



FEBRUARY UTA SCHEDULE

Saturday

Time	Activity	Location
6-7 a.m.	Breakfast @ Troop Dining Facility	Bldg 813
7:15-7:45 a.m.	Wing Element Staff Mtg	Bldg 838/WCR-2107
7:30-8:30 a.m.	Fit To Fight Evaluations & Profiles: LOD/WWD	Bldg 922
7:30-9 a.m.	Flying Physicals	Bldg 922
7:30-11 a.m.	Optometry	Bldg 922
7:30-11 a.m.	Immunizations, Hearing, Lab, Pulm Func Test	Bldg 922
7:30-11 a.m.	Dental Screenings	Bldg 922
9:30-11 a.m.	Non-Flying Physicals	Bldg 922
9:30-10:30 a.m.	Medical Deployment Outprocess	Bldg 922
8:00+	M-16A2 and 9MM AFQC Firing	Firing Range
8-9 a.m.	AEF Deployment Outprocessing	Bldg 838/Rm 2406
8-11 a.m.	CBRNE Refresher (Every 20 Months)	Bldg 838/Rm 1322
8-8:30 a.m.	Newcomers Intro by Wing/CC staff	Bldg 838/Rm 1202
8:30-10:20 a.m.	Newcomers Orientation	Bldg 838/Rm 1202
9-11 a.m.	Relocation Briefings	Bldg 838/ATN Rm
10 a.m.	IG Complaints	Bldg 838/Rm 1324
10-11 a.m.	Unit Deployment Managers Mtg	Bldg 838/WCR2107
10:30-11:30 a.m.	First Sgts. Grp Mtg	Bldg838
10:30-11:30 a.m.	Training Managers Meeting	Bldg 838/Rm 2304
10:30-12:30 p.m.	Lunch @ Troop Dining Facility	Bldg 813
Noon-3:45 p.m.	Newcomers Ancillary Trng	Bldg 838/Rm 1202
Noon-2 p.m.	Dental Exams	Bldg 550/NavClinic
12:30-2 p.m.	Laboratory Tests	Bldg 922
12:30-3 p.m.	Physicals, Hearing, PFT, Optometry, Immunizations	Bldg 922
1-4 p.m.	CBRNE Refresher (Every 20 Months)	Bldg 838/Rm 1322
4 p.m.	Retreat/Unit: 700th AS	Bldg 838/Flagpole
4:30 p.m.	Chiefs Group Meeting	Bldg 838/Rm 1202
5-6 p.m.	Dinner @ Troop Dining Facility	Bldg 813

Sunday

Time	Activity	Location
6-7 a.m.	Breakfast @ Troop Dining Facility	Bldg 813
7:30 a.m.	M16A2 AFQC Firing	Firing Range
7:30-8:30 a.m.	Protestant Chapel Service	DARB Base Chapel
7:45-8:30 a.m.	Enlisted Advisor Council Mtg	Bldg 838/WCR-2107
8-9 a.m.	MILPDS Trng	Bldg 838/Rm 2406
8 a.m.-4 p.m.	CBRNE Inital training	Bldg 838/Rm 1320
8:30-9:30 a.m.	HRDC meeting	Bldg 838/WCR-2107
9-10 a.m.	Catholic Service (Mass)	Navy Chapel
9-10:30 a.m.	Chiefs Group Mtg	Bldg 838/Rm 1202
9-11 a.m.	Physical Exams Follow-Up	Bldg 922
9-11 a.m.	Hearing Tests Follow-Up	Bldg 922
9-11 a.m.	Dental Exams Follow-Up	Navy Clinic
9 a.m. -Noon	CDC Exams	Bldg 838/Rm 2304
10-11 a.m.	Protestant Service	Navy Chapel
10-11 a.m.	Commander's Mtg	Bldg 838/WCR-2107
10:30-12:30 p.m.	Lunch @ Troop Dining Facility	Bldg 813
11:30 a.m.-noon	Protestant Chapel Service	Bldg 727/BrfgRm
12:30-1:30 p.m.	56 Group Meeting	Bldg 747/Rm 120
12:30-2 p.m.	Relocation Briefings	Bldg 838/Rm 2406
1 p.m.	CDC Exams	Bldg 838/Rm 2304
1 p.m.	Unit EM Rep meeting	Bldg 838/Rm 1322
1 p.m.	Top Three Mtg	Bldg 747
1-2 p.m.	Flying Safety Mtg	Bldg 732
4 p.m.	Unit Sign Out	Unit Asgnd

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BLACK AVIATION HISTORY

RECRUITING RECRUITERS

NEW CHIEFS HONORED

A publication of the 94th Airlift Wing

Minute man

MONTHLY

February 2008

Vol. 56, No. 2

**B-17 pilot's
history
inspires**

pg 3



Cover photo

1940s -- The vapor trails from two Boeing B-17 Flying Fortress aircraft light up the night sky. The B-17 prototype first flew on July 28, 1935. See a pilot's story on page 3. (U.S. Air Force file photo)

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VIEWPOINTS

Black history: look a little closer

By Senior Airman Leticia Hopkins
347th Rescue Wing Public Affairs

I think it's great, during Black History Month, we stop and reflect on the important things that occurred in the black community as a whole.

That said, every year we seem to focus on the same influential people. While they deserve all the credit and respect given to them, there are many other "unsung" black heroes from our past and today.

Black history should encompass all of those who have made a difference and should give youth the hope to make things better in the future.

After thinking of my own family, I realized they also have played a role in black history, while creating a family tradition of service.

My maternal grandfather, James Ingram, served on nuclear submarines in the U.S. Navy for 21 years before retiring in 1969 from active-duty service.

My paternal grandfather, Stephen Hopkins, joined the Army at 18 years old, one month before the Korean War began. He fought in the war for five months before he was captured by the Chinese. He walked from winter until spring, to get to the prison camp where he would spend the next two-and-a-half years of his life.

The first task he had to perform was catching 50 flies a day. His group also cleared roads and built makeshift playgrounds.

They were forced to look at pictures and watch films of the injustice blacks received in America. After being shown these images, they were asked how they could fight for a country allowing that kind of injustice.

Fifteen days after the war ended, he was released. My grandfather said he was proud of his service. If he

could, he would have stayed in the military. He valued his service even as some people made comments about how African Americans should not serve their country. He felt being in America was a blessing, especially after seeing how others lived.

Military service did not stop with my grandfather; my father Gregory Hopkins joined the Air Force at the age of 17. He served the military during several operations and had the chance to impact many fellow Airmen.

As a first sergeant, he looked out for his troops. Many people have told me how he helped them with their careers and lives. My father never made a big deal about his job. He said his actions were normal, and they were what should be done. In today's world, we can't always find someone willing to help us succeed, much less if we have had a few stumbles along the way.

My dad retired as a master sergeant and is continuing to positively influence people with his current job as a Junior ROTC instructor.

Like others in my family, I too joined the military. I've deployed to Germany and Iraq. I met many injured Soldiers and Airmen who would serve all over again, even though their dedicated service left them permanently disabled.

I always thought I understood the importance of being in the military; especially as some gave their lives for freedoms others enjoy every day. I also knew my family was made up of great and brave people. But now, my own experiences have led me to share the pride my grandfathers and father had in the military.

Black history is more than just blacks making progress for blacks; it is anything they do to impact any person's life. We should also remember there were many people helping blacks progress, and America's black history is made up of all these different people.

"...my own experiences have led me to share the pride my grandfathers and father had in the military."

With UCI coming up, pay attention to 'overlooked' E-mail guidelines

By Sandy Lee
94th Communications Flight

E-mail users may use a government-provided messaging system (Outlook) for official or authorized use only. Any other use is prohibited.

Electronic messaging has replaced or supplemented official formal Air Force communications such as official memorandums, messages, letters, etc. Users will not add slogans, quotes, special backgrounds, special stationeries, digital images, unusual fonts, etc., to the body of their electronic messages.

Local policy requires limitations on sending electronic messages to a large number of recipients. Digital images, as well as mass distribution of smaller messages, may delay other traffic, overload the system, and subsequently cause system failure. With mailbox limitations and server space being at a premium, plain text messages should be the routine way of sending out e-mails. Attachments should be saved on a shared drive of a server in order to send a link to the file instead of sending out the whole attachment to each individual mailbox.

Only reply to e-mail that absolutely requires a response and minimize the use of the "Reply to All" function. Make sure that you identify the audience when requesting a mass distribution e-mail (ie. 94 AW/CIV, 94 AW/RS, 94 AW/POP) to limit the amount of mail to what is necessary for that group of people.

Electronic messages, that require retention, should be filed in electronic file plans that mirror those maintained in the unit filing folders. It is the user's responsibility to manage official record e-mails according to the Air Force Records Disposition Schedule.

Services link on the web at www.dobbins.afrc.af.mil

From staff reports and news service



Hail to the chiefs



Chief Master Sgts. Duren T. Harmon, Sandra A. Wright, Howard C. Lee III, James R. Claffey and Wendell L. Peacock perform the POW/MIA dedication at the 2008 Dobbins Air Reserve Base Chiefs Induction Ceremony on Jan 5. Fourteen inductees were honored as the Dobbins Chiefs Group hosted its sixth biannual induction ceremony at the Marietta Conference Center & Resort. The inductees are military members who were promoted to the rank of chief master sergeant over the past year. It is the service's highest enlisted rank. (Air Force photo/Don Peek)

Valentine's at the club

The Consolidated Club is going the extra mile to make customer's Valentine's Day feel special by hosting a dinner and dance on Feb. 15. What better way to share an evening, than by letting the club pamper them? Music will be provided by "Atlanta's premier DJ" Marque Cooper. The experience is \$65 per couple with gratuity included. Reservations must be made by calling 678-655-4594 or 770-427-5551.



New arrivals, new ranks

Promotions

Chief Master Sergeant
David A. Wells
Technical Sergeant
Jhoann Benson
Joel Grice Jr.
Jeffrey P. Land
Janae D. Mitchell
Staff Sergeant
Mitchell E. Brown
John P. Crutchfield
Joey C. Mannozi

Benjamin L. Milliken
Herman P. Munet
Daniel C. Parker
Edward B. Shannnonhouse
Geoffrey C. Williams
Senior Airman
Haley N. Enix
Horace C. Kelly
Airman 1st Class
Justin M. Cuevas

Lt. Col. Max D. Burke
Maj. Marjorie M. Cabell
Maj. Patrick N. Chastain
Maj. Kenneth W. Moody
Capt. Gregory P. Sheets
Master Sgt. Howard A. Blumer
Master Sgt. Mark A. Carlisle
Master Sgt. Demaine Milbach
Master Sgt. Toby D. Winn
Tech. Sgt. William Arthur
Tech. Sgt. Ralph M. Chinayoung
Tech. Sgt. Rhonda G. Romines

Newcomers

Tech. Sgt. Charles L. Spruill
Staff Sgt. Angela M. Berghult
Staff Sgt. Jeffrey C. Bradley
Staff Sgt. David J. Hellard
Senior Airman Regina S. Giammalvo
Senior Airman Michael L. Harris
Senior Airman Roberto Mendez Jr.
Senior Airman Deanthony M. Rosser
Senior Airman Clarence H. Washington
Airman 1st Class Peter J. Holloway
Airman 1st Class Maurice L. Thomas Jr.

Answers from quiz on page 6

1. F, 2. F, 3. T, 4. F, 5. F

The Black History Gazette

MILESTONES IN AVIATION

Graphic by Tech. Sgt. Bob Martin

Photos Courtesy of National Archives / NASA



Eugene Bullard

First black combat pilot

Eugene Bullard was the world's first black combat aviator, flying in French squadrons during World War I. Before he became a pilot, he served in the French infantry and was awarded the Croix de Guerre. Born in a three-room house in Columbus, Ga., he was one of seven children.



Lt. Willa Brown

First black CAP officer

In 1937 Lt. Willa Brown earned her pilot's license, making her the first African American woman to be licensed in the United States. Two years later she married Cornelius Coffey, who would become one of the Tusgee Airmen. She was also a founding member of the National Airmen Association of America, the sole purpose of which was to lobby Congress for the racial integration of the U.S. Army Air Corps.



'Bessie' Coleman

First black female pilot

Popularly known as "Queen Bess," Bessie Coleman was the first African American woman to become a pilot, and the first American woman to hold an international pilots license.



The Tusgee Airmen flew their way to an enviable record. None of the bombers they escorted were lost to enemy fighters and they destroyed 251 enemy aircraft, winning more than 850 medals.



Gen. Benjamin O. Davis Jr.

First black combat squadron commander

On Jan. 16, 1941, the War Department announced the formation of the Tusgee Institute training program. On March 7, 1942, the first graduating class of the Air Corps Advanced Flying School at Tusgee Field included Col. (later Gen.) Benjamin O. Davis, Jr., who became the commanding officer of the 99th Fighter Squadron and later the 332d Fighter Group. These units were unique in United States military history because all the personnel were African American.

First black astronaut



Maj. Robert Lawrence
In 1967 Maj. Robert Lawrence Jr. becomes the first black astronaut.

First black female astronaut



Dr. Mae Jemison
In 1988, Dr. Mae Jemison became the first Black Woman to travel into space.

1917

Eugene Bullard becomes first black combat aviator

1921

Elizabeth 'Bessie' Coleman became the first black female pilot

1937

Willa Brown, became the first black officer in the Civil Air Patrol

1942 - 1945

The Tusgee Airmen became the first black combat pilots in the Air Corps

1967

Air Force Maj. Robert Lawrence Jr. becomes first black astronaut

1988

Dr. Mae Jemison becomes first black woman to travel into space



UCI/ORI prep:

Are your personal records cleared for takeoff?

By Master Sgt. Mark Brown
94th Mission Support Squadron

You've gone through basic training. You've attended the appropriate tech schools and you've studiously completed your required ancillary training. You've learned first-aid and you can don your gas mask (with the hood) within seven seconds flat.

These things reflect your commitment for duty and the professional guidance of your trainers and leadership. You feel and think that you are ready to deploy and ready for duty. But are you? Consider the following scenarios:

You're arriving for duty with a secret clearance but the security database shows that it expires next month. Have you applied to renew your clearance?

You're deploying overseas next week, you need to get your medical records signed off by the clinic. You did your physical, but did you complete the follow up? Do you have all your prescriptions?

These two scenarios are potential "show stoppers" that should have been resolved prior to an Airman hitting the deployment line. No one wants to be the only "write up." There are minimum requirements for deployment which must be met, including medical status, training, equipment, special clothing and many others.

Get with your unit's UDM to go over your mobility folder. Here are some things to look for:

- Ensure that there is no additional training you need to take to accomplish your mission. Training requirements change constantly and include, but are

not limited to, computer-based training (CBTs) like the Total Force Awareness Training; Self-Aid Buddy Care; Chemical Biological, Radiological, Nuclear and high-yield Explosive (CBRNE); and Law of Armed Conflict. A complete list and any unfulfilled requirements can be obtained from the UDM.

- Ensure your security clearance is current with your unit security manager.
- Ensure your medical records include up-to-date physical exam, profile status and dental exam and letter. Visit your unit health monitor.
- Complete your career-specific upgrade training. Ensure your progress has been recorded with your supervisor and your unit training manager.
- Check on your enlistment eligibility with the unit career advisor.
- AF Military Personnel Data Systems (MilPDS) provide the convenience of updating your information in a timely manner. The best set of eyes on an Airman's career and personnel data is that Airman's. They can help the commander support staff with keeping their information current and correct.
- Establish an Air Force Portal account—<https://www.my.af.mil/faf/FAF/fafHome.jsp>.
- Establish an Air Reserve Personnel Center account <https://arpc.afrc.af.mil/>.
- Ensure that your personal data in the Virtual Military Personnel Flight (vMPF) is current.

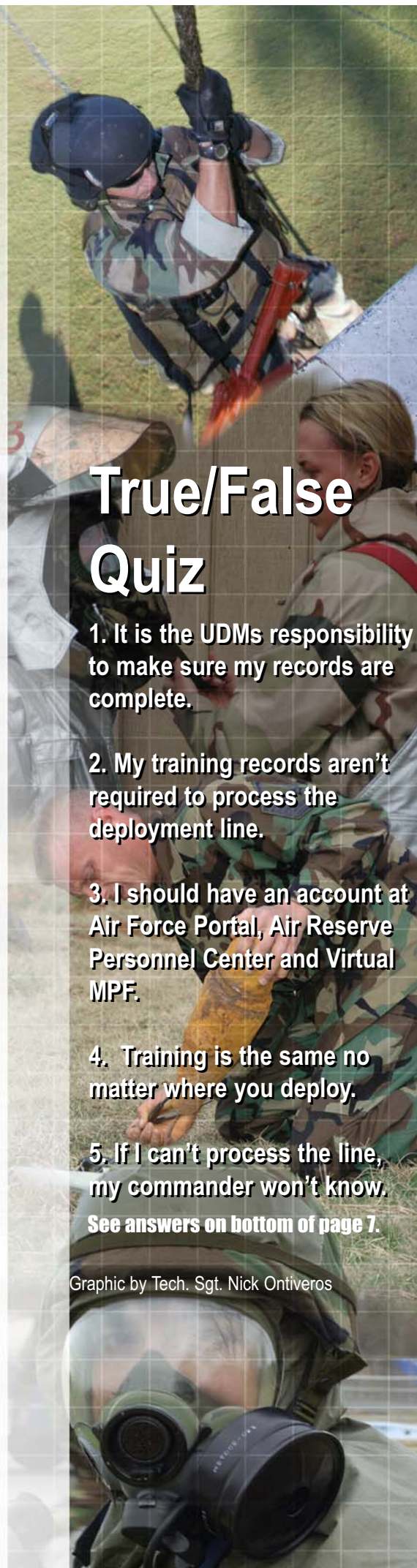
Remember, while the UDMs are there to help get everyone ready to deploy, only the member can complete individual requirements. Anyone who is unsure of their mobility status should see their supervisor and UDM immediately.

True/False Quiz

1. It is the UDMs responsibility to make sure my records are complete.
2. My training records aren't required to process the deployment line.
3. I should have an account at Air Force Portal, Air Reserve Personnel Center and Virtual MPF.
4. Training is the same no matter where you deploy.
5. If I can't process the line, my commander won't know.

See answers on bottom of page 7.

Graphic by Tech. Sgt. Nick Ontiveros



Living legend

Former **combat pilot** shares his legacy with today's warriors

By Senior Airman Robert Dennard
Public Affairs

The word hero is thrown around a lot today, often used to describe athletes – the baseball, football and basketball players that children idolize. Some servicemembers here recently had the privilege of meeting another hero. Some would say a "true" hero. He's not a football player, not a firefighter, and not even an Iraq or Afghanistan war veteran, but a man who was part of America's "greatest generation."

Retired Air Force Col. Harold "Hal" Weekley is the last remaining B-17 pilot from World War II. He spoke to members of the 700th Airlift Squadron here during an Air Warriors Briefing Jan. 5, and signed copies of his book, "The Last of the Combat B-17 Drivers."

"We started the Air Warrior Brief program here about a year and a half ago. Our goal is to motivate and instill a warrior spirit in the squadron. We have about one a quarter and it's the highlight of the UTA," said Maj. Todd Copley, assistant operations officer and part-time historian with the 700th Airlift Squadron here. "I used to have trouble finding folks, but once you meet one, you meet another and since working on the 60th Anniversary of the Air Force, I have a backlog of folks who want to come."

Colonel Weekley flew the B-17 Flying Fortress on 20 missions during World War II as a member of the 398th Bomb Group. During his twentieth mission, supposedly a "milk run" (a flight with little expected danger or difficulty) his plane was hit by flak and went down over enemy-occupied territory in France. He spoke to servicemembers about being hit, the crash and then evading capture by the Germans for the two-and-a-half weeks after he was shot down.

"The No. 1 engine was feathered, the No. 2 was on fire, and No. 3 was wind-milling. I had a fire in the tail and a fire in the radio room. Communications were shot out and hydraulics were shot out," said Colonel Weekley. He found out a few minutes later that one of the aircraft's wings was also on fire.

"On top of that," he continued, "the hydraulics were located right behind the



copilot's seat, and when they hit the hydraulic line the fluid started running down the floor. I had already been hit and wounded and when I saw that red fluid running down I thought, 'Man, I'm hit harder than I thought I was. I'm in worse shape than I thought!' But later, as I slipped and slid through it, I realized it was hydraulic fluid."

The German forces in the area were known for shooting machine guns at parachutists, so he dropped below 20,000 feet, jumped and fell for about two minutes before opening his chute. Colonel Weekley and his crew had parachuted down into enemy territory

"After I hit, two young boys came over to me and I asked them where the Germans were. They pointed one way and I went the other," he said.

Separated from his crew deep behind German lines, he was unarmed and alone. The events that followed could be straight out of a Hollywood movie.

He was taken in by a French family in the town of Brachy who, along with some of the other town residents worked as members of the French Underground to get him to safety. Colonel Weekley was hidden away in the mayor's attic for a few days before being taken to another town, Yvetot, by bicycle. He worked on a farm for awhile under an assumed identity.

The farm was frequented by the German occupying force and one night he even braved a dinner at the same table as enemy troops who came to the farm. Colonel Weekley said that there were a number of close calls, especially thanks to the sometimes over-excited children of the townspeople. It was dangerous for not only Weekley, but also for the locals who helped him. Anyone who helped allied forces would be executed by the Nazis.

When word came that 3,000 more Germans were headed to the town, Colonel Weekley decided for everyone's safety it was a good time to leave. He stole a girl's bicycle and traveled to the Seine River where he was picked up by a patrolling boat from the English Eighth Army and finally transported back to safety and across friendly lines in England.

After numerous debriefings and reuniting with some of his own crew, Colonel Weekley was sent home to the United States. In light of his time as an evadee, his next duty assignments were inside the United States.

Colonel Weekley served a total of 26 years in the Air Force as a pilot and instructor. He then worked for the Federal Aviation Administration for 14 years as an operations inspector. He flew the B-17 "Aluminum Overcast" for the Experimental Aircraft Association (EAA) until 2001 when he officially retired with 58 years of experience and over 5,000 flight hours.

"Currently, we're a training unit. So, it's very inspiring for folks like Colonel Weekley to come share their stories with us. It keeps us motivated. We are responsible for training people to go out and face combat like that," said Major Copley.



Retired Air Force Col. 'Hal' Weekley is author of "The Last of the Combat B-17 Drivers." (Air Force photo/Don Peek)