

Gulf Wing

403rd Wing, Keesler AFB, Miss.
Air Force Reserve Command

Home of the Flying Jennies & the Hurricane Hunters
Volume 26, Issue 5, May/June 2005

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MAY/JUN 2005

Bright Idea

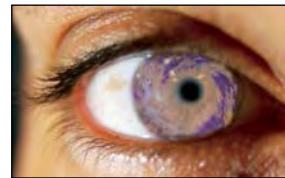
A maintenance NCO earned big bucks for an idea involving a small part. **Read more on Page 7.**

Aerial Porters Ramp-Up Operations

Day and night crews from the 41st Aerial Port Squadron went into overdrive when the Keesler flightline shut down for improvements in March. Around-the-clock operations were necessary to move tons of equipment needed to sustain the mission to Gulfport CRTC and Maxwell AFB, Ala. **Read more on Page 12.**

Hurricane Preparedness

This pullout section has a hurricane tracking chart, pre-season storm predictions from the National Hurricane Center and includes safety and readiness information for the upcoming season. **Read more on Pages 13-17.**



Hurricane Hunters Fly First Storm in WC-130J

The first storm of this year's hurricane season came a little early appearing in the Pacific off the coast of Central America. Hurricane Adrian also marked the beginning of a new era in weather reconnaissance for the Hurricane Hunters. **Read more on Page 18.**

Engineers Pave the Way

Engineers deployed to Dobbins ARB, Ga. and then went on to Silver Flag at Hurlburt Field, Fla. to ensure they are up to date with training requirements and maintain their readiness. **Read more on Pages 19-21.**

Readiness Safeguard: Wing Deploys 80 to Volk

Airmen from the 403rd Wing were recently airlifted to the Volk Field CRTC in Wisconsin to take part in Readiness Safeguard, an Ability to Survive and Operate exercise that challenged their war survival skills. **Read more on Page 22.**



General's Aviation

A crew from the 815th Airlift Squadron and Brig. Gen. Rich Moss traveled to Marietta, Ga. in April to accept a new C-130J-30 fresh off the assembly line. The new aircraft is the first the general has accepted. **Read more on Pages 8-11.**

What's Happening?

Know of an upcoming exercise or unit deployment? Are there special events planned at your unit? Contact your Unit Public Affairs Rep or call Public Affairs at 377-2056.

Volume 26, Issue 5

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Amn. Brian Mitchell, 403rd CF * Marie Haberstroh, CAP

Gulf Wing Awards

1st Place, Best Magazine, Air Force Media Contest, 2003, 2004
1st Place, Best Command Publication, AFRC Media Contest, 2004
1st Place, Best Magazine, AFRC Media Contest, 1989, 2003, 2004

Holocaust survivor, liberator share experiences

There were more than a few throats cleared and tears brushed away during Team Keesler's Holocaust Memorial Service April 20.

Community leaders, Airmen and citizens listened intently as Holocaust survivor Henry Greenbaum, the keynote speaker, lit one of six candles symbolizing the slaughter of six million Jews during that period. He then spoke of his story of survival and the horrors he witnessed.

He began by relating some of the events of his life as a prisoner in the Nazi concentration camps in WWII. Greenbaum was one of nine children. In 1939, Greenbaum along with his mother and siblings were sent to live in the ghetto of their town in Starachowice, Poland. He was 12 years old.

His family remained together there until 1942 when he and three of his sisters were chosen to work in a slave labor camp in their town.

In 1943, Henry and a sister tried to escape. His sister was killed and he was shot in the head. Despite the wound and no medical attention, lack of food, deplorable living conditions in the camps and being surrounded by death, the teenager managed to keep himself alive.

Later that year, he was sent to Auschwitz and placed in the Buna Monowitz, a satellite camp. From there he was sent to Flossenburg, Germany. After a four-month Death March, he

was liberated by American troops on April 25, 1945. He remained in Germany until 1946 when he moved to the United States. From his large family, only Henry, two brothers and a sister survived.

World War II Liberator, 1st Sgt. Bob Ferguson, who was an American infantry soldier during the war, also described his memories of the atrocities he saw. He was part of the leading Allied Force that freed the survivors remaining in the camps. Ferguson said he never thought about telling his story until it came to his attention that many young people did not know about the Holocaust and that some do not believe it to be true.

"It's important that those of us who witnessed these atrocities tell the younger generations what we saw, so that it will never happen again," he said.

Mississippi State Attorney General Jim Hood gave the opening remarks. Other speakers included Ms. Gretchen Skidmore of the U.S. Holocaust Memorial Museum; host, Brig. Gen. Bill Lord, commander of the 81st Training Wing and Lt. Col. Michael Underkofler, commander of the 403rd Operations Group.

Marine Staff Sgt. Pete Raif, an Iraqi Freedom veteran also lit one of the memorial candles along with Greenbaum, Ferguson, Hood, Skidmore and Chap. (Maj.) Kalman Dubov, who also offered the closing prayer.



Survivor, Henry Greenbaum



Liberator, Bob Ferguson

Gulf Wing Salutes

PROMOTIONS

Chief Master Sergeant
Eric M. Roberts, 41st APS

Senior Master Sergeant
Gail S. Ratcliff, 403rd OG
Michael W. Moore, 403rd SFS

Master Sergeant
Ronal G. Yokley, 403rd SFS
John K. Fisher, 41st APS
Keith E. Myrick, 403rd CES
Richard A. Dodd, 403rd CES
Larry N. Tait Jr., 403rd CES
Kermit B. Watson, 403rd CES
David A. Hill, 403rd CES
Spencer J. Emanuels, 403rd CES
Wendy R. Blame, 403rd ASTS

Technical Sergeant
Alton L. Hannah, 403rd SFS
Edward P. Scherzer, 53rd WRS
Leo Hendricks Jr., 403rd CES
Troy A. Peltier, 815th AS

Staff Sergeant
Phillip D. Lemons Jr., 96th APS
Carrie D. Seaman, 403rd LRS

Michelle C. Anderson, 815th AS
Michael S. Bauml, 403rd MXS
Patrick B. Kennedy, 403rd MXS
Jessica L. Tran, 403rd MXS
Deblair F. Tate, 41st APS
Christopher R. Hatt, 403rd ASTS
Victoria T. Dukes, 403rd MSF

Senior Airman
Christopher J. Pierre, 403rd LRS
Darryl A. Dukes Jr., 403rd MXS
Steven A. Feliciano, 403rd MXS
Lawanna R. Johnson, 403rd ASTS

NEWCOMERS
Amn. Vincent Armata III, 403rd OSF
SrA Russell Branch, 96th APS
SrA Jason Carmack, 403rd AMXS
SSgt. Charles E. Collins, 403rd MOF
SrA Michael W. Freret, 403rd MXS
MSgt. Jeffrey Hicks, 403rd MXS
SSgt. Shelby A. Pitre, 403rd LRS
SrA Bryan E. Pearson, 403rd AMXS
MSgt. Gail S. Ratcliff, 403rd OSF
A1C Laura L. Rutherford, 815th AS

Lt. Col. Robert J. Stanton, 53rd WRS
SrA Joshua W. Thomas, 403rd SFS
A1C Brian G. Terrell, 403rd MXS
A1C Steven M. Twinn Jr., 403rd MXS
SrA Gumube D. Williams, 41st APS
Amn. Angela D. Wuest, 403rd MXS
A1C Jacob L. Yarborough, 403rd AMXS

CDC COMPLETION 90+
TSgt. Jerry W. Pitts, 3A051
TSgt. Carrie L. Riley, 3A071

Pay Date June 15 Next UTA July 9-10

Photo by TSgt. Bobby Bracy



(Above) Tech. Sgt. Byron K. Bryant (second from left) was one of the organizers of the Sickle Cell Run. Sergeant Bryant is a member of the 403rd MXG and is an Aerospace Ground Equipment technician. (Right) 2nd Lt. Eileen Govan (far right), briefs ROTC students from Tuskegee Institute during a recent visit to Keesler.



Courtesy Photo

Photo by SSgt. Linda Bauml, 403rd AMXS



(Above) Chief David L. Simmons (left), aerospace propulsion chief, retired from the 403rd Maintenance Squadron April 3. He first came to Keesler in 1973 and served as a traditional Reservist crew chief with the 920th Rescue Group. His initial enlistment was Aug. 1, 1963. Senior Master Sgt. Kevin Cavin presented the shadow box.



Photo by Lt. Col. Mike Odom, 403rd Public Affairs

Lt. Col. Denny Price displays a memento from a flying squadron during a farewell lunch. This was one of many souvenirs presented to him for more than 16 years of service to the 403rd Wing.



Photo by TSgt. Lisa Pina, 41st AFS

(Above) The "A Team" from the 41st Aerial Port Squadron just before they deployed with 24 people to Charleston AFB, S.C. April 3. The activated personnel will receive additional training and further deploy to an unknown location for a minimum of 120 days. These 24 individuals will go down in history as being part of the first activation of the 41st APS.

Photo by Lt. Col. Mike Odom, 403rd Public Affairs



(Above) Brig. Gen. Rich Moss, Capt. Rob Light, Maj. Gen. Jim Bankers and Max Mayfield, director of the National Hurricane Center, display the Meteorology Award presented to the 53rd Weather Reconnaissance Squadron in March during the 27th Annual National Hurricane Conference. The award was in recognition of the Hurricane Hunters' achievements during the 2004 Hurricane Season, one of the most furious storm seasons of the century.



Photo by Lt. Col. Mike Odom, 403rd Public Affairs



Photo by Lt. Col. Mike Odom, 403rd Public Affairs

(Top) Chief Master Sgt. Robert Lee briefs May Mayfield, director of the National Hurricane Center and Congressman Tom Foley (right) of Florida, during an orientation flight through central Florida. The Hurricane Hunters were interviewed by media in Punta Gorda and West Palm Beach. Central Florida was severely impacted during the 2004 hurricane season. (Above) Col. Michael Underkofler (right), commander, 403rd Operations Group, and other members of Team Keesler participate in an opening ceremony for the new consolidated recruiting station in D'Iberville. Mayor Rusty Quave (left) holds the ribbon along with the D'Iberville Chamber of Commerce who organized this ceremony. (Right) Chief Master Sgt. Ronald E. Bissett receives his retirement certificate from Col. Steven Slick, vice commander, 622d Regional Support Group during a ceremony held May 1, at Little Rock AFB, Ark. Chief Bissett retires from the Air Force Reserve after more than 30 years of service. He was the Senior Air Transportation ART at the 96th Aerial Port Squadron. The 96th APS is a unit supported by the 403rd Wing.



Photo 2nd Lt. Joseph B. Terry, 96th APS

Command Post team earns recognition

By SrA Michael Eaton
Staff Writer

When the 910th Airlift Wing, at Youngstown Air Reserve Station, Ohio, realized an unexpected vacancy in its Command Post, two reservists from the 403rd Wing were called to the rescue.

Senior Master Sgt. William Parsons and Master Sgt. Brian Harms were asked by 22nd Air Force to fill in during the chief's absence. They did that and more. During their tour, each stepped up to the plate and provided leadership in one of the base's most critical positions.

Sergeants Parsons and Harms each went on separate tours during August and September. When Sergeant Parsons arrived in September, he took charge of day-to-day operations and oversaw the remodeling of the Command Post's facility.

Though he was only there a short time, Sergeant Parsons wanted to ensure he did everything he could to leave the organization in better shape than when he arrived. One area of focus was the Command Post's training program, which he reorganized and updated, adding to it an emergency response plan.

In addition to the busy schedule, Sergeant Parsons had to fulfill the daily obligations of a command post chief, which included accomplishing operational and situational reporting for the wing, executing the wing fly-over schedule, reporting daily situations to higher headquarters and keeping track of and reporting the base's status of resources and training.

"We are the eyes and ears of the wing commander," said Sergeant Parsons. "We keep him informed of situations as they occur."

At the end of August, Sergeant Parsons passed the baton to Sergeant Harms, who filled in the remaining gaps of the new training programs and the installation of a new \$250,000 communications console. During their tours, they were also credited with directing crucial command and control operations, and fulfilling vital operational roles for the 910th, such as reporting mishaps and accidents.

The 910th expressed its gratitude to both Sergeant Parsons and Sergeant

Harms for their service at Youngstown. They each received letters of appreciation from the 910th Air Wing Commander, Col. Timothy J. Thomson, and Chief of the 22nd Air Force Command and Control Section, Lt. Col. Nancy J. Whaley.

Sergeant Parsons and Sergeant Harms are each back at the Keesler Command Post where they said they plan to continue bringing excellent customer service to the 403rd Wing and Keesler. Currently, they are in the process of training active duty con-

trollers from the 81st Training Wing in mission monitoring for AEF deployments.

"Everyone who came in did a great job," said Colonel Thomson. "They helped me hold down the fort and keep the Command Post running."

Colonel Thomson also had special thanks for the 403rd's Command Post volunteers.

"Thanks to the 403rd Wing and the professionalism of Parsons and Harms for helping us get through tough times," he said.



As the eyes and ears of the commander, Master Sgt. Brian Harms and Senior Master Sgt. William Parsons keep the nerve center of the 403rd Wing running 24-hours a day. Recently each was recognized for his expertise when filling in as Command Post Chief at the 910th Airlift wing in Youngstown, Ohio.

Photo by SrA Michael Eaton



Tony Stringer, an Air Reserve Technician with the 403rd Maintenance Squadron, recently earned \$10,000 for an idea he came up with to save the Air Force money. He is a senior master sergeant who works as manager in the engine shop.

Photo by SSgt. J. Justin Pearce

Bright idea pays off for 403rd engine manager

By TSgt. Michael Duhe
Senior Staff Writer

A maintenance NCO earned big bucks for an idea involving a small part.

Senior Master Sgt. Tony Stringer, 403rd engine manager, earned \$10,000 by submitting an idea through the Air Force's Innovative Development through Employee Awareness program.

The idea involved a change to a technical order for performing engine maintenance on the C-130J. Sergeant Stringer noticed that when exhaust nozzles (tailpipes) were removed, the mounting bolt would often break off inside the self-locking shank nut, also breaking the 3/8-inch diameter nut plate. The tech order specified that only the Rolls Royce representative on base could change the plate. If he was not available, the entire engine would have to be replaced at a cost of about \$5 million.

Sergeant Stringer's solution: change the tech order so that maintainers could replace the nut plate, which would cost approximately \$30 and take no longer than 15 minutes. The idea also involved creating a specialized tool for the task, which 403rd maintainers did in the machine shop.

Last July, he submitted his proposal

to Lockheed Martin, who approved it in December. He then submitted the proposal to the IDEA program and it was approved in March.

The implementation of Sergeant Stringer's idea does more than eliminate a costly inconvenience for 403rd maintainers on base.

"If we're deployed somewhere, we have to be able to fix the problem," he pointed out. "We can't let a \$30 nut plate cause us a \$5 million engine change and three days worth of work."

Had the idea been implemented in 2004, the savings for Keesler alone would have been \$20,768,926 and 440 man hours, said Sergeant Stringer.

Second Lt. Hanna Chang, who was the base IDEA program manager when Sergeant Stringer submitted his proposal, said his idea was a first for her in one respect.

"That was the first \$10,000 award I'd seen," she said, pointing out that \$10,000 is the maximum amount that can be awarded. "It was interesting to see an amount that big awarded."

Awards of \$200-\$1,000 are approved by the base IDEA program manager. Awards above \$1,000 require the approval of the wing commander.

However, Sergeant Stringer's idea was typical in another regard. "Most of the ideas I saw while I was the IDEA program manager were submitted by

members of the 403rd Wing and involved changes to technical orders," she said.

In February 2004, another 403rd maintainer, Tech. Sgt. Ron Balias, received a \$10,000 award through the IDEA program for a proposal to separately list a C-130J valve hydraulic and starter control assembly in the J-model technical order.

Not all IDEA proposals are work related, Lieutenant Chang noted. One recent suggestion calls for installing stretching equipment at the Crotwell Track. That proposal, which was approved, falls into the "safety" category and will result in a \$200 award to the member who submitted the idea.

The number of ideas submitted varies from month to month, according to Staff Sgt. Kristy Williams, current IDEA program manager. From October 2004 through March 2005, a total of 20 IDEA suggestions were submitted. Of those, five were approved, nine were rejected, five are "awaiting actions" and one was withdrawn.

Proposals undergo a good deal of scrutiny. "We have to do a thorough check and make sure the monetary savings claimed in the proposals are valid," said Lieutenant Chang.

To submit a proposal to the IDEA program, contact Sergeant Williams at 7-3120/7378.



General's ★ Aviation

By TSgt. James B. Pritchett
Editor

ATTENTION: Newbies, if you are sent out to look for keys to the aircraft, don't let anyone tell you hours into your search that there are no keys. Brig. Gen Rich Moss has one to prove it.

Even though General Moss and his crew arrived at the Lockheed Martin plant in Marietta, Ga. April 1, it was no April Fool's Day prank when company

officials presented him with a key to the new C-130J30 also know as aircraft 8154 and "the General's aircraft."

"This is the first time I have accepted delivery of a new aircraft," said General Moss, commander of the 403rd Wing. "It is also a special aircraft for me because the tail number matches the last four of my social security number."

Crew Chief, Tech. Sgt. Brett Keeley, 403rd MXS, will also have a close connection with this aircraft. His name will be stenciled next to the crew entrance door as the permanent crew chief for aircraft 8154.

Sergeant Keeley went along to do his part during the acceptance. The crew chief has to inventory all the miscellaneous equipment and also signs for the aircraft.

After a rainy morning, the crew finally got started on the first 403rd flight headed to Maxwell AFB, Ala. where 8154 will be based until flight-line improvements are completed at Keesler in June.

Other members of the crew were, pilots, Maj. Eric Olson and 2nd Lt. Kevin Olson and Chief Master Sgt. Dale Taylor, chief loadmaster, all of the 815th Airlift Squadron. SrA Rachel Lee, a new crew chief with the 403rd AMXS, also made her first temporary duty flight to Marietta for the event.

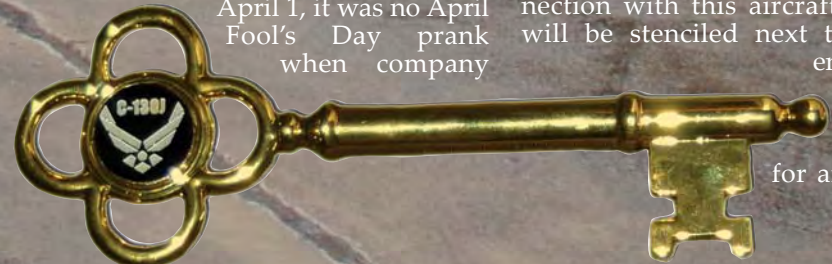


Photo by TSgt. James B. Pritchett



Photo by TSgt. James B. Pritchett



Photo Courtesy Lockheed Martin



Photo by TSgt. James B. Pritchett



Photo by TSgt. James B. Pritchett



Photo by TSgt. James B. Pritchett

(Top) Brig. Gen. Rich Moss, commander, 403rd Wing, gets behind the stick of aircraft 8154 for the unit's first flight in the new J-model. (Above) Tech. Sgt. Brett Keeley, crew chief, 403rd MXS, inventories equipment included with the aircraft such as headsets, ladders and other gear used to keep the bird safe and in top condition. Sergeant Keeley will have his name stenciled next to the crew door as crew chief on the new aircraft. (Top Center) Brig. Gen. Rich Moss tours the Lockheed Martin production line where this C-130J-30 nears completion for delivery to the 403rd Wing. (Bottom Center) Even though it is a new aircraft, Chief Loadmaster, Chief Master Sgt. Dale Taylor, 815th AS, still makes all the usual checks before takeoff.

(Above) Crew Chief, Senior Airman Rachel Lee, 403rd MXS, runs through pre-flight checks while pilots are filing their flight plans. Crew chiefs and loadmasters have trained on some of the duties of Flight Engineers to accommodate for the reduced crew positions on the C-130J. (Left) Brig. Gen. Rich Moss accepts the "key" to aircraft 8154 from David Haines, vice president, C-130J Program, Lockheed Martin, before taking off from Dobbins ARB, Marietta, Ga.

Aerial porters ramp-up operations

By TSgt. James B. Pritchett
Editor

There were tons of equipment to move and very little time to move it.

Aerial porters swooped in and loaded all the equipment necessary to sustain the operational flying missions of the 815th Airlift Squadron and 53rd Weather Reconnaissance Squadron, onto trucks and into aircraft for a temporary move to two different locations.

Airmen from the 41st Aerial Port Squadron moved more than 140 tons of gear to Maxwell Air Force Base, Ala. and Gulfport National Guard Base in less than a week when the Keesler flightline shut down for improvements in March.

The day crew, consisting of six aerial porters, uploaded more than 41 tons of cargo on seven aircraft within two days for the move to Maxwell and also moved three tons to Gulfport. Porters working the night crew trucked 100 tons of cargo to Gulfport over a 5-day period.

"Teams worked 12-hour shifts to get the mission off the ground," said Senior Master Sgt. Sherita Johnson, transportation superintendent. "Not one person com-



(Above) Tech. Sgt. Alce Martin, loads equipment onto a truck for transport to Gulfport.

plained about the workload or the time."

Even though several of the Airmen reported to civilian jobs the next day, they worked late into the night to ensure maintenance, aircrews and support units had all of the vital equipment they needed on the ground at their locations.

Reversing the move will keep porters working long hours again during the return to Keesler when improvements are completed. Aircraft and personnel are expected to return in June.



Senior Master Sgt. Edrick Haynes secures equipment on a trailer before it is moved to Gulfport Air National Guard Base. All the 403rd's aircraft temporarily moved in March for flightline improvements.



Tech. Sgt. Alce Martin uses a forklift to move equipment needed by maintenance troops during the temporary relocation of aircraft to other bases. The APS teams that made the move possible included Senior Master Sgt. Sherita Johnson, Senior Master Sgt. James Childs, Senior Master Sgt. Edrick Haynes, Master Sgt. Ronny Spradlin, Master Sgt. Mary Adamson, Tech. Sgt. Kenneth Holmes, Tech. Sgt. Troy Bickham, Tech. Sgt. Alce Martin, Tech. Sgt. Steve Martin, Tech. Sgt. Nathaniel James, Staff Sgt. Michael Hodges and Staff Sgt. Bernard Atmore.

Photo by TSgt. Steve Martin, 41st APS

Photo by TSgt. Steve Martin, 41st APS

Special Pullout Section

- Hurricane Tracking Map
- Preparedness Guide

2005

Hurricane Preparedness Guide



Photo Illustration by SSgt. J. Justin Pearce and TSgt. James B. Pritchett

A hurricane is a severe tropical storm, that forms in the southern Atlantic Ocean, Caribbean Sea, Gulf of Mexico or in the eastern Pacific Ocean. Hurricanes need warm tropical oceans, moisture and light winds above them. If the right conditions last long enough, a hurricane can produce violent winds, incredible waves, torrential rains and floods. They remain one of the deadliest forces of nature.

Hurricane season officially began June 1 and continues through Nov. 30.

The Hurricane Hunters have already made their first flight into a storm in the WC-130J. (See story Page 18).

Severe weather is a frequent occurrence along the Mississippi Gulf Coast. Maj. Chad Gibson, an aerial reconnaissance weather officer with the 53rd Weather Reconnaissance Squadron said the most important thing people can do is to listen to and follow storm advisories. It is very important to take precautionary measures, he said, and to have a plan of action that covers situations that may occur in the event of a hurricane.

In May, forecasters from the National Oceanic and Atmospheric Administration released their 2005 Hurricane Outlook. If the tropical activity is in line with the predictions, the Hurricane Hunters and all the units that support them are in for another active year.

Hurricane experts are again predicting above average hurricane activity this year. According to the National Weather Service, the outlook calls for 12-to-15 named tropical storms, seven to nine of those becoming hurricanes. Three to five are expected to be major hurricanes. That means they are a category three or larger.

Gibson said listening to advisories is very important because they give warning as to when and where a storm may hit.

Tropical storms don't play by set rules. Gibson said the Hurricane Hunters have flown tropical systems during all times of the year, however, the period between June 1 and Nov. 30 is the official hurricane "season." September 11 is the statistical peak, according to National Weather Service records. Since storms can occur anytime, early preparation is key to avoiding confusion and last-minute dashes to hardware and grocery stores that occur when hurricanes threaten. Knowing evacuation routes is also essential.



Hurricane Preparedness Guide

Season began June 1

Coastal residents should keep a hurricane evacuation kit stocked at all times with necessary items (see checklist in box below). Don't wait until a storm is in the gulf to get ready for it.

The National Weather Service issues a Hurricane Watch when hurricane conditions are possible within the next 36 hours in the area of the Watch. A Hurricane Warning is issued when conditions are expected within 24 hours or less.

When a Hurricane Watch is issued, residents should monitor the news for the storm's progress and development, fuel automobiles, check batteries, stock up on canned food, first aid supplies, drinking water and prescription medicines and have an extra supply of cash on hand.

To help protect homes, prepare to cover all windows and door openings with shutters or other shielding materials and bring lawn furniture and other loose, lightweight objects inside.

Normally harmless objects can become deadly missiles in a hurricane.

Hurricane evacuation

Once a warning has been issued, follow through on preparation activities and follow instructions issued by local officials. If told to evacuate, leave early. Expect delays and traffic jams on hurricane evacuation routes. Remember, raised drawbridges allowing boats to seek safe harbors often interrupt bridge traffic.

Seeking shelter

If you decide to stay in your home, turn your refrigerator to maximum cold and open only when necessary. Turn off utilities if directed by local authorities, turn off propane tanks, unplug small appliances and fill bathtubs and large containers with water for sanitary purposes.

If the winds become extremely strong, stay away from windows and doors and find refuge in a small interior room, closet or hallway. Close all interior doors and secure and brace external doors.

Go to an interior first-floor room if you live in a multi-floor home and lie on the floor under a table or another sturdy object.

Storm surge

Under no circumstances should you try to ride out the storm in a mobile home, a high-rise building or a home in a low-lying flood area. Hurricane-force winds are even stronger at higher elevations.

People living close to the gulf are especially vulnerable because of the deadly storm surge. Storm surge is a massive dome of water that is often 50 miles wide that sweeps across the coastline near the area where the eye of the hurricane makes landfall.

The hammering effect of the waves acts like a giant bulldozer sweeping away everything in its path. Nine out of 10 hurricane deaths are caused by the storm surge.

Deceptive calm

Be especially cautious of the eye of the

hurricane. If the storm center passes directly overhead, there will be a lull in the wind lasting up to 30 minutes.

Resist the temptation to go outside during this deceptive calm. As the eye passes, winds will suddenly return to hurricane force - from the opposite direction.

After-storm checklist

After the storm, keep listening to weather reports because tropical systems often spawn tornadoes and other severe weather. Wait until an area has been declared safe before leaving your shelter or returning to your home.

Avoid weakened bridges and washed-out roads and do not drive into flooded areas. Some roads may be closed; do not drive around barricades.

Check gas, water and electrical lines and appliances for damage. Be aware that utility service can be severely interrupted by hurricanes. Depending on the severity of the damage, several days could pass before service is restored.

Do not drink or prepare food with tap water until you are certain it has not been contaminated.

Avoid using candles and other open flames indoors. Use a flashlight to inspect for damage. Use the telephone only to report life-threatening emergencies.

Be especially cautious around trees that have been weakened by the storm.

Hurricane season continues through Nov. 30.

Disaster Plan: Families can cope when tragedy strikes

Where will your family be when disaster strikes? They could be anywhere - at work, at school, or in the car. How will you find each other? Will you know if your children are safe? What would you do if basic services - water, gas, electricity or telephones - were cut off?

Families should be prepared for all hazards that could affect their community. Each family should use the following steps to develop a family disaster plan.

Gather information about hazards that can affect your community. Contact your local National Weather Service office, emergency management or civil defense office. Also contact your local American Red Cross chapter.

Find out what type of disasters could occur and how you should respond.

Learn your community's warning signals and evacuation plans. Also find out how your workplace or your children's school deals with disaster.

Meet with your family to create your plan. Discuss the information you have gathered. Pick two places to meet: a place right outside your home for a sudden emergency, such as fire, and a place outside of your neighborhood in case you can't

return home. Also choose an out-of-state friend as your "family check-in contact" for everyone to call if separated. Discuss what you would do if advised to evacuate.

Implement your plan.

1) Post emergency numbers (fire, police, ambulance, etc.) by telephones.

2) Install safety features in your house, such as smoke detectors and fire extinguishers.

3) Inspect your home for potential hazards (such as items that can move, fall, break, or catch fire) and correct them.

4) Have your family learn basic safety measures, such as CPR and first aid; how to use a fire extinguisher; and how and when to turn off water, gas, and electricity in your home.

5) Teach children how and when to call 911 or the local Emergency Services number.

6) Keep enough supplies in your home to meet your needs for at least three days. Assemble a disaster supplies kit.

Practice and maintain your plan. Periodically ask your family members about emergency meeting places, phone numbers, and safety rules to make sure they remember them by conducting drills.

Hurricane Survival Kit

If a hurricane hits, do you have enough of these items on hand to get you through the emergency?

- Matches
- Nonelectric can opener
- Extra prescription medicine
- Baby food, diapers and formula
- First-Aid kit
- Portable cooler
- Enough bottled water for 2 quarts per day for each person
- Containers of water for sanitary use
- Eating utensils
- Battery-operated radio
- Flashlights, extra batteries
- Emergency cooking facilities
- 3/4-inch plywood to board windows
- Lantern, fuel
- Fire extinguisher
- Bleach
- Mosquito repellent/netting
- Plastic-sheeting
- Tools
- 100 feet of rope
- Sleeping bags and blankets
- Trash bags
- Duct tape
- Battery charger for cellular phone

Coast Evacuation Routes



Hancock County
Mississippi 607: Goes through the NASA preserve. Could be taken north to Interstate 59.

Mississippi 43: Begins in Waveland and from which Mississippi 603 branches north of Kiln. Will take residents to I-59.

Interstate 10: Go west on I-10 and take I-59 north at Slidell, La., or I-12 west to Baton Rouge, La. Officials

advise against going to New Orleans to ride out a hurricane.

Harrison County
U.S. 49: Major northward evacuation route.

Mississippi 67: Meets U.S. 49 at Saucier. Can help evacuees avoid traffic congestion.

Mississippi 15: Heads north from the I-10 and I-110 interchange, meets

Mississippi 26 which heads west to Wiggins on east to Lucedale.

Jackson County
Mississippi 57: Runs north from Ocean Springs and crosses Mississippi 26 and intersects U.S. 98, which runs north to Hattiesburg.

Mississippi 63: Runs north from Moss Point to Lucedale but becomes a two-lane road as it leaves

Jackson County. This bottleneck could slow evacuation traffic.

Interstate 10: Runs out of the county to the east toward Mobile, Ala. Unless the hurricane is headed west of Jackson County, Mobile is not the best area toward which to evacuate. However, highways north to Montgomery and Tuscaloosa can be reached by going through Mobile.

Hurricane Hunters fly first WC-130J storm mission

The first storm of this year's hurricane season came a little early appearing in the Pacific off the coast of Central America.

Hurricane Adrian also marked the beginning of a new era in weather reconnaissance for the Hurricane Hunters of the 403rd Wing's 53rd Weather Reconnaissance Squadron.

When thunderous winds threatening El Salvador formed Tropical Storm Adrian in the Pacific during the third week of May, the National Hurricane Center called on Air Force Reserve Command's Hurricane Hunters to get a fix on the storm's location.

This mission was the first operational tasking in which a crew piloted a WC-130J into an active hurricane. The unit has been in conversion to the new airframe during the past few seasons, ensuring it is a stable platform to conduct weather reconnaissance. During previous seasons, unit crews flew the J-model into storms for training and evaluation but never to fulfill a tasking from the NHC.

The center tasked the Hurricane Hunters to fix the location of Tropical Storm Adrian, near El Salvador, which was immediately upgraded to Hurricane Adrian during the first leg of their reconnaissance mission. During the 11-hour flight, winds reached 105 mph at flight-level and eventually forced up to 20,000 residents to flee their homes before weakening as it moved inland in the wee hours of the morning of May 20.

The crew reported that the aircraft made significant improvements in operational awareness during the mission.

The J-model features a "glass" cockpit packed with the latest in computer assisted flight and navigational controls allowing crews to focus on their in-flight tasks.

"The plane performed very well. The biggest difference was our increased situational awareness," said Lt. Col. Dave Borsi, aircraft commander. "Because of the new computer system, we were better able to see where we were in the storm. While we were there, data we provided led to the NHC upgrading it to a hurricane, giving the people along the coast a more accurate picture of what to expect."

"The WC-130J and the 403rd team were vital in our ability to provide the



Courtesy Photo

The WC-130J aircraft features a "glass" cockpit packed with the latest in computer assisted flight and navigational controls. These systems enhance the situational awareness of crews and allow them to focus on their in-flight tasks.

people of El Salvador and Honduras advanced warning of Adrian's landfall and potential impacts in El Salvador and neighboring countries," said Max Mayfield, director of the National Hurricane Center. "I note with pride that El Salvador's President Antonio Saca interrupted a national press conference to advise his nation of this latest data, including information from the aircraft."

Aerial reconnaissance weather officers, who collect and transmit information from the aircraft directly to the NHC, noted that it has taken patience to develop software and to adapt computer systems to the unique needs of the storm reconnaissance mission.

"It has taken six years to create the best system possible to produce the most accurate data for the meteorological analyses during flight," said Lt. Col. Steve Renwick, the mission's weather officer instructor. "Our first evaluation occurred during Hurricane Lenny, six summers ago. We've come a long way since."

The new weather console is significantly improved from its predecessor's configuration. The weather officer now sees simultaneous displays of the weather data as well as instruments

monitored by other crew members that are vital to performing the job.

"In the H-model, we had to look over the navigator's shoulder to see the basic radar pattern," Colonel Renwick said. The new system now places the weather officer in the cargo area rather than on the flight deck allowing immediate observation of sea-surface winds, a critical part of storm assessment.

Lt. Col. Jon Talbot, another ARWO, who was on his first mission in the new aircraft during a storm said, "All the software and hardware worked as advertised. Situational awareness is much improved over the H-model."

Maintenance teams who cared for the aircraft after the mission reported that the aircraft held up well under the stresses of a storm environment.

"We haven't found any problems with the propellers," said Maj. Kelvin McElroy, 403rd Maintenance Squadron commander. The props on the J-model are six-bladed and are made of a composite material, differing significantly from the four-bladed configuration of the older H-models.

Maintainers noted a few routine messages that are typical after any storm but were able to quickly assess them using a computerized diagnostic system.

This is a marked change from the recovery process of the older aircraft that included many analog systems and instruments.

Today, crew chiefs plug in a portable computer that pinpoints any concerns and tells them what is needed to make corrections.

Brig. Gen. Richard Moss, 403rd Wing commander, said the Hurricane Hunters are ready to complete the transition to the new aircraft this season.

"This mission is the culmination of a lot of work enabling the WC-130J to perform its mission," he said.

"Increased situational awareness of the crew and the increased safety of the J-model's performance enhance the unit's ability to locate and pinpoint these dangerous storms," said General Moss. "These same capabilities also allowed the unit's sister squadron to recently complete a highly successful tour in Southwest Asia. This simply goes to show that the C-130J will be a great asset to the Air Force."

From Staff Reports

Engineers pave the way

By TSgt. James B. Pritchett
Editor

Civil Engineers endured a couple of long bus rides and some austere field conditions in April during exercises designed to update their training and fortify their teamwork.

More than 50 people from the 403rd CES took a bus from Keesler to Dobbins Air Reserve Base, in the piney hills of Marietta Ga. on the first leg of their journey.

This first phase of training took place at the Expeditionary Combat Support Training and Certification Center where instructors focused on the essential skills needed when engineers deploy.

Master Sgt. Tommy White and Senior Master Sgt. Michael Tartt, arrived before the rest of their unit as the Advance Team to make sure everything went smoothly.

White said the expeditionary train-

ing for CE troops is not only important in preparing them for the second phase of training at the Silver Flag exercise, it is also an essential part of the upgrade training process.

Civil Engineering units are made up of people in many different specialties from firefighters to readiness specialists to heavy equipment operators and construction engineers. Because there are so many different specialties, it can sometimes be difficult for units to get their people certified and upgraded at home station. While at Dobbins, instructors not only train them on the tasks, they are also qualified to certify those tasks in individual training records.

Because this is considered a training environment instead of an exercise, much of the training focuses on individual skills.

"The good thing about this training is that people are not under pressure here like they are at Silver Flag," said

Sergeant White. "Here it is more up to each person to learn what they need to know. Instructors will stay on site until everyone gets it. They are here to help us before we get into an exercise or real-world deployment where these skills become critical to how we do business."

With ongoing expansion of the training area, the center combines training that was once broken up into three different locations to encompass the Total Force.

The primary missions at the center are to provide hands-on training on equipment not available at home station,

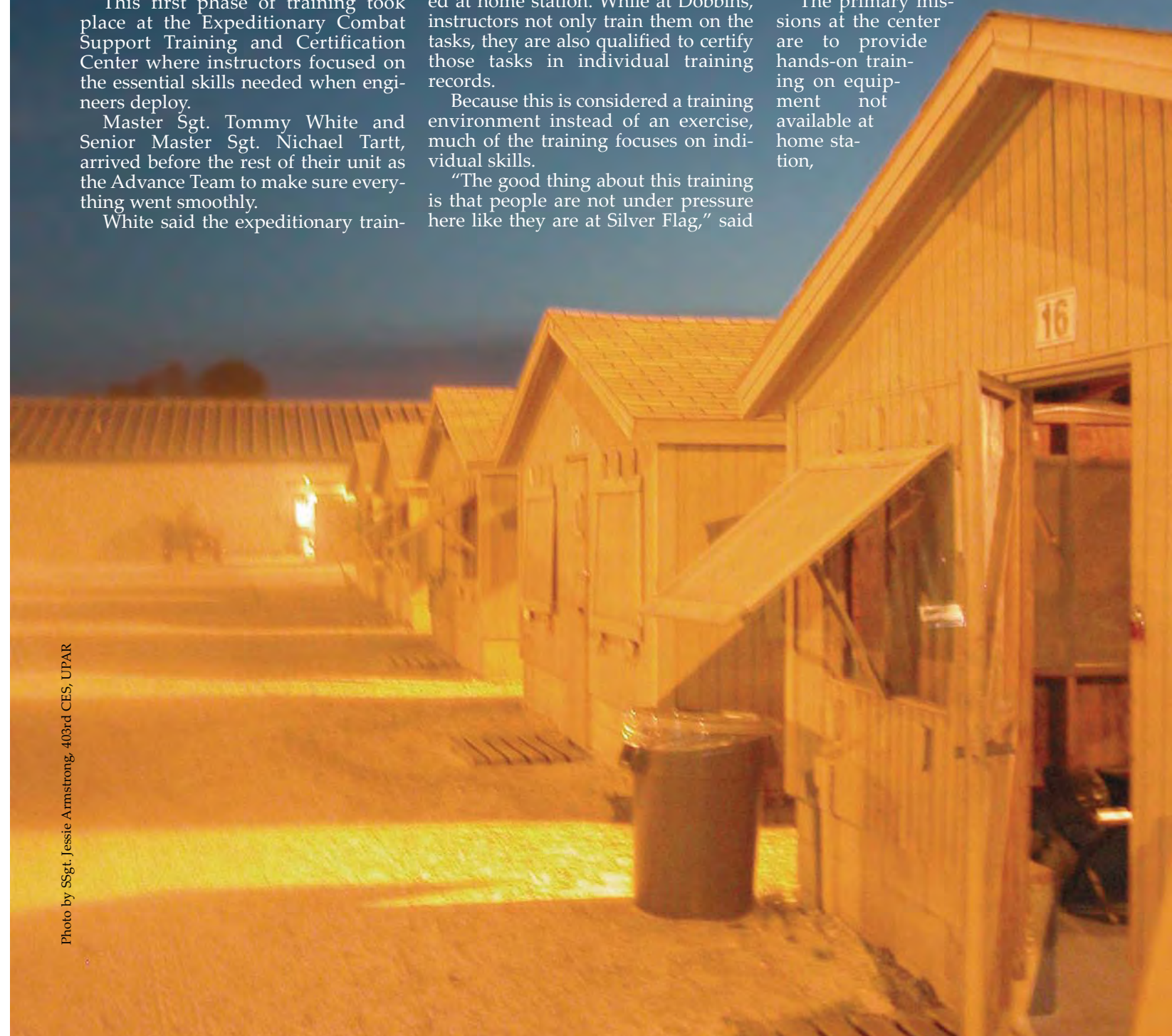


Photo by SSgt. Jessie Armstrong, 403rd CES, UPAR

Just-in-Time training for AEF/OEF, recertification and refresher training and upgrade training.

For some people this was their first chance to work with the equipment they would use during a deployment since tech school.

"Instead of watching a video, you get hands-on training," said Sergeant Tartt. "You get that extra feeling of having touched it and having done the job. This kind of training is invaluable in real-world contingencies."

The center is becoming a routine part of the Air Force Reserve's CE training program. Every third year, units deploy to the center as a unit for annual tour. In the two off years they deploy to other locations to assist with construction projects, said Maj. A.C. White, officer in charge of the center.

When training at the center was complete, the CE folks lined up to board their charter bus for a trip to Florida. Though they weren't headed to the sandy beaches for vacation, most were excited about what was in store for them at Tyndall Air Force Base.

As the bus turned off the main road and headed deep into the swamps of Florida's Gulf Coast, those who had never been there before were wondering what to expect.

The Silver Flag Exercise site, is home to Detachment 1, 823rd RED HORSE Squadron. The squadron's 68-person cadre provides combat support training to active-duty units, the Air National Guard, Air Force Reserve Command, Army, Marine Corps and allied nations. More than 5,600 people are trained

(Right) Staff Sgt. Alonzo Riley, a structural troop from the 403rd CES, finished off the middle section of a revetment. This was used to block aircraft from enemy attacks.

(Below) While most of the Airmen in the exercise laid in the sun for lunch, Master Sgt. David Holden, an HVAC craftsman with the 403rd CES, decided to get a little rest for the upcoming events at Silver Flag.



Photo by SSgt. Jessie Armstrong, 403rd CES, UPAR



Photo by SSgt. Jessie Armstrong, 403rd CES, UPAR

each year at the site. During the five-and-a-half-day primary course, civil engineer, Services, and Personnel Support for Contingency Operations personnel learn how to build and maintain bare-base operations at forward-deployed locations. Students hone a variety of combat and survival skills, such as repairing bomb-damaged runways, setting up base facilities and disposing of explosive ordnance.

This exercise was to prove no different in that respect. Upon arrival, the CE teamed up with other units and began with familiarization training and learning what they would have to do during the exercise.

Cadre members walked teams through the different tasks they would be called on to execute and gave everyone a look at the "big picture" aspects of the exercise.

Silver Flag capitalizes on teamwork and emphasizes the joint aspects of working in deployed locations.

Engineering units from all services



Photo by SSgt. Jessie Armstrong, 403rd CES, UPAR

(Above) Out on the airfield, Tech. Sgt. Michael Wiekowski, a Power Production specialist, tests the strength of the soils with a dynamic cone penetrometer.

(Right) Master Sgt. Keith E. Gardner, an Engineering Specialist of the 403rd CES, conducts a topographic survey of the site with a Trimble GPS Pathfinder.

are frequently expected to work with units from different services. Air Force Civil Engineers may be tasked to build shelters and facilities for an Army brigade or Marine engineers may be asked to provide heating and air for facilities at an expedient field location for allied troops.

Whatever the need, Silver Flag is there as a tool to measure a unit's ability to integrate with other units and accomplish the mission.

"At Silver Flag, the focus is more on teams," said Sergeant White. "Every individual is expected to know what they are doing and how to do it. Once the cadre marries us up with other units, it becomes the team leader's responsibility to manage and supervise the team to best tackle the mission."

After four days of intense training, it was time for all exercise participants to "deploy" to a forward operating location.

Although they were still located on the Silver Flag training site, as far as members of the newly formed Air

Expeditionary Wing were concerned, they were instantly transported through time and space to a bare base in need of significant improvements and modifications.

With simulated aircraft scheduled to arrive in hours, the engineers had to fix bombed out runways, set up bed down facilities for the incoming troops. Engineers with many different specialties from electrical, utility, HVAC, structures, readiness, operations, fire and heavy equipment, who were called on to perform their jobs to make the mission a success, scrambled into action for the final 36-hour test they will not soon forget.

"Silver Flag was a different event this time. It was more of challenge for the newcomers as well as for more recent participants," said Master Sgt. Keith Gardner.

Sergeant White said the exercise was a success and that the unit was able to certify many of their people in their various AFSCs and skill levels.



Photo by SSgt. Jessie Armstrong, 403rd CES, UPAR



Photo by SrA Larry Mosley, 403rd LRS

Readiness Safeguard Airmen deploy to Wisconsin for realistic ATSO training

By TSgt. Michael Duhe
Senior Staff Writer

More than 80 Airmen from the 403rd Wing were recently airlifted to the Volk Field Combat Readiness Training Center in Wisconsin to take part in Readiness Safeguard, an Ability to Survive and Operate exercise that challenged their war survival skills.

The training is part of the process of preparing for an ORI in 2007. The 403rd Airmen joined other troops from three other Air Force units for the exercise, bring-

ing the total number of participants to about 600.

The exercise's scenario designated Volk Field as a simulated airfield located in Iraq. The trainees were put through the rigors of full-bore ATSO training. They performed numerous duties while challenged with a variety of threats, such as simulated SCUD missile attacks and ground attacks. Special emphasis was put on self-aid and buddy care.

Many of the exercise participants worked outside of their AFSCs, according to Senior Master Sgt. Chris Lafrance, superintendent of



Photo by SrA Larry Mosley, 403rd LRS

(Above and Top) Airlift for 403rd Wing Airmen adds to the realism during Operation Readiness Safeguard. More than 80 people participated in the exercise designed to improve survivability skills in a wartime environment.

the 403rd Logistics Readiness office. For example, admin troops worked with civil engineering and finance personnel performed security details, all the while honing their ATSO skills.

"In addition to financial management duties, we were given added responsibilities as facility managers and operated the Post Area Reconnaissance team," said Master Sgt. Robert Mollett, Financial Management and

Photo by TSgt. Steve Martin, 41st APS



Airmen from the 41st APS depended on buddy teams during the exercise for decontamination training, first-aid and other training.

Comptroller technician. "We worked together, learning each other's ideas, techniques and skills."

Sergeant Mollett said cooperation and teamwork were most important when donning the chemical gear, performing self-aid buddy care, marking unexploded ordnance and chemical agents and operating the financial-related scenarios that impacted the AOR and personnel.

"It reinforced the importance of being properly trained and prepared for a real threat environment," he said.

Exercise officials, known as the "cadre," strived to create a learning environment for the players, said Sergeant Lafrance.

"Cadre were more likely to help you do it right than write you up," Sergeant Lafrance pointed out. "It was more of an education than evaluation."

Tech Sgt. Greg Garcia, NCOIC of Communications Readiness with the 403rd Communications Flight and an exercise participant, agreed.

"The cadre really made you feel like they were there to assist you in making the best choice, rather than beat you up for making a wrong one," he said.

The exercise location and realism was especially helpful, he added. "If something was supposed to go boom, it did. If a casualty was supposed to be bleeding, he did. If a room was supposed to be filled with smoke, it was. Most of the installation became our play area to do what we needed with it. It's hard to find that kind of realism and accessibility in home station exercises."

Sergeant Garcia and his Comm Flight counterparts hit the ground running upon arriving at Volk Field, setting up work shift schedules and organizing armed three-member security Post-Attack Reconnaissance teams.

They secured the facility and its resources, placed M9 tape on equipment, identified vehicle dispersal locations, and performed post-attack reconnaissance, such as looking for indications of chemical weapons use, facility damage and UXOs.

Occasional SCUD missile attack warnings had Readiness Safeguard players scrambling into MOPP 4. UXOs were a constant threat after a simulated attack.

"During one attack we had 13 simulated bomblets scattered around our facility," Sergeant Garcia recalled. "The cadre placed them

directly in front of the facility entrances. We had to simulate tearing down the bunker wall on the opposite side of the building from the UXO to establish an egress point and block off the entryway we were using previously."

Another chemical scenario tested their self-aid buddy care skills, made all the more realistic with the help of some very convincing moulage.

An Airman "wounded" during the battle was missing a leg and suffered a serious gut wound, leaving her insides exposed.

Despite the bloody mess, Staff Sgt. Sonny Parker of the 403rd Comm Flight noticed she wasn't wearing her protective mask.

Drawing on his training, he dragged her to cover, put her mask on and began performing text-book buddy care procedures.

The Airman's wounds were extensive, requiring Sergeant Parker to dig deep into his memory for the techniques he used to apply a tourniquet to her leg and a dressing to her abdomen.

The Comm Flight group also sprang into action when faced with a ground attack scenario.

They noticed four enemy soldiers unwittingly walking across a mine field, hell-bent on inflicting as many casualties as possible on the American encampment.

One enemy was wounded by a mine blast. Members of the Comm team quickly took him prisoner as his comrades beat a hasty retreat.

Sergeant Parker kept a wary eye on the prisoner until Security Forces arrived to take custody and debrief the prisoner. The rest of the Comm team continued to provide security at their facility.

"I thought it was top-

notch training and beneficial to all involved," said Sergeant Garcia. "The personnel from the 403rd Wing did an outstanding job during the entire training event. We showed our active duty counterparts that the Reserve component is a full-fledged partner in the Air Force's ability to conduct wartime operations."

Readiness Safeguard was an "extreme success," according to Sergeant Lafrance. "Many people were exposed to an exercise environment for the first time in years, or for the first time ever for others."

Sergeant Lafrance also commended the staff at Volk Field. "Our brethren at Volk Field did a wonderful job. They have a great program."



Photo by SrA Larry Mosley, 403rd LRS

Battling cold weather at Volk Field, Wis., an Airman from the 403rd Logistics Readiness Squadron, points out Unexploded Ordnance as part of a Post Area Reconnaissance team. Airmen learned procedures for identifying, marking and avoiding UXOs in after-attack situations.

101 Critical Days of Summer Safety

A season to exercise off-duty safety

By Lt. Gen. John A. Bradley
Commander, AFRC

WASHINGTON - "There are no second acts in American lives," F. Scott Fitzgerald once wrote.

Memorial Day Weekend signals the start of summer, traditionally a time of fun and sun. During the 101 Critical Days of Summer, we sometimes try to do too much because of the extra sunlight.

Here are suggestions on how to keep healthy and safe this summer:

Alcohol consumption - Don't drink and operate vehicles - automobiles, boats, jet skis, etc. If you drink, do it moderately and always appoint a designated driver.

Traveling - Be sober, vigilant and well-rested. Ensure everyone wears a seatbelt.

Watercraft - Know your craft and use personal floatation devices. When operating boats and jet skis, use caution and keep a safe distance from other boaters, swimmers and jet skiers.

Motorcycles and all-terrain vehicles - Don't operate without proper training and personal protective equipment. Always remain vigilant and drive defensively.

Outdoor activities - Before and after exercising, take a short moderate-to-brisk walk to improve circulation rather than stretching, which experts are now saying contributes to muscle strain. Know your limits and don't overdo it. Avoid prolonged exposure to the sun, use sunscreens and drink plenty of water.

Swimming - Swim with a buddy, in known waters and don't drink.

In the past few years we've been made more aware of the need for diligent force protection. We need to apply this same kind of vigilance off duty during the 101 Critical Days of Summer.

Most mishaps involve one or more of the following factors: alcohol, fatigue, darkness, bad weather,

poor judgment and inappropriate risk-taking. Let's use common sense, plan ahead and be prepared.

An "it-will-never-happen-to-me" attitude is not a guarantee but rather a recipe for disaster. Take care of your family and of your Air Force Reserve family. Be alert and prevent incidents that could cause a lifetime of regrets.

The 403rd Wing safety office also has some helpful information and tips for staying safe during this critical period. Wing Safety is actively involved by initiating its own 2005 Summer Safety Campaign.

In this period, lasting from the beginning of the Memorial Day weekend to the end of the Labor Day weekend, Air Force safety statistics have shown increased mishaps, especially in off-duty activities, according to Maj. Tim Holmen, chief of Safety for the 403rd Wing.

The leading cause of fatal mishaps during this period has been in off-duty private motor vehicle mishaps.

The second highest number of fatalities has involved water sports and drowning.

"Because most Airmen travel, and many participate in water sports, it is important to be aware of the risks and to never assume that 'It won't happen to me,'" said Major Holmen.

In the past few years, there has been a decline in the number of fatalities occurring during the summer months.

The Wing has not had a fatal mishap during this time period within the past three years, he said. "This is a credit to all of you. You have increased your awareness of some of the risks involved in your activities and have made good risk management decisions."

"Continue to use Operational Risk Management in your planning. Once a mishap occurs, it is too late to plan for safety. Take the time to prevent rather than recover. Be safe and be smart," he said.



The 815th Airlift Squadron's Flying Jennies had a very special way of raising money for the Air Force Assistance Fund. 1st Lieutenant Kevin Olson, a pilot with the Jennies, sits in the front of the squadron, whether he likes it or not, during April UTA catching troops' attention so they'll come drop some money in the collection can.

Helping others

The 2005 Air Force Assistance Fund campaign ran from Feb. 14 to May 6.

AFAF supports reservists, active duty, retirees and their dependents including surviving spouses.

The campaign raises funds for four charities - the Air Force Aid Society, the Air Force Enlisted Village Foundation, the Air Force Village Foundation, and the General and Mrs. Curtis E. LeMay Foundation.

Last year AFAF provided \$113,274 in direct assistance to Air Force Reserve members. Most of that total - \$79,763 - covered emergency assistance. Another \$4,500 went to education grants and spouse tuition assistance, and \$29,011 helped community enhancement programs such as phone cards for deployed members and baby items for new and expectant parents.

BRAC Announced

If put into law, Air Force Reserve Command will close three installations and move people from a dozen locations throughout the United States. Although command officials anticipate keeping roughly the same troop level authorizations, AFRC will expand some existing missions such as air operations center, space, unmanned aerial vehicle and associate-unit flying. These and other changes are among those recommended by the Department of Defense to the Base Realignment and Closure Commission. DOD announced the recommendations May 13.

The Base Realignment and Closure Commission is holding hearings and examining the Department of Defense's recommendations, a process that runs through September. The commission sends an "all-or-nothing list" to the president, meaning the president can approve all of the closures and realignments on the list or disapprove the entire list. If he approves, the list goes to Congress. The House and Senate have 45 "legislative days" to disapprove the list. If they do nothing, the list

automatically is approved and has the force and effect of law.

Catholic Mass

The Catholic Mass schedule for base chapels is 8:30 a.m. at the Medical Center Chapel on the second floor of the hospital and 10 a.m. at the Triangle Chapel.

Point Summaries

The Air Reserve Personnel Center in Denver no longer mails Air Force Form 526, Air National Guard/Air Force Reserve Point Credit Summary, to Air Force reservists. Guard and Reserve members must now use the virtual Military Personnel Flight to print a copy of their point credit information. They may call Headquarters ARPC/DPPK toll free at 1-800-525-0102 for questions and concerns about credit of points. They can access the vMPF by going to: www.afpc.randolph.af.mil/vs/

MPF Hours

Military Personnel Flight customer service hours are 8 a.m.-4 p.m., Monday-Friday, and 8 a.m.-3:30 p.m. on UTA weekends.

This section serves as the initial point of contact

between the customer and other MPF work centers. It also administers the casualty assistance program, family member dental plan, identification card benefits and privileges and assists personnel with immigration and naturalization services. This section is also point of contact for the Reserve Component Survivor Benefit Plan, Servicemembers' Group Life Insurance, establishing and maintaining the unit personnel record group, and awards and decorations.

Medical Jobs

A new Air Force Reserve Health Professions Recruiter, Tech. Sgt. George Adams, is now based at Keesler in the Sablich Center.

The Air Force Reserve is in search of qualified health professionals to join its highly skilled teams. Unit members are encouraged to use the Get One Program www.afreserve.com/getone to submit potential applicants and receive recognition. The following critical AFSCs are available in Alabama, Mississippi, Louisiana, and Florida units: 44M3, 44Y3, 46F3, 46P3, 47G3, and 48R3.

Applicants may even be eligible for a signing bonus or loan repayment. For informa-

tion and eligibility criteria, contact Sergeant Adams at 228-377-8332 or e-mail george.adams@keesler.af.mil

New AFRC Logo

Air Force Reserve Command has a new advertising logo that more closely aligns it with the active force while touting the command as a high-tech, professional fighting force. Sleek and simple, the AFRC logo features the Air Force's new logo alongside the words "Air Force Reserve" in a stylish, modern typeface.

It replaces the "Above and Beyond" logo featured in Reserve recruiting and advertising products since 1998. The command will feature the new logo in all of its new advertising products but will continue using promotional items until they are all gone.

Aerial Port Awards

The 96th Aerial Port Squadron at Little Rock AFB, Ark. picked up two awards in the 2004 AFRC Aerial Port awards. Taking top company grade officer is Capt. Mark H. Mellinger and standing out in her career field as the top Airman is Senior Airman Wellena M. Seamon.

Avoid unauthorized use of government travel card

By Maj. Patricia Beyer
Staff Judge Advocate

If you carry a Bank of America government credit card with you when you travel you may notice it has a black strip on the back side. Everytime that strip rolls through a credit card machine, it tells the Air Force a few things about you.

Each month, government travel card bills are reviewed for ALL charges you made.

"Reviewers" look at when and where you made the charge, and even compare ATM withdrawals.

The Air Force pays them to be nosy, and they are pretty good at their business, even checking to see if you're paying those bills on time.

Unauthorized use of that card can make you a civilian-below-the-zone.

Simply stated, commanders will hold Reservists accountable for violations of the usage agreement.

If an account becomes delinquent pursuant to the agreement with VISA, the card will be cancelled. If a Reservist fails to pay the card off in any 90-day period it is recorded in the Reservist's credit history. VISA defines delinquency as being over 60 days late on a payment twice in one year.

Your commander may simply take the card away since having the card is a privilege and not a right.

Other more serious actions available to commanders are:

- ◆ Oral or Written Counseling
- ◆ Letter of Admonition or Reprimand

- ◆ Article 15
- ◆ Courts Martial
- ◆ Documentation in Performance Reports
- ◆ Holding up a promotion
- ◆ Establishment of an Unfavorable Information File
- ◆ Control Roster Action
- ◆ Reduction in Rank
- ◆ Discharge from the Air Force Reserve which may be in an Other than Honorable Status

Since Reservists are held to the same quality force standards as active duty abusers, there's just no reason for 403rd Wing people to violate the trust of the team. Your commander is watching and so are some nosy reviewers.

Contact lenses discouraged on deployments

By A1C Eydie Sakura
52nd Fighter Wing Public Affairs

SPANGDAHLEM AIR BASE, Germany—Blowing sand, smoke and fine dust particles are an eyeball's worst nightmare. Now imagine holding up your unit because you have "something in your eye."

This scenario is exactly what optometrists said they fear most when Airmen wear contact lenses instead of glasses while working in a deployed environment.

People who require medical equipment, like corrective eyewear, must deploy with all required items in their possession, including two pairs of eyeglasses, if needed, and protective mask eyeglass inserts, according to U.S. Central Command guidance issued in January. This guidance was gleaned from lessons learned during recent missions.

"If the Army, Navy and Marines can't deploy with contact lenses and must wear their glasses, then the Air Force should follow suit when deploying," said Maj. Robert Kesead, 52nd Aerospace Medicine Squadron optometry flight commander. "As of right now, if Airmen want to wear their contacts while they're

(deployed), they have to get preapproval from their (deployed) commander."

Contact lenses are time consuming to take care of, and have become an operational safety issue.

"It was discovered that 90 percent of ocular foreign bodies were preventable just by wearing glasses," said Capt. Jeff Autrey, 52nd AMDS optometry clinical services chief. "Many man hours were lost (because of) troops with non-battle injuries (from) problems with contact lenses and having 'something in your eye.'"

Contending with field conditions that may not allow for proper contact lens hygiene leads to increased eye abrasions, infections and ulcers.

"The 'unclean' environment and extended hours of continuous operations lead to people over-wearing the contacts," said Captain Autrey. "Continuous wearing of lenses without removal may cause inflammation, infection and permanent loss of vision."

Such side effects include sensitivity to light, tearing, burning and scratching. To reduce these symptoms, Airmen can wear civilian prescription glasses while deployed, but must have at least one pair of the military-issued glasses.

"We make it mandatory for deploying Airmen to bring their military-issued glasses as well as their everyday glasses," the captain said. "If both pairs of glasses became non-operational, the brown plastic glasses are the only glasses that can be repaired (while deployed)."



Photo by SSgt. J. Justin Pearce

Health plan extends care for activated reservists

WASHINGTON—Health care for reservists gets a booster shot April 25. That's when a premium-based health care plan starts for those activated for a contingency anytime since 9/11.

Department of Defense officials announced Tricare Reserve Select at a Pentagon news conference March 24.

"We are committed to providing the proper combination of compensation and benefits that will allow us to attract and retain the world's best fighting force," said Charles Abell, principal deputy undersecretary of defense for personnel and readiness.

TRS offers a bridge for reservists entering or leaving active duty who are not covered by a civilian employer or other health insurance plan. It's similar to Tricare Standard and compara-

ble to the Blue Cross and Blue Shield Plan for federal employees.

Monthly premiums for a reservist are \$75. A reservist and family pays \$233. Premiums will be adjusted annually.

Air Force reservists must serve on active duty for 90 consecutive days or more on or after Sept. 11, 2001, in support of a contingency. And, they must enter an agreement with Air Force Reserve Command to serve in the Selected Reserve for one or more years before leaving active duty. If they got off active duty, they have until Oct. 28 to apply.

Reservists earn one year of care for every 90 days of continuous active-duty service and every year of service commitment. For example, reservists

with 360 days of qualifying active duty can get four years of coverage if they sign up for four years in the Selected Reserve.

Coverage ends when the service agreement ends. It stops sooner if the reservist separates from the Selected Reserve, voluntarily withdraws from the program or fails to pay the monthly premiums.

The Tricare Web site – www.tricare.osd.mil/reserve/reserveselect – will have more details. To get updates by e-mail, reservists and their families can subscribe at www.tricare.osd.mil.

For reservists enrolled in the Transitional Assistance Management Program, coverage will start the day after TAMP ends.

AFRC News Service

If you don't know where you're going, any road will take you there

By Col. Michael Dawson
Commander, 403rd MSG

"One day Alice came to a fork in the road and saw a Cheshire cat in a tree."

"Which road do I take?" she asked.

"Where do you want to go?" was his response.

"I don't know," Alice answered. Then, said the cat, "It doesn't matter."

This quote from Lewis Carroll's *Alice in Wonderland* is a simple truth which we should live and work by.

If you're like me, it's sometimes hard to figure out where we are going. As reservists we drill and train and exercise. We scurry from appointment to appointment. We carry out our civilian jobs and we juggle family responsibilities and commitments. This can make our drill weekend resemble the Mad Hatter's Tea Party.

Knowing our destination as a wing is vital to us getting there and being successful.

The wing is completing conversion to the C-130J. Our weather mission is being expanded to augment tactical airlift. The Global War on Terrorism is in its fourth year with no signs of letting up.

Our destination is to field two highly-capable C-130J flying squadrons ready to be applied to our nation's priorities with world-class maintainers and expeditionary combat support.

We will prove that we have



Col. Michael Dawson

reached our destination by receiving an "Outstanding" rating as a wing in the 2007 Operational Readiness Inspection.

If we all have the same destination in mind, we can take the correct path whenever we reach an obstacle in the road.

As the aircraft conversion reaches completion, we currently face a rough patch of the road called "War Fighting and Survival Skills." Performing our wartime jobs under contingency situations takes practice, teamwork, and innovation. This rocky, winding road is not an easy one to travel. Like most difficult things, it will make us stronger as individuals, make us tighter as a team, and get us to our destination ready for success.

We are already a year into the process, but all of us have not cho-

sen the correct fork in the road yet. We've had ATSO training, cargo exercises, command and control table tops, and participation in Readiness Safeguard at Volk Field, WI. These activities have been helpful in seeing where we really are in terms of readiness. My assessment is that commanders and senior NCOs have not fully embraced our selected destination or the fork in the road that leads us there. All of our units must get on board. It's only with clarity of vision and the will to hold ourselves accountable that we can lead the wing down the correct path to success.

My recent participation in Readiness Safeguard was valuable in that it showed me our wing is capable of being the best. The 85 people we took to Wisconsin performed exceptionally well. In many areas our people performed the entire task for the deployed wing we augmented. In other areas, we provided experience, leadership, and the attitude necessary for success.

The Volk Field experience also showed me the value of working together as units and as a wing. It's not enough to know your job. We all have to do our job in concert with each other and be able to adapt and respond to whatever an enemy brings. We learn this by doing, which means we need to perform in larger, more complex exercises. This will allow us to develop and tune processes we will rely on to get us to our destination. Our destination is clear. All that's left is for each of us to choose the correct fork in the road, proceed down it together, and commit to an "Outstanding" ORI.



Photo By Capt. Todd Humphries, 815th AS, UJAR

As the sun sets on Cecil Field, Fla., aircrew from the 815th Airlift Squadron load a Coast Guard Anti-Drug Task Force helicopter into the belly of a C-130J. The helicopter was transported to North Island, San Diego Calif. as part of a series of routine airlift missions in March during which the Flying Jennies hauled Coast Guardsmen across the country for drug interdiction efforts using night vision goggles to locate boats smuggling drugs off the coast of California. Maj. Erik Olson, Capt. Todd Humphries, Master Sgt. Dave Cooper, Staff Stgt. Jerry Wilson and SrA Joe Helm made up the 403rd crew.

Gulf Wing Go-Getter



Each month Gulf Wing is printed for people of the 403rd Wing, like SrA Rachel Lee of the 403rd Aircraft Maintenance Squadron.

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