

'ROLL TIDE' GETS A MAKEOVER PG. 7

SOUTHERN FLYER



Fond Farewells

908th Airlift Wing bids goodbye to longtime members

ALSO IN THIS ISSUE:

FSS FINDS ITS EDGE

APS DOMINATES DOBBINS TRAINING

CHAPLAIN: HOLD FAST TO FAITH



AIR FORCE RESERVE

908TH AIRLIFT WING, MAXWELL AFB

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SOUTHERN
FLYER

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Facing tomorrow's challenges

The truth is, that you live, work and play in a world where people quietly struggle with loneliness and thoughts of suicide. Take it from a Chaplain, it is true. You have fellow Wingmen who feel hopeless and that nobody cares. I came to this realization after many counseling sessions with Airmen. As a Chaplain, I hear about things that, we as a society, are ashamed or even fearful of discussing. Airmen who are wrestling with grief, sadness and depression often simply want a person who will listen. Discussing problems has a way of presenting solutions that we have not considered before. To create a safe forum for Airmen to discuss their feelings and struggles, the Air Force has created Wingman Day which we will observe during the August UTA.

I am excited about the opportunity the Air Force has provided to help those who may be in need. The 908th Wingman Day will begin with a welcome from our wing commander and he will introduce this year's theme of "Finding the Good." There is a depth of wisdom found in "Finding the Good," to maintain a spirit of hope and optimism for the future. Wingman Day is intended to give

you the tools to help your Wingman find the good. Airmen taking care of Airmen. That sounds like a good plan. But what about when the UTA is over? We are still Airmen beyond drill weekend.

Sometimes Citizen Airmen feel alone except for two days per month. Airmen of the 908th should reach out to each other and build connections that last. Airmen need to know they are part of something bigger than themselves and are not alone.

After a thought provoking video, Airmen will meet in groups to discuss the challenges and adventures ahead and what steps can be taken to develop long-lasting esprit de corps. Group discussions will be firmly linked to the pillars of resiliency through skilled group facilitators.

Finally, the day will conclude in team-building exercises to cement bonds in our hearts and minds. We are not alone. We can reach out. We must reach out. There are too many who are counting on us to help when things fall to pieces. I believe the men and women of the 908th will step up and find the good when it seems like all hope is lost. Only then, will we be ready to face the challenges of tomorrow's Air Force.



CH. (CAPT.) MATTHEW HOSHOR
Chaplain, 908th Airlift Wing

A MOMENT WITH THE
CHAPLAIN

CH. (LT. COL.) W. LANCE HOGGATT

Every day you and I face hundreds of difficulties. Some of these are mild irritants, such as when someone cuts in front of us in traffic. Others rise to the level of producing stress in our day-to-day living, such as when the car won't start and you're late to work. Other examples are a sick child or a bank balance lower than a bill balance.

Some difficulties become debilitating and produce long-term issues, such as job loss, lack of promotion, or someone close to you died. Situations, whether small or large, produce anxiety, depression, fear, anger, or sadness.

Faith is a vital component of how we deal with the crisis we face. Psalm 130:5 states "I am counting on the Lord; yes, I am counting on him. I have put my hope in his word."

We also count on spouses and family during difficult times. We turn to friends. We seek professional counselors, crisis counseling and chaplains. Military One Source is one great example of a place we can turn for help.

The key is that we must ask for help. Imagine you broke your arm, would you simply let it go untreated? Of course not. You would have it examined, x-rayed, set and immobilized. You would seek care for the broken arm. Why do we view other problems any differently than a broken arm?

Chaplains at the 908 Airlift Wing are here to help you with your difficulties, no matter their size. We offer solution-focused counseling in a safe and confidential environment. You can count on us.

Hold fast to your faith.



Annual Tour & Entitlements

By Debbie Smith & Billy Kidd
908th FM

When a Reservist performs annual tour at a base location that states "all meals are available," the Reservist is not entitled to per diem (meals) for that location.

The Reservist will receive per diem for the travel days to and from the TDY location and will be reimbursed for the lodging. This time of the year we have large groups of Reservists going on annual tour together to locations that have the aforementioned meal statement.

Make sure you read your orders and know what you are entitled to before leaving on your temporary duty assignment. If your orders have the meal statement, do not get a cash advance on your Government Travel Card (GTC), because you will not be reimbursed when you file your travel voucher.

We have been asked by several units about the regulation for annual tour per diem. It can be found in the Joint Federal Travel Regulations (JFTR) Chapter 7, Part G, U7150, item (c). Here is the excerpt from the Regulation: No Per Diem or Actual Expense Authority (AEA) for Certain Active Duty Periods. There is no authority for per diem or AEA under paragraph U7150-A3 for a: (1) Member performing annual training duty when both government quarters (other than temporary lodging facilities) and government mess are available.

When returning from these

TDYs, please make sure you file your travel voucher in either RTS or DTS as indicated on your order (AF 938). Contact your unit orderly room for assistance with RTS and your unit ODTA for DTS.

BAH RECERTIFICATION
FOR AUGUST UTA

The 908th FM office will be available on Saturday and Sunday, Aug. 2-3, from 8 a.m. to 4 p.m., to assist with completion of BAH form.

◆ If you are a single Reservist and are claiming "single with no dependents" on your Leave and Earnings Statement, you do not need to complete the BAH form.

◆ If you are married to a civilian (not military) you need to bring an original or notarized copy of your marriage certificate.

◆ If you are married to a military member and have children, you will need originals of your marriage certificate and the birth certificate of the children.

◆ If you are a single parent, you will need your children's original birth certificate(s).

◆ If you are divorced and pay child support you will need the divorce decree and the original birth certificate of the children.

If you have any questions, contact the FM office at (334) 953-6722 and ask for Jasmine Shannon, Billy Kidd or Debbie Smith.

SOUTHERN FLYER

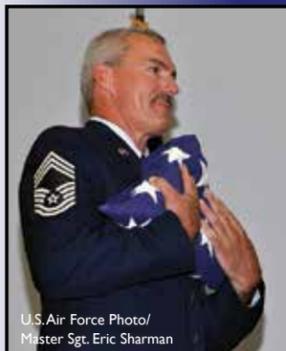
COVER PHOTO:

Chief Master Sgt. Gregory Taylor of the 908th MXG is presented with an American Flag during his recent retirement ceremony honoring his 30 years of service.

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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.



U.S. Air Force Photo/
Master Sgt. Eric Sharman



Airlift 'dawgs' train at Dobbins

Aerial porters take advantage of transportation skills schoolhouse



By Capt. Sarah Atherton
25th APS Aircraft Services

The 25th Aerial Port Squadron (APS) recently sent 22 members to the Transportation Proficiency Center (TPC) at Dobbins Air Reserve Base, Ga. for the Reservists' first "fly-away" of 2014.

The TPC's vision: "create a learning environment to provide the world's best trained Aerial Port personnel to support the Air Force and our joint partners."

Senior Airmen Jason McKenzie was excited to be part of the team to attend the training.

"I love fly aways for the exposure to the equipment we get and the ability to focus solely on our job without the normal distractions of a UTA weekend," he said.

With the instructors of TPC standing by to help, the team went back to the basics of their job by creating and processing manual manifests and load plans. Our members also built pallets, loaded, off-loaded and broke down freight for transport on various types of aircraft. Also, the TPC staff made the training beneficial by creating multiple driving courses for the 10K forklift, All-Terrain forklift, Next Generation Small Loader and 60K Tunner loader.

As an observer, I was in awe of these 22 Airmen

from the moment they stepped foot through the TPC doors. They didn't wait for an instructor to lead the way and walk them through the training; they jumped in and went right to work.

With Master Sgt. Joshua Simons as the lead, senior members already familiar with the facility and training program took charge. The Airmen immediately divided into sections and began training. It was like watching a choreographed production. Everybody knew their roles and executed their responsibilities.

In the Global Air Transportation Execution System computer lab, Senior Airman Rachel Hill described her training.

"At Maxwell we use a training module of GATES and it doesn't usually cooperate long enough for us to work through an entire scenario," she explained, "but here at the TPC lab, we were able to use their system and make it through an entire scenario."

Senior Master Sgt. Louis Agredo, the senior instructor at TPC, said he was not surprised by the impressive display of teamwork and dedication the members of 25th APS displayed.

"The 25th APS is one of the few units that really takes advantage of the schoolhouse and the training opportunities here at Dobbins," he said.

With a deployment on the horizon for the Port Dawgs, the leadership at Maxwell can rest assured that the members from the 25th Aerial Port Squadron will "DYDJ" with an excellence that will positively influence the mission of the Air Force.



Captain Whitney Maynard administers the oath of reenlistment to Senior Master Sgt. Cynthia Mullock.



Senior Master Sgt. Daryl Waters celebrates with his wife and daughter immediately following his official retirement ceremony.



Chief Master Sgt. Bradley Counce enjoys the moment as his wife and father prepare to "tack on" his new rank.



Master Sgt. Michael Freeman, left, and Senior Master Sgt. Lamar Colbert 'pin' newly promoted Technical Sgt. Donald Bridgers. FOR MORE, SEE PAGES 10 and 12.

REPS, RETIRES, & PROMOTIONS AIR

FSS finds its 'Edge'

New commander takes over five flights with nine separate job skills

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

The 908th Force Support Squadron has a new edge on its never-ending mission of providing first-class service to members of the 908th Airlift Wing.

New FSS commander Major Darris Edge has returned to Maxwell, where he first served after enlisting almost three decades ago.

The son of an Airman, Edge was born on Westover AFB, Ma. His father served at Gunter, where he retired from the Air Force as a senior master sergeant after 24 years. Edge enlisted in 1986 as a transportation specialist, and was later commissioned through the Deserving Airman Commissioning Program.

Col. Harold Linnean III, Mission Support Group commander, describes Edge as "a true servant leader," focused, process oriented, a good communicator and uniquely qualified to lead five flights of approximately 80 members trained in nine job skills.

"This unit requires an outstanding leader," Linnean said. "I believe Maj. Darris Edge is that special person. He has the ability to grasp the ethical, operational and strategic levels it requires to command such an organization."

Edge brings a lot to the table as he transitions into his new role. Be-



New FSS Commander Maj. Darris Edge receives the squadron guidon from Col. Harold W. Linnean III, Mission Support Group commander.

sides his years of military experience, Edge has worked in several areas of the civilian sector as well.

"The more we learn our job knowledge, the more we can support our customers," he said.

"In general, if an individual has will and skill, we're going to be successful. If a person has the will and not the skill, then that's our job to get them the tools and to teach them. If a person has the skill and they don't have the will, then that's a more difficult task and we'll have to figure out if this is the right place for

them."

Edge said he will look at three things FSS members should do to be more successful.

"One, is we need to improve our job knowledge," he said, "For those fully qualified, just improve your knowledge. The second thing is the need to provide exceptional customer service. We're in the business of helping people."

"Third, but not least, we need to treat people with more respect than they require."

Edge said he wants to work closely with his senior NCOs and plans to have quarterly 'sit-downs' where he'll listen to them on what is working well and what isn't.

"I have the impression we have a well-functioning organization," he said. "I know we're having inspections soon, so I want to get an idea of where we are so I can get a benchmark to assess where we can improve."

Edge said he's excited about the opportunity to be the 908th's FSS commander because of the quality of people, and he wants the squadron to know what it deserves from him.

"I owe it to the squadron to tell them what I owe them, and I owe them an explanation of what I expect in return," he said. "I owe them consistency and I owe them a clear vision of where we are going. Ultimately, every individual needs to know the impact they have on the overall mission."

A Touch of Crimson

'Roll Tide' aircraft gets new nose art logo

The 908th's C-130H2 tail 0042, or more commonly known as "Roll Tide," recently got a new paint job, courtesy of Master Sgt. Tim Rollins. The aircraft now proudly displays an official logo of the University of Alabama. The 908th fleet also includes 0040, "War Eagle," which sports the logo of state and Southeastern Conference rival, Auburn University.



Step One: Taping it off.



Step Two: Painting the white.



Step Three: A slightly different shade of gray



Step Four: Taped off before applying the black



Step Five: Applying the crimson



Step Six: Detailing and final touch ups

MICT: Don't be afraid to say 'No'

By Maj. Carmel Weed
908th AW IGI

Way back when I was a new Airman the DoD adopted a new philosophy: Do more with less.

I am just wondering, how's that working out for you? Do you have all of the money, equipment, and personnel you need to comply with all 60,000-plus Air Force compliance directives?

Thought so.

Here is your opportunity to let everyone in the entire chain of command that you have needs that aren't being met. Show them exactly how those un-met needs are affecting your mission.

When you are running your Management Internal Control Toolset (MICT) checklist(s) do not be afraid to say "No/Non-Comply." The whole purpose of this option is to alert "higher ups" that you cannot meet the needs of the Air Force because the Air Force is not meeting your needs to get the job done.

Let them know that you have been trying for months to get training slots that just aren't being given. Tell them that you can't finish the job because a part has been on back-order for almost a year. Explain why you need Man-Days for your people to accomplish a task that requires everyone to be present.

Let your voice be heard about the computer issues you have (Virtual Personnel Center-Guard & Reserve and Defense Travel System

come to mind).

When you answer "No/Non-Comply" on an item in MICT, you will be given the opportunity to fill out a short deficiency analysis. The form was designed to be easy to use. Define the problem then provide the game plan you have for fixing it. If there are road blocks to your plan, document them in the same place!

This way, after six months of trying to get some help, you have the documentation necessary to elevate the issue to the next level; and the next; and the next, until you finally get to someone who can fix the problem.

Here is the Air Forces' dirty little secret: You are probably not the only person in the Air Force who has this issue. Nobody will ever know how big the problem really is if we keep sweeping the problem under the rug by saying "Yes/Comply." Nobody will think less of you as a person or an Airman if you just say "No/Non-Comply."

Every Airman is a sensor and we need your help in identifying shortfalls within our systems. The old mindset of "I don't want anyone to know we have a problem" is outdated ... we have the duty to report of discrepancies to our leadership so they can do their jobs and lead us in the most efficient way possible.

So get out there and make your processes, unit, squadron, group, and wing the best it can be!

Airlift wing opportunities are available

908th Airlift Wing Public Affairs

According to 908th Senior Recruiter Senior Master Sgt. James Ring, the wing has several positions available, ranging from openings for flight crew and maintenance personnel to security forces, historian and aerospace medical positions.

Airmen interested in serving in the Air Force Reserve should contact an in-service recruiter.

The expanded Palace Chase program enables active-duty Airmen to complete the remainder of their active-duty service commitment in the Air Reserve Component.

The listing below is current as of press time, but is subject to change. If you are interested in any of these positions, contact, Senior Master Sgt. James Ring, 908th Senior Recruiter, at (334) 953-6737, or DSN 493-6737.

11M - Mobility Pilot
12M - Mobility Combat Systems Officer
38P - Personnel Officer
41A - Health Services Administrator
42G - Physician Assistant
46F - Flight Nurse
1A151 - Flight Engineer
1A251 - Aircraft Loadmaster
1C351 - Command Post
1P051 - Aircrew Flight Equipment
2A551B - Airlift And Special Mission Aircraft Maintenance
2A651H - Aerospace Propulsion
2A652 - Aerospace Ground Equipment
2A753 - Aircraft Structural Maintenance
2F051 - Fuels
2T251 - Air Transportation
2T370 - Vehicle Maintenance
X4N051 - Aerospace Medical Service
8F000 - First Sergeant

Safety Sense Supervisor Safety - Know Your Role!

By Staff Sgt. Jennifer Googe
908th Safety Office

If you are a supervisor, you've been around long enough to know our Wingman culture centers around taking care of the Air Force's number one resource: its people.

As a supervisor, knowing your role for providing a safe and healthful workplace is essential in taking care of those assigned to you.

To do this, you must first understand the safety and health standards that apply to your work area operations. These requirements are outlined in AFI 91-203, *Air Force Consolidated Occupational Safety Instruction*, AFI 91-202, *The US Air Force Mishap Prevention Program*, and applicable Technical Orders (TOs) specific to the job.

With this understanding, you will be better equipped in fulfilling your responsibilities in recognizing, reporting, and eliminating safety and health hazards for your people.

You might be asking, "What do you mean when you say recognize safety and health hazards?"

Recognizing safety and health hazards involves reviewing job tasks, creating a Job Safety Training Outline (JSTO), providing initial and re-occurring training for your Airmen, exercising control over job tasks, and conducting routine spot inspections in the workplace.

◆ **JSTO** - As a supervisor,

you've done the job, so reviewing job tasks and responsibilities should be easy. Think about the tasks required to do the job then use your risk management techniques to identify what could go wrong and how to eliminate or control these risks. With this information, you will be well on your way to creating and documenting a job specific JSTO. The JSTO is essentially a lesson plan for training your people on the hazards associated with the job and how to protect themselves.

◆ **Training** - Once the JSTO is in place, you're ready to provide required job safety training to your people. Good training is a key to reducing and eliminating safety and health risks on the job and controlling hazards. Be sure everyone assigned receives training annually and whenever equipment, procedures, or the work environment changes.

◆ **Exercising Control Over Job Tasks** - With your Airmen trained, it's important to hold them accountable in following all precautions and safety measures presented in training, which includes the proper use of required personal protective equipment.

◆ **Spot Inspections** - Another element to recognizing safety and health hazards is conducting

routine safety spot inspections of the work area. Supervisors are required to do these inspections on a monthly basis, document the results and correct any findings. Notify the Safety Office of serious hazards which cannot be corrected on the spot so an AF Form 1118, Notice of Hazard, can be documented and posted in the workplace.

Next is reporting safety and health hazards. How do you do this? If any of your Airmen are involved in an accident or mishap while on or off-duty, as a supervisor, you are responsible to report this information by submitting an AF Form 978, "Supervisor's Mishap Report" within two duty days of the mishap.

Submissions may be emailed, faxed or hand carried to the Wing Safety Office.

The main mission of Wing Safety is mishap prevention. The information you provide is used to track what's gone wrong and how it can be prevented in the future. Your report is essential in protecting your people.

If you do your part in recognizing and reporting up front, you will be well on your way to eliminating safety and health hazards on the job and ultimately taking care of your people the Wingman way!

Next in this series: Motorcycle Safety, with great power comes great responsibility.

The 908th Wing Safety SharePoint site is an excellent tool for all your safety needs!
Go to <https://maxpoint.maxwell.af.mil/sites/tenants/908/AW/SE%20Coin/default.aspx>

MOVIN' ON UP



Above, freshly promoted Technical Sgt. Billy Kidd prepares to receive the traditional 'pinning' by 908th Vice Commander Col. Jennie Johnson. Below, New Senior Airman Lakesha Parks stands by for her new stripe.



New to the 908th

Maj. Luthor D. Bently, AW
 Capt. Mark L. Wicker, 357th AS
 Capt. Lannie M. Calhoun, ASTS
 First Lt. Schoberle Atkins, AES
 Tech. Sgt. Justin A. Proctor, MXS
 Staff Sgt. Jarvis R. Capers, AMXS

Staff Sgt. Shandra N. Myles, LRS
 Staff Sgt. Luis Hernandez, SFS
 SrA Joseph E. Jonte, 25 APS
 AIC Martinus O. Ashford
 AIC Derrick W. Wright, CES

Preparing to Disembark

Lt. Col. Joel C. Marsh, AW
 Maj. Marley B. Crabtree, AES
 Capt. Steven D. Hardin, AES
 Senior Master Sgt. Don J. Johnson, AES
 Tech. Sgt. Clarence M. Armour, Jr., 25 APS

Senior Master Sgt. Daryl E. Waters, CES
 Senior Master Sgt. Tyrone Williams, FSS
 Master Sgt. Derric L. Hall, 25 APS
 Master Sgt. Joseph L. Smith, ASTS

Gaining Altitude



Chief Master Sergeant



Bradley S. Counce
 Walter N. Martinez

Master Sergeant



Angela J. Librizzi

Technical Sergeant



Donald E. Bridgers
 Kevin W. Garrett
 Billy W. Kidd Jr.
 Aaron T. Rogers

Staff Sergeant



Enrique Castillo
 Deonte K. Malone
 Logan M. Spendlove

Senior Airman



Devin J. Hunter
 Lakesha S. Parks
 Shamar C. Wilkerson



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TO THE FAMILY OF:



908TH BIDS CLEAR SKIES TO CHIEF TAYLOR & SMSGT WILLIAMS!

The 908th Airlift Wing recently said farewell to two of its most senior leaders in two very different ways. Above, Chief Master Sgt. Gregory Taylor of the 908th MXG was honored in an official ceremony after 30 years of service. Below, Senior Master Sgt. Tyrone Williams of the 908th CF shared a quiet lunch with longtime friends and wing members after 37 years.



* The next Reserve Retirement Briefing is set to take place Saturday, Aug. 2, at 9 a.m. at Building 903, the MSG Conference Room.*