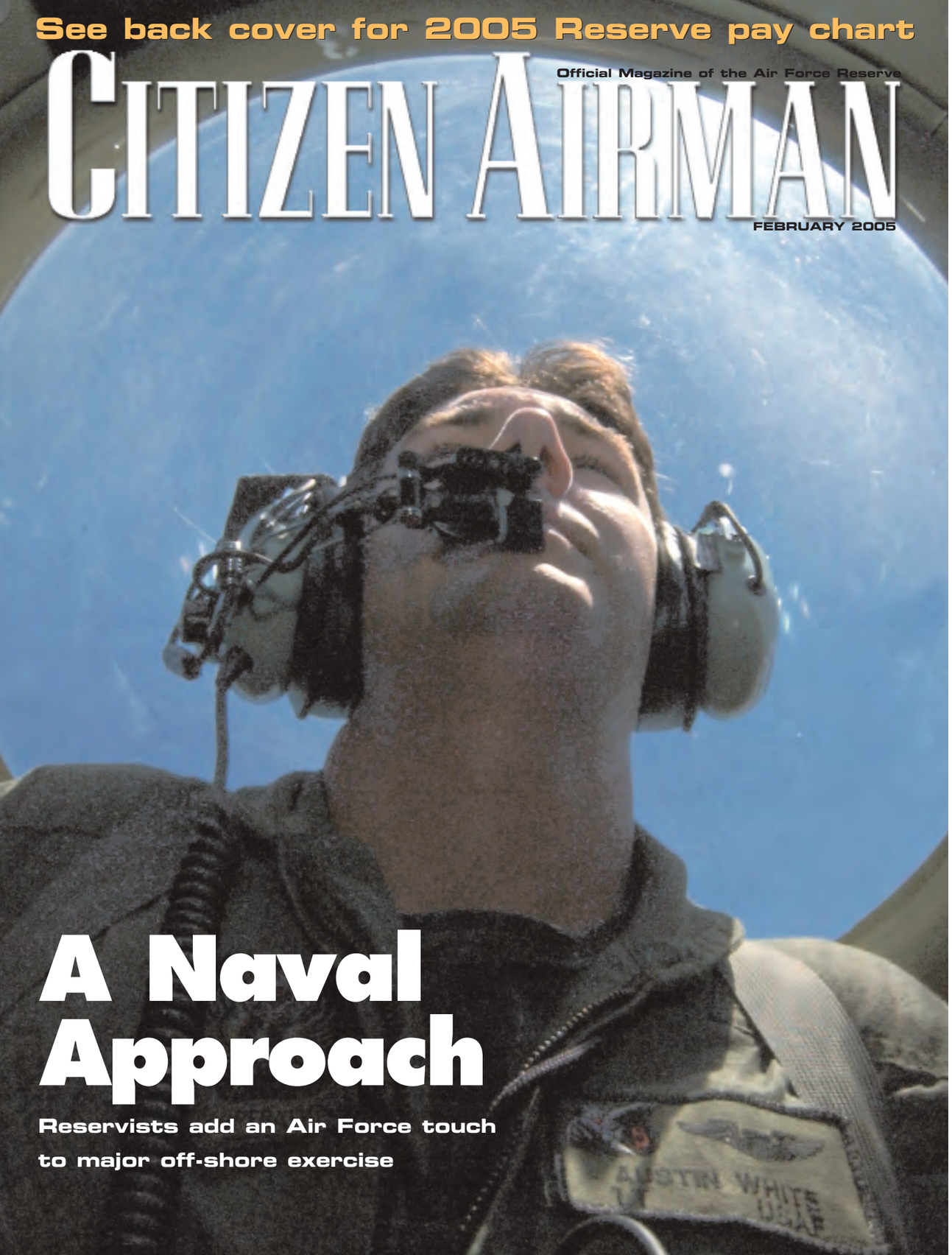
See back cover for 2005 Reserve pay chart

Official Magazine of the Air Force Reserve

# CITIZEN AIRMAN

FEBRUARY 2005




## A Naval Approach

Reservists add an Air Force touch to major off-shore exercise

FROM ★ THE ★ TOP

THERE HAVE BEEN THOUSANDS OF PEOPLE IN THE UNIT, INDIVIDUAL MOBILIZATION AUGMENTEE AND MOBILIZATION ASSISTANT WORLDS WHO I'VE BEEN FORTUNATE ENOUGH TO CROSS PATHS WITH DURING MY CAREER AS AN OFFICER. I WILL NEVER FORGET THEM.

By Maj. Gen. John J. Batbie Jr.
Vice Commander, Air Force Reserve Command

# It's Time to Say Thanks for My Part of the Journey

Periodically, the Air Force issues announcements listing those general officers who are changing assignments or retiring or who have passed away.

My name recently appeared on one of those lists. I'm not changing assignments, and, fortunately, I'm still alive and kicking. That only leaves one other possibility: retirement.

It still feels strange seeing my name on that list. However, to put it in pilot terms, it's time to "depart the fix for the final approach." I have received clearance for one last "full-stop landing."

Before I run my final "after-landing" checklist, I want to reflect on my good fortune. I have truly been blessed and honored to have served in the Air Force Reserve. It's really been enjoyable, fulfilling and rewarding to have been a member of this outstanding organization over the past four decades.

It's been exciting watching the Air Force Reserve evolve and transform since my first drill at Luke Air Force Base, Ariz., in 1972. I had no idea what the journey ahead would hold. Reflecting back, it's hard to believe that eight commanders — including six major generals and two lieutenant generals — have held the Air Force Reserve reins.

Back then, it took three months to get a Reservist's pay started. Today, it takes a week or less. Data storage has gone from paper with carbon copies to microfiche to floppy disks to compact discs to the Internet. Aircraft have evolved from the HH-34J Choctaw (I know not too many folks have ever heard of this helicopter) to the C-17 to the soon-to-arrive F-22.

Training has gone from "flying around the flagpole" to full integration with our active-duty brothers and sister services. Thirty years ago, operational deployments for Reservists other than airlifters were almost non-existent. Today, they are a part of everyday life to destinations throughout the world.

We've gone from what was described by some as "weekend warriors" to equal partners in the total force. Now we're starting down the path of the future total force. From 1988 to 1995, four base realignment and closure rounds have come and gone, and a fifth will be conducted this year.

We've gone from senior enlisted advisers to command chief master sergeants. It was exciting to be at Luke AFB in 1974 when the first F-15 Eagle showed up with President Nixon in attendance to accept the aircraft. To illustrate how far we've come, it was amazing to be at Peterson AFB, Colo., some 20-plus years later when the 310th Space Group became operational.

Best of all was being part of the Reserve when, in February 1997, we went from being known as "AFRES" to "AFRC" and stood up as an Air Force major command.

It's been a wild ride that has gone by in a blur. The bases have come and gone. The units have come and gone. The aircraft have come and gone. However, I can't say the same about the people.

There have been thousands of people in the unit, individual mobilization augmentee and mobilization assistant worlds who I've been fortunate enough to cross paths with during my Air Force Reserve career. I will never forget them. I've learned so much from all the Airmen who have enriched my life through the years. I'm proud to have served alongside each and every one of you. I would like to extend a special thank you to the families and employers of all Reservists who have shown countless times over the years that you don't have to wear a uniform to be a patriot.

Thanks for allowing a former Army helicopter pilot to be part of a first-class Air Force Reserve team. Over the past 32-plus years, I've accumulated a lot of great memories that I will cherish forever. As one chapter of my life closes and another begins, I feel really good about what we have accomplished together.

Looking out over the horizon, I'm sure many more great memories are in store for each of you as our outstanding new commander, Lt. Gen. John Bradley, leads the way into an ever-changing and more exciting future. Over the years, I've gotten to know General Bradley on a personal as well as a professional level, and he's going to take the command to even greater heights.

Thank you for my part of the journey and allowing me to smile when my name appeared in the "retirements" column of the general officer announcements.

After-landing checklist — complete. ★

*(Editor's note: General Batbie wrote this commentary in January, just before his retirement ceremony.)*



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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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**Front cover: Second Lt. Austin White, 5th Special Operations Squadron, Eglin Air Force Base, Fla., flies a mission in support of Unitas 04, the longest-running naval exercise in the Americas. The 5th SOS was the first "non-navy" unit to take part in the exercise in its 46-year history. For the story, see page 6. (Master Sgt. William Kimble, 4th Combat Camera Squadron)**

**Back cover: 2005 Reserve pay chart for four drills**

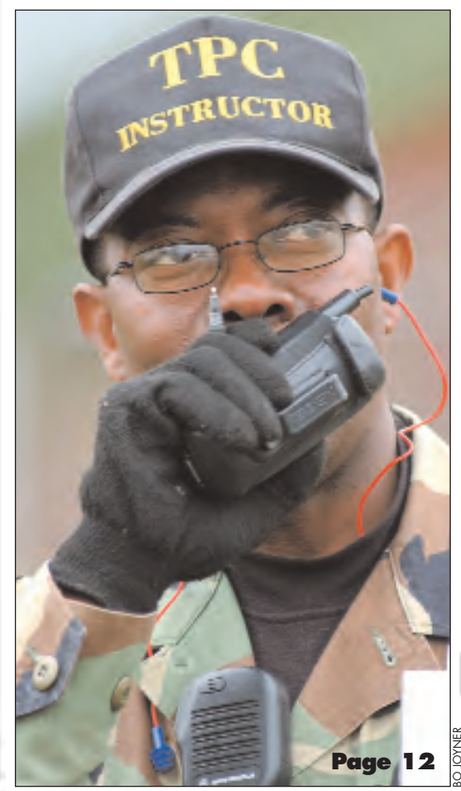
Official Magazine of the Air Force Reserve

# CITIZEN AIRMAN

VOLUME 57, NUMBER 1 February 2005

Page 6

TECH. SGT. CHANCE BABIN




Page 12

BO JOYNER

**2**
**Future Total Force**
Active-duty squadron takes initiative to new heights

**4**
**Tending His Flock**
Priest faithfully carries out his duties in middle of war zone

**6**
**Adding an Air Force Touch**
Florida Reservists bring blue-suit presence to annual naval exercise

**12**
**A Learning Experience**
Aerial porters polish their skills at improved Transportation Proficiency Center

**16**
**Tools of the Trade**
New automated program enhances safety, efficiency

DEPARTMENTS

**Round the Reserve** 18

**Pope's Puns** 21

**By selecting a Reservist as its commander, the active-duty 11th Reconnaissance Squadron is ...**

# Taking the Total Force to New Heights

**By Staff Sgt. Chris Stagner**

A reservist made Air Force history Dec. 17 when he became commander of the 11th Reconnaissance Squadron at Indian Springs Air Force Auxiliary Field, Nev.

Lt. Col. John Breeden is the first Air Force Reserve officer to command a permanent, active-duty operational unit, according to Air Force Reserve Command officials. He replaced Lt. Col. Michael Keaton.

The change of command reinforces the Future Total Force initiative announced by Air Force leaders in December. Colonel Breeden's command of the 11th RS is one step in implementing this initiative.

"This is a process that's taken place over a few years," said Lt. Gen. John A. Bradley, AFRC commander, after the change of command ceremony. "The air reserve components are involved in every aspect of the Air Force mission. This is just another step in that evolution."

The 11th RS trains pilots and sensor operators for the RQ/MQ-1 Predator unmanned aerial vehicle program.

"Our Predator crews employ lethal firepower to protect and defend our forces on the ground" as part of the global war on terrorism, said Col. Mark Morris, 57th Operations Group commander. "Some of the graduates (of the 11th RS) fly combat missions over Iraq within 48 hours of graduating."

Many Predator missions that take place over Iraq and Afghanistan are flown from Nellis.

Colonel Breeden being named commander of the 11th RS is an example of the Air Force's resolve to more closely integrate active-duty and Reserve forces, Colonel Morris said.

"When I took over the operations group 19 months ago, I was told I was getting a full-time Reservist," Colonel Morris said. "I was quickly impressed with (Colonel Breeden) and wanted to put him on the squadron commander list."

Colonel Breeden served as an A-10 pilot before separating from the active force. After Sept. 11, 2001, he went back into the Air Force as a full-time Reservist.

"I didn't seek out this job," the colonel said, "but I sought to serve my country."

In his efforts to serve, he has set the example for Future Total Force integration.

"What we're trying to do here is integrate the Air National Guard and Reserve to put the best people in the best positions to move forward the future of the Air Force," Colonel Breeden said.

The ramifications of the change of command will be felt beyond the gates of Indian Springs.

"I think we'll see more integration in the future," General Bradley said.

Integrating the active force and the Reserve benefits the Air Force and its Airmen.

"Most of the air reserve component Airmen have spent years in the Air Force and then entered the Reserve or Air National Guard," General Bradley said. "We don't want to lose all those great people and their talents."

Maintaining the experience of the Guard and Reserve members is a large benefit of the FTF initiative, said Lt. Gen. Stephen Wood, Air Force deputy chief of staff for plans and programs.

"The organizational concepts (of the FTF) will allow us to maximize the combat capability of our equipment and balance experience levels of our people, improving their training and effectiveness," said General Wood during a press conference about the new initiative Dec. 1.

"Furthermore, they will allow us to capitalize on the rich experience of our reserve components and the quick deployability of the active duty in both emerging and enduring missions." ★

*(Sergeant Stagner is assigned to the Air Warfare Center public affairs office at Nellis Air Force Base, Nev.)*

**Lt. Col. John Breeden (right) accepts command of the 11th Reconnaissance Squadron from Col. Mark Morris, 57th Operations Group commander, during a ceremony at Indian Springs Auxiliary Field, Nev., Dec. 17. Colonel Breeden is the first Air Force Reservist to command a permanent, active-duty operational unit. The 11th RS trains pilots and sensor operators for the RQ/MQ-1 Predator unmanned aerial vehicle program.**

**Chaplain (Lt. Col.) Robert Cannon, command chaplain of the Joint Area Support Group, International Zone, Baghdad, ministers to a young American injured in Iraq. Chaplain Cannon was the first individual mobilization augmentee chaplain to fill an air expeditionary force position.**

# Tending His Flock

## Priest faithfully carries out his duties in middle of war zone

**By Heather Felton**

The duties of a parish priest tend to be similar, no matter where that priest is serving. There is the celebration of daily Mass, formal and informal counseling sessions, meetings, official ceremonies, trips to the hospital to anoint or pray with the sick or injured, and, of course, the constant flow of people in and out of the office throughout the day.

While nearly all parish priests experience these duties as part of their ministry, most don't have to do them outdoors while wearing 25 pounds of body armor and helmet in 104-degree heat.

But for Chaplain (Lt. Col.) Robert Cannon, an Air Force Reservist and command chaplain of the Joint Area Support Group, International Zone, Baghdad, that's just another part of his day-to-day duties.

In addition to working in the chaplain office located in one of Saddam Hussein's former palaces (an experience he describes as "surreal") and handling the regular duties of a priest, Chaplain Cannon is shuttled about by armed guard to celebrate Mass and hear confessions for the troops and civilians at six locations in Baghdad.

He also is on call at all times. That means his days are about 14 hours long.

"There's just enough time to pray, shower, eat and get some sleep before getting up and putting my boots on to meet the demands that come with a new day," he said.

Chaplain Cannon, an individual mobilization augmentee attached to the Office of the Chief of Chaplains at the Pentagon, arrived in Baghdad in mid-September as part of the Air Force rotation of forces into Iraq. He was the first IMA chaplain to fill an air expeditionary force position. Chaplain Cannon was scheduled to remain through January. However, he volunteered to extend his tour through April.

Physically, he said, the day-to-day living in Iraq is tough. Because they are in a war zone, the people there are constantly on the alert for rockets and mortar attacks. Plus, he said, there's the heat.

"I perspire in Florida," he said. "In Iraq, you just sweat all day long, dry out and get soaking wet again."

But the troops, who are outside all day, are handling it well.

"(They) take a beating, but I never hear them complain," he said. "We can all be proud of the job our sons and daughters are doing here. I know I am."

The chaplain said the morale of the men and women serving in Iraq is very high.

"The troops I talk with are proud of the contribution they are making to change the course of history in this part of the world," he said. "Many of them are dying to make it happen. As with all troops, when they have done their part, they are happy to get word when they can expect to be heading home."

But high morale doesn't mean there isn't tension. Much of the stress is just below the surface, in the background, Chaplain Cannon said, and everyone must be "situationally aware" at all times.

"Every time you are in a vehicle on a road, everyone is on the alert for any suspicious person or vehicle," he said. "Vehicular-born improvised explosive devices are being used more and more by the suicide bombers. So, I've got my rosary in hand when in a Humvee convoy going to one of the sites where I celebrate Mass in the Red Zone."

In addition to his service to the troops and American civilians in Baghdad, Chaplain Cannon also assists the Joint Area Support Group commander in the outreach to the local civilian community. As part of this outreach he recently attended a meeting of the Neighborhood Advisory Council, which is like a city council in the United States. Topics of discussion at the meeting varied from trash pickup to a neighborhood watch program for security to speed bumps to teen-agers racing around the neighborhoods in their cars.

"If you closed your eyes and imagined that English was being spoken, you could be anywhere in the U.S. at a town council meeting," he said. "The Iraqi people want what every people want: peace, security, jobs and a future for their children."

**Chaplain Cannon takes a minute to pose for a picture with an American Soldier. The chaplain said the morale of the men and women serving in Iraq is very high.**

The hardest part of being there, Chaplain Cannon said, is seeing how much there is to accomplish for the many people who have almost nothing.

"My heart goes out to them," he said. "I wish I had clothes and shoes to put on all the kids I see with little covering them and with bare feet. ... but the Iraqi people are resilient. They have had to be in order to survive 30 years of brutality under a totalitarian dictator who cared little for his people."

During his tour of active military service, which began in March 2003, Chaplain Cannon has been connected in some way to the war in Iraq. He began with committals at Arlington National Cemetery, then moved on to receiving fallen Soldiers, Marines, Airmen, Sailors and civilians at the port morturary at Dover Air Force Base, Del., before volunteering for duty in the thick of the war in Iraq.

"The other experiences did prepare me somewhat for what I am asked to do here," he said. "At each place, whether at Arlington, Dover or here, I have felt privileged to lift up our fallen men and women to God, to intercede for them and to pray for their families. It is humbling, and my heart wells up with gratitude to stand before someone who was willing to sacrifice his or her tomorrows so that we all could have our todays."

Of course, he said, he knows his family, friends and parishioners in the United States worry about him just as they worry about all of the other men and women serving in the Middle East.

To all those people back home, he sends the following message:

"A chaplain's role is to be a visible reminder of the holy, to provide spiritual and pastoral care, and to be a source of strength to those who are heavily burdened, whether the people are religious or not. As Moses relied on others to keep his arms raised, I appreciate everyone's prayerful support in keeping my arms of service raised up. The Lord said some kinds of evil can only be driven out by prayer and fasting. To turn this new scourge of terrorism and war around, it will take more than the force of arms. I'd encourage everyone to pray the rosary for peace. Even more so, I would like everyone to not only pray, but even fast a bit for peace throughout the world, in every troubled land and in every human heart."

Finally, he said, while every day in Iraq is a challenge, the faith and dedication of the troops makes it all worthwhile.

"I have found some of the most outstanding, brilliant and dedicated human beings here in the middle of a war zone, halfway around the world, willing to risk everything to give the Iraqi people an opportunity to have a future bright with the promise of freedom," he said. "They range from Department of State employees to military members to civilian contractors building bridges and infrastructure to just ordinary everyday people. They all have answered the call to do their part. I guess you could call that the American way. It's something to behold and to be part of." ★

*(Ms. Felton is a reporter for the Florida Catholic Newspaper. Used with permission.)*

U.S. NAVY PHOTO BY PHOTOGRAPHER'S MATE SECOND CLASS JEFFREY LEHRBERG

# Adding an Air Force Touch

## Florida Reservists bring blue-suit presence to annual naval exercise

**By Tech. Sgt. Chance Babin**

After 46 years, the longest-running naval exercise in the Americas welcomed its first "non-navy" participant. And the organization invited to join this annual training on the high seas is a member of the Air Force Reserve.

In November, the 5th Special Operations Squadron from Eglin Air Force Base, Fla., sent one aircraft and 23 people to Punta del Este, Uruguay, to participate in Unitas 04. Unitas, which means unity, brought together ships, aircraft and submarines, as well as more than 2,000 people, from Argentina, Brazil, Uruguay, Spain and the United States.

For the 5th SOS, Unitas provided a chance to both gain some valuable training experience with naval forces and get its foot in the door for future training opportunities involving other countries.

For individual Reservists, Unitas gave them a chance to do some of the things they did prior to 9/11. The unit was activated two weeks after the terrorist attacks and remained activated for two years as part of Operations Enduring Freedom and Iraqi Freedom.

"It was a great opportunity for the 5th to stretch its deployment legs in a different direction other than Southwest Asia," said Maj. Jeff Berry, 5th SOS pilot and mission commander for Unitas 04. "This tour was instrumental in improving working relationships between U.S. and South American naval and marine forces as well as obtaining excellent training for our people in a different working environment. I feel like we're paving new roads coming down here. It's great training, and it lays the groundwork for future operations in the region."

Although bad weather and some mechanical problems limited the number of missions the Reservists were able to fly in their MC-130P aircraft, Maj. Len Summers, an exercise planner at U.S. South Air Force, Davis-Monthan AFB, Ariz., said the squadron's participation was still a success.

"We were able to accomplish several objectives," Major Summers said. "We were able to show the admiral (Rear Adm. Vinson E. Smith, Commander U.S. Naval Forces Southern Command) the capabilities of the MC-130P and fly him in it. We also conducted photo ops in support of the fleet and successfully completed an ESM (electronic support measures) mission with the U.S. Navy.

"It's an important stepping stone to having more Air Force support for the traditional naval Unitas exercise. We were able to assist our sister service.

**A C-130 from the 5th Special Operations Squadron, Eglin Air Force Base, Fla., passes over ships performing maneuvers during Unitas 04 in November. Naval forces from Argentina, Uruguay, Brazil, Spain and the United States took part in Unitas, the premier multinational naval exercise in the region. Reservists from the 5th SOS conducted surveillance and search and rescue missions during the exercise, marking the first time an Air Force unit has participated in Unitas.**

They (the U.S. Navy) had a P-3 Orion that fell out of the exercise, and we helped avoid not having any air resource equivalent for the benefit of the exercise. I was happy to have the participation of the 5th SOS and get what we got accomplished. Now we have a benchmark set."

Not only did the admiral get a chance to fly with the MC-130P crew and see the capabilities of the aircraft, he also got a chance to view the exercise fleet from the open aircraft cargo door.

"First I would like to say thank you to the 5th SOS," Admiral Smith said. "Having the opportunity to fly with the crew of the MC-130P was not only an honor but also an exciting adventure. Strapping into that harness and taking a look from the ramp of one of these birds offered a unique perspective of the five-nation Unitas fleet. This 'birds-eye view' reminded me of how much progress we have made in the execution of these exercises. We have transformed the exercise from a multinational surface navy event into a multinational joint exercise."

The Reservists enjoyed the chance to showcase the MC-130P for the admiral.

"It was great. The admiral explained to us how the ships were operating out there and the type of ships involved," said Maj. Lynn Townsend, 5th SOS aircraft commander. "It was interesting to get an observation from a different perspective than ours. He said he was really pleased. We invited him to come over to

## Double duty: Reservists handle Unitas and Hurricane Ivan

**By Tech. Sgt. Chance Babin**

With tattered buildings and battered beaches, the Florida and Alabama coasts had the appearance of a war-torn country the morning of Sept. 16.

For members of the 5th Special Operations Squadron, Eglin Air Force Base, Fla., the sight of such devastation had become all too familiar in their two years of being deployed as part of Operations Enduring and Iraqi Freedom. But this time the massive damage wasn't thousands of miles away but rather in their own back yards, not the result of war but a natural disaster named Hurricane Ivan.

But much like the unit rallied together only days after the terrorist attacks of Sept. 11, 2001, when they were called to active duty to help defend the nation, once again the 5th SOS came together. This time they rallied to help members of their squadron clean up and repair their homes that were ravaged by the storm.

"We got everybody together at the squadron to determine who had the most damage," said Tech. Sgt. Chris Maradik, 5th SOS loadmaster. "They wanted an assessment from each section, and then we determined who needed the most help."

One of the worst hit by the storm was Maj. Jeff Berry, 5th SOS pilot and mission commander for Unitas 2004. Like thousands of others living in the area, he evacuated to a safe location before the hurricane hit.

"It was pretty scary going back home," Major Berry said, "because when we drove up, all the roads were under water. My house looked like it was on an island."

After wading through knee-deep water, Major Berry discovered significant damage to his home. Part of his roof was ripped off, siding was off, and there was water in his house.

"It could have been catastrophic," Major Berry said. "Forty miles down the road there were houses that were gone. It could have happened to us. At least the house was still standing, and I was happy to see it."

KELLY BERRY

**Maj. Jeff Berry stands on his front porch the day after Hurricane Ivan roared through the Florida panhandle. Major Berry's house sustained major damage, but he knew it could have been worse. "Forty miles down the road there were houses that were gone," he said.**

MAJ. JEFF BERRY

**Master Sgt. Jimmy Tart (left) and Tech. Sgt. Kris Williams help clean up the damage at Major Berry's home.**

However, reality quickly set in as the major faced the massive task of cleaning up the debris and repairing the damage.

"About 10 unit members came to the house and worked for four hours," Major Berry said. "My shed was in my neighbor's pool, and other people's docks were in my yard. It was overwhelming to know the squadron was going to do something like that. It wasn't expected. I thought it would be me and my wife doing all the work. It was touching."

Although almost every member of the unit suffered some damage to their property, Major Berry said, about five people had major damage.

"Thanks to the leadership of the Reserve, it went great," said Master Sgt. Eric Downing, 5th SOS life support. "They allowed us to go out and help. That meant a lot to everyone to be able to help. We went to one neighborhood and ended up helping everyone there."

Just getting to the neighborhood, located in Pensacola, Fla., proved to be a difficult experience.

"It was like driving through a war zone," said Tech. Sgt. Bill Bethke, 5th SOS radio operator. "There was old lumber and wood stacked six to eight feet high along the highway. We saw places that were so much worse off than ours."

The storm struck the Gulf Coast about a month and a half before the 5th SOS was supposed to participate in Unitas 2004, a major exercise in Uruguay. In fact, as the storm made its way toward the coast, Maj. Dave Condit, 5th SOS navigator and one of the planners for Unitas, was in Uruguay getting ready for the exercise.

"Just prior to the hurricane, I was down there for a planning conference," Major Condit said. "My wife was calling and keeping me posted and encouraging me to get home on time. And the other issue was if the hurricane wipes us out, would we be able to fulfill our plan for participation in the exercise?"

Major Condit made it home in time to evacuate his family and avoid the storm. He called a fellow Reservist and asked him to check on the Condits' house.

"He told me everyone's house in the neighborhood looked fine except for mine," Major Condit said. "My house had a giant tree that crashed through the roof. When I returned home, I went to the squadron and offered to help others who were hit worse, but they told me to take care of my family first and the squadron would take care of everyone else."

Because Majors Condit and Berry were two of the primary planners for the Uruguay trip, they had to balance their time between doing their jobs and fixing their homes. Both of them took time off to work on their houses.

"It was a week we needed to be planning, but our families came first," Major Condit said. "What that meant was in the following weeks, we had to put in some long hours because a lot of prep work still had to be done. It made it more difficult to get all the details secured. Had we had that extra week, there were some additional things that could have been done to make things go smoother."

Some members of the 5th SOS were forced to cancel their participation in the exercise in order to take care of their property, while others left with their homes still in need of repair.

"I pretty much left my house with a part of it exposed with blue tarp on it," said Major Berry.

While he was in Uruguay, the major said it rained twice back home and got the family's clothes wet. He said his wife can run the house without him, but "it's rough on her."

For Major Condit, getting a chance to represent the 5th SOS as the first Air Force unit to participate in Unitas was a driving force in his decision to go.

"My house is smashed, and I would probably have preferred to be at home," Major Condit said. "However, this is a big deal, and the unit put a lot of work into it. So we decided to press forward and complete the mission." ★

*(Sergeant Babin is assigned to the 926th Fighter Wing public affairs office at Naval Air Station Joint Reserve Base New Orleans, La. He deployed to Uruguay with members of the 5th SOS for the Unitas 04 exercise.)*

Rear Adm. Vinson E. Smith, Commander U.S. Naval Forces Southern Command, and Maj. Jeff Berry, 5th SOS pilot and mission commander, prepare to board an MC-130P. The crew took the admiral on a flight to view the naval fleet during Unitas 04.

TECH. SGT. CHANCE BABIN

Eglin and fly with us anytime. I told him we'd fly him on a (night-vision-goggle) helicopter refueling mission to see what we do on a day-to-day basis."

Tech. Sgt. Mike Biseinere of the 5th SOS performs maintenance on the cargo compartment air conditioning system of an MC-130P on temporary duty at Punta del Este, Uruguay, in support of Unitas 04.

TECH. SGT. CHANCE BABIN

Major Townsend explained the Reservists' role as "trying to determine how some of the Navy's systems work against us and how our systems work against them. It went really well. The Navy was very pleased when the exercise ended."

While the 5th SOS was able to impress the admiral with its performance, for a while it appeared the Reservists would not have an opportunity to show their skills due to bad weather.

"The weather did create some challenges and unexpected opportunities," Admiral Smith said. "Having the U.S. Air Force presence helped drive home the importance of joint warfare operations to our partner nations.

"Regardless of the weather conditions, this MC-130 was able to conduct MPA (maritime patrol aircraft) and SSSC (surface, subsurface search surveillance coordination) missions. It's my hope that we will see the continued support of the U.S. Air Force in future exercises. The 5th SOS has opened the door to what I hope will lead to more robust joint participation. Joint is how we operate in the real world, so it should be the way we train."

The admiral noted the MC-130's presence above the fleet was a statement about today's training environment.

"The Air Force MC-130 overhead was seen as evidence that Unitas is transforming into a combined, multinational, joint exercise that provides relevant and realistic training to all participants as well as supports the combatant commander's interoperability security cooperation initiatives."

The Uruguayan navy fleet commander and exercise host also noted the importance of the Air Force's participation in Unitas.

"The Air Force will participate in maritime operations, and this participation is very important," said Rear Adm. Oscar Debali. "More than a combined operation, it is a joint operation, and joint operations are the operations of the future. The more we work with these types of exercises, the better the results will be. This is a good challenge to have in the exercise because our country is involved in many international operations involving the United Nations."

"It's a very important opportunity for us to operate with another force, a big professional force," said Cmdr. Juan Retamoso, Uruguayan squadron group commander at the base where the 5th SOS was operating. "I really enjoyed learning about their operation. I was proud for us to have a U.S. Air Force airplane here at our base."

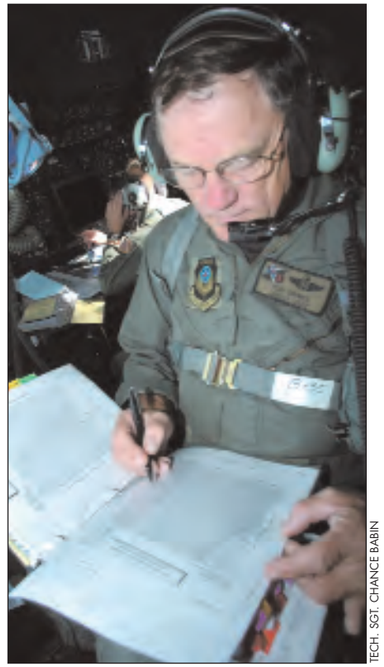
Maybe equally important as the training opportunity was the chance to form relationships that will provide benefits to the Reserve and the Air Force down the road.

"I think we gained new friendships and understanding between participants and the people we met in the community," Major Berry said. "The Uruguayan navy invited us to a farewell barbecue that gave us an opportunity to shake hands, tell stories, and exchange pictures, plaques and coins. Even with the slight language barrier, common interests served as the interpreter."

For the 5th SOS, having the opportunity to travel and train somewhere other than the desert was an invaluable opportunity.

"Our unit's focus has been in a certain area of the world," said Maj. Dave Condit, 5th SOS navigator and one of the planners for the Unitas mission. "Now that we've been deactivated and have had time to regroup, it's time we go back to some of those places that we haven't been to in a while. International exercises such as Unitas require U.S. presence to maintain relationships, and with the active duty maintaining a strong presence in the desert with real-world operations, it's nice to have Reservists participate." ★

*(Sergeant Babin is assigned to the 926th Fighter Wing at Naval Air Station Joint Reserve Base New Orleans, La. He deployed*



Chief Master Sgt. Tom Grimes, 5th SOS flight engineer, looks over some flight data prior to taking a flight while supporting Unitas 04.

TECH. SGT. CHANCE BABIN

Tech. Sgt. Jeremy Cochran, 5th SOS loadmaster, gives a thumbs up to 2nd Lt. Marcelo Calace, a Uruguayan pilot, who was testing the length of his harness before viewing the naval fleet out of the back of the MC-130P.

TECH. SGT. CHANCE BABIN

Master Sgt. David Jones, an instructor at the Transportation Proficiency Center at Dobbins Air Reserve Base, Ga., teaches Senior Airman Mark Clary how to use an atropine injector. Airman Clary is a member of the 92nd Aerial Port Squadron, Wyoming Valley, Pa.

# A Learning Experience

## Aerial porters polish their skills at improved Transportation Proficiency Center

**Story and photos by Bo Joyner**

With a thick blanket of grey smoke hugging the ground and the pounding of mortar fire echoing in the distance, a small team of Air Force Reserve aerial porters from the 92nd Aerial Port Squadron, Wyoming Valley, Pa., decked out in full chemical protection gear, trudged from their tent toward the back of a C-130 and quickly pushed a pallet full of critical supplies onto the waiting 25K Halverson loader.

Loading and unloading military aircraft under ideal conditions is hard enough, but, as these porters were quickly discovering on a balmy November morning, doing it in the heat of battle where mistakes or carelessness can cost lives is exponentially more difficult.

Luckily for these Reservists, the haze that covered the ground was coming from a smoke machine and the mortar sounds were coming from an air cannon. And if they made a mistake while removing the palletized cargo from the back of the Hercules, they could simply start all over again.

Welcome to the Air Force Reserve Command's Transportation Proficiency Center at Dobbins Air Reserve Base, Ga. For more than 20 years, the TPC has been *the* place where Reserve aerial porters learn the ins and outs of forklifts, loaders, highline docks and pallet trains. The dedicated men and women who work at the TPC like to think of the center as the "gateway to a new experience" — a place where they can prepare Reserve aerial porters for the rigors that lie ahead.

Each year, approximately 1,000 aerial porters come to the TPC for in-residence training. The center's instructors use cutting-edge technology to provide distance learning training to thousands more.

In years past, the instructors at the TPC had to work from a variety of different locations spread across Dobbins. Now, the TPC has its own dedicated, state-of-the-art training facility inside an aircraft hangar.

Maj. Gen. John J. Batbie Jr., AFRC vice commander, and Chief Master Sgt. James Roshak, TPC chief, cut the ribbon on the TPC's new home last June.

"This new facility is great because it allows us to consolidate our programs into one location," Chief Roshak said, "It's a state-of-the-art training center with the latest technology, which helps us do a better job of making sure the command's aerial porters are proficient and combat ready."

TPC instructors can now use multimedia in their presentations, and the new

Sergeant Jones looks on as Airman Clary, in full chemical protection gear, takes a drink.

Master Sgt. James Garrett jots down some notes he'll use in the exercise evaluation process.

The TPC has all of the equipment aerial porters need to perfect their skills. Here, members of the 92nd APS haul a load of cargo away from a C-130.

TPC instructors Master Sgt. Woodley Ward and Tech. Sgt. Jeannette Russo talk about how the training is going for members of the 92nd APS.

technology allows them to better monitor student performance. But, as Chief Roshak pointed out, what still makes the TPC special is its staff of instructors.

"You can have the greatest teaching facility in the world, but it doesn't mean a thing unless you have quality teachers," he said. "Our instructors are all experienced aerial porters who know their stuff, and, more importantly, they know how to teach."

While the aerial porters from the 92nd worked through some challenging scenarios in November, the TPC instructors analyzed their every move and jotted down notes to discuss during the exercise evaluation.

"Most of these guys are pretty green," said Master Sgt. Woodley Ward. "And if they get deployed there may not be a whole lot of time for training in-theater. That's why it's critical that we teach them what they need to know here. They're going to make mistakes, but it's much better that they make them here than when they are deployed."

In addition to the skills associated with loading and unloading aircraft, the 92nd aerial porters received a crash course in self-aid and buddy care and force protection, among other things. Master Sgt. David Jones went one on one with the Reservists to show them how to protect themselves from a possible chemical attack. With an atropine injector in hand, he quizzed the aerial porters on the different kinds of chemical attacks and what they could do to make sure they were still able to get aircraft loaded and unloaded in a contaminated environment.

"They have to get used to wearing the chem gear and still trying to do their job," Sergeant Jones said. "It's a difficult thing to do, but it could save their life one day."

After two full days of training, the aerial porters from the 92nd headed back to Wyoming Valley with a greater understanding of how to do their job and the things they needed to work on in order to be combat ready. And the instructors from the TPC got ready for the next class of aerial porters, eager to lead them through their gateway to a new experience.

In addition to the Deployment Readiness Training, the TPC also conducts a variety of aerial port training to include the 3-level Apprentice Course for Retrainees, 60K Tunner Certification Course, and functional training with the Flyaway program. ★

Senior Master Sgt. Jerry Fox, a TPC augmentee instructor from the 34th APS, Gen. Mitchell International Airport Air Reserve Station, Wis., talks over an exercise scenario with the 92nd's Tech. Sgt. Sidney Litzelman.

**Tech. Sgt. Walden Wilson, 419th Combat Logistics Support Squadron, Hill Air Force Base, Utah, reviews data in the Tool Accountability System. TAS is an online inventory management program that has improved the unit's ability to track tools required for maintenance operations.**

## New automated program enhances safety, efficiency

**By Maj. James R. Wilson**

In the world of aircraft maintenance, whether or not a problem can be fixed sometimes isn't so much about the nature of the repair as it is the tools that are available to the people doing the work.

To ensure members of the 419th Combat Logistics Support Squadron at Hill Air Force Base, Utah, have the right tools to do their jobs, the unit turned to Senior Master Sgt. Robert Madsen and his team of supply specialists.

"When I was first asked to oversee this project, I noticed we had tool kits with incomplete inventories, tools inside of kits that weren't properly labeled ... just a lot of problems," Sergeant Madsen said. "I talked to anybody who had anything to do with tools on the base to find out more information about the guidelines we were expected to follow to better manage our program."

It quickly became apparent to the sergeant that squadron officials had two basic options to consider when addressing the issue of tool control.

"We could go through and fix the tools according to the process we were following or we could essentially start over," he said.

Starting over would mean scrapping hand receipts and traditional methods of tracking equipment in favor of using hand-held scanners, bar codes and computer databases. The Air Force had recently introduced its new Tool Accountability System, but a majority of units had not made the conversion.

TAS was developed to be the Air Force standard tool control method for aircraft maintenance at the base level. The program maintains permanent records of tools and where they are used. In a matter of seconds, it can tell supervisors a variety of information, including who has what tools and where they have been used. In addition, the system provides a method for tracking materials and spare parts.

"It was obvious to us that TAS was going to be a requirement in the near future," Sergeant Madsen said. "I felt if we were going to improve our process for tool accountability, we should do it right and take the steps necessary to implement TAS.

"We went through more than 200 tool kits etching new numbers on each item, which translated into literally thousands of tools. This was an enormous undertaking. We acquired the TAS equipment — the bar code printer and scanners — and brought it online sooner than several active-duty units."

Sergeant Madsen and his team of supply specialists worked during drill weekends, evenings and occasional man-days for more than 12 months before declaring the computer-based inventory system ready for use.

"TAS has significantly shortened the time it takes to sign out tools, get to the job and return them afterward," said Tech. Sgt. Walden Wilson, NCO in charge of the tool room. "It has also given us almost 100 percent accountability for tools, which reduces FOD."

**Hand-held scanners, like this one, bar codes and computer databases have replaced hand receipts and traditional methods of tracking equipment in TAS.**

FOD stands for foreign object damage. Tools inadvertently left in engines and airframes after maintenance are a significant contributor to FOD, costing the Air Force millions of dollars each year.

"The amount of information we can load into TAS has allowed us to streamline our (maintenance) operations," Sergeant Walden said.

In fact, squadron members did such a good job implementing TAS that the unit's senior leaders decided to have them address another vital, yet outdated, asset.

The "war wagon," as it is affectionately known to CLSS members, is a 15-foot olive-drab trailer used to perform composite repairs on aircraft in a combat environment. Air Force officials have fluctuated between classifying it as a training and war reserve materiel asset. WRM assets are deployment equipment and mission-essential materiel required in addition to primary operating stocks for accomplishing objectives in a combat environment.

Currently, the trailer is used for local training and is not considered a WRM asset. Regardless of how it's classified, the war wagon has to be ready when the unit receives deployment taskings, Sergeant Madsen said.

When members began to inventory the old wagon, they found several problems, including duplicate items, tools that needed to be replaced and many tools that needed to be renumbered.

The root of the problem, squadron members discovered, was the fact that the wagon didn't offer enough room to properly organize and store all of the required items.

Master Sgt. Curtis Cottrell went to work obtaining a trailer from another unit in the 419th Fighter Wing and modified it to meet the unit's needs, while keeping it within requirements specified by Air Force regulations.

Sergeant Madsen located a condemned trailer at the Aerospace Maintenance and Regeneration Center, or "boneyard," at Davis-Monthan AFB, Ariz. The trailer contained many serviceable items, and the unit brought them back to Hill AFB to ensure the war wagon had all of the required materials.

"We're working on getting TAS loaded on the trailer so members can check out tools much like they would from the tool room," said Capt. Travis Hansen, chief of maintenance in the 419th CLSS. "The system really is bringing us into the 21st century as far as aircraft maintenance and battle-damage repair go."

The captain said the squadron accomplished all of the work as a self-help project.

"Our members are extremely resourceful," he said. "They truly never cease to amaze me." ★

*(Major Wilson is chief of public affairs for the 419th FW at Hill AFB.)*

**The "war wagon" is the 419th CLSS's mobile tool kit. It provides all of the equipment and resources necessary to conduct aircraft battle-damage repair operations in a deployed environment. The trailer was recently renovated to enhance the training value for squadron members.**

## Pay, Benefits Info Available on the AFRC Web Site

Reservists who have questions about their benefits and entitlements can turn to the Air Force Reserve Command Web site for assistance.

The Professional Development Center provides a section on the Web site called Pay and Benefits (https://wwwmil.afrc.af.mil/HQ/DP/Dpi/VRG/Guide_For_Command_and_Leadership.htm#Home.htm). This information is available from any military computer.

"The Pay and Benefits section assists members in answering questions quickly, essentially eliminating the need to call Headquarters AFRC," said 1st Lt. Cedric Clark, chief of the personnel programming/performance management section in the Directorate of Personnel.

"In addition to its user-friendly format, users will undoubtedly notice the lengths to which the Web page designers have gone to afford members, commanders and supervisors comprehensive and rapid answers to questions," Lieutenant Clark said. "For instance, entitlements can be browsed specifically by category (of reservist), and members are able to view which categories are eligible for various pay, entitlements and benefits."

Each entitlements page provides links to reference sources, and some pages link to government, Department of Defense or Air Force documents or Web sites that provide additional information. *(Staff reports)*

## Fitness Standards No Problem for 'Ironman'

For a lot of people, training to meet the Air Force's new fitness standards is pretty tough. Imagine training for and competing in up to five "Ironman" competitions a year. Each competition consists of a 2.4-mile swim, a 112-mile bike ride and a 26.2-mile run.

That is exactly what Maj. Geoff "Grover" Cleveland, an F-16 pilot assigned to the 301st Fighter Squadron at Luke Air Force Base, Ariz., does, year after year. And he does so at age 44.

"I am driven to both fly the F-16 and compete in Ironman competitions," Major Cleveland said. "You can't fake either of them, and both require tremendous preparation time."

COURTESY PHOTO

**Maj. Geoff Cleveland, an F-16 pilot in the 301st Fighter Squadron, Luke Air Force Base, Ariz., competes in up to five "Ironman" competitions each year. The competitions consist of a 2.4-mile swim, a 112-mile bike ride and a 26.2-mile run.**

Joining Major Cleveland in his 20-hour-a-week Ironman training program is his wife, Julie. They met when he was an active-duty instructor pilot at Luke in 1991 and she was a summer program swimming coach at nearby Litchfield Park. Julie also competes in Ironman competitions.

Endurance training is obviously a top priority when preparing for an Ironman competition. So is making sure you have enough energy or fuel to complete the events.

"The week before a competition, you literally cannot eat enough food to sustain the rate of burning 800 calories an hour while competing," Major Cleveland said.

The major said he doesn't see his age as a negative factor.

"Just before I turned 44, I turned in my best overall Ironman time, and I have been competing since age 35," he said. "I routinely see 70-year-olds competing and finishing all the events."

The Ironman athlete offered some advice for those preparing for the Air Force fitness test. He said he scored "in the 90s" on his test while helping pace a friend through the running portion.

"Be consistent in your training and exercise," Major Cleveland said. "Do not do too much too soon. Keep it fun, and keep the pace comfortable. Your pace will quicken over time. Even if you only have five minutes to run, do it!"

The major recently achieved a milestone in his other passion: flying. In October, he flew his 3,000th hour in the F-16. *(Lt. Col. Dave Thoreson, 944th Fighter Wing public affairs, Luke AFB)*

## Force Protection Volunteer Program Expanded

A popular and successful volunteer duty program for enlisted members in all career fields has been expanded to include positions at overseas locations.

The Air Reserve Component Force Protection Volunteer Program, originally restricted to duty at Air Force bases within the continental United States, now includes opportunities for Air Force Reserve and Air National Guard members to serve at installations within the U.S. Air Forces in Europe and Pacific Air Force major commands. Volunteer applications are being accepted for tours throughout fiscal year 2005, said Maj. Scott Parker, air reserve component force protection liaison officer at Headquarters Air Force Security Forces Center, Lackland Air Force Base, Texas.

Assigned duties vary from base to base, Major Parker said, but generally include such things as manning entry control points and vehicle inspection stations at base gates. The minimum tour length is 30 days for stateside locations, 60 days for USAFE locations and 90 days for PACAF locations. Volunteers can have any Air Force specialty code and a rank no higher than technical sergeant.

"The program has been a remarkable success," Major Parker said. "We have quite a few people already signing up for a second tour. It's a great deal for Guard and Reserve members. In addition, the gaining bases really like having the flexibility to use the volunteers where they're needed to bolster force protection."

In addition to offering a wide array of locations, the program provides an opportunity for "buddy tours" for people from the same unit or spouses who are both reserve component members.

"USAFE and PACAF can be great places to serve buddy tours," Major Parker said. "We'll do our best to place couples or groups at the base of their choice."

## Reservist returns POW/MIA bracelet worn in remembrance

**By Senior Airman Nicole Talbert**

A Reservist at Wright-Patterson Air Force Base, Ohio, who kept the memory of a fallen Airman alive for almost 20 years has returned the Vietnam warrior's POW/MIA bracelet to his family after he was finally laid to rest.

Master Sgt. Sheila Couzins, an intelligence analyst in the 445th Operations Support Squadron, purchased a red aluminum bracelet in 1985 outside the base exchange at Sheppard Air Force Base, Texas, while attending technical school.

Sergeant Couzins chose the bracelet engraved with Chief Master Sgt. Harold Mullins' name because he was an enlisted Airman, and he was from Denver. Sergeant Couzins' father was an enlisted member in the Air Force and retired from Lowry AFB, Colo.

Chief Mullins, a flight engineer assigned to the 4th Air Commando Squadron at Ubon Air Base, Thailand, was aboard an AC-47 Spooky gunship lost on an armed reconnaissance mission over Laos in June 1966.

"Wearing the bracelet started so many conversations. It represented that eventually everyone would be brought home again," Sergeant Couzins said. "The bracelet was a great ice-breaker because I didn't just wear it in uniform, I wore it always."

Though the original bracelet broke nearly 10 years after Sergeant Couzins started wearing it, she continued to carry it in her flight gear. In 1994, her husband presented her with a silver replica, which she pledged to wear until Chief Mullins' remains had been identified and repatriated.

The wreckage of Chief Mullins' aircraft was discovered in 1994. Armed Forces DNA Identification Laboratory workers aided in identifying the remains recovered from the crash site. Eventually, all six people on board the ill-fated AC-47 were identified. They were buried at Arlington Cemetery Nov. 5, 2004, with full military honors.

COURTESY PHOTO

**Master Sgt. Sheila Couzins wore this POW/MIA bracelet in remembrance of Chief Master Sgt. Harold Mullins, who had been missing since June 1966. She returned the bracelet to Chief Mullins' family after his remains were buried in Arlington National Cemetery in November.**

Sergeant Couzins sent the bracelet to Chief Mullins' family upon learning that he had been found. Her eyes filled with tears as she said, "I'm very glad I'm able to send it back to his family and that his family will have closure.

"(It is ironic) that I obtained the bracelet just after joining the military and now I'm retiring it as I am set to retire January 25," Sergeant Couzins said.

She asks people to continue to carry out the tradition and wear POW/MIA remembrance bracelets.

"Public awareness is what keeps the drive going," the sergeant said. "It's a great reminder of what we do and the consequences that our actions can have." ★

*(Airman Talbert is assigned to the 445th Airlift Wing public affairs office at Wright-Patterson AFB.)*





ROUND ★ THE ★ RESERVE

## EOD specialist receives Bronze Star after tour in Iraq

**By Tech. Sgt. Sherri Savant**

During his four-month tour in Iraq, Master Sgt. Jeff Smith knew the "bad guys" were watching and waiting from a distance, ready to press the button to a hidden bomb once he entered the kill zone.

But that didn't happen. Instead the Air Force Reservist was able to disarm bombs and improve the Air Force's war-fighting capability. For his efforts, Sergeant Smith earned one of the U.S. military's highest honors, the Bronze Star. He received the medal Dec. 5 during commander's call at Barksdale Air Force Base, La.

"When we hit the ground, it was very evident to me who the leader of the group was," said Senior Master Sgt. Martin Wright, 917th Explosive Ordnance Disposal Flight superintendent. "We had a chief, a major ... masters, techs and staffs, and the one who stood out to me was Jeff."

Sergeant Smith was the person "who made things happen," said Sergeant Wright, commenting on his fellow Reservist from the Air Force Reserve Command EOD flight.

"He was the guy who was putting together tactics. When there was a problem, a question, he was the one who found the answer. His leadership skills, intuitiveness and ability to think outside the box were what kept us all working safely and effectively."

Lt. Col. Connie Allen, the deployment commander, said Sergeant Smith was decorated for doing more then just his job while in Iraq.

"The Bronze Star Medal was justified," the colonel said. "Sergeant Smith and his entire flight performed ... with an intensity and frequency never experienced before by U.S. forces."

Sergeant Smith and a team of 11 other EOD specialists — three other Reservists from his unit, six Guardsmen and two active-duty people — arrived in Iraq in November 2003. Their mission was to maintain safety for incoming and outgoing aircraft at the Baghdad International Airport, a 35-square-mile area.

Their job often went beyond the confines of the airport. Their primary mission was to render safe improvised explosive devices or road-side bombs. Also, they secured sites after rocket and mortar attacks and cleaned up and disposed of unexploded ordnance.

An average day consisted of approximately 10 missions, with as many as three IEDs in one day.

COURTESY PHOTO

**Master Sgt. Jeff Smith of the 917th Explosive Ordnance Disposal Flight, Barksdale Air Force Base, La., renders safe a 2,000-pound bomb discovered outside Baghdad in early 2004.**

Sergeant Smith remains humble, despite having received such a high honor.

"It was very intense, very hostile," he said. "So you had no choice but to step up, and you had to maintain that the entire time and deal with issues that come up. All of our men over there did extraordinary work. If I should go back and I could pick my team, I would pick those guys. They kept me safe, out of trouble." ★

*(Sergeant Savant is assigned to the 917th Wing public affairs office at Barksdale AFB.)*

Volunteers must have their commanders' approval before applying, cannot be on physical profile, must meet Air Force physical fitness standards and must have a government travel card. The Air Force funds all travel and per diem costs.

A checklist with details and procedures to apply for the program is available online at http://afsf.lackland.af.mil. ANG members can volunteer or get more information on the program by calling Major Parker at (210) 925-7051 or DSN 945-7051. Interested Air Force Reservists should call Tech. Sgt. Dave Kahler at (210) 925-0305 or DSN 945-0305. *(Gary Emery, HQ Air Force Security Forces Center public affairs, Lackland AFB)*

## ESGR Presents Highest Honor to Two Employers

Two Reservists from the 440th Airlift Wing, Gen. Mitchell International Airport Air Reserve Station, Wisc., along with their employers, traveled to Washington, D.C., in September to accept the National Committee for Employer Support of the Guard and Reserve's highest honor, the Freedom Award.

Maj. Ed Stack, 95th Airlift Squadron, and Senior Master Sgt. Peter Ruzicka, 440th Civil Engineer Squadron, joined their employers at the Ronald Reagan Building where Deputy Secretary of Defense Paul Wolfowitz thanked the employers for their outstanding support of their Guard and Reserve employees.

Each state ESGR committee nominated three organizations for the Freedom Award, and several military members nominated their civilian employers on their own. A total of 15 employers earned the national-level award.

Sergeant Ruzicka's employer, Harley-Davidson Motor Co., earned a Wisconsin ESGR State Chair Award last year and was recognized at the Wisconsin committee's annual conference. The sergeant nominated his employer for the Patriot Award, and Wisconsin's ESGR awards committee took note of the detailed narrative, researched additional data and submitted the nomination to compete nationally.

Major Stack nominated his employer, GE Medical Systems, when he was deployed overseas flying missions into and out of Iraq.

Both companies' outstanding record of support placed them into the final rounds of competition.

GE Medical Systems was selected as a Freedom Award winner because the company values, respects and honors its military members. The company has a military recruiting division and specialized "leadership programs" for military members transitioning to the corporate arena. In addition, the company participates in and sponsors service academy career conferences throughout the year at various locations.

GE provides a month of salary to mobilized employees plus differential pay for up to three years. All benefits are continued during deployment, and GE offers limitless support services for employees and family members.

Harley-Davidson's spirit of support goes far beyond paperwork and benefits. The Milwaukee-based manufacturer has shown tremendous support for its Guard and Reserve employees for more than half a century. An estimated 14 percent of Harley-Davidson employees are members of the Guard and Reserve. Upon mobilization, employees receive frequent care packages, pay differential, continued health and life insurance, and 401(k) benefits.

Major Stack and Sergeant Ruzicka encourage all Reservists to nominate their civilian employers for recognition through ESGR's programs. To be competitive at the state and national level, Reservists should include a detailed description of how their employers are supportive.

Reservists can nominate supportive employers at www.esgr.org. *(Maj. Ann Knabe, 440th AW public affairs, Gen.*

# Pope's Puns

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





ROUND ★ THE ★ RESERVE

# 2005 Reserve Pay for Four Drills

## Years of Service

| | Under 2 | Over 2 | Over 3 | Over 4 | Over 6 | Over 8 | Over 10 | Over 12 | Over 14 | Over 16 | Over 18 | Over 20 | Over 22 | Over 24 | Over 26 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| O-7 | 888.80 | 930.08 | 949.20 | 964.40 | 991.88 | 1,019.00 | 1,050.44 | 1,081.80 | 1,113.20 | 1,211.92 | 1,295.28 | 1,295.28 | 1,295.28 | 1,295.28 | 1,301.84 |
| O-6 | 658.76 | 723.72 | 771.20 | 771.20 | 774.12 | 807.32 | 811.72 | 811.72 | 857.84 | 939.40 | 987.28 | 1,035.12 | 1,062.36 | 1,089.88 | 1,143.40 |
| O-5 | 549.16 | 618.64 | 661.48 | 669.52 | 696.20 | 712.24 | 747.40 | 773.20 | 806.48 | 857.48 | 881.76 | 905.76 | 933.00 | 933.00 | 933.00 |
| O-4 | 473.84 | 548.52 | 585.12 | 593.28 | 627.24 | 663.68 | 709.00 | 744.36 | 768.88 | 782.96 | 791.16 | 791.16 | 791.16 | 791.16 | 791.16 |
| O-3 | 416.60 | 472.28 | 509.76 | 555.76 | 582.36 | 611.56 | 630.48 | 661.60 | 677.76 | 677.76 | 677.76 | 677.76 | 677.76 | 677.76 | 677.76 |
| O-2 | 359.92 | 409.96 | 472.16 | 488.12 | 498.16 | 498.16 | 498.16 | 498.16 | 498.16 | 498.16 | 498.16 | 498.16 | 498.16 | 498.16 | 498.16 |
| O-1 | 312.48 | 325.20 | 393.08 | 393.08 | 393.08 | 393.08 | 393.08 | 393.08 | 393.08 | 393.08 | 393.08 | 393.08 | 393.08 | 393.08 | 393.08 |
| O-3E | | | | 555.76 | 582.36 | 611.56 | 630.48 | 661.60 | 687.80 | 702.80 | 723.28 | | | | |
| O-2E | | | | 488.12 | 498.16 | 514.04 | 540.76 | 561.48 | 576.88 | 576.88 | 576.88 | | | | |
| O-1E | | | | 393.08 | 419.84 | 435.32 | 451.16 | 466.76 | 488.12 | 488.12 | 488.12 | | | | |
| E-9 | | | | | | | 520.16 | 531.96 | 546.80 | 564.32 | 581.88 | 610.12 | 634.00 | 659.16 | 697.56 |
| E-8 | | | | | | 425.80 | 444.64 | 456.28 | 470.28 | 485.40 | 512.72 | 526.56 | 550.12 | 563.20 | 595.36 |
| E-7 | 296.00 | 323.08 | 335.44 | 351.84 | 364.60 | 386.60 | 398.96 | 411.28 | 433.28 | 444.32 | 454.76 | 461.16 | 482.72 | 496.68 | 532.00 |
| E-6 | 256.04 | 281.68 | 294.12 | 306.20 | 318.80 | 347.24 | 358.28 | 370.56 | 381.32 | 385.16 | 387.76 | 387.76 | 387.76 | 387.76 | 387.76 |
| E-5 | 234.60 | 250.28 | 262.36 | 274.76 | 294.04 | 310.64 | 322.88 | 326.76 | 326.76 | 326.76 | 326.76 | 326.76 | 326.76 | 326.76 | 326.76 |
| E-4 | 215.04 | 226.08 | 238.28 | 250.36 | 261.04 | 261.04 | 261.04 | 261.04 | 261.04 | 261.04 | 261.04 | 261.04 | 261.04 | 261.04 | 261.04 |
| E-3 | 194.16 | 206.36 | 218.80 | 218.80 | 218.80 | 218.80 | 218.80 | 218.80 | 218.80 | 218.80 | 218.80 | 218.80 | 218.80 | 218.80 | 218.80 |
| E-2 | 184.60 | 184.60 | 184.60 | 184.60 | 184.60 | 184.60 | 184.60 | 184.60 | 184.60 | 184.60 | 184.60 | 184.60 | 184.60 | 184.60 | 184.60 |