force Reserve aerial porters work with maintainers to load a UH-60L Blackhawk rescue helicopter into a C-17 Globemaster III at Manas Air Base, Kyrgyzstan.

All-Reserve aerial port team really delivers in support of Operation Enduring Freedom

Story and photos By Staff Sgt. Lara Gale

In an indication of just how busy the aerial porters at Manas Air Base, Kyrgyzstan, are on a daily basis, only a handful of the Reservists deployed from Pittsburgh showed up to watch their beloved Steelers play the Seattle Seahawks in Super Bowl XL.

As the Steelers scored their first touchdown, the small contingent from the 911th Airlift Wing whooped it up and waved their terrible towels. The rest of their fellow Steelers fans were on the flight line.

"We were unloading jets," said 1st Lt. Jonathan Greer, chief of

the air terminal operations center, with a resigned shrug.

He and his charges showed up at 3 a.m. to help unload the scheduled aircraft so they could be done in time for kickoff, but three unscheduled jets landed to spoil their plans.

"Some of us made it back for the last half of the third quarter," Lieutenant Greer said.

Not that any of them were complaining. "Work? We're here to have fun," chuckled Staff Sgt. Dallas Griswell, who deployed to Manas from the 94th AW, Dobbins Air Reserve Base, Ga.

The aerial port mission at Manas is staffed entirely by Reservists, all of whom volunteered for the mission. In addition to the 911th and 94th, they represent the 934th AW, Minneapolis-St. Paul International Airport Air Reserve Station, Minn., and the 914th AW, Niagara Falls IAP ARS, N.Y.

After two years of frequently deploying its aerial porters for up to a year at a time, the Air

Force Reserve has completely taken over the aerial port mission at four bases in the Central Asia area of operations.

The benefits are huge, said Lieutenant Greer. Besides being able to send people for shorter rotations in line with the regular aerospace expeditionary force schedule, the Reserve is able to showcase some of its hardest workers and the great things they can accomplish.

Billed as "the hub of Operation Enduring Freedom," Manas AB processes every person and about 60 percent of all cargo flying into and out of Afghanistan in support of the mission to stabilize the budding democracy there. The runway is sufficient to accommodate C-5 Galaxies, which must be unloaded and the cargo transferred to C-17 Globemaster III aircraft capable of landing on the shorter runways in Afghanistan.

The aerial porters' work ethic as they accomplish their mission is incredible, Lieutenant Greer said.

"It'll be minus 20 degrees out there with the snow blowing in sideways, and you never hear a word of complaint," he said.

Those assigned to the passenger terminal work just as hard, said 1st Lt. Suzan Whiting, passenger terminal chief.

Troop movements have increased recently. During one week in February, aerial porters in the passenger terminal and cargo yard moved as many people and as much cargo as their predecessors averaged in a month, said Senior Master Sgt. Dale Place, ATOC superintendent. Forecasts for troop movements indicate the pace is only going to increase.

With only about 50 people, the team is tightly staffed, said Master Sgt. Robert

Lytle, superintendent of the PAX terminal. This means the Reservists have to work a lot of long hours and must be multi-functional. They each can drive a forklift with as much ease as a bus, coordinate passenger and cargo shuttles as easily as tents for weary travelers, and build baggage pallets as easily as an aircraft loading plan, he said.

And, perhaps most impressively, they perform all of their tasks while maintaining a courteous and friendly attitude toward the weary troops they serve.

"When you talk about customer service, those guys get it," said Capt. Colin Giboney, who works with the terminal to bring in distinguished visitors as the wing commander's executive officer. "They're professionals at what they do."

Recently, Sergeant Lytle was "coined" on behalf of his entire staff by a group of



Tens of thousands of Soldiers, Marines and Sailors leave and enter Afghanistan every year. Each one of them passes through the passenger terminal at Manas, where the staff works day and night to keep them comfortable; arrange their lodging, transportation and food; and coordinate their flights in and out of theater.



(Above) Reservists from four different airlift wings keep the cargo and passenger mission at Manas flowing 24 hours a day, seven days a week. (Below) Staff Sgt. Jesse Werner transports a busload of Soldiers from the passenger terminal to the flight line where they will be flown into Afghanistan.

high-ranking intelligence officers passing through the base. The officers praised the PAX terminal operation as the most professional they'd seen in all their travels.

In their favor, the unit easily has the most combined experience of any organization at Manas, Lieutenant Greer said. The ATOC and PAX terminal have senior staff members with as many as 25 years of experience as aerial porters.

"They're here because they want to be here," the lieutenant said. "It's a lot of work, but not one of these guys doesn't want to be here doing it. They're here because they want to work hard, and they want to serve." ★

(Sergeant Gale, a traditional Reservist with the 419th Fighter Wing at Hill Air Force Base, Utah, is deployed as a member of the 376th Air Expeditionary Wing public



REALIGNMENT AND CLOSURES

New Orleans unit first AFRC wing affected by BRAC

By 2nd Lt. Dustin Doyle

The 926th Fighter Wing at Naval Air Station Joint Reserve Base New Orleans, La., will be Air Force Reserve Command's first wing affected by the most recent Base Realignment and Closure Commission actions.

Resources from the 926th began realigning to four bases — Buckley Air Force Base, Colo.; Nellis AFB, Nev.; Whiteman AFB, Mo.; and Barksdale AFB, La. — March 15. That's about a year ahead of the original BRAC schedule.

The movement of the wing's A-10 aircraft to Whiteman and Barksdale will remain temporary until environmental impact assessments are completed.

While the damage caused by Hurricane Katrina certainly contributed to the decision to realign the 926th earlier than expected, AFRC officials said other factors played a much more significant role.

"The timeline for moving aircraft and closing the 926th Fighter Wing is based on two key factors: the need to transform the military and the way we do business, and taking care of our personnel," said Maj. Gen. Charles Stenner, director of plans and programs at Headquarters AFRC, Robins AFB, Ga. "In order to promote the readiness of our flying wings, resources from the 926th must shift to other bases. Mission demands dictate that timeline."

After assessing the damage done by the hurricane, it was determined that the unit would not be able to maintain wartime readiness past a certain point.

"Moving the A-10s to two of our other bases will increase overall mission effectiveness," General Stenner said.

Before the moves are considered permanent, the units receiving the BRAC additions must successfully complete environmental impact evaluations over the next few months. In addition to the aircraft and equipment moves, the realign-



MASTER SGT. CHANCE BABIN

Air Force Reservists assigned to the 926th Fighter Wing at Naval Air Station Joint Reserve Base New Orleans, La., like Tech. Sgt. Randy Bowen shown here changing the taillight on an A-10, will be among the first Reservists affected by the most recent Base Realignment and Closure Commission actions.

ment is scheduled to move about 840 people from New Orleans by Sept. 30.

"It is never the easy or desirable course of action to displace men and women who have devoted their lives to defending our nation," General Stenner said. "People are our most valuable asset, and we'll do everything possible to assist every member of the unit — traditional Reservists, technicians and civilians — in finding new jobs."

In addition to helping meet mission demands, closing the New Orleans wing early will also provide displaced members with a head start on making long-term plans.

"Our people will be given the first shot at job positions created by this move," said Col. Steve Arthur, 926th FW commander. "I feel confident that anyone who wants a job will have opportunities." ★

(Lieutenant Doyle is assigned to the HQ AFRC public affairs office at Robins AFB.)

Command steps up to help those affected by BRAC

By 2nd Lt. Dustin Doyle

Air Force Reserve Command is going to great lengths to provide assistance programs for Reservists and civilians affected by base realignment and closure actions.

The programs include a BRAC guide, member tracking codes, two clearinghouses, e-mail boxes and an archive, all designed to assist those affected by the current BRAC and to create a system should Reserve Command ever face a similar situation in the future.

A Web-based guide titled "A BRAC Guide for Civilian and Military Personnel Issues" outlines and explains the programs. The personnel directorate at Headquarters AFRC, Robins Air Force Base, Ga., released the guide Jan. 4 and will continue to update it as new programs and policies emerge.

"It's a proactive approach rather than a reactive approach," said Col. Larry Lee, chief of personnel studies and analysis at AFRC. "Not only does the guide provide a wealth of information, but it starts the mindset that BRAC is here. It starts the wheels in motion."

While the BRAC guide is intended for use by commanders and managers, it also contains vital information for displaced members, such as an overview and explanation of the clearinghouses. Members can access the guide from a military computer at <https://wwwmil.afrc.af.mil/hq/dp/brac>.

Once the command knows which members BRAC or other programmatic decisions will impact, it will give those members an assignment availability code. The code will allow AFRC to track impacted members and control the timeliness of critical losses at closed or drawn-down sites.

The next program consists of two clearinghouse tools. One is designed to assist enlisted air reserve technicians and Title 5 civilians, while the other deals with members of the active Guard and Reserve, individual mobilization augmentees and traditional Reservists.

These online clearinghouses allow members displaced by BRAC and other programs to input their individual location preferences and address career choices (military only). The system then attempts to find an available position.

"It's a way for us to take care of our people the best we can," said Steve Mann, director of personnel at AFRC. "It's a way to ensure we place in vacancies as many folks as we can who want to continue employment in the command, be it on the full-time support side or on the part-time Reserve side. It will allow them to have options and make decisions."

In addition, the clearinghouses provide civilian and military personnel flights with tools to focus their assistance efforts and commanders with a means to locate volunteers for employment.

To assist anyone who has questions about the new programs, BRAC or other programmatic issues, Reserve Command has opened two e-mail boxes: one for civilians (civ.force@afrc.af.mil) and one for military members (mil.force@afrc.af.mil). While AFRC encourages people to use the e-mail boxes for questions, military members and civilians should send questions of a personal nature to servicing personnel flights. ★

(Lieutenant Doyle is assigned to the HQ AFRC public affairs office at Robins AFB.)

Visits designed to help units deal with complicated issues

By Lt. Col. Bob Thompson

Teams from Headquarters Air Force Reserve Command at Robins Air Force Base, Ga., are visiting more than 30 bases to develop timelines and actions in accordance with the base realignment and closure law.

Five bases received visits in January. The command's site activation task force teams are composed of experts from a variety of career fields who assist with the complicated issues of units adding or losing people, aircraft and equipment.

"The final BRAC law tells us the overall changes we have to accomplish," said Maj. Gen. Allen R. Poulin, AFRC vice commander. "Our headquarters teams are tasked with helping our unit folks. Together, we can figure out what specific actions will take care of our people and comply with the law."

According to the Department of Defense, the purpose of base realignment and closure is to make the most efficient and effective use of all resources, improve operational efficiency, save taxpayer dollars, advance transformation, and enhance the combat effectiveness of U.S. military forces.

"The site activation task force is the first step to raising questions and identifying issues associated with the realignment of our mission," said Col. William Flanigan, 939th Air Refueling Wing commander, whose Portland, Ore., unit

received a visit in February. "It's important for people to understand specific answers may not be developed during the SATAF. In those cases, issues will be identified and taken back to the subject matter experts at reserve command headquarters for action."

A primary issue for these teams is the movement of people. If affected by BRAC, old jobs will go away, and people will have to compete for new positions wherever available.

To ease the transition, the command is working to ensure gaining units give those people who are moving under BRAC first priority for job openings. To do that, the command is providing full-time civilians and Reservists new Web-based job placement services. Called clearinghouses, these virtual job fairs take into account personal career and location preferences and work to match BRAC-displaced people with new opportunities.

Command people displaced by BRAC can go online from a military computer at <https://wwwmil.afrc.af.mil/hq/dp/brac> to learn more about the job-placement clearinghouses and other available assistance. ★

(Colonel Thompson is assigned to the Headquarters AFRC public affairs office at Robins AFB.)

New and Improved

Recruiters roll out changes to Get One program

Getting nearly 10,000 people to join the ranks of the Air Force Reserve every year is tough work. Recruiters rely on a variety of tools to successfully accomplish this difficult mission year in and year out.

One of the most important, and successful, tools at their disposal is the Get One program. Implemented in October 2000, the program relies on Reservists to provide leads on potential recruits.

"We rely on our Reservists to help bring in the caliber of people we need in our ranks," said Maj. Leslie Pratt, chief, Advertising and Information Systems Division, Air Force Reserve Command Recruiting Service. "Get One accounts for more than 10 percent of our accessions.

"What makes it so effective is our Reservists know the general qualifications (for joining the Reserve), and they share their satisfaction and enthusiasm with the people they talk to. When a Get One referral comes our way, a Reservist has already cultivated an interest in the Air Force Reserve."

Despite Get One's success, recruiters are constantly looking for ways to improve the program. With that goal in mind, they've implemented some changes, starting with the name. The program is now known as Get One Now. And the recruiters, working with their advertising agency, have established a new program Web site (get1now.us).

"The best way to enter a referral is through the Web site," Major Pratt said.

Reservists who are new to the site can click on "Sign Up Now" to open an account. Through this password-protected account, Reservists can enter referral names, check the status of referrals and accessions, and track their awards. Once an account is established, visitors to the site can just click on the "Sign In" link to perform these functions.

The Web site also features an "online chat" capability that allows Reservists to pass referral information on directly to an "e-recruiter" or have their questions answered.

Major Pratt said the program offers other ways for Reservists



Reservists receive a silver-colored coin for each referral.

to provide referral information. They can e-mail information from the Web site or call toll free 1-877-786-2372 to reach the Air Force Reserve Call Center.

All methods of submitting referral information are available, from anywhere in the world, 24 hours a day, seven days a week.

Information submitted to the Get One Now program is confidential, Major Pratt said, and will not be given to any other branch of the military or to any outside vendor.

In another change, AFRC has created a special series of awards, based on the tradition of military coins, for those participating in the Get One Now program. For every referral a Reservist submits, he or she will receive a silver-colored metal coin. Created specifically for this purpose, referral coins are numbered one through 10, to correspond to the number of names submitted, and they may be accumulated over time.

If a referral turns into an accession, the Reservist who submitted the name will get a bronze-colored enameled coin. A second accession merits a silver-colored enameled coin, and a gold-colored coin is given for a third accession. Reservists achieving a fourth accession get a plaque signed by the AFRC commander and a platinum-colored coin. All accession awards are calculated on a fiscal-year (Oct. 1 through Sept. 30) basis.

A complete list of all awards, as well as a list of the top winners from previous years, is available on the Web site.

"Get One Now is an easy way for Reservists to contribute to the Air Force Reserve and to receive a tangible award in recognition of their efforts," Major Pratt said. "There are intangible benefits of participating in this program, as well.

"First, the person who is recommended can benefit tremendously. This part-time job not only comes with a paycheck and educational benefits, but an opportunity to meet and work with some tremendous people. Second, Reservists benefit by keeping the Reserve strong by recommending people they want to serve alongside with.

"Air Force Reserve members make Get One Now great and keep the Air Force Reserve strong." (Staff reports) ★



A referral that turns into an accession merits an enameled coin.

Only you can...



Get One Now is a powerful recruiting program because *it's driven by you*. Only Air Force Reservists can submit names of people with whom they wish to serve.

NEW > Get One Now Referral Coin Awards!



Submitting Referrals Is Easy
Go to get1now.us
or call 1-877-786-2372



Female Fliers

IMA encourages women to consider a career in military aviation

Maj. Sarah Russ has a passion for flying and a passion for encouraging more women to consider a career in military aviation.

After immigrating with her family to the United States from South Korea when she was 15, the youngster developed a deep desire to serve her new country. She chose a career in the Air Force and became a navigator on the C-130 Hercules.

Her new job took her to Vietnam where she helped return the remains of former prisoners of war and military members listed as missing in action to American soil, and to Iraq and Turkey where she supported the global war on terrorism and U.S. humanitarian efforts.

Hooked on the Herculean thrill that working on-board the venerable airlifter provides, Major Russ also developed a thrill for promoting aviation careers among women. ... especially women in American ally countries in Latin America.

Now an individual mobilization augmentee serving at Air Force South, the air component of U.S. Southern Command, at Davis-Monthan Air Force Base, Ariz., Major Russ has had the opportunity to share her love of flying with prospective female aviators throughout Latin America.

In El Salvador, she was personally invited by the Salvadorian air force commander to visit the service's academy to brief and mentor the country's first group of female military aviators in 2003.

"Now, El Salvador has a female helicopter pilot and two A-37 pilots, and we are helping them work toward a smooth integration into their new careers," she said.

In 2005, Major Russ received an invitation from the superintendent of the Argentine air force academy to help that country with its female aviation program.

"I briefed all the female cadets and the entire class of fourth-year male cadets because this is not just a female issue," she said. "We also have to convince our male counterparts to play a big role in integrating females into their male-dominated profession. Argentina now has its first female graduate from pilot training, and she is now going through her weapon system training."

Major Russ has also helped promote women in aviation in Honduras.

"Wherever I go, I try to boost the confidence of these female cadets because they are walking down a difficult road as pioneers in their country's military aviation history," she said. "I also tell them that it's possible to have a marriage and kids and still serve their country." ★

(Photo by Staff Sgt. Lanie A. McNeal)



On Schedule

C-5 schoolhouse construction at Lackland progressing as planned

By Edward Rivera

Despite an ambitious schedule and the inevitable delays encountered in any large-scale construction project, the effort to relocate the C-5 Galaxy formal training unit from Altus Air Force Base, Okla., to Lackland AFB, Texas, is moving along pretty much right on time.

Last June, the Air Force Reserve's 433rd Airlift Wing broke ground on the \$17 million project, which includes construction of a three-story, 69,000-square-foot ground training school and a 25,000-square-foot flight training school. The schedule calls for the facilities to be completed by September.

"This project has a 15-month construction period," said Col. John Fobian, 433rd AW commander. "Normally, a project of this scope and complexity would require between 18 and 21 months for construction."

The tight schedule is necessary because the Air Force is moving the C-17 Globemaster III formal training unit to Altus, and it wants this unit up and running as quickly as possible. Before this can be accomplished, the C-5 FTU must be relocated.

The U.S. Army Corps of Engineers' Fort Worth District is administering the project at Lackland, which is one of the largest ongoing contracts the corps has with Air Force Reserve Command. The 37th Training Wing and 433rd AW are providing base and user oversight.

The new C-5 FTU will be responsible for training pilots, flight engineers and loadmasters. Both academic and flight simulator training, utilizing three simulators worth about \$80 million, will be provided.

According to Jason S. Price, project engineer, construction is close to its projected timeline. As with any project involving large, complex structures and high-tech equipment, issues are going to come up that make maintaining the schedule a challenge. Mr. Price said teamwork and communication among all the parties involved are the keys to solving problems as they come up and staying on schedule.

For pilots and aircrew members, training in a flight simulator allows them the opportunity to learn from their mistakes so during an actual mission they are prepared for any contingency. Being prepared for anything is also on the minds of the project team members where delays may come from an unpredictable source: the weather.

"While there are many obstacles that could impact the project's completion date, at this point weather has the most potential to delay the work," Colonel Fobian said. "We've been very fortunate as far as weather is concerned. Up to the present time, there has been no time lost to weather delays."

The colonel said the building's shell — walls, windows, exterior doors and roof — should be completed in May, which will take weather delays out of the equation.



Col. John R. Minahan (left), commander of the Fort Worth District of the U.S. Army Corps of Engineers, goes over the C-5 schoolhouse complex project update, while Jason S. Price (right), the project engineer at the Lackland Resident Office, briefs Brig. Gen. Jeffrey J. Dorko, commander of USACE's southwestern division, on the project.

"But until then, there's always a chance weather can hamper progress," he said.

Once the building is weather tight, the interior construction will begin at an accelerated pace, following a pre-planned conceptual schedule.

Mr. Price said the project team scheduled as much required contract trade work as possible, such as mechanical, electrical, plumbing, and structural support, to take place at the same time. Work that must

be done without interference from anyone else will be staggered so that as soon as one contractor is done, another will begin.

"I'm confident the facilities will be ready as soon as possible and that the 433rd AW will meet the ambitious C-5 FTU transition schedule to relocate all active-duty, Guard and Reserve C-5 aircrew training to Lackland," Colonel Fobian said.

The colonel said that thus far, the relationship between the Corps of Engineers, the 433rd and 37th TRW has been a model of cooperation.

"The corps was proactive in scheduling the project's pre-construction meeting as well as a 'partnering' meeting with both wings and the contractor to set the tone of cooperation to achieve our common goal," Colonel Fobian said. "Since construction started, each of the entities involved with the C-5 FTU has been responsive when it comes to working issues, and on a project of this scope, there have been a number of issues."

"Many other Air Force functions, too many to list, have also been instrumental in the design and construction of the FTU. However, at all times, the focus of all parties has been the completion of the projects and bringing the FTU online on schedule." ★

(Mr. Rivera works in the Fort Worth District public affairs office, U.S. Army Corps of Engineers. In addition, he is a technical sergeant in the Air Force Reserve assigned to the 433rd Training Squadron at Lackland AFB as a military training instructor.)

Kent Roberts operates a combine to harvest sugar cane in St. Martinville, La.

Reservist and his family find sweet success ...

Raisin' Cane

Story and photos by
Master Sgt. Chance Babin



As the sun rises deep in the heart of Cajun country, the sound of farm equipment roars across a muddy sugar cane field. Hard rain from the night before has turned the field into a sloppy mess, making it extremely difficult to walk much less harvest the crop. However, regardless of how bad the conditions are, there's work to do, and it's time to get busy.

Over their truck and tractor radios, workers can be heard chattering away in a unique mixture of French and English. But what, to an outsider, must sound like some sort of strange foreign language is part of the rich Cajun culture that makes this region of the country so special.

Meanwhile, in kitchens and restaurants throughout the country, millions of people are starting their day with a dear old friend: a nice, warm cup of coffee. As they reach for a little sugar to "sweeten it

up," few people realize what it took to put the sweetener on their table.

One person who does know the amount of sweat and hard work, along with a little luck from Mother Nature, it takes to create those tasty white crystals is Staff Sgt. Kent Roberts of the 926th Fighter Wing, Naval Air Station Joint Reserve Base, New Orleans.

Sergeant Roberts, along with his father, Ronnie, and his brother, Brett, harvest roughly 30,000 tons of sugar each year. They are part of the Louisiana Sugar Co-Op, located in St. Martinville, La. Sergeant Roberts and Brett own Nina Farms, while Ronnie owns Ronnie Roberts Farm Service.

For the Roberts patriarch, the path that eventually led to him being a sugar cane farmer started in the 1970s when he and a cousin began farming soybeans. They later decided to supplement their soybean crop with 30 acres of sugar cane.

Eventually, his cousin chose to get out of the business, but Ronnie decided to increase his sugar cane crop to 2,000 acres.

Although the Roberts boys grew up helping their father with the family business, Ronnie said he never pushed his sons to follow in his footsteps.

"I didn't encourage them (to farm)," he said, "but I didn't discourage them, either. What I did encourage them to do, though, was join the service to see the world, and then when they got back, they could figure out what they wanted to do."

Ronnie served four years in the Army, something Sergeant Roberts also did before joining the Air Force Reserve. Brett served in the Marine Corps.

When Sergeant Roberts completed his four-year hitch in the Army, he attended college at the University of Louisiana at Lafayette, graduating with a degree in

accounting in 2002. His father thought for sure he'd become a certified public accountant. Instead, he chose to become partners with Brett and his wife, Stephanie, in Nina Farms.

"I missed it (farming) when I was in the active Army," Sergeant Roberts said. "Nina (Farms) to me is home. I like working for myself and getting to see the plant go from 1 inch to 8 feet. It's like being one with nature, being close to the land. And as a Reservist I work in finance, so I'm staying close to my roots in that department, too."

Another factor that weighed heavily on Sergeant Roberts' career decision was the opportunity to be part of a family business.

"I wanted to help my family," he said, "and spend time with them. If it was about the money, I'd be an accountant."

For Ronnie, seeing his children is a nice perk of the job, but due to the long period of time his sons spend either driving the cane to the mill or on the combine, also known as a chopper harvester, he doesn't usually have much time to chat.

"I get to see my family every day," he said. "We don't necessarily talk every day. If we talk, it usually means something went wrong or is broken. It's a good day when we don't have to talk."

The Roberts, and all the other sugar cane farmers in south Louisiana, harvest their crop from late September until late December or early January. During this time, the farmers work 12 hours a day six days a week, rain or shine.

This year the Roberts cultivated, planted and harvested 1,850 acres on 62 different tracts of land. Some of the land is leased. Some they use for free, and the family share crops on some land. In the case of the share-cropped land, the owner receives one-sixth of the profits.

During the harvest, Sergeant Roberts spends most of his time driving a combine, a harvesting machine originally developed in Australia. The combine cuts the cane at the base of the stalk, separates the cane from its leaves, and then deposits the cane into a cart, pulled along by a tractor, while blowing the cut



Growing sugar cane can be muddy work, but during harvesting season, the farmers work 12 hours a day, six days a week, rain or shine.

leaves back into the field.

Once the cart gets full, the contents are dumped into a trailer, which is then hauled to the mill for processing.

"What's being cut right now in the field will be in the warehouse tomorrow," Ronnie said.

Once at the mill, the cane is run through a series of tests to determine, among other things, its sugar content, moisture content and mud content. The cane is then run through the mill where it is eventually made into raw sugar and stored in the warehouse. It is later shipped to a refinery to be made into a finished product.

In addition to their immediate family, the Roberts work with their extended family — members of the co-op. They are one of 45 members who process around 800,000 tons of sugar cane a year. Every ton processed yields about 200 pounds of sugar.

"They have a lot of farmers who pledge their cane here," said Will Klentzman, Louisiana Sugar Co-Op plant engineer. "They actually own the mill. They determine what gets done based on our recommendations. They are my boss."

Because the members of the co-op are the owners of the mill, it is important that the mill be as productive as possible. The mill gets 40 percent of the crops brought in. If the mill makes a profit, it is shared between the owners. If there is no profit, the owners have to make up for any deficit.

And while there is a friendly sense of competition among the owners, in the end, they are a community that comes together to help their partners.

"One thing I like is that the farmers help each other," Sergeant Roberts said. "It's not competitive. We may have a little competition to see who harvests the most, but if you break down and need a part, we all help each other. And if we finish the season early, we'll help someone else to finish their harvest or vice versa. Everyone helps each other out." ★

(Sergeant Babin is a traditional Reservist assigned to the 926th FW public affairs office at NAS JRB New Orleans.)



Roberts (right), his father, Ronnie (center), and brother Brett harvest roughly 30,000 tons of sugar each year.

Labor of Love

Pentagon Reservists embrace Sew Much Comfort

By Capt. Suzy Kohout

With many thread spools, yards of fabric and an array of patterns, Pentagon Air Force Reservists are helping to bring smiles to thousands of injured service members recovering in rehabilitation facilities throughout Washington, D.C., and overseas, while also improving their quality of life.

The Reservists are volunteers in a non-profit group called Sew Much Comfort. Founded in early 2005, the organization was the inspiration of one woman, Ginger Dosedel, who was moved to action after watching a newscast featuring Soldiers in an orthopedic clinic at Walter Reed Army Medical Center in Bethesda, Md.

Several of the Soldiers were wearing an external fixator, a brace built with a series of rods and pins used to stabilize and lengthen limbs. The device was similar to one Mrs. Dosedel's son had worn after surviving a bout with cancer. The device made it difficult to wear pants, so Mrs. Dosedel decided to design and make special clothing for her son.

After seeing the news report, she decided to do the same for the Soldiers. From there, the idea spread like wildfire.

"I learned about Sew Much Comfort after hearing about a special woman, Ginger Dosedel, who made clothing items for injured Soldiers," said Maj. Sandra Edens, a Reserve personnel officer at the Pentagon. "I wrestled with the idea (of volunteering for the group) for two days before I called Ginger."

Last May, Major Edens, now a regional director for Sew Much Comfort, introduced the organization to her Reserve co-workers, who enthusiastically threw their support behind the program.

The most requested adaptive clothing items are pants and boxer shorts, although volunteers also produce items to wear over the arms. Typically with the pants, one leg is larger in diameter than the other. The larger leg, which measures up to about 36 inches in circumference, is designed to wrap around a leg fitted with a fixator, a halo frame, pins or other type of device. The smaller leg has strips of Velcro in place of a side seam, which makes it easier for patients to slide their uninjured leg in and out.

Compared to Vietnam, doctors now are saving so many more lives of people injured in war, said Jan Bradley, wife of Lt. Gen. John A. Bradley, Air Force Reserve Command commander and a Sew Much Comfort volunteer. However, many of those who are saved suffer from horrific injuries.

"Members of the group are full of heart and soul," Ms. Bradley said. "They afford these Soldiers increased independence and self-confidence."

"I want to do something to help the troops who have made a huge difference," said Senior Master Sgt. Yvette Smith, of the Air Force Reserve commander's action group. "I love the camaraderie of our group, and working a couple hours a week is a small price to pay to benefit troops who have sacrificed themselves for our country."

About 12 Air Force Reservists, both men and women, from the Pentagon meet weekly at Major Edens' residence to make



Sandra Edens, a Reserve personnel officer at the Pentagon, shows an adaptive clothing item to people at Bolling Air Force Base, D.C., who are interested in starting a Sew Much Comfort group.

custom clothing. She converted her living room to hold six sewing machines, and the space is just big enough to accommodate volunteers who cut, prepare and package fabric and materials.

For volunteers who can't attend the regular meetings, Major Edens provides packets that include instructions, pre-cut material and sewing supplies.

Each week, the group creates 12 to 20 clothing items for both male and female military members. Clothing includes sweat-pants, underwear, khaki shorts, dress pants and shirts, T-shirts, and swimsuits.

"Sometimes I'll challenge those who come over to help sew," Major Edens said. "One time I pledged that I would sew a pair of boxers for each pair sewn by the group, even if it meant not sleeping. By the end of the evening, the group and I created a total of 30 pairs."

Besides sewing, Major Edens organizes clothing drives and fund-raisers. In addition, she occasionally buys good-quality sale items.

"Our Air Force Reserve folks just jumped on this (opportunity)," Mrs. Bradley said. "They all work full-time jobs, and they still find time for this."

Summing up the group's efforts, Major Edens said, "It's a labor of love."

Information about Sew Much Comfort, including fund-raising events, is available online at www.sewmuchcomfort.org. Those interested in volunteering for the East Coast regional group may contact Major Edens at doxiemom02@earthlink.net or by calling 703-971-0679.

The Pentagon Air Force Reserve group has sparked a growing interest in the program among many spouses who live on Bolling Air Force Base, D.C. For information about the Bolling group, contact Allison Kennedy at KevinJKenn@aol.com. ★

(Captain Kohout is assigned to the Public Affairs Division in the Office of Air Force Reserve at the Pentagon.)

A New PME Option

Seminar may be the way to go for busy Reserve officers

Air Force Reserve and Air National Guard majors have a new option for completing Air Command and Staff College, the professional military education course required for them to move up in rank to lieutenant colonel.

It's called the Air Reserve Component Seminar, and it was designed to help Reservists and Guardsmen fit ACSC into their busy schedules.

"When taken in residence, ACSC takes 10 months, time most Guardsmen and Reservists can't beg, borrow or steal away from their jobs or home life," said Lt. Col. Joyce Guthrie, the Air Reserve Component Seminar coordinator for Air Command and Staff College at Maxwell Air Force Base, Ala.

"When taken in correspondence, the course consists of six blocks of instruction and includes a good deal of reading and frequent completion of video assignments," she said. "The challenge comes in finding sufficient study time, preparing and reviewing for tests, and completing all six tests. All of this can often get overcome by daily events and lead to chronic procrastination."

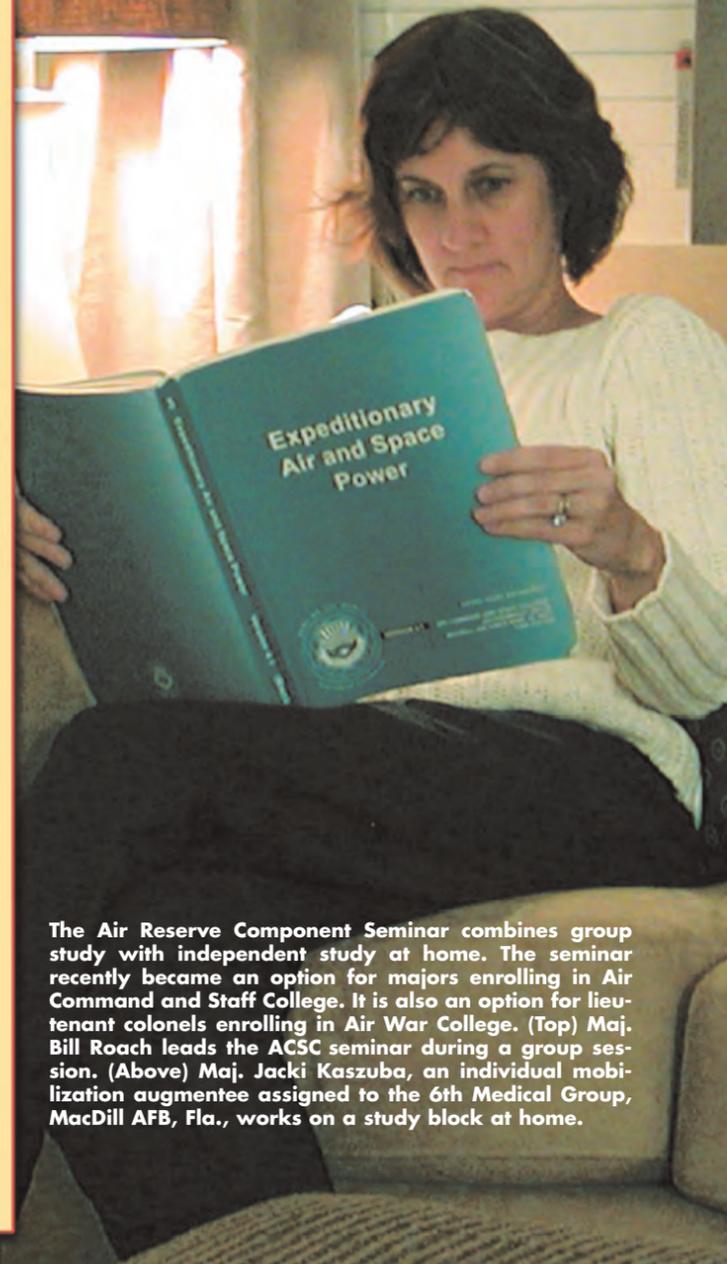
Under the Air Reserve Component Seminar concept, small groups of students meet for two weeks to study, discuss, analyze and review the first two blocks of ACSC correspondence program materials and take the first two tests. They then return to their homes and complete the next two blocks independently. After successfully completing the middle two blocks, they meet again for two weeks to study and test for the final two blocks.

Members of the first ACSC Air Reserve Component Seminar class completed the first two blocks last June. They are currently working on the middle two blocks on their own and will meet again in June of this year to complete the final two blocks.

"The participants have been thrilled with the results," Colonel Guthrie said. "Not only are they getting their ACSC studying under way, but they are enjoying the primary benefits experienced by students who attend schools in residence — sharing knowledge and past experiences with their peers, learning from them and, of course, networking."

There is also an Air Reserve Component Seminar option for lieutenant colonels to complete Air War College, the PME requirement for consideration for promotion to colonel.

Air Force Reservists interested in the seminar option can get more information at their base education and training office or on the Web at <https://wwwmil.afrc.mil/HQ/DP/DPT?Officer%20DE%20Helpful%20Info.htm> under the ARCS heading. More information is also available at the ACSC distance learning public Web site at <http://wwwacsc.maxwell.af.mil/Distance%20Learning/distance-learning.htm>. ★



The Air Reserve Component Seminar combines group study with independent study at home. The seminar recently became an option for majors enrolling in Air Command and Staff College. It is also an option for lieutenant colonels enrolling in Air War College. (Top) Maj. Bill Roach leads the ACSC seminar during a group session. (Above) Maj. Jacki Kaszuba, an individual mobilization augmentee assigned to the 6th Medical Group, MacDill AFB, Fla., works on a study block at home.

Sharing His Passion

Anyone who has attended an air show the past few years has probably seen Maj. Kerry Tidmore slipping the surly bonds of the earth in his red, white and blue T-6A Texan II aircraft.

As the first Reservist to fly with Air Education and Training Command's T-6A Texan II Demonstration Team and T-6 Texan Flight, Major Tidmore, a Reserve instructor pilot with the 39th Flying Training Squadron at Moody Air Force Base, Ga., has flown more than 150 aerobatic demonstrations in front of nearly 2 million spectators.

The Dallas, Ga., native began his aerobatic demonstration career while on active duty and continued it after joining the Reserve.

"It was quite an honor to be asked to

return to the aerial demonstration team by (the 479th Flying Training Group commander) Col. (Richard) Turner," he said. "As a Reservist, I didn't think it was even remotely possible.

"I think it clearly attests to how active-duty commanders recognize, understand and acknowledge the vital role Reservists can play in today's modern and diverse Air Force. It demonstrates how leadership embraces the total-force concept."

In addition to his duties flying with the East Coast T-6A Demonstration Team, Major Tidmore also serves as a senior demonstration pilot and mentor for the team. This has allowed him to have a hands-on approach with each aspect of

the team's operations. The major believes, however, it is more important to train the team members and then allow them to blossom in their roles.

"The secret to my success as both a leader and mentor of such a great team has been finding the right people for the job, training them properly and letting them do the job without overshadowing them," he said.

The 2006 demonstration team began its show schedule in mid-March. Major Tidmore is set to perform at a select number of shows throughout the year.

The major's involvement with the two teams began with their inception. In

Moody Reserve pilot excels as instructor, demonstration pilot

By Maj. Lisa Rappa



2003, the then active-duty captain was selected as the best among 130 eligible pilots considered to form the initial East Coast T-6 Demonstration Team.

Three months later, the team earned the AETC commander's certification to perform at air shows. During that period, Major Tidmore led the effort to train the eight selected team members, purchase all the necessary equipment, and develop procedures and regulations for the brand-new team.

"He really established the program from the ground up and turned it into one of the best single-ship demonstration teams in the Air Force," said Col. Paul McIntosh, 479th FTG deputy commander.

Besides his extensive role with the demonstration team, Major Tidmore said he is equally proud of his role with the Texan Flight. This heritage flight showcases World War II-era T-6s alongside the modern flying trainer, demonstrating the Air Force legacy of the T-6A Texan.

"The Texan Flight is a really unique mission that calls for our pilots to fly in close formation with civilian pilots and aircraft, a rarity for most Air Force pilots," Major Tidmore said. "It's an unbelievable honor to fly with and work alongside our civilian heritage pilots. They are some of the most highly skilled and

experienced pilots. They all do a fantastic job in helping us showcase the heritage and history of our Air Force."

The major's efforts with the two teams have not gone unrecognized.

"While on active duty, (Major Tidmore) was the best IP (instructor pilot) in his squadron," Colonel McIntosh said. "Now as a Reservist, he continues to have to a significant influence throughout the (AETC) command.

In 2005, Major Tidmore was selected by the state of Georgia's Air Force Association as the 2005 Outstanding Trainer Aviator of the Year.

The major extends his flying experiences to his civilian life as well. In addition to being a pilot for Federal Express, he also owns and operates his own aerobatic company.

"I've been ultimately blessed as a person and a pilot," Major Tidmore said. "I love having the opportunity to share my passion with anyone I can. It is very rewarding for me to pass along to another young and inspiring individual my love for aviation, both military and civilian." ★

(Major Rappa is assigned to the 39th FTS at Moody AFB. First Lt. Dustin Hart, 347th Rescue Wing public affairs at Moody, assisted with this story)



Maj. Kerry Tidmore, a Reserve instructor pilot with the 39th Flying Training Squadron at Moody Air Force Base, Ga., is also a senior demonstration pilot for the East Coast T-6A Demonstration Team. He has flown more than 150 aerobatic demonstrations in front of nearly 2 million spectators.

Sweet Success

**Louisiana Reservist
makes a living raising
sugar cane ... page 26**

