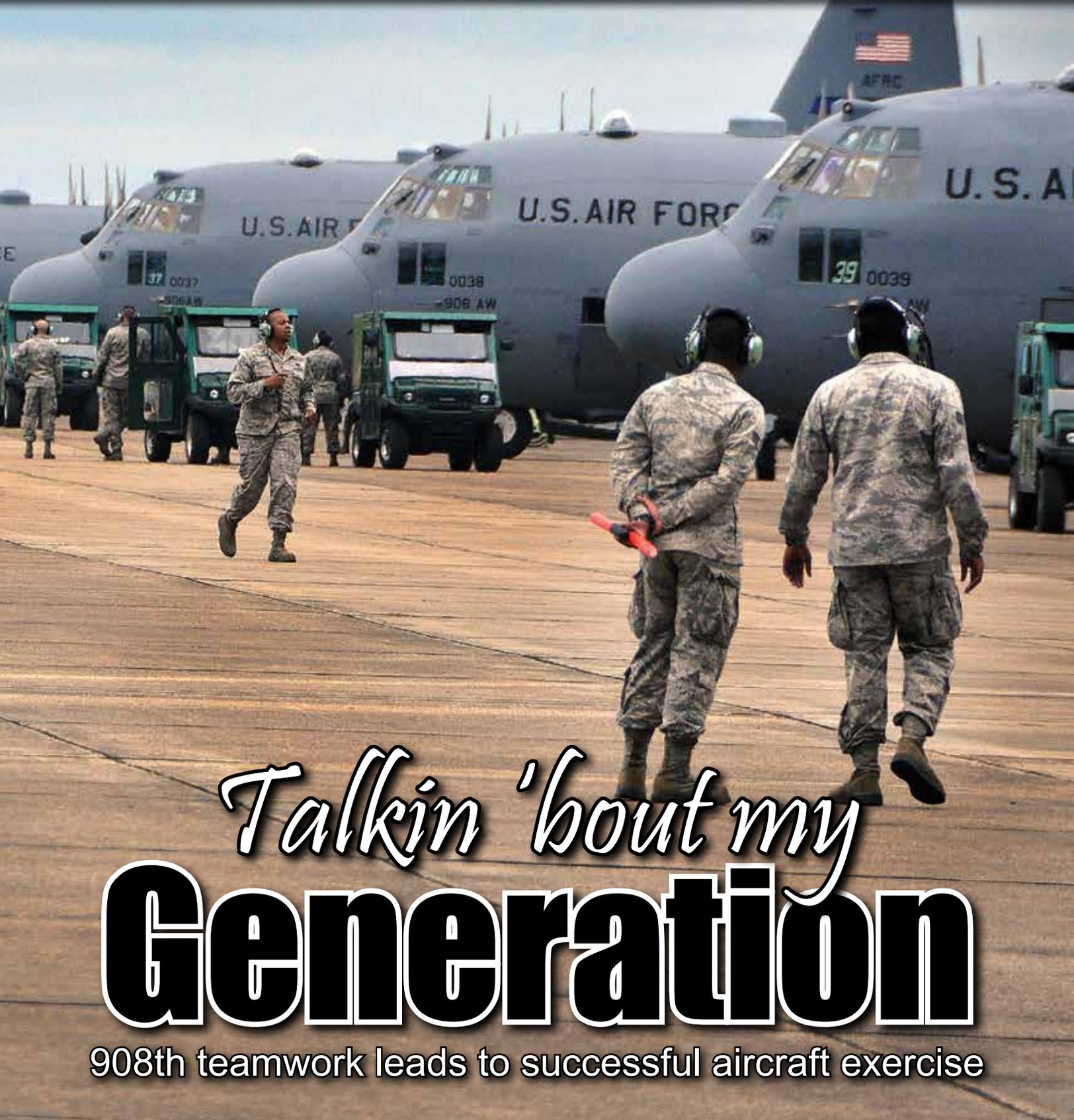


SOUTHERN FLYER



Talkin 'bout my **Generation**

908th teamwork leads to successful aircraft exercise

SOUTHERN FLYER



Vol. 52 Issue 5
May 2015

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It takes a wing to fly

Leveling off at 4,000 feet, looking out of the windows, there is nothing but clouds. I can barely see the wing tip. Our scope shows five aircraft blips in perfect position behind us. This is something that some of these folks have never done. Yet, they are executing it with perfect precision.

Maneuvering six C-130s in close proximity takes an incredible amount of training and team work. To reach the most basic level of qualification takes two to three years of intense training for each aircrew member. The squadron has to get them mission ready and maintain those skills through recurring training. It is at this moment I think about the orchestration of moving parts and hundreds of people that got us here.

On Sunday, April 12, the 908th Airlift Wing culminated a Mass Generation Exercise by launching a six-ship formation. It takes months to put together a scenario for a major exercise and a lot of coordination

between IGI, CCO, WIT, commanders and subject matter experts. When the execution order hits, the synchronization of hundreds of 908th Reservists begins to spool up. Command Post sends the message, the Wing Commander convenes the CAT, and directives are sent out to the groups.



LT. COL. STEVE CATCHINGS
DO, 357th AS

Maintenance Group was tasked to generate 100 percent of all available aircraft and have them fully combat ready. Getting six aircraft configured for a combat deployment is a major undertaking, factoring in the additional checklists for armor, flares, chaff, Mode-4, etc.

Working 24-hour operations in order to meet the 72-hour deadline, they finished with enough time left allowing Ops to pre-flight and seal the aircraft for the Sunday mission.

Operations Group was tasked to generate six aircrews and a tactics plan to fly the aircraft in the weather to an airdrop on Dixie Drop Zone (located on the airfield) and then proceed to Fort Benning, Ga. to

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A MOMENT WITH THE CHAPLAIN

MASTER SGT. KELVIN KING

A positive outlook on life can be a very inspiring motivator and force multiplier. This truth becomes evident when you see someone prosper due to their positivity.

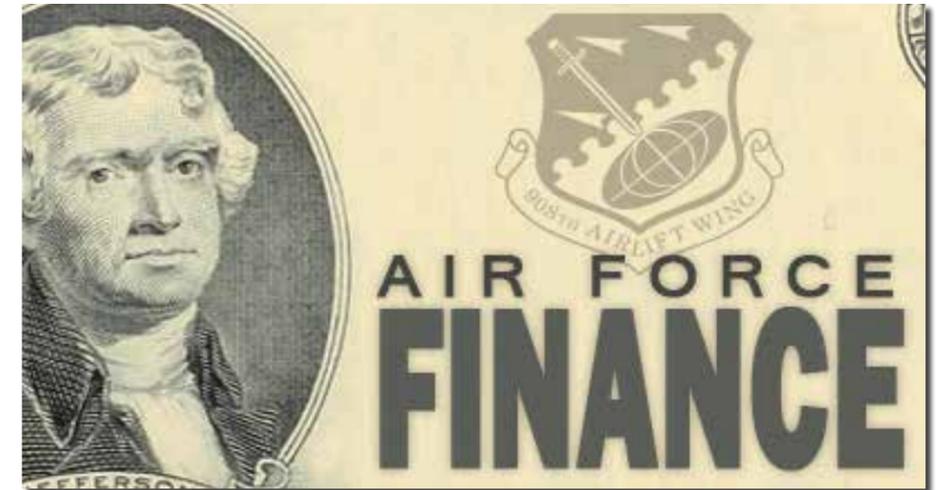
There will be times when attitude will be the difference between making the right or wrong decision. There are countless benefits that will be gained by thinking positive, including stress management and a healthier way of life. There are many things that can drag us down and it's OK to feel down when that time comes.

The key is to minimize the low times and not allow them to define who we are. Valleys are a normal part of life, but we mustn't let them cause us to spiral downward out of control. Resiliency plays a key role in the spiritual, mental, physical and social health of all Airmen. We must learn to bounce back from difficult events by countering them with positivity.

We all have pleasures in our lives and we need to pull strength from what we have to help us combat depressing times. For some people it's spending time with family and friends. For others it may be an activity that we enjoy such as sports, swimming, reading or running.

Remember to also pull strength from your faith background to maintain spiritual resiliency. A combination of good mental, spiritual, physical exercise

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The GTC Card: Don't go TDY without it

By Debbie Smith
908th FM

It is that time of the year when many Reservists are going on temporary duty (TDY) for annual tour. When preparing for your TDY, you need to be ready so you can get to your TDY location with no issues. Your Government Travel Card (GTC) should be activated and working.

Get your Citibank card and check the expiration date. If the card is nearing its expiration, Citibank should mail a new card to you within 30 days of the expiration date. You can call Citibank, your unit point of contact or the Financial Management office for assistance.

Make sure your home address is correct at Citibank. You can call the 1-800 number on the back of the card and verify your mailing address. If the address is incorrect they will change it over the phone.

If you need to change your name on your GTC you will have to provide documents to Citibank before they will change the name and send

you a new card. Call the 800 number on the card and they will explain what documents are needed to process the change.

If you see there are issues with your GTC card and require assistance call unit POC or the 908th FM office and let us know what we can do to assist. Make sure your GTC card is activated for your TDY dates and that you don't have any issues before you leave.

Upon return from your TDY, make sure you file your travel voucher. Check your order to see if the filing status is Defense Travel System (DTS) or Reserve Travel System (RTS). If you do not have a DTS account you must register before you get your orders processed. If the filing status is RTS you will file your travel voucher in E-Finance.

If your unit is going on a group annual tour with pre-certified orders, all travel vouchers must be filed before you leave your TDY location.

If you have any questions, call the FM office for assistance.



COVER PHOTO:

Members of the 908th Airlift Wing make last-minute preparations to launch six C-130H2s during the unit's recent aircraft generation exercise.



"Providing combat-ready support across the spectrum of operations"

This funded Air Force Reserve Command newspaper is an authorized publication for members of the U.S. military services. Contents of the "Southern Flyer" are not necessarily the official views of or endorsed by the U.S. Government, Department of Defense or the Department of the Air Force. Editorial content of the Southern Flyer is edited, prepared and provided by the 908th Airlift Wing Public Affairs Office. All photos are Air Force photos unless otherwise indicated.

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

Sharp eyes net AFRC safety award for loadmaster

By Lt. Col. Travis Zimmer
908th Safety Office



In the October 2014 issue, Safety talked about psychologist James Reason's "Swiss Cheese" model for understanding how most accidents can be traced to human error. In every safety investigation, we investigate unsafe acts as well as latent conditions or failures that lead to mishaps. Like layers of Swiss cheese slices, each layer is an opportunity to stop an error.

This month, we want to highlight how one Airman's professional actions "stopped the error" and thereby prevented a mid-air emergency which, in all probability, would have resulted in catastrophe.

The Air Force Reserve Command Aviation Safety Well Done Award was presented to the 908th's own Staff Sergeant Ricky Davis, in recognition of his exceptional airmanship when faced with a serious aircraft malfunction.

On Aug. 5, 2014, Davis was the loadmaster on a C-130H2 which was conducting a Reserve Airlift mission, transporting 27 chaplains

from Hurlburt Field, in the Florida Panhandle, to Patrick Air Force Base, located on the Atlantic coast, a distance of 300 nautical miles, or approximately an hour's flight time.

As the aircraft was cleared for takeoff and began to take the runway, Davis noticed a flap connecting link hanging below the right wing and brought it to the attention of the crew. The takeoff clearance was immediately canceled, thus avoiding a potential catastrophic accident.

A subsequent safety investigation revealed that the coupling chain connecting the flap motor gearbox to the outboard jackscrew on the right inboard flap had come undone prior to takeoff. This screw failed to operate and therefore the flap connecting link tube assembly failed to move.

The inboard jackscrew continued to operate normally which caused the right inboard and outboard flaps to jam together. This one, small "bicycle chain" is the critical link between the flap motor and the jackscrew that drives the flap.

The crew was unaware of this potentially catastrophic condition as the flap gauge indicated 50 percent. Under these circumstances, if the crew had continued the takeoff and increased airspeed, the airplane would have continued a bank and roll to the right possibly beyond the flight control limitation of the aircraft.

At that point, the only way the crew would have been able to save the aircraft would have been to quickly, (within seconds), and accurately guess a stuck flap condition and raise all of the flaps.

The investigation also discovered four other coupling chains were installed incorrectly on another airplane in the 908th Airlift Wing.

Davis' superb action saved 34 lives and a \$30 million aircraft that day, and prevented another future mishap on another aircraft. The professionalism displayed by Sergeant Davis reflects great credit upon himself and the Air Force Reserve Command.

Well done Ricky Bobby!

908th less without Moore

One of the last remaining Caribou Airmen, MXG icon retires after nearly four decades

By Master Sgt. Eric Sharman
908th Public Affairs

Master Sergeant William T. Moore retired after 39 years of service at a ceremony here 11 April 2015. Moore was retired by Lt. Col William Friday, 908th Maintenance Group Commander, who also presented Moore with the Meritorious Service Medal, first oak leaf cluster.

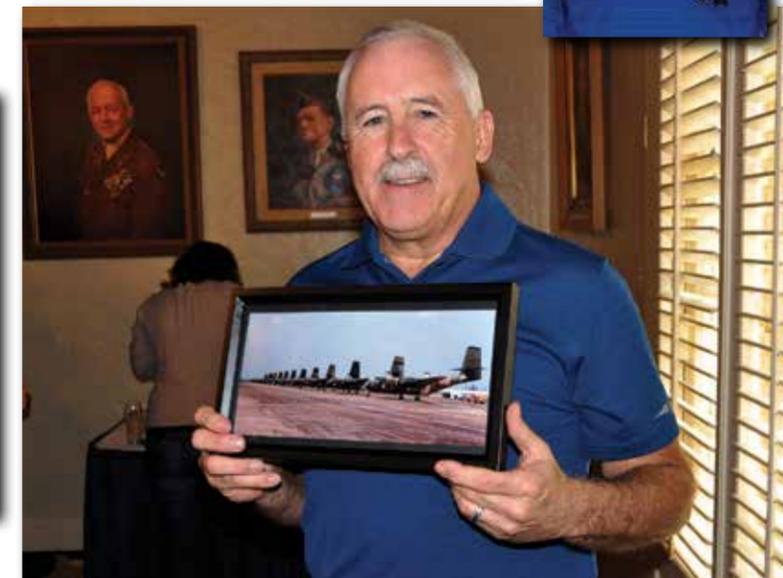
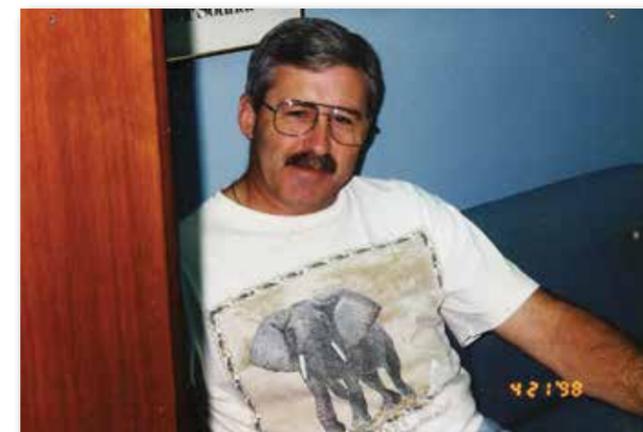
A Montgomery native, Moore joined the Air Force in May of 1975, inspired by his father-in-law who was an Air Reserve Technician at the 908th. He initially trained as an airplane generalist at Sheppard Air Force Base before reporting to the 908th at the end of the summer of that year. A mechanic at heart, Moore simply was drawn to working on aircraft.

"Anybody who has been around (Moore) or worked with him, knows he is a great person, and he is a pleasure to be around," said Friday. "Thirty-nine years is a tremendous amount of time, and a tremendous sacrifice... (Moore) has been an incredible servant for this nation, and that is why we honor his service today."

Moore is one of the most tenured Airmen in the wing, with a history of working back when the 908th was flying the C-7 Caribou. Only one other person remains in the wing with that experience.

Moore recalls his deployments as some of his fondest memories with the wing. Spending time with his fellow airmen, and building the bond of camaraderie were experiences he cherished.

"I'm really going to miss this place; the reserve really becomes part of you, and part of your family," said Moore, "the 908th is going to be part of me forever."



'Six' ccess!

Exercise duplicates deployment conditions



By Lt. Col. Jerry Lobb
908th AW Public Affairs

On April 12, the 908th Airlift Wing at Maxwell Air Force Base successfully culminated an aircraft generation and mass launch exercise, resulting in 100 percent combat aircraft generated. Six C-130s took off at 1335L in a mass formation airdrop in validation of their war time mission capability, on time, on target!

Following the launch, the aircraft flew a Station Keeping Equipment route in formation before completing an airdrop on the base drop zone. Four of the six aircraft generated departed for Fort Benning, Ga., to provide jump platforms for the Army's Basic Airborne Course while the remaining two returned to Maxwell.

Wing Commander Col. Adam Willis said he directed the aircraft generation exercise with two specific goals in mind.

"First, under the new inspection program, wing commanders are specifically charged with regularly evaluating their wings to ensure we are capable of meeting our wartime tasking," he said. "Second, was to provide a focused opportunity for hands on training while exercising the 908th's

command and control elements; this exercise gave myself and my IGI evaluators a valid test."

"The procedures used are basically the same as those followed by maintainers in deployed locations, to generate aircraft to meet the combatant commander's daily airlift requirements," said Lieutenant Colonel James Hartle, deputy commander of the 908th Maintenance Group. "During the exercise we completed a specific set of inspections and services on the aircraft to maximize the chance that all combat capable aircraft would be ready to launch together."

Senior Master Sgt. Craig Sims, production superintendent for the 908th Maintenance Squadron, led the effort on the flight line.

"We were able to practice not only the steps we take to generate aircraft while deployed, but also the way we communicate and coordinate actions between crew chiefs and flight line supervisors," he said. "This exercise also aided in the transfer of knowledge and skills from our senior maintainers, who have been on several deployments, to our younger members, who are preparing for their first."

"With such a broad range of ages, personalities, backgrounds and beliefs, it would seem

that there would be so many obstacles we would encounter; but not on this weekend. We united to reach our goal, to release six C-130s into the heavens. It may not sound like much, but seeing them all lined up, engines running and taking flight was truly inspiring. I'm grateful for each and every person who helped make it happen," said Master Sgt. Roy Hart.

From an operations standpoint, Capt. Jason Deas, a pilot with the 357th Airlift Squadron, said planning and participating in the mass launch and formation flight was something he and other aircrew members do not get an opportunity to practice very often.

"We have some very senior aircrew members, and this gave us a chance to tap their knowledge and learn from their experience," he said.

The 357AS Director of Operations, Lt. Col Steve Catchings, said regular training missions throughout the year are normally two aircraft flying in a single element.

"This exercise gave us a rare opportunity to fly mass formation with multiple elements," he said. "This is something some of us old guys have not done in years. For our new Airmen, this was their

first experience."

The four aircraft that traveled to Fort Benning were slated to drop students attending the U.S. Army Airborne Basic Course. Unfortunately, weather delayed the first jumps until Tuesday. Two aircraft stayed at Benning to complete the five required jumps for students in the class.

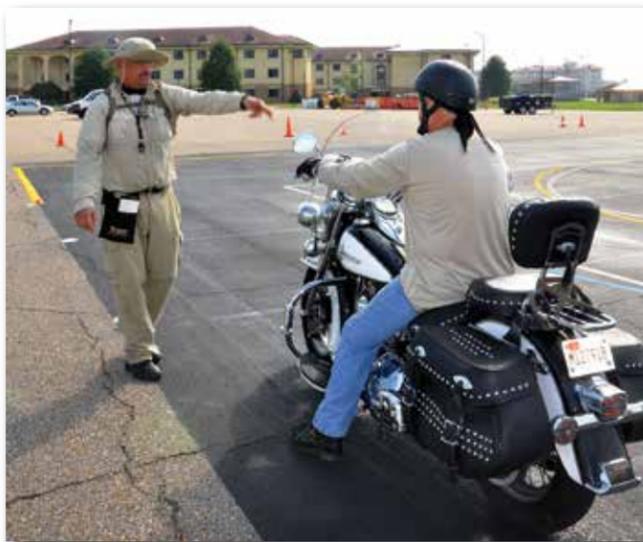
As stated by Lt. Col. Korey Brown, commander of 1st Battalion, 507th Parachute Infantry Regiment, "I rest easy when I have Maxwell tails on the ramp. I know the folks from the 908 AW at Maxwell will do everything they can to help us complete our curriculum and graduate our students on time."

"I am proud of everyone involved for a successful wartime, combat-generation exercise and launching all six available aircraft," Willis said. "Everyone stepped up and worked together to meet that goal. We validated our war time commitment requirements, completed a lot of training and gave our members additional hands-on experience. By every measure, this exercise was a complete success and I am proud of every 908th member. Through your diligence, the 908th Airlift Wing is combat ready!"



GET YOUR MOTOR RUNNIN'

Wing to host motorcycle safety course in June



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

The 908th Airlift Wing will host a motorcycle safety course during the June UTA. The wing has newly trained coaches; Maj. Carmel Weed, Master Sgt. Matthew Chandler and Technical Sgt. Joseph Peterson.

The purpose of this class, according to Chief Master Sergeant Harold Whited, Senior Motorcycle Coach, is to teach the student riders safety skills they can use while riding their motorcycles.

Whited, who is also a certified motorcycle safety coach was enthusiastic about the safety training.

"The course teaches the students basic stopping skills, starting, swerves, avoiding obstacles, stopping quickly, stopping on a turn, maneuverability in a turn, all the stuff they would use out on the street," he said.

Staff Sgt. Thomas F. Mendiola, 908th Safety NCO, explained the progression of motorcycle skill learning opportunities. "The first class, Basic Rider's Course 1 (BRC) will give you all the basics," he said, "we'll build upon that in BRC 2, then you go up to the advanced rider's course. What the riders are

doing is they are building their skills as they take each course."

"This is the best thing the Motorcycle Safety Foundation has ever done as far as getting people who are developing their skills and continually build upon those skills. It teaches you to ride your motorcycle more effectively and more safely."

The course is sponsored by the Motorcycle Safety Foundation, which is a national, not-for-profit organization sponsored by a dozen major motor cycle manufacturers. The training curriculum is a research-based Rider Education and Training System, (RETS). But the riders not only learn about the safe handling of their motorcycles. Completing the course might save them a few dollars with their insurance company by earning an insurance discount according to the website.

Staff Sgt. Christopher D. Howell of the Lemay Center, Air University here, took the course last September.

"This course was a refresher as I took the original course about five years ago," said Howell, "It helps bring back to light some of the stuff taught in the basic course as well as

more advanced riding positions."

Classes are scheduled to begin at 8 a.m. The June BRC 1 class (16 hours), is limited to 12 slots. The BRC 2 classes (minimum of 4 hours), limited to 12 slots, will be held Aug. 1 and Oct. 3., so reserve your slot ASAP. You must possess a valid state driver's license.

To sign up or for more information about this course, call the 908th Safety Office at 953-7873.

Senior Master Sgt. Terry W. Shook, 908th Safety, recently sent a copy of the registration form out to 908th members.

"Those who are interested complete a registration form which their supervisor has to sign," he said. "The member will have to turn in their registration to Safety."

Members can reserve a slot up to one week prior to start of class. Dependents can reserve a slot from two weeks to one week prior to the start date. Afterwards, all open slots will be turned over to 42nd Safety to fill.

The course is free! "Get paid and come out here and ride motorcycles on a beautiful day," exclaimed Whited, "We want to make sure our guys stay safe while riding,"

Witnessed sacrifices make holiday more meaningful

Editors Note: The following commentary was written while on deployment by a member of the 908th Airlift Wing's Aeromedical Evacuation Squadron.

What is Memorial Day?

To many, it is the beginning of summer, or a day off from work. For others, is a chance to have a barbeque with family. As I get ready to leave Iraq, Memorial Day has taken on a new meaning for me.

It will remind me of the men and women of our military who have made such great sacrifices for our country. It will remind me of the soldier who was so badly burned we had to cut down the sides of both his legs so his body could have room to swell, and of his buddy who risked his own life to pull him out of his burning vehicle.

It will remind me of the young Marine who went home missing both of his legs he lost in an IED (improvised explosive device) blast, and the many others

like him that went home missing arms and legs. It will remind me of the young lieutenant we knew was brain dead from his injury, but we still struggled not just to keep him alive, but to get him well enough make the trip so that he could Germany where his family could be with him and he could die with dignity.

It will remind me of the young Marine we tried in vain to keep alive, even after giving him enough blood to replenish his entire body five times, and the sorrow I felt when he died. It will remind of the sacrifices that all of the men and women who came through our hospital have made for our country.

This Memorial Day, I want you to enjoy the day, but take a moment to raise your glass in their honor or have a moment of silence. Remember, freedom is never free and they are paying the price for freedom.

God bless America.

Paralegal positions available in the 908th

Have you ever considered joining the Judge Advocate General (JAG) Corps? As an enlisted member you might be eligible to retrain into the paralegal career field, a job providing independence, personal growth and a sense of accomplishment.

The Air Force paralegal field plays a prominent role in the JAG Corps, whose primary mission is to provide legal counsel to commanders, first sergeants and other key personnel on a broad spectrum of legal matters. The paralegal's role is to assist the attorney in achieving that mission. Consequently, the paralegal apprentice/journeyman/craftsman supports virtually all areas of the legal office, including military justice, claims, civil law, legal assistance, contracts and environmental law.

Paralegals conduct legal research, interview victims and witnesses, and draft opinions and documents. They also support investigations of serious

incidents, such as aircraft, missile or rocket accidents. Under attorney supervision, paralegals also support Air Force members in civil law matters by preparing and maintaining legal documents in compliance with American Bar Association Standards. They also investigate claims filed for and against the Air Force.

Minimum eligibility requirements include: If prior military, including Reserve or Guard in any AFSC, have acquired a 5-skill level or higher, a current passing physical fitness testing score, and be E-6 or below. You should have the ability to type 25 words a minute, a minimum AQE score of 51 with no derogatory information in your records, the ability to communicate effectively in writing and speak clearly. You must meet all medical, classification, and other standards and qualifications, and attend a six-week school at Maxwell AFB, Ala.,



within one year of accession.

In addition, you will need to be able to submit your biography/and or resume, at least two letters of recommendation from former or current supervisors, all available EPRs, and conduct formal interviews with both the Law Office Superintendent and Staff Judge Advocate.

To inquire further, contact the 908th Law Office Superintendent, Master Sgt. Jared Dellapietro, by e-mail or phone at (334) 953-6008.

New to the 908th

Capt. Ruth Celestin, ASTS
 1st Lt. Dillon Shekina, ASTS
 Staff Sgt. Kimberly Jones, CES
 Staff Sgt. Ronaldo McConico, OSS
 Staff Sgt. David Wisener, CES

Senior Airman Heather Wheeler, LRS
 Airman 1st Class Rashad Campbell, CES
 Airman 1st Class Jonathan Evans, AMXS
 Airman Wade Messick, AMXS
 Airman Chasity Vaughn, ASTS

Preparing to Disembark

Lt. Col. William Bush, 357th AS
 Lt. Col. Gwendolyn Hill, ASTS
 Lt. Col. Robert Rostedt, ASTS
 Master Sgt. Wayne Askew, ASTS
 Master Sgt. Joseph Denman, FSS
 Master Sgt. Dennis Ellis, CES

Master Sgt. David Greer, 25 APS
 Master Sgt. Jonathan Griswold, AES
 Master Sgt. Curtis Henderson, AES
 Master Sgt. Brandy Lindsey, ASTS
 Staff Sgt. Marc Joyner, CES

* The next Reserve Retirement Briefing is set to take place Aug 1 at 9 a.m. at Building 903, the MSG Conference Room.*

WING, FROM PAGE 2



support the Army's Basic Airborne School. The Mission Commander/Chief of Tactics planned the mission and coordinated the movement of the four-mile long string of aircraft. Every detail and contingency was meticulously taken into consideration: crew requirements, weather backup plans, aircraft break plan options, etc.

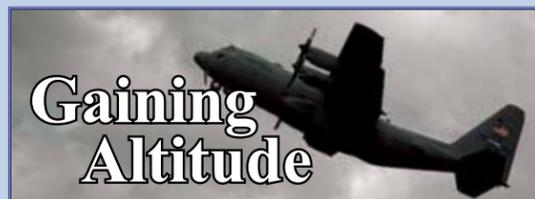
This is where the year-long support of the 908th Mission Support Group and 908th Aeromedical Staging Squadron pays off. All of this hard work and planning is for naught if the aircrew and deploying crew chiefs are not ready to fly. If they are not medi-

cally and administratively ready to deploy, the aircrew cannot step to the aircraft and the propellers do not turn.

Every time that "Maxwell" tail flash leaves this base, we are supporting an external user whose mission success depends on us. We execute those missions with a great deal of pride and professionalism because we represent the members of the 908th Airlift Wing.

The end result of this exercise was a perfect time on target and drop. It took every single Reservist in the 908th to make this happen.

Mission success rides on each and every one of you.



NEW MAJOR SELECTEES



ENLISTED

Staff Sergeant



Ivan J. Desindes
 Jacob L. Dorminey
 Edward M. Wilson

Senior Airman



Elijah W. Benson
 Keyla M. Fudge
 Victoria L. Lott



Congratulations!

Airlift wing's 'port dawgs' get real in Charleston

Training allows Reservists chance to acquire active-duty perspective

By Senior Airman Ulysses Petty
 25th APS

One of the primary objectives of a reserve unit is to stay deployment ready. Sometimes ensuring mission-ready status entails many requirements that seem to be farthest from a reservist's chosen career field, such as web-based training. Other times, there are opportunities to get hands-on, real life, readiness training, and such was recently the case for members of the 25th Aerial Port Squadron.

Eighteen members of the 25th APS recently boarded a C-130 headed to Charleston Air Force Base S.C. for annual tour. Members received real-world career field training, the kind you would use at deployed locations.

While some of the members of this group of 'Port Dawgs' have had similar training in the past, for many of the members, it was their first time getting this type of experience. Airman Joshua Williams was happy to share his thoughts on his first annual tour.

"We got a lot a training done," he said. "Most of it we couldn't have gotten done at our home base. We received hands on training with vehicles and passengers."

Williams, who was assigned to the passenger service section during this tour, also added that the PAX staff at Charleston's 437th APS was very helpful, and willing to share their perspective on the career field as it relates to active-duty situations.

Senior Airman Ericka Sanders, who spent her time in Fleet Services — a tasking she expects to fill — said, "the training here has made me feel more prepared for future deployments."

During the two weeks, 25th APS as a whole received comprehensive real-world training, and gained necessary skills critical to mission readiness, while also leaving their mark on the 437th APS for their professionalism, courtesy and willingness to assist and learn.

The highest accolade was given to Airman First Class LaTeriya Stamps, who was awarded the Port Dawg Bone for Excellence by Maj. Jason Okamura for her outstanding work. Okamura recalled her positive attitude, willing-

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TO THE FAMILY OF:

ness to help, and assertiveness when it comes to being trained. She was all too surprised and humbled by the coining.

Stamps was elated by all of the training opportunities she received. When asked if she felt better prepared after this tour for future deployments she stated, "oh yes, absolutely!" She went on to say that she was glad to be able to "go somewhere off-station and get the training at an active aerial port."

All in all, this was a great experience for 25th APS. We appreciate the support of our own 357th Airlift Squadron and our host the 437th APS for providing this valuable training opportunity.



POSITIVE, FROM PAGE 3

and a good diet will boost our own morale. If we team up with other positive people we can reach even higher levels of resiliency. "Fit to Fight" is a phrase with many applications, but the one thing that is a common thread is that whatever we face can be dealt with much more effectively if we have complete and total fitness.

Choose to take the time needed to be fit. Schedule your comprehensive fitness into your daily life. In my experience, taking the time to focus on my well-being has been well worth the effort. Prepare now for the lows of tomorrow and remember to look up, get up and you will go up.