

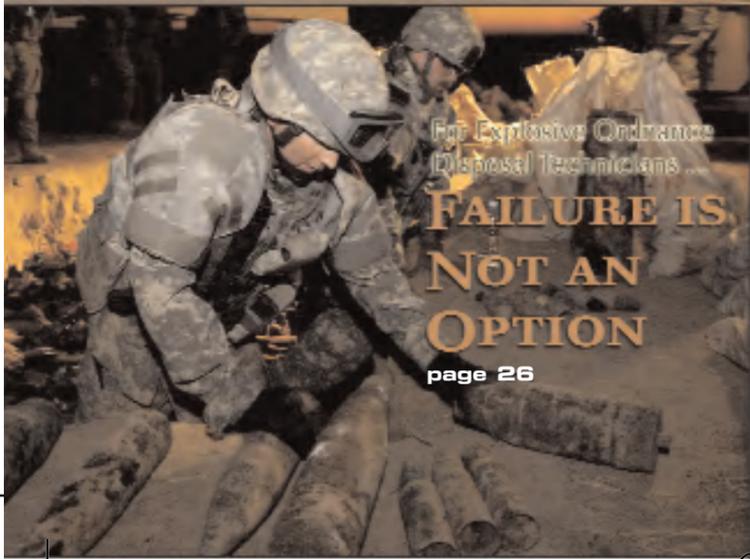
Air Citizen AIRMAN

Vol. 61 No. 3
June 2009
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Official Magazine of the
Air Force Reserve



SHARK ATTACK

New associate fighter group helping
put the bite into A-10s at Moody
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For Explosive Ordnance
Disposal Technicians...

FAILURE IS NOT AN OPTION

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DOWN AND DIRTY

Airmen,
Soldiers
team up for
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From the Top

By Lt. Gen. Charles E. Stenner Jr.
Commander, Air Force Reserve Command



Reservists' mission contributions having positive impact

The pride in contributing to a rewarding mission was evident in my recent visit to Central Command's area of responsibility where I had the opportunity to meet Airmen from the regular component, Air Force Reserve and Air National Guard. Our Airmen are having a positive effect on lives worldwide while gaining personal and professional fulfillment.

Our role in the Air Force mission does not happen by chance. The Air Force Reserve makes it a priority to provide an operational, combat-ready force while maintaining a strategic reserve. We continue to advocate for funding to maintain our members as fully trained; we do not subscribe to tiered readiness where we would maintain different levels of mission-ready status. This allows our Reservists to deploy for shorter rotations as our members balance the "Reserve Triad" of commitments to the Air Force, their families and their employers.

A key to a Reservist's volunteerism is predictability. When we raise our hands and volunteer to deploy, we need to be able to tell our families and employers, with some degree of accuracy, when we are leaving and when we will be back. We are striving to provide this predictability, not only in the specific missions we support but also the deployed locations.

There is predictability in focusing on enduring locations, allowing us to plan further ahead on the requirements to be filled. At larger locations such as Kirkuk in Iraq, the Reserve presence stands currently at 37 percent of the personnel assigned. In the 506th Expeditionary Security Forces Squadron at Kirkuk, Reservists serve in 100 percent of the leadership roles and man 65 percent of the squadron. Additionally, the Reserve provides a significant presence at Balad (14 percent), Kandahar (11 percent) and Bagram (7 percent). Overall, we are filling 7 percent of the requirements in Central Command.

Although Reservists are filling requirements globally, focusing our presence at specific locations provides predictability and continuity for our members, which, in turn, reduces spin-up for follow-on rotations. This supports volunteerism by allowing for



Air Force Reserve Command Commander Lt. Gen. Charles E. Stenner Jr. speaks to Airmen at Bagram Air Field, Afghanistan, during a tour of the Central Command area of responsibility.

shorter rotations and provides people who hit the ground ready to go, doing the mission they've trained to perform.

The "military family" is often cited as one of the major contributing factors to members staying in the Reserve. We train as a unit. Thus, deploying as a unit reinforces our training and re-emphasizes unit cohesion. I continue to hear from our new Reservists that they really felt like a member of the unit after deploying together.

Volunteering, especially on an individual basis, can be a difficult choice. As Col. Bruce Cox, a deployed Reservist pointed out, "Stability comes at a price. Remaining within a single organization for long periods of time does little to foster the broad perspective." Stepping outside our comfort zone not only provides perspective and experience, but reinforces our commitment to training to the same standards across all three components of the Air Force.

The Reserve continues to fill combatant commander require-

ments when the regular component has exceeded the secretary of defense dwell rate for specific Air Force specialty codes. Our post-9/11 operations tempo, coupled with a drawdown, has had an effect on the regular component, and it has come to rely on the Reserve for support.

As an all-volunteer force, the Air Force Reserve remains committed to volunteerism first. With the regular component's reliance on Reserve operational support, a recurring concern from our Reservists is the difficulty in telling families and employers that they are "volunteering" for a deployment, and that it would be easier to say they were mobilized.

I understand this concern, but I would ask you to help your fellow Reservists realize the benefit of volunteering based on a time and place of your choosing. We are all volunteers, and we will continue to advocate for your freedom to choose where and when you serve. Most of all, we will work with you to ensure all who want to contribute are able.

Across the bases I visited, from Kirkuk and Balad in Iraq to Ali Al Salem in Kuwait to Bagram and Kandahar in Afghanistan to Al Udeid in Qatar to Ramstein in Germany, the spirit and mission focus of our Reservists was impressive. Beyond accomplishing the mission, our members are taking the initiative to build relationships with the local people and teaching them craftsmen skills. These skills will pay dividends long after we are gone while bolstering our nation's image far into the future.

The work we are doing is relevant and meaningful. I am extremely proud of everyone's contributions, whether at home station or abroad, and the continuing enthusiasm you display. Please keep up that great work and take great pride in your contributions to the mission, which will ensure a better tomorrow. ★

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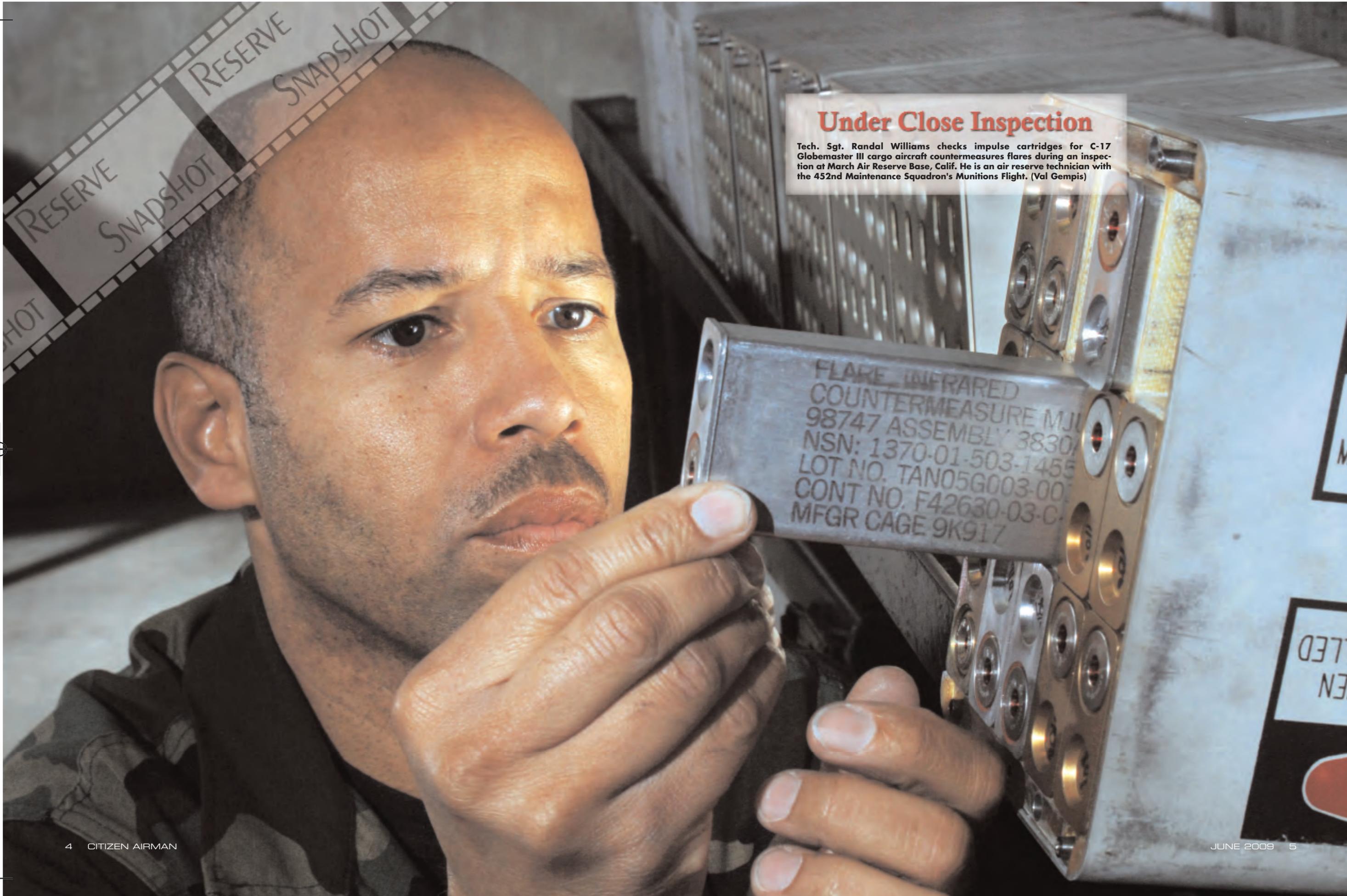
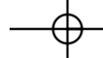
On the front cover: (Top) A new Reserve associate unit is teaming up with the world-famous Flying Tigers and their shark teeth-sporting A-10s at Moody Air Force Base, Ga. For the story, see Page 14. (Lt. Col. Les Pratt). (Bottom left) Explosive ordnance disposal specialists get ready to destroy captured ordnance found in Ruwaydah Village, Iraq. The ordnance is destroyed to prevent it from being used against coalition troops. For more on the Reserve's EOD specialists, see Page 26. (Staff Sgt. Samuel Bendet). (Bottom right) Maj. Kevin Mahar attaches a 4,000-pound pallet platform to a UH-60 Black Hawk helicopter during slingload training near Maxwell AFB, Ala. See the story on Page 28. (Master Sgt. Brian K. McNutt)

Gen. Norton A. Schwartz *Chief of Staff, United States Air Force*
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RESERVE SNAPSHOT
RESERVE SNAPSHOT

Under Close Inspection

Tech. Sgt. Randal Williams checks impulse cartridges for C-17 Globemaster III cargo aircraft countermeasures flares during an inspection at March Air Reserve Base, Calif. He is an air reserve technician with the 452nd Maintenance Squadron's Munitions Flight. (Val Gempis)

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All Clear!

Senior Airman Richard Boyd provides security during a rescue training mission recently at Patrick Air Force Base, Fla., in preparation for the space shuttle mission STS-119. He is a pararescueman assigned to the Air Force Reserve Command's 920th Rescue Wing. (Staff Sgt. Bennie J. Davis III)

Round the Reserve

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

Online System Improves Personnel Accountability

A new personnel accountability system went online April 1 and affects both Airmen and civilians.

The Air Force Personnel Accountability Assessment System is a new Total Force Web-based program that assists Air Force people and their families after a disaster or large-scale crisis.

The old accountability system process used many manual steps and reported only unaccounted individuals. Old

spreadsheets were consolidated manually, and the results given to leadership were not in real time.

Accountability varied from organization to organization. Some commanders used recall rosters, while others used different means to account for their people, said Edgar Turner, personnel readiness man-day manager at Headquarters Air Force Reserve Command, Robins Air Force Base, Ga.

The new AFPAAS provides accountability in real time and is accessible by all levels of leadership at the same time. It facilitates

rapid, large-scale accountability.

If Reservists' personal data was already in the Defense Eligibility Enrollment Reporting System when the new accountability system went online, the information was automatically transferred to AFPAAS. However, after this initial transfer, people are responsible for updating their information to reflect any changes and ensure accuracy.

They can access and update their personal data on the AFPAAS Web site by logging onto <https://afpaas.af.mil> from either a personal or business computer.

Flight engineer amasses 9,000 flying hours in C-130s

By Tech. Sgt. David D. Morton

Senior Master Sgt. David Carey knows his way around the C-130 aircraft almost to the point of identifying where every nut and bolt is located. That kind of familiarity comes from being the longest-tenured flyer at Peterson Air Force Base, Colo., with almost 25 years of experience in the "Herc."

"Somebody in (Air Force) Space Command on Peterson may have as many flying hours as I do," Sergeant Carey said, "but they haven't been flying continuously for as many months and years as I have."

During his 25 years in the Air Force Reserve, the sergeant has amassed more than 9,000 hours of flying time.

That achievement wouldn't have happened had Sergeant Carey gotten the original job he applied for back when he joined what was then the 901st Tactical Airlift Group at Peterson in July 1984. At that time, he wanted to become an aircraft crew chief.

While working as a civilian on Cheyenne Mountain for two years after spending time on active duty, Sergeant Carey remembered looking down on the Peterson AFB flight line where the Reserve's C-130s were parked.

"I could see it from where I worked every day," he said. "I answered an ad in the paper and applied as a crew chief for the maintenance section. I was a crew chief on B-52s during my active-duty stint. The funny thing is they turned me down because the unit was full."

Sergeant Carey said his recruiter asked if he ever thought of being a flight engineer. The rest, as they say, is history.

He soon realized becoming a C-130 flight engineer had some distinct advantages.

"There are a lot of things that make this job good," the sergeant said. "It's in a good location where my family has lived through five generations. I can't believe they pay me to do this, and I get to travel, which is a huge benefit."

Lt. Col. Courtney Arnold, 731st Airlift Squadron command-



Senior Master Sgt. David Carey has spent his entire 25-year Air Force Reserve career serving as a C-130 flight engineer at Peterson Air Force Base, Colo.

er, said Sergeant Carey's experience has served the squadron well.

"All those hours, coupled with his personality and professionalism, make him a perfect choice to crew any of our toughest missions," Colonel Arnold said. "There's not a part of the airplane, squadron or wing that he doesn't know." ★

(Sergeant Morton is a traditional Reservist assigned to the 302nd Airlift Wing public affairs office at Peterson AFB.)

Pope's Puns



CARTOON BY RETIRED MASTER SGT. W.C. POPE

"Each Reservist must go to the Web site and update their personal data," said David Holly, chief of the Personnel Readiness Operations Branch at HQ AFRC. "Civilian employees are encouraged to enter their data as well."

The Air Force Personnel Center, Personnel Readiness Cell has the mission to carry out personnel accountability resulting from man-made or natural disasters. This cell manages the personnel data and Web-based program.

With the new system, AFPC can notify members through the Air Force's Emergency Notification System before a disaster, if a warning exists, and call for accountability.

People will have 48 hours to respond by phone or by logging in to AFPAAS.

If people have filled out their location before evacuating an area, then the system would account for them without them having to respond twice if their status did not change.

AFPAAS will provide updated reports in real time to commanders at all levels. These reports will allow for commanders at all levels to focus on assisting families.

Though a new Air Force system is in place, it does not replace AFRC's emergency notification system.

"AFRC's ENS, which calls your home and sends out an e-mail, will continue to operate," said Tech. Sgt. Randy Britt, NCO in charge of contingency operations at HQ AFRC. "AFPAAS only accounts for a portion of what AFRC's ENS does."

Eventually the goal is to associate ENS with AFPAAS at AFPC, said Mr. Holly. (Air Force Reserve Command News Service)

Officials Discourage Aspirin Use in Combat Zones

Defense Department officials are directing service members and government civilians deployed in overseas war zones to refrain from taking aspirin unless under a doctor's orders.

"Aspirin use for reasons other than medical indications is discouraged," said Army Col. (Dr.) Tony Carter, director for operational medicine and medical force readiness under the deputy assistant secretary of defense for force health protection, a component of the Office of the Assistant Secretary of Defense for Health Affairs.

Military medical authorities also advise that troops slated for deployment to combat zones should cease taking aspirin at least 10 days before departure, Dr. Carter told Pentagon Channel and American Forces Press Service reporters.

Aspirin is "a platelet-inhibitor," Dr. Carter explained. Platelets are small cells floating in the blood that induce hemostasis — the process that causes bleeding to stop through the forming of blood clots. Low amounts of blood platelets can lead to excessive bleeding.

"Those platelets serve an important role in stopping bleeding once it occurs," Dr. Carter said.

Then-Assistant Secretary of Defense for Health Affairs Dr. S. Ward Casscells III signed a March 12 memorandum that noted aspirin use by troops deployed in contingency areas could contribute to excessive bleeding in the event of wounding or injury.

Blood loss is the most common cause

of preventable death associated with combat injuries, the memorandum said.

Dr. Carter recalled Dr. Casscells asking his staff if the military was discouraging aspirin use by people deploying to combat zones where they stood risk of injury. The answer at the time was no, Dr. Carter said.

The subsequent memorandum, Dr. Carter said, also directed the cessation of "over-the-counter access" to aspirin through Army and Air Force Exchange Service outlets or morale, welfare and recreation activities in war zones. AAFES has jurisdiction over Army post exchanges and Air Force base exchanges.

AAFES is complying with the Health Affairs-issued memorandum, noting in a news release that its "operations in contingency locations are removing all products containing aspirin from their shelves."

The intent of the new policy, Dr. Carter said, is to "discourage the inadvertent use of aspirin" in combat zones. People

who routinely take small doses of aspirin per doctors' orders to maintain vascular health should be all right, he said, but they should consult their physician.

Service members and civilians could substitute over-the-counter, non-aspirin-based medications — such as Tylenol or Motrin — for treatment of colds, fever, muscle aches and other maladies, Dr. Carter said.

"I think we should take every measure possible to make sure that we minimize blood loss," Dr. Carter said. "And not taking aspirin, unless you need to take it, is one of those mechanisms that we want to use." (Gerry J. Gilmore, American Forces Press Service)

ARPC Explains Procedures for Validating Early Retired Pay

Air Reserve Personnel Center officials are finalizing procedures for validating the receipt of retired pay before Citizen Airmen turn 60 years old.

Since Jan. 28, 2008, Guard and Reserve Airmen have been able to reduce the age they receive retirement pay by three months for each aggregate 90-day period of qualifying active duty served in any fiscal year, but they cannot receive retired pay before age 50.

"We are trying to make this as easy as possible for our Airmen," said Steve Hannan, director of personnel programs at ARPC in Denver. "The operational tempo of Guardsmen and Reservists is larger than many realize. So far this fiscal year, there could be more than 13,000 participating Guard and Reserve members performing creditable service entitling them to reduced age retired pay."

ARPC officials are working with counterparts at the Air Force Personnel Center at Randolph Air Force Base, Texas, to add a field into the Military Personnel Data System so Citizen Airmen can see their estimated retired pay date.

"Until there is an automated way to track the information, our ARPC retirement technicians are reviewing personnel and finance records to see if Citizen Airmen qualify to receive their pay early," Mr. Hannan said. "In most cases, we hope to never ask Citizen Airmen to validate their service. Our testing shows that we can often determine the correct



SENIOR AIRMAN JESSICA LOCKOSKI

Tech. Sgt. Shawn Quinn, a Reservist from Westover Air Reserve Base, Mass., watches the disassembly of a concrete tower at Kirkuk Regional Air Base, Iraq. Security forces and civil engineering Airmen used pieces from these structures in a self-help project to build guard towers that provide perimeter guards more personal protection.

Self-help project improves safety of perimeter guards at Kirkuk AB

By Senior Airman Jessica Lockoski

Security forces specialists, including Air Force Reservists, who stand perimeter guard at Kirkuk Regional Air Base, Iraq, are safer on the job thanks to a self-help recycling and construction project.

The project involved the installation of fortified guard towers made with multiple layers of Kevlar material to better protect security forces from attack. Previous towers were built with three-quarter-inch plywood.

"These new towers have Kevlar installed in them and are as ballistic as we can make them," said Tech. Sgt. Shawn Quinn, NCO in charge of physical security for the 506th Expeditionary Security Forces Squadron. Sergeant Quinn is a Reservist from Westover Air Reserve Base, Mass.

Members of the group's security forces and civil engineer squadron pitched in to accomplish the project.

Senior Airman Hector Carbrera, a perimeter guard who is deployed to Kirkuk from March Air Reserve Base, Calif., said stepping onto the wooden towers almost felt like "rolling the dice of life." The new towers provide Airmen with more peace of mind.

Sergeant Quinn said the old wooden

towers didn't provide any protection from bullets, but the new towers will stop or fragment bullets fired at them. To ensure a stronger level of ballistic capability, the construction materials, including new bullet-proof glass, were subjected to multiple ballistic penetration tests. The results yielded an 80 percent to 90 percent increase in safety.

Civil engineers worked with security forces Airmen to design the new towers and produce them with surplus materials found on base, said Master Sgt. Jonathan Gambill, who helped with the initial design of the towers. Sergeant Gambill, who is deployed from Luke AFB, Ariz., serves as NCO in charge of the 506th Civil Engineer Squadron structures shop.

"With the use of the materials found on base, the towers cost us about \$5,000," he said. "If we were to have the same towers built on the local economy, it would cost about \$100,000."

In addition to being safer, the new towers include heating and air conditioning to provide guards a more comfortable environment. ★

(Airman Lockoski is assigned to the 506th Air Expeditionary Group public affairs office at Kirkuk AB)

information from current finance and personnel systems. Only when these systems are inaccurate will we need the members' help."

As of early March, six people were already eligible to receive their retired pay before they turn 60. Information in MilPDS indicates more than 250 Citizen Airmen who are awaiting pay at age 60 may already be eligible for reduced pay age, ARPC officials said. After reviewing these records, ARPC retirement technicians will contact those who are eligible.

If Citizen Airmen are approaching retirement and believe they are entitled to get their pay early, they can call 800-525-0102 and discuss the specifics of their

participation with retirement experts to validate their eligibility for early retired pay. (Master Sgt. J.C. Woodring, ARPC public affairs)

Total Force Keeps Air Mobility Assets in the Fight

Airmen of the Air National Guard and Air Force Reserve have sustained the hub for directing global airlift, air refueling and aeromedical evacuation operations since the onset of operations Iraqi Freedom and Enduring Freedom.

The 618th Tanker Airlift Control Center at Scott Air Force Base, Ill., manages a daily average of 900 point-to-point flights,

called sorties, in support of worldwide mobility operations ranging from humanitarian assistance to combat airdrops.

Approximately 20 percent of the center's 700 people who work to fulfill the planning, scheduling and management of those missions come from Guard or Reserve backgrounds.

"Guardsmen and Reservists are a vital part of the mobility air force, including here in the TACC," said Col. Steve Goodwin, the senior Air National Guard member in the 618th TACC and Guard adviser to Maj. Gen. Mark S. Solo, 618th TACC commander. "We're all part of the same team, working on the same mission, and we're proud to do it."

Training instructors gear up to meet heavier work load

By Capt. Carla Gleason

Military training instructors are usually pretty easy to spot, especially for new recruits. To them, MTIs seem larger than life, from their highly shined shoes to their wide-brimmed hats to their booming voices.

In fact, about the only thing not imposing about MTIs is the number of people in the career field. There's currently a shortage of instructors in the Air Force, especially in the 433rd Airlift Wing at Lackland Air Force Base, Texas, the only Air Force Reserve wing with an MTI squadron.

So, when the Air Force announced in February that it was adding 8,000 Airmen over the next two years, the wing's 27 MTIs began gearing up for a heavier work load.

"Our 433rd MTIs augment Lackland Air Force Base's basic military training function as an integral part of our mission," said Capt. Quinton Sasnett, 433rd Training Squadron. "With the plus-up of the BMTs coming, we have to find a way to make sure our MTIs are trained and ready to support that increase."

The task is already daunting. Lackland BMT currently trains an average of more than 34,000 Airmen each year.

The 433rd, which has eight to 10 Reservists actively training BMT flights at any given time, is looking to increase both its traditional Reserve and full-time active Guard and Reserve MTI slots.

"We're training today's 21st century Airmen," said Senior



AIRMAN BRIAN MCGLOIN

Tech. Sgt. Ricardo Chavez of the 433rd Training Squadron at Lackland Air Force Base, Texas, leads a formation of basic trainees in reciting the Airman's Creed.

Master Sgt. Julie Begley, 433rd TRS superintendent. "In addition to our full-time air reserve technician MTIs, we also bring in traditional Reservists on the weekend who push and train BMT flights full force."

"From a Total Force standpoint, we are stepping in right alongside the active-duty component," Captain Sasnett said. "Our 433rd MTIs can conduct any part of the training mission just like MTIs on active duty."

In some cases, said Tech. Sgt. Jesse Gomez of the

433rd TRS, Reserve MTIs have something additional to offer that their active-duty counterparts may not have: longevity.

"We can stay in the field longer, where it's a controlled tour on the active-duty side," he said.

"Their retainability allows 433rd MTIs to step in as mentors to new active-duty training instructors," Captain Sasnett said.

Though 433rd MTIs are not deployable, they do fill positions when regular Air Force Airmen deploy for air expeditionary force rotations.

"It's important to know that this isn't a one-dimensional career field," said Tech. Sgt. Terrance Thoe, an MTI with the 433rd TRS. "We can fill just about any role out there from section supervisors and field training to schoolhouse instructors." ★

(Captain Gleason is assigned to the 433rd AW public affairs office at Lackland AFB.)

Many of those missions include direct support of operations Iraqi Freedom and Enduring Freedom, supplying U.S. and coalition troops with the food, equipment and supplies required to sustain a military presence in the U.S. Central Command area of responsibility.

Other operations supported by the 618th TACC staff include providing command and control oversight for humanitarian missions, such as in mid-January when they managed missions that moved equipment into the Darfur region of Sudan in support of United Nations and African Union peacekeeping missions.

"The person who planned the C-17 (Globemaster III) missions that supported the Darfur movements is a Guardsman on voluntary orders with the 618th

TACC," Colonel Goodwin said. "Our (air reserve component) integration here is seamless."

While a limited number of Guardsmen and Reservists worked in the 618th TACC prior to Sept. 11, 2001, their presence as volunteers has significantly increased to support the requirements for airlift, air refueling and aeromedical evacuation missions needed to execute Air Mobility Command's current global operations.

The high level of global movement coordinated by the 618th TACC means a sortie is scheduled to take off or land somewhere around the world every 90 seconds. This fact drives the need for the TACC staff to operate 24 hours a day, which places an even greater emphasis on the requirement for experienced aircrew

members, maintainers and transporters to manage those missions from the ground.

"The experience Guardsmen and Reservists bring to the table is invaluable," said Col. Kurt Peterson, Reserve adviser to the 618th TACC commander, who has worked in the TACC since its activation in 1992.

"A typical active-duty member will move every three or four years, while Reservists and Guardsmen can remain associated with a unit for 10 years or longer. This long-term investment creates unparalleled continuity within an organization and pays huge dividends in retaining the expertise needed to execute the mission.

"The most remarkable thing about the Guard and Reserve members in the 618th TACC is that each one is a volunteer, who

has sought out the opportunity to serve," Colonel Peterson said. "Looking back on my 27 years with the Air Force, I couldn't be more honored to be part of this team." (1st Lt. Justin Brockhoff, 618th TACC public affairs)

New Air Defense System Provides Wright-Patt C-5A With Increased Capability

An effort to modify C-5A aircraft with the installation of a new air defense system that began more than a decade ago resumed earlier this year on a C-5A belonging to the 445th Airlift Wing at Wright-Patterson Air Force Base, Ohio.

Contractors from L3 Communications, based out of Fort Walton Beach, Fla., spent two months installing the system, which includes missile warning and countermeasure flare capability. The modification, along with recently installed armor plating, will allow the 445th aircraft to fly in higher-threat areas.

The new system uses the latest in flare decoy and dispensing technology to effectively protect aircraft against modern man-portable air defense missiles, known as "manpads," which are currently used throughout the world. In addition, it provides protection from heat-seeking missiles.

Master Sgt. Russell Leganik, a quality assurance inspector with the 445th Maintenance Group, said having the defensive system installed on the C-5A model will take some of the burden off the B models that are currently flying into the combat zone.

"Installing the aircraft defense system on all the C-5A models had been talked about for a long time now," Sergeant Leganik said. "We can get more utilization out of the A models if we can go into combat zones."

Master Sgt. Paul Adducchio, electronic countermeasures supervisor in the 445th Aircraft Maintenance Squadron, said only one other C-5A in the Air Force has the defense system installed, and that process took place in 1998. The aircraft is currently assigned to the 445th AW.

Lockheed Martin did the work on the original C-5A, and the instructions used back then needed to be tweaked, Sergeant Adducchio said. The process for modifying the C-5A at Wright-Patterson will serve as the model for others undergoing the modifications.

"We are taking data that was developed back in 1994 and 1995" and bringing it up to date, said Jim Depew, lead equipment specialist from the Warner Robins Air Logistics Center at Robins AFB, Ga. Mr. Depew works in the C-5 System Program Office. "We had all the C-5B models and one C-5A model installed, and then the government stopped the requirement to modify the rest of the aircraft."

Now the Air Force is reinstating the program, he said. It took two months to modify the C-5A at Wright-Patterson. Eventually, Mr. Depew said, the process should take less than 30 days to complete.

Sergeant Leganik said plans call for 38 more aircraft to receive the modifications. The final location of where the installation will take place and who the contractor will be is to be determined. (Stacy Vaughn, 445th AW public affairs) ★

It's Your Money

By Ralph Lunt

Taking a look at the future

"What will the future look like?" That's the answer my wife gave me when I asked her what she would like me to write about. This was the first time I had ever asked her that question, but I wanted to know what was on her mind.



She simply said she wanted to know how everything was all going to play out. Is the future going to be OK? What's America going to be like? Will the stimulus plan work? I'll bet most of you have been wondering the same things.

Great questions! One thing I bet we all agree on is that everyone knows what they'd like the answers to be.

Before I offer my opinion about whether or not anything will work, let's touch on what the government has done so far. First was TARP, or the Troubled Assets Relief Program, which is being used by the U.S. Treasury to purchase "difficult to value" assets, such as sub-prime mortgages, from banks and financial institutions. My take? This has worked fairly well to help stabilize the banking system and loosen the credit markets, but it's too early to tell if the government will make any money.

Next came the \$787 billion American Recovery and Reinvestment Act of 2009, often called the stimulus bill. This was signed into law in February 2009, so it's more of a question of will it work? To an extent, I think it will — for the short term. Spending on infrastructure, or any spending related to creating a product — a bridge or a road, for example — will certainly help get some folks back to work and spending and feeling more confident that the world isn't going to end.

I don't see the world ending anytime soon, but I expect it's going to be different than we thought. So there's your answer. I think it's going to be OK but different. How? That's my next column! ★

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

AFRC getting into C-17, KC-135 training at Altus AFB

The regular Air Force's 97th Air Mobility Wing at Altus Air Force Base, Okla., will form a classic association with an Air Force Reserve Command squadron beginning in 2010.

Under the arrangement, Air Force Reserve C-17 Globemaster III and KC-135 Stratotanker instructors will fly and teach as part of integrated regular Air Force and Reserve crews.

"The new squadron's mission is to support the 97th Air Mobility Wing with exceptionally experienced instructor aircrews," said Lt. Gen. Charles E. Stenner Jr., AFRC commander. "When we integrate Reserve with regular Air Force instructors, we enhance and optimize capabilities by increasing effectiveness and efficiency in training operations."

General Stenner said the initiative will improve the level of experience and continuity in the formal training unit instructor cadre while providing air reserve component representation. In addition, it will enhance earlier Air Education and Training Command and AFRC discussions involving training unit syllabus issues.

"Nearly 40 percent of the training load at Altus is from the reserve components," General Stenner said. "This association is the first step in proportionality in the distribution of training placed on RegAF crews."

When directed by the appropriate



As part of a new classic associate arrangement at Altus Air Force Base, Okla., Air Force Reservists will assist regular Air Force Airmen with C-17 and KC-135 training.

authority, members of the new AFRC associate squadron will mobilize in-place to keep the C-17 and KC-135 formal training unit pipeline open when regular Air Force instructors deploy.

The new squadron is expected to consist of a command-administrative section and two flights, for C-17 and KC-135 FTUs. Reserve instructors will be assigned to the AFRC squadron and attached to the appropriate AFRC flight within that squadron. They will fall

under the operational direction of the regular Air Force squadron with which they are associated.

"This classic association is a natural extension of the long, successful history of Air Mobility Command and Air Force Reserve Command classic and active associations," General Stenner said. "The new Reserve crews will provide a Total Force schoolhouse for the C-17 and KC-135." ★

(AFRC news release)



SHARK ATTACK

New associate fighter group helping put the bite into A-10s at Moody

By Bo Joyner

Thanks to Total Force Integration, Air Force Reservists are now helping put the bite into the shark teeth-sporting A-10s of the 23rd Fighter Group at Moody Air Force Base, Ga. The 23rd FG is the home of the world-famous Flying Tigers, and the group's A-10 Thunderbolt IIs are the only Air Force aircraft authorized to feature the unique nose art.

Now, for the first time in the nearly 70-year history of the 23rd FG, Air Force Reserve pilots, maintainers and medical specialists are working alongside their active-duty Flying Tiger counterparts on a daily basis. Air Force Reserve Command's 476th FG recently stood up as a classic associate unit linked to the 23rd FG. The 476th FG is home to the 76th Fighter Squadron, 476th Maintenance Squadron and 476th Aerospace Medicine Flight.

The group works under its own command structure but integrates its operations with the 23rd Wing's 74th and 75th Fighter Squadrons and 23rd Maintenance Group. The Reservists bring a broad range of experience and provide continuity that increases the 23rd FG's overall operational capability. TFI is the Air Force's overall plan to capitalize on the strengths of both the active duty and Reserve by integrating regular and Reserve forces in day-to-day operations.

Air Force Reserve TFI fighter classic associations with the active duty are currently under way at Davis-Monthan AFB, Ariz.; Elmendorf AFB, Alaska; Holloman AFB, N.M.; Hill AFB, Utah; Luke AFB, Ariz., and Nellis AFB, Nev., to name just a few locations.

At Moody, TFI is quickly taking hold.

"We've come a long way since last spring when about four of us started building the 476th Fighter Group here," said Col. Greg Eckfeld, the organization's commander.

The group currently has about 80 people — traditional Reservists, air Reserve technicians and civilians. Eventually, the 476th will grow to about 230 traditional Reservists and full-timers, including 20 in the 76th FS, 160 in the 476th MXS and 23 in the medical flight. The remaining people will serve on the group staff.

"We've been focused on hiring, and we will continue to focus on hiring until we're fully manned," Colonel Eckfeld said. "We're bringing in qualified individuals with a lot of experience who are adding to the synergy we have going with the Flying Tigers."

Once hired, new members of the 476th FG are wasting no time blending in with their active-duty counterparts at Moody.

"We're integrated with the 23rd in training and operations, on the flight line, in the maintenance shops, and with the AEF (aerospace expeditionary force) rotations the Flying Tigers are going through," the colonel said. "We've already deployed two pilots for a 60-day rotation and have a crew chief deployed right now and another pilot and two more crew chiefs lined up to go."

"We'll be sending even more people in the next AEF cycle," said Chief Master Sgt. Stacy Walker, 476th MXS aircraft maintenance unit superintendent. "As our squadron grows, we'll be able to deploy more of our Reservists."

An A-10C Thunderbolt II assigned to the 23rd Fighter Group sits on the ramp at Moody Air Force Base, Ga. Air Force Reserve Command's 476th FG recently stood up as a classic associate unit linked to the 23rd. (Tech. Sgt. Parker Gyokeres)





23rd Fighter Group has illustrious history

The 23rd Fighter Group has a rich and illustrious history that dates back to Dec. 17, 1941, just 10 days after the Japanese attack on Pearl Harbor.



On that date, the Army Air Forces established the 23rd Pursuit Group (Interceptor) at Langley Field, Va. It was redesignated the 23rd Fighter Group in May 1942.

By that time, Claire Chennault had been recalled to active duty with the rank of brigadier general and placed at the head of the China Air Task Force. The 23rd, a component of the CATE, was assigned three squadrons — the 74th, 75th and 76th.

The group inherited the mission of the disbanded American Volunteer Group “Flying Tigers.” Five of Chennault’s staff officers, five pilots and 19 ground crewmen became members of the 23rd FG. A large number, still in civilian status, volunteered to fly with the group for two weeks following the disbanding of their unit.

Then-Col. Robert L. Scott Jr. was the first commander of the 23rd FG. He would later author the military classic “God Is My Co-Pilot.”

In addition to inheriting operational responsibilities from the AVG, the 23rd FG also benefited from the knowledge and experience of the AVG pilots and took on the nickname of the disbanded unit.

Before the 23rd FG returned to the United States in December 1945, it was credited with destroying 621 enemy planes in air combat plus 320 more on the ground; sinking more than 131,000 tons of enemy shipping and damaging another 250,000 tons; and causing an estimated enemy troop loss of more than 20,000.

The Flying Tigers were inactivated after World War II and reactivated and inactivated several times at different locations before being reactivated as the 23rd Wing, part of a composite wing at Pope AFB, N.C., on June 1, 1992.

In response to the attacks of Sept. 11, 2001, the 23rd FG landed the first fighter aircraft inside Afghanistan in March 2002. It has been heavily involved in Operations Enduring Freedom and Iraqi Freedom ever since. The 23rd moved to Moody in 2007. ★

In the meantime, the Reservists helping maintain the A-10Cs at Moody are sharing their years of knowledge and experience with the Flying Tigers’ active-duty maintainers.

“There are a lot of young active-duty troops here, and they lean heavily on us,” Chief Walker said. “And their leadership encourages it. Our maintainers average 20 to 25 years of experience, so we have a lot to bring to the fight.”

“The Reservists definitely bring a lot of experience and expertise with them,” said Tech. Sgt. Travis Stroyick, a maintainer with the active-duty 23rd MXG. “When I have a master sergeant out there whose been working on A-10s for 20 years, I’m definitely going to use him to share his knowledge with my younger troops.”

“From a flying standpoint, as the active-duty pilots come and go, having Reserve pilots here will give us a base of continuity to work from,” said Capt. Brian Hatch, a Reserve pilot with the 76th FS. “Right now, we’re the new ones, so we are relying heavily on the active duty to get us spun up. But, eventually, we’ll be the ones counted on to provide the experience and continuity. In addition, we’ll volunteer for deployments to lighten the load on the active-duty pilots so they don’t have to go again and again. It takes a little bit of the burden off of them.”

The 476th FG has reached initial operational capability status, and Colonel Eckfeld believes the group will be fully operational in a couple of years. He said the plan is for the group to launch and recover its first A-10 autonomously this October.

They almost pulled that feat off during a modified flying operation in March.

“We recently recovered two cross-country jets, one piloted by a Reservist and the other by an active-duty member, where we relied on



Chief Master Sgt. Stacy Walker, 476th Maintenance Squadron aircraft maintenance unit superintendent, welcomes Capt. Brian Hatch, a pilot with the 76th Fighter Squadron, after a recent flight at Moody.



Col. Greg Eckfeld, ninth from right in flight suit, and other members of the 476th Fighter Group pose in front of an A-10 Thunderbolt II at Moody. The group is small but growing. Eventually, the 476th will have about 230 traditional Reservists and full-timers.

the active duty in a very limited manner,” Chief Walker said. “We pulled it off primarily on our own.”

The group reached another milestone during its March unit training assembly when the medical squadron conducted its first personal health assessments.

“The 476th Aerospace Medicine Flight is an extremely important part of our operation here, and it is almost fully manned,” Colonel Eckfeld said.

In addition to several medical technician positions, the 476th AMDF includes flight surgeons, nurses and a dentist who monitor the group’s medical readiness.

The colonel said the cooperation between the active duty and the Reserve has been phenomenal.

“We’ve received a very warm reception from the 23rd Fighter Group,” he said.

“They’re converting from the A- to the C-model, they had a UCI (unit compliance inspection) last summer, they have an ORI (operational readiness inspection) coming up in September, and they have AEF deployments on-going. Yet, they still have taken the time to aggressively work our integration. We’re excited about being here at Moody and proud to be partners with the world-famous Flying Tigers.” ★



Col. William Byers, a dentist with the 476th Aerospace Medicine Flight, performs an exam on Staff Sgt. Brandon Abel.



Strato' School

93rd Bomb Squadron approved as formal B-52 training unit

By Tech. Sgt. Jeff Walston

A B-52 Stratofortress assigned to the 917th Wing's 93rd Bomb Squadron deploys its drag chute while landing at Barksdale Air Force Base, La. The 93rd BS will transition from a combat-coded unit to a formal training unit. (Kevin Jackson)

When the 917th Wing's 93rd Bomb Squadron at Barksdale Air Force Base, La., acquired its first eight B-52s on Dec. 7, 1993, they were configured to support a nuclear mission. However, the aircraft were never needed for that role — that is, until now.

The 917th has been tasked to join its regular Air Force partner at Barksdale in the nuclear mission under a Total Force Integration initiative between Air Combat Command and Air Force Reserve Command. TFI is a means to increase the Air Force's capabilities by having members of the regular and reserve components work together.

Air Force Chief of Staff Gen. Norton A. Schwartz formally approved the TFI initiative March 9. Under the initiative, the 93rd BS, which is currently a combat-coded unit, will transition to a B-52 formal training unit or schoolhouse, said Col. Edmund Walker, 917th WG commander.

Colonel Walker said the squadron's aircraft complement is expected to grow from eight to 16 by this summer, with the new assets transferring over from Barksdale's regular Air Force 2nd Bomb Wing.

As part of the initiative, the 2nd BW's 11th BS, which currently serves as a B-52 FTU, will become an active associate to the 93rd. It will no longer operate its own aircraft. On the maintenance side, Colonel Walker said, Airmen of the 2nd BW will work with the Reserve wing's maintenance group to keep the training aircraft flying. All in all, the Air Force will reassign 400 Airmen from the 2nd BW to the active associate unit.

When the transition to an FTU is complete, the 93rd BS, along

with its 11th BS partners, will be responsible for training 100 percent of B-52 crewmembers — pilots, navigators and electronic warfare officers — in both the nuclear and conventional missions.

Reserve aircrews from the 93rd will form a classic association with the 2nd BW. The name of this associate squadron has yet to be determined. These Reservists will participate in the conventional and nuclear-related activities of the active-duty wing. They will also deploy with the B-52s, the colonel said.

"We are working the process now, with leadership approval, of being named the 343rd Bomb Squadron as a detachment of the 917th Wing," said Lt. Col. Jeff Stogsdill, 93rd BS detachment commander. "(Originally) the 343rd began here at Barksdale on Jan. 28, 1942."

The 343rd's Lt. Donald Puckett was awarded the Medal of Honor for his actions in Operation Tidal Wave, better known as the raid on the Ploesti oil refineries in Romania during World War II, Colonel Stogsdill said.

While it's a historic event, incorporating the Reserve into the nuclear mission does have its challenges.

"The idea of a Reserve bomb squadron with a nuclear mission has been broached before but was determined impractical," Colonel Stogsdill said. "The last decade has seen quite a bit more emphasis on the Air Force Reserve's role in national defense.

"The most challenging factor will be balancing requirements with the traditional Reservists' availability. Volunteerism will be the deal maker."

As part of the overall plan at Barksdale, ACC will strengthen its nuclear and conventional force presentation to combatant com-

manders by establishing an operational B-52 squadron, bringing the total number of units involved in the TFI initiative to four.

The final decision to stand up the fourth squadron at Barksdale was made after an environmental impact analysis was completed. The analysis was required under the National Environmental Policy Act.

Total funding of \$11.8 million, including operations and maintenance design funds, will be required to achieve permanent beddown of the 93rd BS. This could mean a shot in the arm to the local economy. But, there are other benefits to be realized from the reorganization.

"There are two major benefits in having the Reserve assume this training role," said Lt. Col. Keith D. Schultz, 93rd commander. "First is the cost savings. Reservists have a long-standing reputation of bringing highly experienced and qualified members performing the same mission as their active-duty counterparts without having to pay for the full-time salaries and associated benefits.

"Secondly, our members are soundly rooted in the community and remain faithfully committed to their mission year after year without the constant need for diversification and forced relocation assignments. This allows them to focus on the task at hand as a permanent cornerstone of expertise in the training arena."

Implementation of the reorganization has already begun.

"The 93rd BS is ahead of scheduled milestones in converting combat-ready crew members into (FTU) flight instructors," Colonel Schultz said. "We currently have 30 percent of our crew force through the formal training certification. Our goal is to

have all of the Reserve squadron members fully trained and certified to conduct flight line training operations by June 1."

Other phases of the reorganization are on schedule as well, Colonel Stogsdill said. The classic associate unit is incrementally working toward being fully mission ready by Nov. 1.

"I believe this is historic. When I first joined the Army Reserve in college, it was truly one weekend a month and two weeks a year. It's definitely more than that now," Colonel Stogsdill said.

"We have traditional Reservists who work here more than 150 days per year. What makes this nuclear unique is it will be very difficult if this squadron is comprised of individuals who can only give the minimum time. The full-time cadre is here specifically to minimize 'reinventing the wheel' every time the 'part-timers' show up. Right now, we have an initial contingent of Citizen Airmen who are very motivated to make this work.

"The full spectrum of experience is here in the 917th Wing," the colonel said. "Our youngest people in the 917th are some of the most innovative and hardest-working people I know. Coupled with quite a few gray hairs who actually have years of Strategic Air Command experience, I think we will bring different efficiencies and perspectives to our active-duty brothers and sisters. We always get a little chuckle out of buzzwords, but the synergy of active duty and the Reserve working together will only enhance the war-fighting ability of the Air Force." ★

(Sergeant Walston is assigned to the 917th WG public affairs office at Barksdale AFB.)

CLOSE CALL

Officials hope taking a look at near-misses will reduce the number of actual accidents

By Carlos Abalo



An F-16 Fighting Falcon hit the ramp in front of a C-141 Starlifter on March 23, 1994, at Pope Air Force Base, N.C. The crash spread wreckage and burning fuel into an area where paratroopers were waiting to board the aircraft. The accident killed 24 Soldiers and injured more than 100 others. Air Force Reserve Command safety officials have created a new system for looking at "close calls" they hope can help prevent tragic accidents like this one.

An ounce of prevention is worth a pound of cure. Air Force Reserve Command safety officials are putting that old saying into action with the implementation of a new Web-based tool that seeks to prevent accidents before they happen.

Col. Leslie Anzjon, director of safety for the command, and Lt. Col. David Tribo, chief of the Flight Safety Division, developed the system known as Close Call. Colonel Anzjon said the concept behind the program is simple. Close Call gives military members and civilian employees the ability to go online and anonymously report accidents that almost happen. In doing so, he said, they have the potential to revolutionize the command's safety program and save lives at the same time.

"A close call is an unplanned incident that doesn't cause personal injury or property damage but might have under different circumstances," Colonel Tribo said. "To put it simply, a close call is one of those times we did something stupid that left

us wondering how we didn't lose a body part or end up dead."

Colonel Anzjon became intrigued with the idea of trying to capture information about close calls that occur within the Reserve and learning from them. While researching this idea, he and Colonel Tribo uncovered studies conducted in several industries that indicated there are between 50 and 100 close calls for every accident. Since close calls and accidents have the same causes, they reasoned studying them would help identify safety problems and make it possible to take corrective action before an accident takes place.

STUDIES CONDUCTED IN SEVERAL INDUSTRIES INDICATE THERE ARE BETWEEN 50 AND 100 CLOSE CALLS FOR EVERY ACCIDENT.

In developing Close Call, the Air Force's first-ever self-reporting safety program, Colonels Anzjon and Tribo used a commercial aviation system as a benchmark. Back in 1976, the Federal Aviation Administration teamed with

NASA to develop the Aviation Safety Reporting System. This system was established after TWA Flight 514 crashed on approach to Dulles International Airport near Washington, D.C., in 1974, killing all 85 passengers and seven crew members aboard. The

investigation that followed this crash found that the pilot misunderstood an ambiguous response from the Dulles air traffic controllers and that earlier another airline had told its pilots, but not other airlines, about a similar near miss.

ASRS eventually gave rise to a voluntary safety program called the Aviation Safety Action Program. Currently, 74 airlines throughout the world are using this system. According to an article in the *New York Times*, the system is credited with reducing the rate of fatal accidents by about 65 percent, from one in nearly 2 million departures in 1997 to one in about 4.5 million departures.

Colonels Anzjon and Tribo quickly realized the benefits of a system like Close Call extended far beyond just aviation. So they expanded it to include the entire spectrum of Air Force operations, allowing people to voluntarily and anonymously report any observation or event they feel could fall in the category of a potential hazard.

A key feature of Close Call is it maintains the anonymity of the people who provide information. The developers felt like this was important to maximize participation and protect people from being exposed to retribution or negative consequences.

To achieve total anonymity, Close Call does not collect or capture any identifying information, such as name of the contributor, specific location where the contributor works, the date of the event being reported, etc. Location is identified only in very broad terms: home station, deployed location and TDY.

The Web-based reporting system, available from a dot mil computer at <https://wwwmil.se.afrc.af.mil/CloseCall/default.htm>, has five tabs across the top: Flyers, Maintainers, Support, Explosives and Driving. Users select the tab that most closely matches the information they want to report.

Each tab utilizes dynamic Web pages with pull-down menus to allow users to report the what, when, why and how of an event. The questions are based on the Human Factors Analysis and Classification System or HFACS, which is a key tool used by safety professionals to determine human performance weaknesses. The entire process should take no longer than five minutes to complete.

Among the concerns of the developers



Close Call gives military members and civilian employees the ability to go online and anonymously report accidents that almost happen. In doing so, they have the potential to revolutionize the command's safety program and save lives at the same time.

was to ensure that Close Call didn't usurp any Air Force Instruction-driven safety programs or become a means to seek revenge on a fellow service member by filing a false report.

To address these concerns, they came up with the following criteria: the individual's actions must have been inadvertent and not deliberate, the individual's actions must not involve a criminal offense, the individual's actions must not be the result of a willful disregard for regulations and procedures, and the individual's actions were not the result of drug or alcohol use. Once a submission is received, it is screened for qualification using these criteria. If at any time the report fails a criteria item and it contains identifying information, it will be routed using the correct command channel for action or investigation.

Validated reports are routed to the Event Review Team within the AFRC safety office. The ERT comprises four members and meets on a monthly or as-needed basis. The team analyzes the information, conducts any necessary research and formulates an outcome. Shortly thereafter, the team provides a lesson-learned from the report.

The safety office publishes all lessons-learned in an electronic newsletter, which is posted on the safety Web site.

"Information gathered from Close Call provides valuable diagnostic data to get an inside view of a system's troubled areas and to help in identifying problems that may exist during normal operations," Colonel Tribo said. "Most impor-

tantly, it creates changes that can save lives and reduce equipment damage.

"I believe Close Call will prevent accidents of all kinds if it can gain traction and become part of our culture. We need commanders at all levels to become believers and support the system. Everyone can learn from others' mistakes, and we all stand to gain by stopping accidents before they can occur."

Colonel Anzjon is a strong believer in the program.

"Why Close Call? Close Call is the only proactive tool that the Air Force has to detect latent or hidden hazards," he said. "Although ORM (operational risk management) is a valuable safety tool, it is only effective during planning to detect active or observable hazards. Latent (or hidden) hazards include such things as flawed/absent procedures, aircraft or equipment design deficiencies and training deficiencies. Because these types of hazards cannot be observed, they must be experienced to be detected.

"A hazard that has been experienced, however, often means it has already caused an injury or damage, and although mishap investigation is an effective means to mitigate latent hazards, it is after the fact (reactive) and very costly," Colonel Anzjon said. "The only tool the Air Force presently has to detect latent hazards before they occur is Close Call reporting. Close Call reports serve as indicators that design or training deficiencies exist before losses are experienced." ★

(Mr. Abalo is a Palace Acquire intern working in the Headquarters AFRC public affairs office at Robins AFB.)

EDUCATION

It's a vital part of force management and development

By Bo Joyner

(Editor's note: This is the first in a series of three articles on force management and development. It focuses on education and training. Future articles will look at joint service opportunities available to Air Force Reservists and portability or ability to move back and forth among the various Reserve programs.)

As the chief of the Personnel Division at Headquarters Air Force Reserve Command, Robins Air Force Base, Ga., Col. Connie Hutchinson is dedicated to making sure AFRC has the "right people in the right job at the right time."

It's a daunting task, given the complicated mix of part-time and full-time military and civilian personnel sub-systems that make up AFRC. Members of the Reserve team may be traditional Reservists, regular Air Force members assigned to the command, air Reserve technicians, active Guard and Reserve members, individual mobilization augmentees, civilians or contractors. Making things even more complicated is the fact that many people move among the various programs during the course of their careers.

But regardless of their status, there's one common thread Colonel Hutchinson sees in all successful members of the AFRC team — they take advantage of education and training opportunities available to them at all stages of their career.

"To stay relevant, education and training must remain a priority throughout your career," Colonel Hutchinson said. "Fortunately, there are more training and education opportunities available for Reservists than ever before. The challenge for Reservists is to juggle and balance a civilian job, family life and military career while finding time to take a training course or pursue higher education."

In a recent "E-Note" to members of the Reserve team, Lt. Gen. Charles E. Stenner Jr., AFRC commander, highlighted some of the education benefits available to Reservists. Among these are:

- **The Post-9/11 GI Bill.** This benefit is available for people with at least 90 days of aggregate service on or after Sept. 11, 2001, or those who are discharged with a service-connected disability after 30 days. The Post-9/11 GI Bill will become effective for training on or after Aug. 1, 2009. Additional information may be found at: http://www.gibill.va.gov/GI_Bill_Info/benefits.htm#CH33.

- **The Montgomery GI Bill Selected Reserve Program.**



Col. Connie Hutchinson, chief of the Personnel Division at Headquarters Air Force Reserve Command, Robins Air Force Base, Ga., speaks to a class at the Professional Development Center.

Qualified members of the Selected Reserve may use this education assistance program for degree programs, certificate or correspondence courses, cooperative training, independent study programs, apprenticeship/on-the-job training, and vocational flight training programs. Additional information may be found at: http://www.gibill.va.gov/pamphlets/CH1606/CH1606_Pamphlet_General.htm.

- **The Reserve Educational Assistance Program.** REAP is a new Department of Defense education benefit program designed to provide educational assistance to members of the reserve components called or ordered to active duty in response to a war or national emergency (contingency operation) as declared by the president or Congress. For more information, visit http://www.gibill.va.gov/pamphlets/CH1607/CH1607_Pamphlet.pdf.

- **Defense Activity for Non-Traditional Education Support.** Eligible Reservists and their spouses can take DANTES-funded College-Level Examination Program (CLEP) general subject examinations and DANTES subject examinations. For more information, see your servicing wing education and training office or visit: http://www.dantes.doded.mil/Dantes_web/DANTESHOME.asp.

- **Foreign Language Tuition Assistance.** Tuition assistance is available for eligible members to take up to two foreign language courses to prepare them to take a Defense Language Proficiency Exam. Members can order their own materials via Rosetta Stone but will not be reimbursed. Information is available at:

New screening board to identify high-potential officers for developmental education opportunities

Air Force Reserve Command has a new process for identifying officers to attend developmental education.

Lt. Gen. Charles E. Stenner Jr., AFRC commander, signed a memorandum May 6 establishing the Reserve School Selection Board. With the signing of this memorandum, Reserve officers attending developmental education, officer professional development or joint courses who are not vetted through the Reserve Development Education Board will now meet the Reserve School Selection Board, which will meet twice a year. The first board will be conducted in January.

Prior to scheduled meetings, the RSSB invitation will outline offerings. Members will submit applications through the virtual Personnel Center-Guard & Reserve. Once screened by the appropriate military personnel flight and

rank-ordered by wing commanders or equivalents, nomination packages will be forwarded to the board for review. Developmental team vectors regarding members' goals and potential will be incorporated in the selection process.

"The Air Force Reserve Command has taken a more significant role in global initiatives," said Col. Connie Hutchinson, chief of the Personnel Division at Headquarters AFRC, Robins Air Force Base, Ga. "With that has come a need to focus on and deliberately grow our high-potential officers and future leaders. This new initiative will ensure we are getting the right people the right training and experience they need."

Twenty-three developmental education opportunities — including Air and Space Basic Course, School of Advanced Air & Space Studies,

Advanced Joint Professional Military Education and International Junior Officer Leadership Development Course, to name a few — consisting of more than 350 school quotas will now be reviewed for selection.

The RSSB will screen all officers identified as eligible and determine those most qualified to attend based upon the whole-person concert and consideration of the future needs of the Air Force.

A comprehensive listing of RSSB courses, instructions, criteria and deadlines can be found on the Air Reserve Personnel Center Web site at arpc.afrc.af.mil. ★

(Information for this article provided by Maj. Beena Maharaj, chief of officer and civilian force development within the Directorate of Manpower, Personnel and Services at headquarters AFRC, Robins AFB.)

<http://www.rosettastone.com/organizations/solutions/government>.

- **Reserve Member and Family Scholarships.** There are a number of scholarships available to Reservists and their family members. For more information, visit <http://www.college-scholarships.org/scholarships/air-force.htm>.

"These are some great ways for Reservists to get help pursuing higher education," Colonel Hutchinson said. "We also have a number of classes available through our Professional Development Center that can help Reservists prepare for the next step in their career."

The PDC is home to the command's Force Development Branch, which develops and delivers Reserve-unique courses to prepare AFRC members for mission readiness.

The PDC offers courses for every segment of the Reserve population. Courses include the Leadership — Today and Tomorrow seminar for majors and lieutenant colonels, the Noncommissioned Officer Leadership Development Program, the Reserve First Sergeant Academy, the Squadron Commanders' Course, the Air Reserve Technician Manager Seminar and the AFRC Junior Officer Leadership Development Seminar, to name just a few.

In addition to PDC courses, Colonel Hutchinson and her staff can help members of the Reserve team secure seats in courses offered by other military services or outside agencies. For example, the National Defense University at Fort McNair, Washington, D.C., offers a number of classes that are open to Reservists, including the Reserve Component National Security Course, a class designed to lay a foundation for students moving onto joint command management and staff responsibilities in a multina-

tional or joint national security setting.

Air War College, Army War College, National War College, Navy War College, the Industrial College of the Armed Forces, the Joint Advanced War Fighting School, the Marine Corp Command and Staff College, and the Harvard National Security Fellowship are just a few examples of other programs Reservists may qualify to attend.

For more information on courses offered by other services or outside agencies, contact Master Sgt. Michael Jackson, michael.jackson2@afrc.af.mil, DSN 497-0245; or Maj. Beena Maharaj, beena.maharaj@afrc.af.mil, DSN 497-0396.

"Selections for many of these courses are made by the RDEDB," Colonel Hutchinson said. The Reserve Developmental Education Board is just one of the selection tools AFRC uses to make sure it is putting the right people in the right course at the right time. There is also a new Reserve School Selection Board, the Career Management Board and various development teams that work various pieces of the educational and career management puzzle.

"It all goes back to getting the right people in the right job at the right time," the colonel said. "We work hard to be in the best position to identify high-potential officers as early as possible in their career and then get them into the key or command positions and the education they will need to fill these positions now and in the future."

"But, it's not just officers. Enlisted people also need to take advantage of the education and training opportunities available to them. Education is definitely one of the key components of successful career management and development for members of the Air Force Reserve team." ★

Air Citizen AIRMAN

A JOURNEY THROUGH THE YEARS

June 1949 was the premier issue of *Air Reserve Forces Review*. Over the last 60 years, the magazine has seen many changes — names, development of color printing, office location moves, dozens of staff members coming and going. During that time, one thing has stayed the same: a commitment to deliver the news that affects the members of the Air Force Reserve. And here, in the 492nd issue of *Citizen Airman*, we would like to share some of our history behind the development of the official magazine of the Air Force Reserve.

492 issues

June 1949 — First issue of *Air Reserve Forces Review* created out of Washington, D.C., with the "hearty approval and support" of Missouri Guardsman Harry S. Truman, who was pulling double duty as president of the United States at the time. This magazine kept not only Air Force Reservists informed, but also members of the Air National Guard, Air Force Reserve Officer Training Corps, Civil Air Patrol and Air Scouts of America. Circulation for the magazine was around 480,000 copies per issue.

One-color printing was the norm for many years, but the December 1951 issue featured a second color for the first time. Everything was green print, including the pictures. In this issue, the staff also conducted a "Got a name?" contest, asking for readers' suggestions for a new title for the magazine.

"Deadly Dudley" was the next series cartoon featured in the magazine. "Dudley" often made bad decisions affecting his career. "Don't pull a Dudley" was the catch-phrase used to get the point across. His reign began in September 1952.

Milton Caniff's "Steve Canyon" made his first appearance in the magazine for its 10th anniversary in June 1959. This famous comic strip character would make several cameos through the years.

The "Rudolph" and "Dudley" cartoons were drawn by Air Force Reserve members and the sketches of the Outstanding Airmen column were no exception. This series of sketches began in March 1966 and was drawn by Lt. Col. McGowan Miller.

In October 1971, the magazine's name was shortened to "AR."

A few short years later, the last name change took place in the Winter 1985-1986 issue. *Citizen Airman* better reflected the make-up and the mission of the Air Reserve Forces.

This special issue of "everything a member wanted to know about the Air Force Reserve or Air National Guard" also exhibited the next magazine milestone — full color on the covers. This printing showed all the colors of the rainbow and every color in-between. This introduction was made June/July 1973.



A redesign and reinstatement of the magazine's full name was the next big change. This came in April 1981.



As budget cuts made their way to the magazine, the audience became smaller and more concentrated. In November 1986 the Air National Guard audience was cut, leaving the magazine to the Air Force Reserve. This was also the first issue produced from *Citizen Airman's* new office at the Pentagon.



2009

The magazine was first produced in its current form with full color on every page in October 2005.



The current cartoon series "Pope's Puns" began to appear in *Citizen Airman* in June 1992.

10,544 pages



1949



Introduced in July 1949, "Rudolph the Reservist" was the first cartoon series in the magazine.



The new name, *The Air Reservist*, was selected out of hundreds of suggestions and was featured for the first time in July 1952.



In the October/November 1958 issue, the magazine entered into the world of two-color printing on the covers. Spot color began appearing throughout the magazine after a few years, but this red & black issue started it off.



In April 1961, *The Air Reservist* office was moved to Bolling Air Force Base, D.C. This office location would be the longest residence of the magazine — 25 years and seven months.



The jump to four-color printing throughout the entire magazine was made in the August/September 1967 issue.



The ever-popular "Cartoons by Jake" began appearing in April 1973.



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CURRENT CITIZEN AIRMAN STATS:

Magazine is produced bi-monthly: February, April, June, August, October and December.

Size ranges between 24-32 pages an issue.

Circulation runs about 72,000 copies in all 50 states and several countries around the world.

Managing Editor: Cliff Tyler joined the staff in August 1993.

Associate Editor: Bo Joyner joined the staff in August 1994.

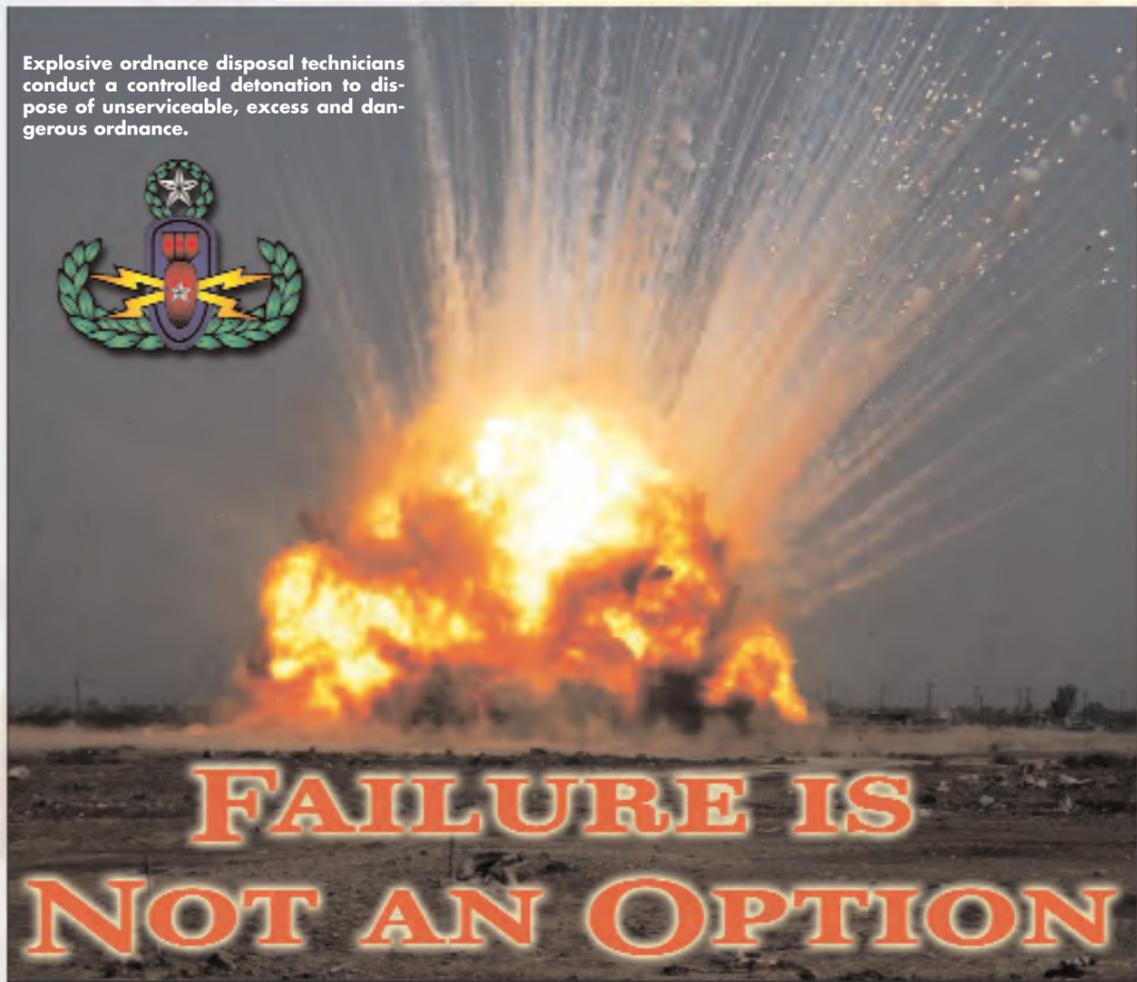
Magazine Operations NCOIC: Staff Sgt. Celena Wilson joined the staff in August 2007.

INFORMATION COMPILED BY STAFF SGT. CELENA WILSON



For Explosive Ordnance Disposal Technicians ...

Explosive ordnance disposal technicians conduct a controlled detonation to dispose of unserviceable, excess and dangerous ordnance.



By Gene Vandeventer

They are found at thousands of locations scattered throughout the world — potentially deadly accidents waiting to happen. Left over from one-time war zones or old bombing ranges, unexploded munitions pose a significant risk of death or serious injury to people who happen to accidentally come in contact with them.

Fortunately, there is a group of highly trained military explosive ordnance disposal technicians, including a large number of Air Force Reservists, who are willing to put their lives on the line in order to eliminate the catastrophic consequences caused by these remnants from the past.

"Today, the Air Force Reserve has more than 247 Airmen who proudly wear the EOD badge," said Tom Piper, Air Force Reserve Command's EOD functional manager. "In Operations Enduring Freedom and Iraqi Freedom, the Air Force provides more than 33 percent of theater EOD forces. More than 50 Air Force Reserve EOD specialists serve annually in the Southwest Asia area of responsibility locating, dismantling and eliminating explosive hazards and saving lives. I've been in this busi-

ness for more than 36 years, and I have never been more proud of these special war-fighters than I am today."

EOD technicians have been around since World War II. Allied forces at the onset of the war realized the need to establish and train bomb disposal units to defuse unexploded bombs. The unintended destructive effects caused by these unexploded bombs were eventually made intentional with the technological advancements of "delay and anti-tamper" fuzing devices.

These weapon advancements caused havoc in recovery and reconstruction efforts after bombing raids, giving the enemy the effect of a 24-hour, around-the-clock bombing campaign. The casualty rate was high for those untrained civilians who tried to defuse the bombs.

In 1941, the British initiated their specialized unexploded bomb training to meet the threat, and the U.S. Army followed suit in 1942. When the Air Force became a separate branch of service in 1947, the deployment of EOD technicians continued. Today, Air Force Reserve EOD technicians are assigned to units across the continental United States at 16 installations and are

programmed to grow to more than 300 technicians by 2012.

In 1971, the U.S. Navy was designated as the single service manager for all common EOD training and technology. The Navy's EOD School is located at Eglin Air Force Base, Fla. After successfully completing a seven-day preliminary Air Force specialty code screening course at Lackland AFB, Texas, EOD students attend the 26-week qualifying course at Eglin.

At the school, students learn core explosive device knowledge and then progress into major blocks of instruction. The blocks include demolition safety (with live ammunition); EOD tools and proper techniques; chemical and biological EOD weapons/agents; ground ordnance identification (hands-on); air ordnance (both U.S. and foreign); underwater ordnance (mines and torpedoes); improvised explosive devices (clandestine devices); and nuclear ordnance materials.

Besides having nerves of steel, a steady hand and a patriotic zeal to ensure fellow Airmen, Soldiers, Marines and Sailors are kept safe from UXO harm (extended also to include the local populace), what are some of the unique qualifications required to become an EOD specialist? All applicants must be U.S. citizens, have normal vision, be between 5 feet 2 inches and 6 feet 8 inches tall, not suffer from claustro-



Then-Tech. Sgt. Timothy Haffner, an explosive ordnance technician with the 482nd Civil Engineer Squadron, Homestead Air Reserve Base, Fla., was embedded with Soldiers from the 10th Mountain Division, Fort Drum, N.Y., during a recent deployment to Iraq. For his work, Sergeant Haffner received the Bronze Star and was recommended for the Airman Commissioning Program. He is now a second lieutenant assigned to the 482nd CES.

phobia, have no record of emotional instability, possess normal depth perception, be eligible to obtain a top-secret security clearance, meet prescribed physical requirements, and have a mechanical Armed Services Vocational Aptitude Battery score of 60 or higher and a general category score of 64 or higher.

There is an incentive bonus of up to \$20,000 for both non-prior and prior-service personnel who may be eligible. For those enlisted members who want to retrain into the EOD career field, only staff sergeants and below are eligible.

Tech. Sgt. Timothy Haffner, an EOD technician with the 482nd Civil Engineer Squadron at Homestead Air Reserve Base, Fla., is indicative of the professional Airmen who wear the EOD badge. In 2007, during a six-month tour of duty to Iraq, he led a team of three EOD technicians imbedded with soldiers from the 10th Mountain Division, Fort Drum, N.Y., on search-and-attack missions to clear suspected anti-

Iraqi/coalition forces' supply lines and destroy hidden enemy weapon caches.

Sergeant Haffner went on more than 140

combat missions for more than 3,000 hours "outside the wire." His successful EOD duties saved the lives of countless U.S., coalition, and Iraqi service members and civilians.

For his life-saving efforts, Sergeant Haffner received the Bronze Star, and his wing commander recommended him to become an EOD officer through the Airman Commissioning Program. Today, he continues to serve the 482nd CES as a second lieutenant.

The price of freedom is not cheap. Since World War II, explosions and gunfire have claimed the lives of some of EOD's finest, while others have sustained career-ending injuries. This proud band of brothers and sisters continues on today, united in their aim to save lives while succeeding in defeating the nation's enemies. "Service before self" is a significant Air Force core value and perhaps the perfect synonym for EOD. ★

(Mr. Vandeventer is assigned to the Expeditionary Combat Support Division of the Installations and Mission Support Directorate of Headquarters AFRC, Robins AFB, Ga.)



Senior Airman Sarah Burrill carries unexploded ordnance to load onto a joint explosive ordnance rapid response vehicle during a recent deployment to Afghanistan.

GETTING DOWN AND DIRTY

Maxwell Reservists team up with other Airmen, Soldiers for helicopter passenger, slingload training

By Lt. Col. Kjall Gopaul

Reservists from the 908th Airlift Wing teamed up with other Airmen from Maxwell Air Force Base, Ala., and aviation Soldiers from the Alabama Air National Guard March 21 for tactical helicopter passenger and cross-country slingload training.

The day began with passenger training. A total of 32 Airmen practiced loading onto two UH-60 Black Hawk helicopters with dummy M-16 rifles. They started off slowly by walking in groups to the aircraft and boarding with the rotors not turning. Then they progressed to running in formation, weapons in hand, to their assigned aircraft with the rotors turning and properly buckling themselves in.

After a short flight, the Airmen performed a tactical off-load: exiting the aircraft, taking two steps and dropping to the ground in the prone supported firing position to defend the helicopters as they departed the landing zone.

Master Sgt. Karen Hiers, director of the Paralegal Craftsman Course for the Air Force Judge Advocate General's School at Maxwell, planned the participation of 16 of her students in the exercise.

"Some of the NCOs had been crew chiefs before cross-training over to legal, so they were really excited about this because they had never actually flown on an aircraft before," she said. "It's a little ironic they were in a flying unit but had never flown. But as part of our deployment and operations training at Maxwell, they do fly."

"They all said how this was so much more valuable because the training was so true-to-life and not just simulations or computer-based training."

"We were getting down in the dirt. ... training as we fight," said Staff Sgt. Frank Masalla, NCO in charge of adverse actions for the Ogden Air Logistics Center judge advocate office at Hill AFB, Utah. "Airmen — paralegals included — are doing this in Iraq. It's good that we were able to learn this in a less stressful environment."

In the afternoon, the training focus shifted from passengers to cargo — specifically the recovery of eight cargo items airdropped by C-130s from the 908th AW onto a drop zone 12 miles west of Maxwell AFB. In four runs over the drop zone, a pair of C-130s dropped two 2,000-pound containerized delivery systems and two 4,000-pound pallet platforms.

Once the drops were completed and the airspace was clear, the two Black Hawk helicopters moved in to recover the cargo. The helicopters utilized procedures developed by the Air Force Reserve's 25th Aerial Port Squadron to simultaneously carry the cargo from slings instead of using one helicopter at a time. The final part of the exercise involved the helicopter recovery

of the ground crew from the drop zone back to Maxwell.

"When you can have all of the available aircraft executing simultaneous slingloads, that maximizes time on the landing zone, decreases your turn-around time for each lift, and demonstrates very efficient and productive landing zone operations," said Army Capt. Brad Williams, commander of Alpha Company, 1-131 Aviation Regiment.

"When we train with helicopters for drop zone recovery, it makes for easy re-deployment of our airdrops back to the base," said Chief Master Sgt. Lynn Whited of the 25th APS. "The Black Hawks fly in, and our specially trained Airmen hook up the loads. After a few turns, the helicopter picks up the ground crew. At the end of it all, I looked around and the drop zone was empty except for me. It was a thing of beauty."

The chief said everyone involved benefitted from the joint training.

"The Army helicopter crews stay proficient on slingload support of units, our Airmen reinforce using an alternate method of aerial delivery, and we all learn about training with other services," he said.

Lt. Col. Paul Baird, 25th APS commander, explained how valuable helicopter recovery operations are to the 908th AW mission.

"Slingloads are a cost-efficient and expeditious way for the 25th APS to recover airdropped items from remote drop zones," Colonel Baird said. "In addition, slingloading has the advantage of rapid movement from a drop zone, bypassing ground obstacles. It greatly reduces our support footprint for manning and equipment on the landing zone. We don't need to transport our forklifts, low-boy trucks and aerial porters to the site to recover the loads."

"We not only save fuel but also manpower," he said. "Now I can have 25th APS personnel working other important tasks instead of driving back and forth to a drop zone. Slingloading requires two Airmen to rig the loads and prepare the LZ for recovery of the airdropped items by helicopter. Every Airman knows that flexibility is a key tenet of the Air Force, and you can see how slingloading provides me a great deal of flexibility."

Colonel Baird said the training provides benefits that reach far beyond just Maxwell AFB.

"Cargo movement and resupply by helicopter are routine in deployed environments, particularly to unimproved forward operating bases without airfields," he said. "Having the aerial porters in the 25th APS stay proficient in this area makes them a combat force multiplier for the deployed mission." ★

(Colonel Gopaul is chief of the Doctrine Education Division at the LeMay Center for Doctrine Development and Education, Maxwell AFB.)



Maj. Kevin Mahar attaches a 4,000-pound pallet platform to a UH-60 Black Hawk helicopter during slingload training in March. (Master Sgt. Brian K. McNutt)

A WIN-WIN SITUATION

Committee offers tips to help Reservists avoid problems with employers before they happen

By Army Maj. Elaine M. Gullotta

(Editor's note: The names of the two service members used in this article are fictitious. The scenarios are based on collective data provided by the Employer Support of the Guard and Reserve call center.)

Airman First Class Tom Paster of the Air Force Reserve remembered attending a briefing about Employer Support of the Guard and Reserve, but he wasn't thinking about mobilizing. Besides, he thought the law only applied to large businesses, not the small family-run bread bakery where he worked.

When his unit was notified it was going to be mobilized, Airman Paster knew his employer wasn't going to be happy. So, he didn't tell anybody at work about what was happening until two weeks before he was scheduled to leave for his deployment.

His employer was mad, not only because he was leaving, but because there was no time to hire a replacement. When

Airman Paster returned from mobilization, he didn't even try to return to the bread bakery and ended up being out of work for a long time.

Senior Airman Doug Lowley saw the layoffs happening in his construction company and figured it was just a matter of time before it happened to him, too. In an effort to avoid a layoff, Airman Lowley volunteered to deploy with a unit that was going to Iraq, thinking he would be safe for a year and his company would have to rehire him once he got back.

Upon returning from Iraq, he learned that the law was not on his side. Airman Lowley felt betrayed and confused, and he blamed ESGR for not helping him.

Both of these scenarios are typical of the cases reported to ESGR.

"If we could eliminate just one of these misunderstandings, the number of cases reported to ESGR would be significantly reduced," said Curtis Bell, director ombudsman, National Committee for Employer Support of the Guard and Reserve. "Members of the reserve components must understand the law and how it applies to them. Only then can they protect themselves from potential problems."

Reserve personnel must provide notice to their employers in advance of their deployment, Mr. Bell said. ESGR recommends that the notice be provided "in writing" and, if at all possible, at least 30 days in advance of the deployment. To assist service members with this task, ESGR provides a sample Deployment Notification Letter and Military Leave of Absence Form on its Web site at www.ESGR.mil under the resources section.

Service members complete the blanks and provide the completed documents to their employers. These documents provide employers with need-to-know information, to include ESGR contact information.

The notification letter also functions as a tool to start the sometimes difficult communication process between military employees and their employers. Typically, it is a lack of open communication, especially in the initial stages of the deployment process, that leads to late notifications and increased friction between military members and employers.

"The employers may be angry that the members are leaving; but waiting to tell employers only makes things worse," Mr. Bell says. "By starting the process early and providing timely written notification, military members can reduce the chances for problems later on."

Both documents also provide employers a resource should they have questions related to the Uniformed Services Employment and Re-employment Rights Act. It's important that service members and employers sign and retain a copy of these documents should the need arise to substantiate facts at a later date.

Mr. Bell said it's important for service members to realize that USERRA does not protect them against economic problems and their resulting effects. If a company conducts lay-offs, clos-

es a branch or goes bankrupt, service members may lose their job as a result. USERRA does not protect service members from this type of job loss. Conversely, employers must ensure their decision to lay off an employee is not solely based on the employee's association with the military.

Mr. Bell urged service members to consider the impact on employers when considering volunteering for military duty. Unit commanders should monitor for repeated or frequent requests by Reservists to volunteer for military duty. Eventually, the service members will return to their civilian employment and should, therefore, strive to maintain a positive relationship with their employers. Commanders may consider requiring their troops to provide their employers with timely notification documents. In doing so, military members would be complying with the advance notification rule, and the military unit would have the added benefit of conducting positive employer outreach.

The National Committee for Employer Support of the Guard and Reserve, a Department of Defense organization based in Washington, D.C., encourages military members to create "win-win situations." Service members should consider their employers as strategic partners who support their efforts to serve the nation.

One effective way to bring employers into the partnership is to encourage them to sign an ESGR Statement of Support. Another way is to link the company or business Web site to the ESGR site. This link would provide company managers and supervisors with easy access to the employer resources offered and ensure their company is in compliance with the law. These two very easy steps let employers know they are doing their part in support of the nation by supporting their military employees.

The mission of ESGR is to develop and promote a culture in which all American employers support and value the military service of their employees. The organization accomplishes this mission by recognizing outstanding employer support, increasing awareness of USERRA and resolving conflict through mediation.

For assistance with employer-related questions relating to ESGR or USERRA, visit the organization's Web site at www.esgr.mil or call toll free 800-336-4590. ★

(Major Gullotta is an Army National Guard public affairs officer assigned to NCESGR.)

The law was not on the side of a Reservist who volunteered for a deployment to avoid layoffs happening at the construction company where he worked.

Find out more
about the command's
new Close Call program
page 20



Semper Salvus



**I WANT YOU TO REPORT
CLOSE CALLS**

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