

**SFS COMMANDER HAS SENSE OF SECURITY PGS. 4-5**

# SOUTHERN FLYER



# TIGHT SQUEEZE

Army rocket launcher takes a ride with the 908th

# SOUTHERN FLYER



Vol. 49 Issue 04  
April 2011

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## PUBLIC AFFAIRS

PA Officer: Lt. Col. Jerry Lobb  
 Editor: Gene H. Hughes  
 Writer: Tech. Sgt. Jay Ponder

# Take charge of your health

**W**hat is your color? Who is your Unit Health Monitor (UHM)?

We know each of us is responsible for maintaining our health. Our tracking system is PIMR-Individual Medical Readiness. You will show green if all your requirements are current. You will be yellow if something is due. Expired requirements make you red. So, how do we keep our numbers up and keep us green-ready to go?

First, do your web HA (health assessment) when your UHM tells you it is due. That starts the process. The UHM is responsible for scheduling you with the clinic for any appointments but they cannot do that if you have not done the web HA. Most of us non-flyers will have a physical with the clinic every three years. The other two years we have to do the questionnaire and any follow-up appointments. The web HA dictates those appointment requirements.

Know your medical conditions and any prescription or over the counter medications you take. Any time you see your private physician,

get a copy of any treatment recommendations and bring them with you.

Second, see your dentist regularly.

The military dentist will see you once every three years, hopefully at the same time you see us for your physical. The DD Form 2813 is the form we ask your civilian dentist to complete for the other two years. If issues are identified, the military

dentist will call you in.

Third, immunizations are required at

different intervals related to the particular immunization. For example, we know flu is due every fall.

Fourth, if you wear glasses, bring those to your appointment. You will need new gas mask inserts. We need your prescription or need to read your glasses to be able to order them.

Fifth, we are required to do an HIV test every two years, so you will need to see the lab.

Be proactive — you can look in ARC Net via the AF Portal and it will tell you when you last accomplished everything (not just IMR, but security clearance and other deployment related info).

Be your own personal advocate.



COL. CAMILLE PHILLIPS  
Commander, 908th ASTS

## A MOMENT WITH THE CHAPLAIN

CH. (MAJ.) JAMIE DANFORD

I have a good friend who immigrated to this country from Ireland several years ago. When we get together he likes to share traditional Irish blessings (well, some are drinking toasts shrouded as a blessing). What I like about them is the good wisdom that is found within the words. He shared this one with me the other day:

*"Always remember to forget  
The troubles that passed away.  
But never forget to remember  
The blessings that come each day."*

This past UTA we spent a lot of time talking about resiliency and being able to be a good friend (wingman) to those around us. One of the key points is to focus on that which is positive and minimize dwelling on the negative. This is not being false in dismissing wrongs or even injustices — but to keep an optimistic focus.

Think for a moment. We spend a lot of our time dwelling on "troubles that passed away," troubles that are in the past and keep us bound only through memory. That baggage needs to be let go.

In doing so we can focus our mind on the blessings that come our way. We miss most of the blessings simply because we do not look for them — we are so busy looking down or back that we forget to look up. We all have blessings to be thankful for — look for them and then remember them daily.



Just a little of this ...

# Dental Economics 101

## CARING FOR PEARLY WHITES CAN SAVE SOME GREEN

By Col (Dr.) Hal H. Rhea  
908 ASTS/SGD

The "Great Recession" has impacted the way many of us handle our finances. With rising food and energy prices, we are all looking for ways to cut expenses and stretch our paychecks. Here, I've listed several ideas that will save you both time and money when it comes to addressing your dental requirements.

Begin at home by improving your own oral hygiene. While this may seem obvious, the sad truth is most of us do not brush and floss our teeth and gums well enough. Flossing is too frequently put off until tomorrow, or maybe not at all. Not flossing leaves food and bacteria between the teeth and under the gum line for days and weeks, leading to bad breath, tooth decay, and gum disease.

Try to brush after each meal, using a fluoridated tooth paste and a soft bristled brush. Before bed, gently floss first, and then brush your teeth and top of tongue. This allows your teeth and gums a very important six to eight hours free from bacterial insult, and the chance to heal. Water-pics and some mouth



... will minimize the need for these.

rinses are beneficial, but none take the place of nightly flossing. Starting to floss is a bit like first going to the gym and lifting weights — both gums and muscles can get sore. Your gums may even bleed easily if they are unhealthy.

Do not quit! Your gums will get over their initial soreness and will stop bleeding as they become healthier during the next seven to 14 days. If your finger dexterity does not allow for flossing, check the drug store for alternative devices such



U.S. Air Force Photo/  
Gene H. Hughes

## SOUTHERN FLYER

### COVER PHOTO:

908th Airlift Wing members watch the spacing as a U.S. Army High Mobility Artillery Rocket System is rolled onto a C-130.

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We solicit articles, drawings and photographs and reserve the right to edit materials to conform to "Southern Flyer" editorial policies. Because of the printing and mail-out schedule the newspaper goes to press on Friday, two weeks prior to the unit training assembly.

The submission deadline for articles or information is the Monday two weeks prior to the UTA. Send inquiries and submissions to 908AW/PA, 401 W. Maxwell Blvd., Maxwell AFB, AL 36112 or e-mail them to 908aw.pa@maxwell.af.mil. Our phone number is (334) 953-6804 or DSN 493-6804; our fax number is (334) 953-2202 or DSN 493-2202. For information about this schedule, call this office at (334) 953-7874.

# Airlift wing gets new 'top cop'

## TERRORISM EXPERT LEADS BY EXAMPLE, MENTORING

By Tech. Sgt. Jay Ponder  
908th AW Public Affairs

The mindset of Captain John T. Brooks, commander of the 908th Security Forces Squadron, can be summed up in a quote from President Franklin D. Roosevelt: "A man cannot lead others who first cannot lead himself."

And Capt. Brooks leads by example — and by mentoring, "even with the smallest task," he said. "I tell my guys, when you do something, you own it, because when you own it, it's yours and you take care of it!"

Capt. Brooks grew up in Virginia Beach, Va. He began his career as enlisted, with tours of duty in Korea and Belgium. There, he came to realize he wanted more, so with the help of supervisors and mentors, he was selected to attend a reserve officer commissioning program.

"I decided there was probably a lot more I could do and I really felt the need and desire to affect positive change on a larger group of people," he said.

When at Maxwell, the 908th SFS works on readiness requirements in terms of individual training, concentrating on self-aid and buddy care as well as first-responder and small-team tactics. The firing range is also a very active program in which the squadron supports the wing.

"That's become more of a requirement now because the flyers are doing so many missions we have to support," Capt. Brooks said. "We ensure the aircrews are all current



Col. Pete Peterson, 908th Mission Support Group commander, presents the Security Forces guidon to new commander, Capt. John Brooks, who also serves as the Air Force's Northern Division Chief of Security Forces, Anti-Terrorism and Force Protection.

on their weapons and we also serve as the primary point of entry, helping folks stay current with security management programs.

The Security Forces Squadron also has a Provost Marshal role which includes the basic law enforcement functions. Capt. Brooks explained his squadron has to train for those duties as well because members won't always be sent down-range to defend a base. "A base is like a small town," Capt. Brooks said. "When you have all of these different folks all thrown together, things can occur, so we also undertake the mission as police officers.

"The beauty of our career field is not just go out and defeat bad guys, there's a big piece of what we do that's all about protecting people and helping folks in bad situations."

When he took command last month, he stressed that the security

squadron's number one mission is be prepared to deploy.

"This relates back to readiness including physical fitness, the member's understanding of security forces tactics, techniques and procedures as well as those of potential adversaries," he said. "Being up to date and current on all the required ancillary training is very important. In a nutshell, what I continue to stress to them is what drives us is; does it relate to our readiness to go do those missions assigned to us by the Air Force?"

"As long as we keep that as our singular focus, we'll get to the position of excellence where I want the squadron to be."

And with his experience, it shouldn't take too long. In his "other job," he is the Air Force's Northern Division Chief of Security Forces, Anti-Terrorism and Force Protection, based at Tyndall AFB, Fla.

## DENTAL, FROM PAGE 3

as "Plackers." Improving your home care is the single most effective way to save thousands of dollars in dental repairs, plus the "chair time" spent at the dental office.

Replace sugary soft drinks and juices with water. People who sip on Coke or Mountain Dew all day long put themselves at very high risk for tooth decay. Water is much better for you, and cheaper.

Stop smoking or using dip tobacco. Smokers and chewers are at much higher risk for oral cancers, gum disease and yellow teeth. Smokers also need to worry about lung and throat cancers. Chewing tobacco may contain up to 35 percent sugar, also promoting cavity formation. You will be amazed at the money you can save by not using these deadly, expensive products.

Do not cut back on going to the dentist or dental hygienist. That would be akin to not changing your car's oil in a vain attempt to save money — it will eventually catch up with you. Regular check-ups are critical to maintaining optimal oral health and detecting any problems while they are small, easier, and less expensive to fix. To remain in the Reserve, you will need your civilian dentist to do your annual exam two years in a row.

After you have submitted two 2813 forms in succession, the next or third exam must be military. The 908th Dental Section does not possess the resources to do a military exam every year on 1,200 members. Get the most mileage out of your 2813s by having your dentist fill them out as close to one year apart as possible.

Take advantage of the Reserve dental insurance and find a civilian dentist. At \$12 per month for a member, it is reasonably priced. To enroll, go to [www.TRICARE-dentalprogram.com](http://www.TRICARE-dentalprogram.com) or you may call them toll free (888) 622-2256. This plan will help you budget and control your expenses.

For members without a dentist or insurance the RHRP (formerly FedsHeals) program can provide a civilian dental exam at no cost. Members will be scheduled at a clinic within 50 miles of their home. The results can take one to two months to reach the 908 PES, so planning ahead is important to ensure your annual dental exam requirement does not expire.

To make an appointment through the RHRP Scheduling Center call toll free (800) 666-2833 (press 3), Monday through Friday, 7 a.m. to 10 p.m., and Saturday from 7 a.m. to 3 p.m. Central Standard Time. This program does not pay for any other treatment.

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Air Force photos/Gene H. Hughes

# NEED A LIFT?

## Army weapon system a perfect fit for C-130 wing

By Gene H. Hughes  
908th AW Public Affairs

The ground crew gathered around the large, green hulk of a vehicle as it sat on the Maxwell flightline, sizing up the metal beast for the task at hand: loading it on a C-130.

The 908th Airlift Wing had been requested to team with the U.S. Army and Lockheed Martin to transport a High Mobility Artillery Rocket System (HIMARS) to a location where new capabilities would be tested; capabilities that when coupled with those of the C-130, will save lives on the battlefield.

The HIMARS is an artillery rocket platform mounted on a five-ton truck that has seen use in both Iraq and Afghanistan. Although it has

been in service with the Army and the Marine Corps for about a decade, it is being modified to cut down the amount of time necessary for personnel to put the system into action following its insertion by military aircraft.

According to Steve Gentry, Lockheed Martin Missiles and Fire Control contractor, in-flight initialization of the system would mean reduced time needed for fire-missions on the ground, allowing the launcher to provide fire against "time-sensitive, high-payoff targets of opportunity."

It would also reduce the launcher's vulnerability to enemy fire, increasing survivability of the personnel, system and the transport.

"The Hot Panel capability minimizes

the time that is required to conduct these missions once offloading the launcher," said Major Michael Fitzgerald, HIMARS Assistant Product Manager. "This means mission accomplishment and lives saved. Minimizing enemy exposure to both the launcher and aircraft crews is one of the key benefits of this capability.

The fact that it can be carried on the C-130 adds to its utility as it can be transported to remote locations and employed quickly to react to time sensitive targets.

During the initial concept and design phase, special equipment was used to ensure the concept was feasible and to back it up with demonstrations. Changes were made to the software to allow the launcher to be loaded on the aircraft and powered down during most of the flight. Prior to landing, the launcher Fire Control System (FCS) is powered up, beginning initialization.

The navigation system then receives GPS data from the Joint Precision Air Drop System (JPADS) installed in the aircraft cargo bay, thereby finding its position and orientation with precision sufficient to fire any of the smart munitions in the Multiple Launch Rocket System arsenal.

According to Mr. Gentry, the HIMARS launcher was designed from the very beginning to be C-130 transportable, but at that time, the ability to initialize and navigate in flight was never considered. During the development and testing phase, the C-17 was the transport aircraft of choice, primarily due to its capability to carry two launchers. This allowed for increased testing opportunities not available using the C-130.

At the conclusion of C-17 testing, the Army's Precision Fires Rocket and Missile Systems and Lockheed Martin, the HIMARS contractor, decided it was time to test the results on the C-130 aircraft.

"Since that time, several changes have been made in both the C-130 and the HIMARS FCS which made this a real possibility," he said. "The most significant was the addition of JPADS to the C-130 fleet. Without this significant enhancement, the Hot Panel mission would not have been viable."



Testing the system was only one aspect of the day's events. The other was in the hands of the Wingmen. It wouldn't be easy, as the vehicle's formidable size left very little "wiggle room." It took a fair amount of maneuvering, but after a few minutes, the HIMARS and a team of U.S. Army and Lockheed engineers was sitting – quite snugly – in the cargo hold.

The Lockheed-Martin and Army team will have to analyze the data recorded during the flight tests. Hopefully, the results will show that the data is within allowable limits.

If they are, the program will culminate in a live-fire demonstration of a "real-world" scenario using soldiers rather than contractors. A C-17 and a C-130 will transport the

system from Ft. Sill, OK to White Sands Missile Range where they will land, the launcher will roll off, shoot live rounds, load back onto the aircraft and make a hasty exit.

The object of the day's exercise, according to Maj. Fitzgerald, was to collect as much flight data as possible to confirm the accuracy of the HIMARS FCS for Hot Panel operations. When all was said and done, the mission was deemed another successful Army-Air Force teaming.

"Each branch of service has unique capabilities," he said. "The

Air Force's ability to transport equipment and personnel around the battlefield and to locations that wheeled transport cannot go is imperative to deliver ground-based firepower in a timely manner.

"By working together we were both able to benefit. That is the true synergy of joint operations. We were able to collect all the

data we needed to confirm the Hot Panel capability with the C-130, and the Reservists gained valuable training by loading and flying with such a large and unique piece of equipment."

Mr. Gentry and Maj. Fitzgerald agreed that every single airman and every officer they encountered at the 908th was outstanding.

"I have never worked with a more "can-do" group in my career," Mr. Gentry said. "Everyone involved did everything they could to make these flights successful and give our engineers the chance to get the data they needed to be able to validate this capability. I commend the 908th and look forward to working with them again in the future."



HIMARS photo courtesy of PFRMS

Top: Crew members line up a U.S. Army HIMARS prior to loading in on a C-130. Above left: A HIMARS fires a missile during testing. Opposite: Loadmasters Staff Sgt. Chris Wild and Master Sgt. Montgomery guide the HIMARS into final position.

# COMM CHECK: LOOKING THROUGH A NEW WINDOW

## WING PREPARES TO MIGRATE TO NEXT MICROSOFT OPERATING SYSTEM PLATFORM

Information provided by  
908th Communications Flight

By now you should have heard about the upcoming release of Windows 7, and of course many of you may be asking what is included in this release and how does it affect your mission.

Air Force Network Operations and Headquarters Air Education and Training Command have directed that all base machines, with the exception of those with a current Microsoft XP waiver be upgraded to Standard Desktop Configuration (SDC) Version 3.1 no later than Dec. 31. The major changes for this version are the upgrade of the operating system to Windows 7 from Vista and the web browser to Internet Explorer 8.

Additionally, there will be several

applications included in SDC Version 3.1 and several removed that you may have used in the past. (a list of approved software will be loaded onto the 908th Communications Flight Sharepoint site at <https://maxpoint.maxwell.af.mil/sites/tenants/908/default.aspx>)

The 908th CF will rely on the Client Support Technicians (CST) to help facilitate the process primarily because this migration will affect all software loaded on each machine.

The upgrade is a "Wipe and Load," which will require a re-install of all software not included in this version of the SDC. As part of the upgrade, the automatic push will back up all the information under the user's profile before the upgrade and restore the data after the upgrade, but we suggest and encourage members to back up their PST files

(e-mail) and associated documents as a precaution.

The upgrade will be deployed over the network after normal duty hours, targeting about 100 machines nightly. After the upgrade is complete, your assigned CSTs will reload any authorized Commercial off the Shelf (COTS) software products that the user may require to perform their assigned duties. All COTS products must be approved before loading them onto your machine. Verify approval with Senior Master Sgt. Tyrone Williams.

The 908th Airlift Wing is scheduled to migrate during the next two months. The 908th CF will contact your assigned CST about two weeks ahead of time and make the necessary arrangements. The CSTs are instrumental in working with our folks to ensure that software not included

in this release (i.e. Adobe Pro, MS Project, etc) is reloaded onto the user's computer.

Your CSTs will arrange to re-install any authorized COTS on your machine, and must provide the original software and current purchase/license agreement for any re-installs.

All licenses will/must be maintained by the Comm Flight.

Upgrading more than 1,200 machines within two months is a major effort. Comm Flight cannot accomplish this without the total cooperation of you and your CSTs. We look forward to working with you in making this a success. As we learned from the last migration, we cannot wait until the last minute to get this accomplished.

If you have any questions, our POC for this task is Tech. Sgt. Keith Rudolph.

## Online video can take the mystery out of MyPay

By Senior Airman Cynthia Fogelman  
908th FMO

There still seems to be many issues surrounding the LogIn and Reset of MyPay passwords. In the 908th Financial Management Office, we have a continual flow of individuals coming in for MyPay assistance. There is a tool that can assist you in your own office or home. We have found a very informational video (approximately four minutes) that can be very helpful.

The link for this video is:

<http://www.youtube.com/user/wepaydod>

Active duty military, National Guard and Reserve military members, civilian employees, and military retirees can access and manage their pay information, leave and earnings statements, W-2s and more with the well-organized myPay section of the Defense Finance and Accounting Service web site at [mypay.dfas.mil](http://mypay.dfas.mil).

Just as a reminder to all, tax season is coming to an end. April 15 is the deadline for filing your tax returns. Once again, if you have any trouble accessing your account, check out the video link above.

As a last resort, call the finance office at 953-6722.

# Safety Sense: Good examples are best teachers for our Airmen

Information provided by  
908th AW Safety Office

We sometimes seem to be living in a copycat world. If one automaker's leasing offer attracts consumer interest, every other car company will soon be riding the same bandwagon. Why mention this in a talk about safety? Because we're more likely to do things safely because we've seen others doing them that way.

We all profit from each other's good examples.

New Airmen certainly benefit by seeing operations conducted the safe

way. As you all know from experience, Airmen who are new on the job take a while to adjust and to discover how they fit into the big picture.

New Airmen who have never held a job before — or who were employed by a firm that had a weak safety program — will probably need considerable instruction. The 908th Airlift Wing will provide instruction and training, but important knowledge will also come from observing and talking to fellow workers. Early impressions of you will be at least partially formed through these

contacts and observations. Likewise, Airmen whose former employers emphasized safety will probably think more of you personally if you measure up to the caliber of people they are accustomed to working with.

"Don't do as I do; do as I say" is a pretty tired expression. It became tired because we all have repeated it many times — not just verbally but in action, which speaks louder than words.

When we leave our safety glasses on our foreheads rather than over our eyes, or when we kick trash under a bench rather than pick it up, we're

not selling safety effectively. Our actions are saying: "I believe in wearing eye protection but not in protecting my eyes," and "I know trash can cause an accident, but it's not important enough to make me pick it up."

There's another angle to good examples. Too often people dress to impress others with their good taste rather than their knowledge of safety. Wearing rings, bracelets, and other ornaments is dangerous around machinery and on jobs in which it's possible for jewelry to catch on objects and cause injury.

We should always dress for the job. Our image as a fashion expert may suffer, but we'll be practicing good safety, and that's more important.

Some of us probably feel we have already set good examples for safety, and perhaps we have. But consider for a moment how, when we think about an accident, it's usually in regard to someone else. Make your personal safety just as real, and you'll have a good chance of not becoming that "other person" to whom accidents are always happening.

We might also remember that our

children will someday be entering the workforce. They, like our newcomers, can benefit by our actions that exemplify safety consciousness.

Most of us try to make a point of showing our kids the safe way to cross streets or how to light matches when they're an appropriate age. If, through the years, they also learn from you how to use a ladder correctly, or that it's a good practice to keep tools in their proper places, or the right way to lift things, your good example has given them additional opportunities for a better, safer life.

# Welcome Newcomers!

Lt. Col. Constance Johnson-Cage, AW  
 SSgt. Marcus D. Adams, LRS  
 SSgt. Toni. L. Page, 357 AS  
 SSgt. Thomas Whitlock, 357 AS  
 SrA O.C. Jackson Jr., MXS  
 A1C Lindsee R. Beasley, AES

A1C Joshua Hall, CES  
 A1C Jason K. Jackson, MXS  
 A1C Matthew A. Laminack, CES  
 AB Karine N. Dickens, MXS  
 AB Brian E. Walters, MXS

## SOUTHERN FLYER CAPTION CONTEST



This month, third place goes to Airman First Class Ivan Desides for "I swear, It was this FREAKIN BIG!" Second is awarded to Senior Master Sgt. Ted Sessoms (Ret.) for "Amazing! These wax figures look so real." First place goes to 908 Alumnus Rick Fanning for "New PT standards ... You have to be thinner than this!"

Airmen, alums and friends of the 908th AW, what does this photo say to you? If you think you can devise a clever caption, send your submission to the Public Affairs



Office at [908aw.pa2@maxwell.af.mil](mailto:908aw.pa2@maxwell.af.mil)  
 The winner will be published in next month's issue

### DID YOU KNOW?

#### Legal help website

The Air Force has a new web site for legal assistance to accommodate members needing Power of Attor-

neys and Wills and provides general law information.

The site is at <https://aflegalassistance.law.af.mil>. It is user friendly and gives you the opportunity to



## Gaining Altitude

### ENLISTED

Senior Master Sergeant



Bradley S. Counce

Technical Sergeant



Richard A. Day  
 Dwayne F. Curtis

Staff Sergeant



Jerrell M. Hughes  
 Jorge E. Martinez

Senior Airman



Kenneth D. Crenshaw  
 Amanda N. Harris  
 Brandy M. Trotta  
 Barie L. Hamilton  
 Davey D. Atkins

Airman First Class



Adam J. Wilkerson  
 Antonio M. Kendrick  
 Jairius D. Simpkins  
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Airman



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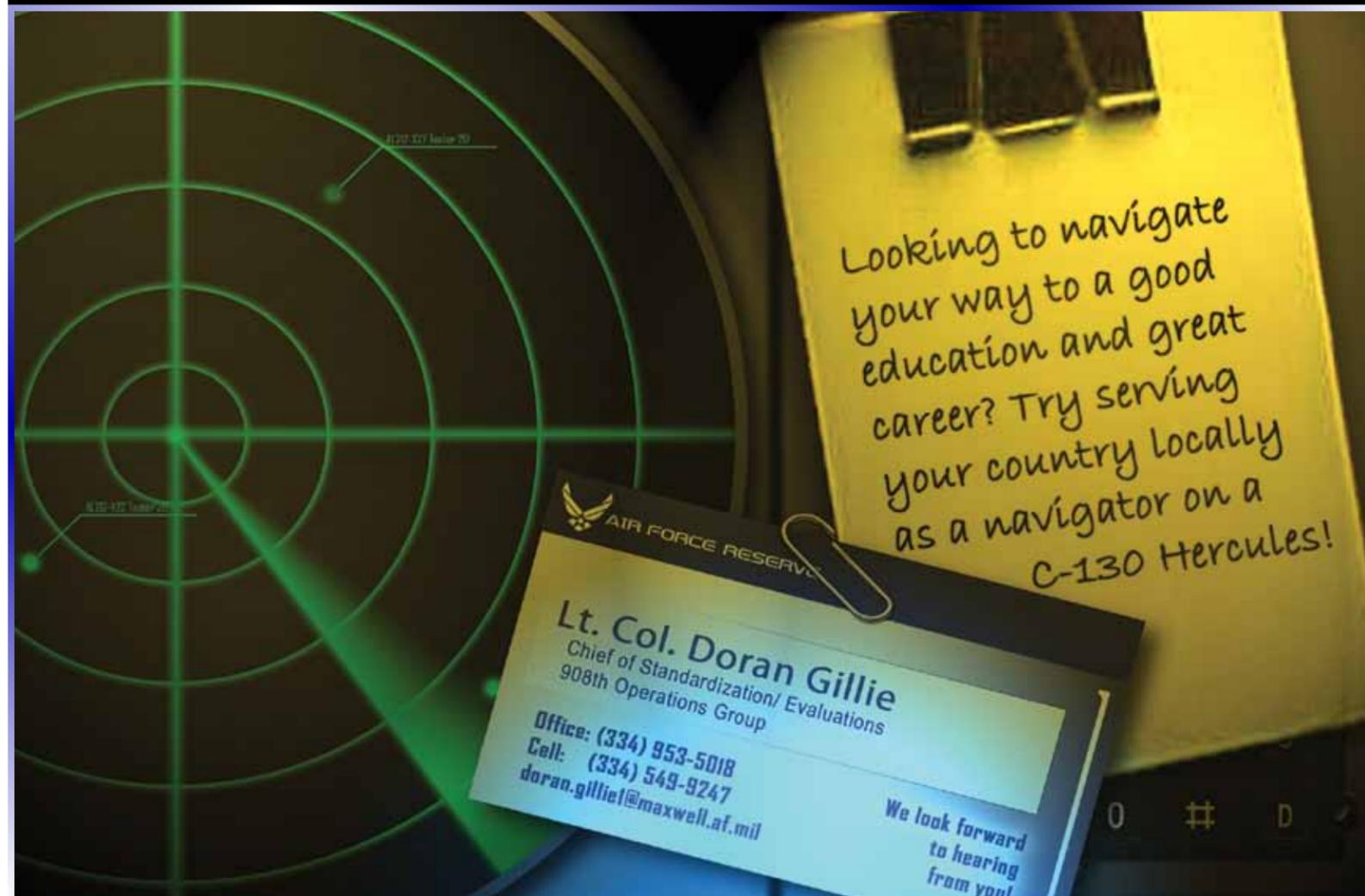
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 Chief of Standardization/ Evaluations  
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[doran.gillie1@maxwell.af.mil](mailto:doran.gillie1@maxwell.af.mil)

We look forward to hearing from you!