

Southern Flyer

908th Airlift Wing, Air Force Reserve Command, Maxwell AFB, Ala., Vol. 44, Issue 10, October 2007



Airlift Army way

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Cover photo...



Photo by Lt. Col. Jerry Lobb

Chief Master Sgt. Curtis Coleman, 908th SFS, gives the thumbs up sign prior to take off Sept. 10 in an Army UH-60A Black Hawk helicopter. See Pages 8 and 9 for more about the exercise involving Army aircrews and Maxwell AFB Airmen.

Southern Flyer

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For information about this schedule, call Jeff Melvin at (334) 953-7874.

Rely on solid training to excel during UCI

By Lt. Col. Scott Davis,
Commander, 357th Airlift Squadron

As most of you read this, we are well into our Unit Compliance Inspection, which runs from Oct. 9-13. The 908th AW has prepared for many months and now the UCI has arrived in full force. I wanted to take a few paragraphs to pass on my inspection survival tips and for me the best way is to relate one of my experiences.

In May 1989, as a brand new captain in the 61st Tactical Airlift Squadron at Little Rock AFB, Ark., I was a member of the lead crew selected for a container delivery system airdrop during our Operational Readiness Inspection. Unfortunately for our wing, the 50th TAS had dropped both of their graded CDS loads outside of the 200-yard criteria for a successful airdrop and the only two remaining CDS loads of the ORI would be on my aircraft and our wingman.

Our squadron commander called our two crews into his room down in the ancient alert facility at Hunter Army Air Field, Ga., and relayed the message we already knew – Our mission had to be on time and on target or our wing would receive an "Unsatisfactory" in airdrops and because of the grading criteria, this would give the wing an "Unsatisfactory" grade overall. No pressure on us!

Our squadron commander also told us he was confident we would succeed – he trusted us to perform under pressure, because we always had in the

past. At the airplane, we were greeted by a member of the Inspector General team who would be flying with us on the mission – wonderful, just what we needed, someone looking over our shoulders for this entire crucial flight.

We took off before sunrise, heading for our drop zone in North Carolina, initially at high level and then just after daylight transitioned to our low level tactical route. As we settled in at 300 feet above the ground, we noticed a mass of clouds, actually ground fog, just ahead near our turnpoint. Sure enough, turning at that first point, we had to climb up several hundred feet to stay out of the fog and the ground was totally obscured.

I immediately went to the basics of navigation, calculating our route distances versus groundspeed to get a time for each leg of the route, which the copilot timed on his stopwatch. Although we could not see our turnpoints below, we flew nearly the entire route to the initial turning point off our stopwatch timing (this was *back in the days* before INS or GPS, a Doppler for wind drift and groundspeed was our high-tech equipment).

As the ground fog finally broke up, our crew felt a twinge of relief as our check-point was in sight ahead. The pilot turned toward the drop zone and slowed the aircraft down for the airdrop, just past our planned point in a final adjustment for time control. In fact, the time over target would be perfect

("zero seconds"-graded by the inspector). But in navigating successfully to that point, I had neglected to focus my energy on the airdrop until after those final time control adjustments. As I took my position in the copilot's window, I suddenly realized I was on the wrong side of the airplane to call the airdrop. I quickly clambered to the pilot's window, saw the orange panels of our code letter on the drop zone and called "Green Light" to begin the drop sequence.

The CDS landed 150 yards to the right of the panels for a satisfactory score (our wingman's score was also satisfactory, so our wing did pass that portion of the ORI, and overall as well). Our mission concluded with a textbook landing back at Hunter AAF, with our crew proud of our success and ready for the next challenge.

As we complete our UCI, whether you are an experienced veteran or with us for your first inspection, remember that your dedicated efforts contribute to our wing's superior performance. And keep in mind: We (commanders) are confident in the men and women of the 908th AW.

Also, remember the basics, they are the keys to success. Crew coordination and teamwork are invaluable, rely on your fellow squadron members; and everything will not go perfectly, but we will succeed.

Have a great UCI and fly safe!

Ultimate checklist is in our hearts

By Chaplain (Col.) Phillip Armstrong
908th AW Chaplain's Office

As final preparations for the UCI wind down and we look forward to hosting the IG Team, we can take time to reflect upon the important things of life. There are milestones in every

life. Some of the outstanding ones create anniversaries such as weddings and births. We fondly recall graduations as the completion of an important goal.

Then there are the normal days. It is often in these times our character is tested and we learn things about

ourselves. Someone has said character is defined by what you do and/or think when no one is around to motivate or observe your behavior. The UCI is simply another test of character, competence, and preparation.

Con't on Page 3

: Ultimate checklist

Con't from Page 2

The UCI itself is a means to an end. The UCI in and of itself is not vitally important, but the intense preparation the UCI causes is vitally important because it gets us ready for duty that may involve putting our lives and the lives of those near and dear at risk.

Our checklists are designed to help us remember to do everything possible to ultimately save lives and win battles, and it is great to have someone remind us of areas of excellence and show us where getting better will improve our chances of success.

Former AES, SFS first sergeant bids farewell to wing members

By Senior Master Sgt. Christa Davis
908th Security Forces Squadron first sergeant

I have spent 28 years in the Air Force, with nearly 20 of them right here in the 908th Airlift Wing. Now that it's time to retire, incredible memories come to mind.

These include but aren't limited to responding to a medical emergency due to a terrorist bombing on base at Rhein Main AB, Germany; working in the morgue to identify 299 Marines who were killed in the bombing of their barracks in Beirut; having a ration card with only 12 visits to the Commissary/BX per year; being issued my first pair of combat boots (no, women were not issued boots in basic training back then); an Operational Readiness Inspection in Niagara Falls with 2-feet of snow; being the NCOIC of operations when the Aeromedical Evacuation Squadron launched its first live medical mission; deploying to Ramstein, Germany and Mildenhall, England for Desert Shield/Desert Storm; building geezinstacks; training medical staff in the Tunisian military; laying a wreath at the Tomb of Unknown Soldiers at Arlington National Cemetery; and a field training exercise to Lake Jordan with the Security Forces Squadron. I would have to write a novel to include everything. As you deploy, you will be in my prayers.

I would like to thank my family, civil-



Sergeant Davis

Of course, the ultimate checklist is in our hearts. When we know we are doing the right thing, we feel a certain degree of peace. When we know the author and finisher of our faith, we know our ultimate destination. When we feel close to the Supreme Being, we feel safe and secure in his protection, even in the midst of storms of explosions, bright flashes and metal streaming through the air. And if we hear sobs of hurt and pain, we ask him for the right words to bring healing to the soul as the medic brings healing to the body. Our Heavenly Father is available to be your comforter, and so are your Air Force Reserve Chaplains.

ian employer, friends and those of you who have mentored me. Without you, I would never have had such a wonderful and successful career. I hope that I have left a legacy that will be remembered.

My retirement ceremony will be held at the Enlisted Heritage Research Institute at Maxwell-Gunter Annex, Saturday of the October UTA from 5 to 7 p.m. I chose the Air Force Enlisted Heritage Research Institute as my retirement location because I am passionate about the history of the Air Force, especially enlisted history.

This will be an opportunity to honor enlisted history and tradition and reflect on my career with 908th AW members. If you have never been to the Enlisted Heritage Hall, you will be surprised at how much you will learn. Many thanks go to Chief McVicar, the director of the Heritage Hall, who graciously volunteered the facility and staff and extended the operating hours for this event.

Here's how to get there: From Maxwell take Interstate 65 North toward Birmingham. Take a right on exit 173 Northern Blvd, approx. 6 miles. Exit right onto US Hwy 231/Congressman Dickinson Drive. Gunter AFB is 2 miles on the left. Enter through main gate on Turner Blvd, turn right on Moore Dr., turn left on Butler Ave, and cross over the railroad tracks. The Enlisted Heritage Hall is on the right.

In lieu of gifts I've requested donations to the Heritage Hall: AFEHRI, 550 McDonald Street, Maxwell AFB-Gunter Annex, AL 36114-3107.

AES will host a celebration afterward at the squadron, Bldg. 1051.

I hope you can come out and celebrate with me.

July sexual assault response reporting article contains errors

Editor's Note: The article on Page 2 of the July 2007 Southern Flyer, entitled "Unit members should be aware, know how sexual assault reporting program works" contained two errors. The correct information follows:

(Incorrect). Any report to the chaplain or other privileged person must be reported to the SARC or healthcare provider.

(Correct) Any sexual assault divulged to a chaplain is considered privileged communication and will not be reported to the SARC or any other personnel without the written consent of the individual, therefore, if an individual wants the SARC involved, they should either contact the SARC directly or specifically ask the chaplain to contact the SARC on their behalf.

(Incorrect) If commanders, first sergeants, supervisors or victim advocates feel someone is about to reveal a sexual assault, they must stop the person immediately and put the person in touch with the SARC.

(Correct) If a commander, first sergeant, or supervisor feels someone is about to reveal a sexual assault, he/she has the option to stop the individual and remind him or her that they will lose their right to a restricted report if they divulge a sexual assault. This can be done effectively by reading or paraphrasing the italicized paragraph on side two of MAFBVA 36-16, Sexual Assault Checklist. It reads:

"Let me stop you for a moment. I want you to know I'm here for you and ready to listen if you need help, but I don't want you to lose any options that may be available to you by disclosing too much information to me at this time. If you think you might like to speak with the Sexual Assault Response Coordinator before we continue this discussion, I can put you in touch with him/her immediately. Just know that if you disclose a sexual assault to me, I will have to report that assault to law enforcement."

If at that time, the individual decides to report the sexual assault to the person in authority, it becomes an unrestricted case and will be investigated by law enforcement. If instead, the person decides to talk with the SARC, the person in authority is asked to put them in touch with the SARC. The SARC will then explain both types of reports so the individual can make an informed decision about which type of report he/she wants to go forward with.

UCI UTA “To Do” List!

By Lt. Col. Troy Vonada
Chief, Performance Planning

To clean a 107,282 seat stadium after every home game, to build a Habitat for Humanity home and participate in Special Olympics during the summer of 2008 is the stiffest punishment meted out to a college football team in recent years. Coach Joe Paterno, head coach of Penn State’s Nittany Lions doled out this punishment after 14 to 15 of his players were involved in a fight that took place at an off-campus party. Six of his players were arrested.

On college campuses where football stars are often treated to a lower standard, Coach Paterno, also known as “JoePa”, is going, once again, for a higher one. “I don’t condone the fight; our kids were wrong,” the coach said. At too many places in college football, the kids are never wrong. Punishments are often things that actually help the team: more running, early-morning weightlifting. It is rarely public, rarely embarrassing and never, at least to my knowledge, a blanket shot across the entire team—a true call for leadership and shared values.

The 2007 season marks JoePa’s 42nd season as head coach of the Nittany Lions, surpassing Amos Alonzo Stagg for most years at a single institution. His career record of 365 wins, 121 losses, and 3 ties places him second only to Bobby Bowden for most victories (Bowden has 367). He holds more bowl victories than any coach in history at 22, and is the only coach with the distinction of winning each of the current four major bowls—Rose, Orange, Fiesta, and Sugar, as well as the Cotton Bowl, at least once. He has led Penn State to 2 national championships, 5 undefeated seasons and 21 Top 10 finishes in the national rankings.

Under him, Penn State has never been under NCAA probation, and has never been under any serious investigation for wrong-doing. He’s highly regarded for his contributions to academic life at Penn State and his players have consistently demonstrated above-average academic success compared to Division I-A schools nationwide. Over the past 5 years, the Nittany Lions’ graduation rate as measured by NCAA was the highest in the country three times.

You may be asking how all of this ties into our UCI preparation. Coach Paterno once said, “The will to win is important, but the will to prepare is vital.” It’s October. It’s game time for our UCI. Have you prepared for the UCI battle? Have you done everything you possibly can to ensure success? JoePa is known for many things, but two of his most notable characteristics are great integrity and tremendous discipline. During the UCI, our integrity and discipline will be examined by a topnotch team of experts. My hope and desire is that they’ll find out what we already know—that we’re the best C-130 wing in the Air Force, and very proud of our status as unrivaled wingmen.

In closing, I’ll pass on one more quote from the great coach, “It’s the name on the front of the jersey that matters most, not the one on the back.” For this UTA, accomplish the following:

- Comply with AF Customs and Courtesies
- Ensure uniforms, haircuts, personal appearance are impeccable
- Make sure your area is clean, free of debris and ready for a ground safety visit
- Bring your AF PT uniform for the Wing Run Sunday at 0630

Wing, command exceed recruiting goals

The Air Force Reserve reached its recruiting goal for 2007 topping 8,000 people Aug. 28. Reserve recruiters achieved the goal 34 days before the end of the Department of Defense fiscal year.

Like the command, the 908th Airlift Wing exceeded its goal as well. Though a goal of 115 percent was set, the wing recruiting team led by senior recruiter Senior Master Sgt. Robert B. Spears Jr. reached 117 percent of the manning goal set.

"We had a good year," said Sergeant Spears. "We couldn't have made our goal without the support of the wing; the wing really stepped up. Colonel Underkofler authorized the additional slots and Colonel Forshey was a great help in the support group, because that's where most of the positions were, like admin, CE and security police."

908th AW commander Col. Michael J. Underkofler said, "I'm extremely proud of our recruiters. They continue to do an excellent job of keeping the 908th one of the command's mostly highly manned units. Year in and year out, we exceed our goals. This speaks volumes about the work our recruiters put in, but it also reflects that the 908th is a great place to work."

The colonel said a weekly manning meeting initiated by the military personnel flight helped to provide focus to the wing's recruitment efforts. "The MPF, particularly Master Sgt. Cynthia

Barker, deserve credit for our fantastic showing also. This is a team success," Colonel Underkofler said.

This is the seventh consecutive year Air Force Reserve Command Recruiting Service has surpassed its goals, an achievement unmatched by any other reserve component.

Lt. Gen. John A. Bradley, AFRC commander, said the meaning of meeting that goal could not be under emphasized.

Recruiters, the general said, play an essential role in maintaining our nation's freedom. "Recruiters have often been called the 'tip of the spear.' In our Global War on Terrorism, you are just that. The fine recruits you've enlisted are now participating members of our AFRC mission."

General Bradley said every recruiter "exceeded the call of duty."

"I remain impressed!" he said. "You continue to make me proud."

908th AW recruiters are: Tech. Sgt. Tim Scott, Huntsville; Staff Sgt. Justin Coe, Birmingham; Tech. Sgt. Grady Driver, Montgomery; Master Sgt. Demetra Nickerson, In-Service Recruiter (PCS'd to HQ AFRC/RS in July 2007) and Master Sgt. Casey Kelley, In-Service Recruiter (PCS'd to Maxwell AFB in May 2007). (Adapted from an AFRC News Service article)

Finance transformation in full swing

Staff Sgt. Clairmont Barnes
908th AW Financial Management Office

Air Force Finance offices around the country that service Active Duty, Reserve, and National Guard members are currently going through a transformation.

The transformation finance is taking on is characterized as the greatest single change in the Air Force Finance organization's 60-year history. Although this change will be almost transparent to most Airmen, it will provide for better decision support and analysis and continued high quality financial services for Airmen, while utilizing Air Force resources more efficiently. This effort will save the Air Force more than \$200 million over the next 10 years., said John Vonglis, principal deputy assistant Secretary of the Air Force for financial management and comptroller.

So, you may ask, "What exactly is this transformation and will it really affect me?" The answer is that it will only affect how your travel and military pay transactions are made by the Reserve Pay office. It will also provide a 24-hour customer service line to assist with all of your Air Force finance needs.

The transformation initiative involves initiating a Central Processing Center. This center will have approximately 500 travel pay and military pay experts to handle all transaction processing and a 24/7 customer service contact center. By centralizing transaction processing, the transformation team expects a decrease in processing time and more consistency across the Air Force. The CPC is housed in a 72,600 square foot state-of-the-art facility at Ellsworth AFB, N.D.

The process to get travel pay and military pay documents from the individual to the CPC involves the base finance office and a scanner. Members will continue to submit their military pay documents and travel vouchers to unit orderly rooms. When those documents are received in the Reserve Pay office, technicians will now enter a transaction code on the document, scan it, and transmit it to the CPC for processing. The Reserve Pay office will continue to assist personnel, but they will not have direct input into the pay system. Eventually, there will be a 1-800- customer service contact center available 24/7 for pay inquiries also.

The transfer of workloads from the base-level finance offices will be staggered by commands. The first change for the 908th AW will begin in February 2008 when our host base begins scanning and transmitting travel vouchers to the CPC for processing. The second change will come in April 2008 when all military pay documents will be scanned to the CPC for processing. The 24/7 Contact Center should be in full swing to receive inquiries starting October 2009. One bonus for Reservists is that there will be a full section at the CPC devoted to reserve military and travel pay.

UPCOMING EVENTS

October

- 8 — Columbus Day (federal holiday)
- 9-14 — Unit Compliance Inspection
- 8 -14 — Alabama National Fair, Garrett Coliseum, \$7-\$10, gates open 9 a.m. Oct. 12 and 13, 11 a.m. Oct. 14, 272-6831
- 13 — Capri Theater Gala and Colverdale Street Fest, 4 to 11 p.m., 1045 E. Fairview Ave. Free, live music, kids events, and local artists.
- 14 — Run the Runway (1.5- and 2.9-mile options), 6:30 a.m. behind the 357th AS Building
- 19- 21 and 26-31 — "Zoo Boo" @ Montgomery Zoo, 6 to 9 p.m, \$8 ages 3 and older, games, treats, train rides, 240-4900
- 30 — AF Association Golf Tourney, Cypress Tree Golf Course

November

- 1-2 — 908th AW Civic Leader Tour to Little Rock AFB, Ark., and Arnold AS, Tenn.
- 3 — Enlisted Call, 4 p.m., Maxwell Events Center
- 3 — Officers' Call, 4 p.m., Officers' club
- 4 — Operations Group Change of Command, 10 a.m. Bldg. 803, Academic Instructor School (subject to change)
- 4 — ASTS Change of Command, 3 p.m., Bldg. 803 (AIS)
- 11 — Veterans Day (federal holiday)
- 13 — AFA Veterans Day Luncheon, MAFB O'Club
- 14 — Civilian Call, 10 a.m., Bldg. 1055, CES Classroom,
- 11-17 — Montgomery Area Chamber of Commerce "Military Appreciation Week"
- 22 — Thanksgiving (federal holiday)

December

- 1 — Wing Commander's Call, 3:30 p.m., Polifka Auditorium
- 1- 2 — Glenn Miller Holiday Concert, Davis Theater
- 1- 31 — Christmas Lights @ Montgomery Zoo, 5:30 to 9:30 p.m., \$8 adults, \$5 ages 3 and older
- 25 — Christmas (federal holiday)

Wheel Men --

Aero repair shop keeps wing C-130s riding high

Story and photos by Staff Sgt. Jay Ponder
908th AW Public Affairs

Most members of the 908th Airlift Wing have flown aboard a C-130 many times, but how many of us have ever wondered about the large tires below our canvas seats?

Members of the 908th Maintenance Squadron Aero Repair Shop work on these tires. They daily ensure the continued safety of our planes and their precious cargo.

"We go through 40 to 60 main tires and 20 to 30 nose-tire assemblies per year, said Tech. Sgt. Roy R. Kimbro, AR shop repair and reclamation chief.

You can't buy these tires at your local gas station.

A 'main' tire will cost as much as \$2,500 which combined with a new center rim costing over \$7,600 will total more than \$10,000 for one main wheel.

A wheel rim for the nose alone will cost more than \$2,200.

The AR shop ensures that it always has 'rolling stock' or wheels with inflated tires available for emergencies, said Sergeant Kimbro, a traditional reservist who is a Lockheed-Martin employee.

Before the rims receive new tires, the metal rims are sent to the non-destructive inspection shop. NDI tests the rims with an eddy current inspection. In an eddy current inspection, an electrical charge is sent through the metal rims to detect cracks or weak spots. The bolts used for connecting the rims are inspected in a similar fashion as well.

Aero repair technicians are also primary specialists of the aircraft, said Sergeant Kimbro. "We're responsible for the mechanical rigging of the flight controls and the landing gear. We have duties supporting the isochronal maintenance inspection. We jack up the aircraft

checking the landing gear. On this past ISO, we replaced a nose-strut assembly which is everything that supports the front gear. The strut is changed at regular intervals based on a set schedule unless there is a failure, or we detect leaks."

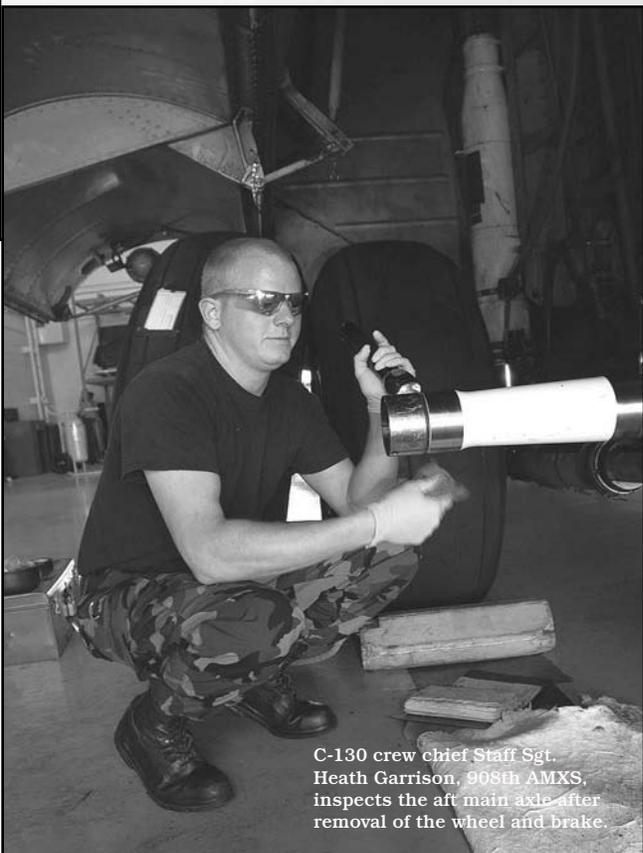
The AR shop also rebuilds the brake shoes used on the C-130 airframes.

"The hydraulic shop rebuilds the brake shoes, also rebuilding brake shoes for the supply system helping to supply other bases as well, the sergeant said.

Crash recovery is another one of the AR shop's duties. No, AR personnel don't squelch fires, but they are responsible for recovering the aircraft. The AR shop can make repairs or disassemble the aircraft for removal.

The AR shop also maintains primary flight controls like the flight control trim tabs as well as engine control cables and braking and parking brake cables.

"If it has a cable attached to it, it's ours," Sergeant Kimbro said.



C-130 crew chief Staff Sgt. Heath Garrison, 908th AMXS, inspects the aft main axle after removal of the wheel and brake.



Staff Sgt. Daniel Thompson, a 908th MXS aero repair technician demonstrates the difference in an inflated C-130 main wheel versus a main wheel that has not been inflated.



Staff Sgt. Bobby Eller, a 908th MXS aero repair technician cleans C-130 tire rims at a rim cleaning station.



A new C-130 mounted main tire is maneuvered into an enclosed cage where the air inflation pressure may be safely tested.



Tech. Sgt. Roy Kimbro, repair and reclamation chief, keeps the rim centered while assembling the main wheel of a C-130.



A wheel washing station that works much like a dishwasher concentrates streams of water at a temperature of 202 degrees Fahrenheit.



Photo by Lt. Col. Jerry Lobb

Airmen practicing airlift Army war

Airmen train as if in combat loading aboard an Army Black Hawk.

By Staff Sgt. Jay Ponder
908th AW Public Affairs

Members of the 908th AW's 25th Aerial Port Squadron and Airmen from several Maxwell AFB organizations took part in an exercise Sept. 10 involving two UH-60A Black Hawk Army helicopters and their aircrews practicing sling loading and tactical troop transport near the Maxwell AFB flightline.

First practicing with loading and unloading personnel including simulated wounded volunteers on stretchers, the Black Hawk aircrews then picked up sling loads from the field and flew around the field and off-loaded again.

25th Aerial Port Squadron members Senior Airmen Bryant Culpepper and Airman 1st Class Joshua Fleming participated in the actual attaching and detaching of the sling loads from the Black Hawks.

"The Black Hawk helicopter exercises add a new and exciting element to our training," said 25th APS commander Lt. Col. Paul Baird. "I think it had a very positive effect on them. It was good training to help prepare for any situation that we may encounter when deployed."

Chief Master Sgt. Lynn Whited, 25th APS transportation superintendent, agreed. "It was one of the most awesome things they've experienced. They both worked up to 5:30 or 6 p.m. that night and they came in just beaming," the chief said.

Lt. Col. Kjäll Gopaul, Air University System Integration Division chief, supervised the exercise. "Expeditionary readiness is important and this exercise enabled members of the 25th APS to gain practical training while providing an opportunity for three pilots to qualify on slings," the colonel said.

The Black Hawk aircrews were from the Birmingham Army National Guard attached to the 197th Infantry Brigade based at Fort Benning, Ga. Along with the 25th APS members, The Black Hawk crews flew 242 Airmen during the training including members from several Headquarter Air University branches, 68 Air Force Judge Advocate General school students, 66 officer trainees from Basic Officer Training as well as 42nd Medical Group personnel who received training on medical evacuation litter carries to and from the helicopters.

"This is the first real hands-on training we have done with helicopters," said Chief Whited. Aerial port personnel completed a two-day class learning marshalling (the use of arm and hand signals), learning where to stand and where not to stand on sling loads capped by four hours of practice hooking the slings to the helicopter and learning where not to hook the slings.

"Sling-load missions are hard to come by. It was great, they loved it," said Lt. Col. Gopaul, noting the Black Hawk aircrews' exuberance over the exercise.

"Not only does this training have deployed applications, but it is a great morale booster when you participate in something extraordinary, something outside the box," added Colonel Baird, the aerial port squadron commander.

Describing his part in organizing the exercise, Chief Whited said, "I worked with Lt. Col. Gopaul and provided him



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ny

Black Hawk aircrews provide realistic training for aerial porters, Maxwell AFB Airmen

with classroom facilities as well as having different types of sling loads rigged up. The three types of sling loads were a type V platform, (an airdrop platform or pallet with a 3500 to 4000 pound box of lumber strapped to it), cargo net with parachutes and rigging and an A-22 cargo bag.”

The system integration division chief cited another reason for the exercises, the IED threat in the theater. “It’s safer to conduct helicopter loads than to transport loads by convoy on the ground. Our Airmen are just as involved on the ground as our sister services on the ground in the AOR are as well as in the air.”

Members of the Army guard unit from Birmingham need the sling load training that they couldn’t get in Birmingham, Chief Whited said. “This helps fulfill their mission training requirements. It also helps us reduce our costs in transportation because it gives us the ability to refrain from putting miles on our vehicles so we don’t have the big transport vehicle costs.”

“We also want to utilize the Black Hawk and Chinook helicopters to sling the airdrop loads to the base from the drop zone rather than having to truck the loads over the road,” said Colonel Baird.

“This training being conducted will help ensure Airmen will be focused on the mission and not the distractions of flying by helicopter,” said Colonel Gopaul.

Colonel Gopaul added that he wanted to thank the 908th Security Forces Squadron for providing “mission-critical support for the operation.”



Chief Master Sgt. Curtis Coleman, 908th SFS, participates off-loading during a combat simulation.



Left to right: a 25th APS member connects the pallet to the underbelly of an Army Black Hawk.

Healthy Airmen

'Slip! Slop! Slap! ... and Wrap'

By Capt. Pamela Sexton
908th ASTS

“Slip! Slop! Slap! ... and Wrap,” is perhaps the latest way the American Cancer Society is attempting to remind individuals to protect themselves from the sun’s harmful ultraviolet radiation. Sounds almost like something from a barnyard, but in actuality it simply means, “Slip on a shirt, slop on sunscreen, slap on a hat, and wrap on sunglasses.”

The American Cancer Society has no specific numbers on the occurrence of skin cancer in the United States, due in part to the fact that cancer is not necessarily a reportable condition. Estimates place the numbers in excess of one million new cases each year. Approximately 800,000 to 900,000 cases are basal cell carcinomas with 200,000 to 300,000 being squamous cell carcinomas. Melanoma, the most dangerous of the skin cancers, accounts for only 3 percent of the annual skin cancers, but unfortunately causes the most deaths. Melanoma is estimated to cause 59,940 new cases of skin cancer for the year 2007 and may likely cause 8,110 people to die.

What are the various types of skin cancer, what is the treatment, and how can we protect ourselves? These are but a few of the questions we will answer in our attempt to explore the recently heightened subject of skin cancer.

Skin cancer can be divided into several types: precancerous growths, nonmelanoma, and melanoma skin cancers.

Precancerous growths may take many shapes or forms. These growths may be a precursor to a potential skin cancer and should, at the very least, be evaluated by a clinician or dermatologist. The most common are referred to as actinic keratosis, or solar keratosis, and may range from light to dark, tan to red, or a combination of these colors. Found on mostly sun-exposed areas, the area itself may be flaky, crusty, or resemble a simple red bump. Usually, an individual will feel the spot before it is seen, especially if it is flesh-colored. This feeling mimics that

of a sand spur pricking the skin when a fingernail is scraped gently across the top.

Treatment may include creams, phototherapy, laser surgery, or a simple “burst” of liquid nitrogen done in the clinician’s office.

Actual skin cancers are classified as either nonmelanoma or melanoma type. Nonmelanoma skin cancers include both basal cell and squamous cell carcinomas whereas the melanoma is in a class all its own. The name of the skin cancer is derived from the type of skin cell it affects.

Of the nonmelanoma type, basal cell carcinomas are the most common and least dangerous. Basal cell carcinomas occur on sun-exposed areas and may resemble a pearl or grey colored waxy growth, a red patch, open-sore, or scar-like area with shiny taut skin. This is a very slow growing, superficial type of cancer and usually does not cause any deep tissue damage, as long as it is found and removed early.

Treatment for basal cell carcinomas may include simple excision (also known as an excisional biopsy), curettage and electrodesiccation (scraping the area and applying an electric needle to destroy the cancer cells), cryosurgery (use of liquid nitrogen), application of chemicals (to peel away the skin), or the application of certain immune modulating creams (to help the body fight off the cancer cells). Regardless of the treatment, expect some minor scarring or loss of pigmentation at the site.

The second type of nonmelanoma skin cancer is called squamous cell carcinoma. Squamous cell carcinomas are deeper seated in the layers of the skin and have a higher incidence of spreading to other areas of the body, specifically the fatty layers of tissue beneath the skin. Squamous cell carcinomas are also common on sun-exposed areas and resemble that of a red, scaly bump, usually larger than that of a basal cell carcinoma.

Treatment for squamous cell carcinomas is similar to that of basal cell carcinomas, unless the growth has invaded deep within the tissue or has spread to lymph nodes; at that point, more aggressive treatment may be necessary.

Melanoma, the most dangerous, affects the melanocytes (the cells that make brown pigment). For this reason, melanomas are often brown or black, but it is important to remember that melanomas may be flesh-colored as well. Although melanomas most often affect fair skinned people, having dark skin does not mean you are free from the risk.

When evaluating melanomas, remember the A, B, C, D, Es.

A = Asymmetric (if you draw a line down through the middle, the two halves would not match); **B = Border** (the borders are uneven and may even appear “scalloped”); **C = Color** (a variety of colors; different shades of brown or black); **D = Diameter** (usually larger than ¼ inch); **E = Evolving** (anything that grows or changes).

Early detection and treatment is crucial for melanomas. Treatments may involve surgical removal, amputation, chemotherapy and radiation, although new treatments are being evaluated. Unfortunately, melanomas like to show their ugly face again if not discovered/removed early. Take this seriously!

Risk factors for all of the precancerous and cancerous types of skin lesions are essentially the same. Too much sun exposure (especially at an early age), fair skin, family history, weakened immune systems, age, and gender (male) all play a part. For the majority of the risk factors we have no control; sun exposure, however, we can control!

So, how can we protect ourselves? Limit that UV exposure (avoid the hottest part of the day; also avoid other sources of UV light such as tanning beds), wear protective clothing, use sunscreen (SPF 15 or higher), wear sunglasses, protect children, check for abnormal moles or other growths, and consider genetic counseling (for a family history of melanoma). Just remember, slip, slop, slap and wrap!

For more information, consider visiting these web sites: <http://www.cancer.org> (American Cancer Society); www.amer-derm-assn.org (American Dermatological Association); www.skincancer.org (The Skin Cancer Foundation).

Always keep in mind the ABCDEs of melanoma. Suspect melanoma in any skin lesion that is asymmetric (A), that has an irregular border (B), that is variegated or dark in color (C), that is larger than 1/4 inch in diameter (D), or that is evolving (E).



Photo by Staff Sgt. Christian Michael

22nd Air Force Commander visits wing

Master Sgt. Ronald Moncrief directs Maj. Gen. Martin M. Mazick's attention to a propeller on one of the unit C-130 aircraft while pointing out examples of in-house creative problem-solving during the 22nd Air Force commander's visit to the 908th Sept. 8 and 9. Sergeant Moncrief is chief of the 908th MXS's flight propulsion shop. General Mazick's visit was light on briefings and

heavy on interaction. He told the Reservists he met, "We came to see you do your job." In addition to questions about the Airmen's respective jobs, the general asked pointed questions about deployments and related some of his deployment experiences.

Is your family ready for you to deploy?

The Air Force Reserve operations tempo has increased significantly since 9/11. Being ready to deploy at moments notice has become a way of life for many Air Force members. The well being of families during periods of separation has always been one of our command's greatest concerns. Because of these demands, the Family Care Program has become more critical than ever.

Family Care Program AFI 36-2908 requires a wide range of Air Force members to develop a formal plan to take care of their families. While the AFI requires all Air Force members with families to have family care arrangements that reasonably cover all situations, both short, and long-term, it specifically requires written care plans for single parents, dual military couples and members who have civilian spouses with unique family situations such as illness, disability, or marital separation.

The member then provides a copy of the plan to his or her unit first sergeant, who is required to review, certify and file the plan in his office or the unit orderly room.

Effective planning allows members to report on time and prepared for UTA, TDY or activation duties while minimizing the impact of their sudden absence from the family.

Circumstances requiring a review of a member's family care plan include: birth or adoption of a child; loss of spouse through

death, separation or divorce; becoming a dual military couple; providing sole care for an elderly or disabled family member; and, absence of the spouse due to career, job commitments or other personal reasons. It is very important for you, the member, to provide your servicing MPF with documentation (birth certificates, certificate of marriage, divorce decree, court orders etc.) to ensure DEERS updates are done properly, if any of these circumstances pertain to you.

Developing a Family Care Plan is very important, especially when you are leaving your loved ones. As an Air Force member, it is your responsibility to ensure that adequate care arrangements are made for your family members in the event that you are on temporary duty (TDY) including short notice and no-notice deployment, alert, recall, extended tour of duty, shift work or other similar military obligations.

Failure to make such arrangements, may not only cause unnecessary problems for the member's family, but could result in disciplinary action under the UCMJ, involuntary separation, or both.

To get started creating a Family Care plan, 908th AW members should visit their first sergeant. (Provided by 908th Military Personnel Flight)

Wing snapshots



Loadmaster Master Sgt. J.D. Ballantine, 25th APS, guides the loading of pallets aboard a unit C-130 preparing for take off Sept. 8 bound for Muniz ANGB, Puerto Rico, to participate in another round of Coronet Oak missions.

Photo by Lt. Col. Jerry Lobb

Senior Air
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Current and former 908th AW members, spouses and guests gathered at the Falcon's Nest Club on Gunter Annex Sept. 8 for the annual alumni social and dinner.



Photo by Staff Sgt. Christian Michael

Airman Christel Carlisle, 25th APS, accepts congratulations at September's Commander's Call from Air Force commander Maj. Gen. Martin M. Mazick for being named the wing's Airman of the Quarter. Other fourth quarter award winners were: Tech. Sgt David Reza, ASTS, NCO of the Quarter; Mas-offrey Meehan, MXS, Senior NCO of the Quarter and Capt Danielle Strickland, OSF, Company Commander.



Photo by Jeff Melvin



Photo by Staff Sgt. Jay Ponder



Photo by Jeff Melvin

Above, 908th OSF's Capt. Danielle Strickland completes a leg for 908th AW team competing in the 60-mile relay around Maxwell Air Park as part of Maxwell-Gunter Complex's 60th Air Force birthday celebration Sept. 18. Below, Lt. Col. Tom Ohland, 357th AS, receives a certificate and a pin from 908th AW commander Col. Michael J. Underkofler, recognizing him for 20 years of federal service.



Photo by Lt. Col. Jerry Lobb

Sen. Jeff Sessions speaks to the gathering of dignitaries and military and civilian guests on hand at the Sept. 13 total force integration announcement at Maxwell AFB, Ala. Seated on the stage with the Alabama senator are: from

left, Ala. Gov. Bob Riley; Air Force Chief of Staff Gen. T. Michael Moseley and Lt. Gen. John A. Bradley, commander, Air Force Reserve Command.

Chief of staff announces total force integration steps

MAXWELL AFB, Ala. – The creation of an active association at Dannelly Field with the 187th Fighter Wing and consolidation of Air Force Reserve Command officer commissioning programs with the active-duty Officer Training School at Maxwell AFB were two of initiatives announced by the Air Force's top officer at an event here Sept. 13.

Chief of Staff Gen. T. Michael Moseley said the initiatives are part of the service's total force integration effort designed to cement more than 680,000 active duty, Air National Guard, Air Force Reserve Airmen and civilian employees into an even more capable and efficient Air Force.

Coupled with the creation of the active association with the 187th FW was the redesignation of the Alabama Air National Guard's 160th Fighter Squadron at Dannelly Field as the 100th Fighter Squadron. The famed "Red Tails" of the 100th Fighter Squadron, members of the Tuskegee Airmen, distinguished themselves in combat in Europe and the Mediterranean during World War II.

The 187th FW will continue to have principal responsibility for the F-16 Fighting Falcon aircraft while incorporating active-duty Airmen into the unit.

General Moseley stated the Air Force would continue the active association

at the 169th Fighter Wing at McEntire Joint National Guard Base, S.C., and announced the establishment of active associations with the 482nd Fighter Wing at Homestead Air Reserve Base, Fla., and the 301st Fighter Wing at Naval Air Station Fort Worth Joint Reserve Base in Texas.

He also announced plans to expand the active associate community basing effort with Vermont Air National Guard's 158th Fighter Wing.

Starting in October, AFRC will send its candidates for reserve line officer to the Officer Training School at Maxwell AFB

instead of the Academy of Military Science at McGhee Tyson ANGB, Tenn.

"We see common commissioning programs as another way to cement the bonds between our future total force officers," General Moseley said.

AFRC commander Lt. Gen. John A. Bradley said sending all line officer candidates to OTS will standardize their training and enhance force development of newly commissioned officers.

One major difference between OTS and AMS is the duration of the training. OTS is 12 weeks; AMS is six.

Personnel Center streamlines retirement actions

RANDOLPH AIR FORCE BASE, Texas (AFPN) – Personnel officials have streamlined the retirement process by consolidating a portion of the workload of 84 military personnel flights into one service center. Now newly retired Air Force members and retired members seeking or needing corrections to their Certificate of Release or Discharge from Active Duty, commonly referred to as a DD Form 214, will get action in record time.

Retirees can now review their 214s on line and provide feedback to AFPC. In the past, each base military personnel flight handled creation of 214s for retiring personnel. That work is now done in one office located at AFPC. The most immediate improvements became evident in DD Form 214 corrections.

Retiring members can sit at home, log in, view their 214s and correspond directly with AFPC. They don't need an appointment any longer; they can log in anytime.

The Web site is: <http://ask.afpc.randolph.af.mil>. Click on vMPF Self-Service Applications. Retirees can also call toll free to 1-800-616-3775, and select options 1, 1, 2. This phone line is manned 24 hours a day, seven days a week.

Take Note

Promotions

Congratulations to the following people promoted to the grades indicated:

....to Tech. Sgt.

Caterina Durham, AES
Charles Daum, AES
Donald Fykes, CES

....to Staff Sgt.

Anthony Riley, 25th APS
Thomas Fitch, LRS
Cathryn Eddins, MXS
Glenties Jacobs, MXS

....to Airman 1st Class

Derek Hollingsworth, MXS

....to Senior Airman

Tia Moore, ASTS
Raymond Giadrosich Jr., 25 APS
Melissa Mollett, CES

....to Airman

Sean Coe, ASTS
Robby Jackson, ASTS

Congratulations to the following people recently selected for promotion to captain in FY 08:

Brian Fessler, 0SF
Ronald Helm, ASTS
Nov Ing, 357th AS
Christina Russell, 25th APS
Mark Sanchez, CES
Josue Sanchez-Lajara, 908th AW
Derek Shehee, 357th AS



Photo by Staff Sgt. Jay Ponder

Airmen sharpen survival skills

Senior Airman Jan-Michael Burkhalter, 908th MXS, listens intently as he and other unit personnel receive instructions during chemical, biological, radiological, nuclear, and high yield explosives monthly training.



JROTC cadets post colors

The 908th Airlift Wing conveys its appreciation to the Sidney Lanier High School Army JROTC Color Guard for posting the colors during the September Wing Commander's Call. The color guard cadets were: Curtisia Benjamin (commander), Alberta Green, Christopher McCrary, and Terrence Murphy.

908th Airlift Wing
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