

GULFWING

March 2007

*Home of the Hurricane Hunters and Flying Jennies
403rd Wing, Air Force Reserve Command, Keesler AFB, Miss.*

Jump:

Flying Jennies
Keep Army Hopping

MARCH 2007 CONTENTS

Settling In: IGs Team Up

The 403rd Wing has two new faces in the inspector general's office. Lt. Col. Joe Chautin and Maj. Allyson Chauvin recently joined the unit and are serving dually in the role of inspector general.

Survival Equipment Shop: Keeping Our Flyers Safe

Making sure hundreds of feet of parachute cord are properly placed and repacked into the small pack alongside the canopy is a tedious job that requires skill and patience. Tech. Sgt. Zosimo Canuel, of the Survival Equipment Shop performs this and other routine inspections and maintenance regularly.

Maintenance Facility in Final Planning Stages

More than a 18 months ago Hurricane Katrina wreaked havoc along the Gulf Coast causing \$970 million in damages to Keesler Air Force Base, Miss., and about \$40 million in repairs and construction to facilities of the Air Force Reserve Command's 403rd Wing.

Rapid Runway Repair



Civil Engineers honed their skills in the practice of rapid runway repair at the February UTA. Teams from the 403rd CES deployed to the Combat Readiness Training Center in Gulfport to train with the earth-moving equipment.

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On the Cover: Jump — Page 10

An Army Jump Master watches closely for the drop zone aboard a Flying Jenny C-130J-30. The 815th Airlift Squadron supported several troop drop missions in past months for the Army. Both daytime and nighttime lights out operations were conducted.

Commander's Call

The Wing Commander's Call regularly scheduled for the April UTA will be held Sunday, May 6 at 8:30 a.m. at the Welch Theater due to the Volk Field Exercise in April.

FY2007 UTA DATES

3-4	March
14-15	April
5-6	May
9-10	June
14-15	July
4-5	August
8-9	September

ATSO Memory Joggers

PRACTICE DRESS OUT – Check canister, size and fit mask, attach hood to mask, detection paper, review the Airman's Manual (if info contained in this article differs from info in the Airman's Manual, the Airman's Manual takes precedence).

MASK – Certify inspection on DD Form 1574 (Yellow Tag), enter date of inspection on back of tag, your initials and due date of next inspection which would be seven (7) days in wartime (also ORE/IGX exercises).

CANTEEN – M-1 canteen cap. Drinking water in a chemical environment will be necessary for survival. Keep your canteen full of water and know how to drink using the drinking tube and the M-1 canteen cap.

PACING – Know your work rest cycle information. Only mission essential work is performed in Condition Black; otherwise rest, conserve energy and stay inside or in a safe area.

PERSONAL DECONTAMINATION KIT – Inventory and know how to use (for blister and nerve agents only) M291 Decontamination Kit.

ATROPINE, 2-PAM CHLORIDE AND CANA AUTO INJECTORS – Know when to use, in what order, and where to store (nerve agent only – inside pocket of mask carrier).

PRE-ATTACK – Protect assets (cover with plastic). Attach M-8 and

M-9 paper to buildings, vehicles (windshield only) and other assets.

TRANS-ATTACK – Take cover in your bunker. Hold breathe, don mask, gloves and helmet. Know the location of the closest bunker at all times.

POST ATTACK (CONDITION BLACK) – Survey for damage, injuries, UXO's, contamination and provide first aid as required. Observe M-8/M-9 paper for contamination. Report information on all of this to your Unit Control Center (UCC) or to your Facility Manager for forwarding to the Survival Recovery Center (SRC).

EQUIPMENT – Inventory for sizing and status. Be ready. Make sure the **hood, coat, pants, overboots and gloves** have been inspected and are operational.

SENSE OF URGENCY – With all the preparations we have done and are doing for this upcoming IGX, remember that a sense of urgency is at the top of the list that the inspectors will be looking for. When Condition Blue, MOPP 4 is implemented, immediately run for your bunker or hit the ground, get under something to protect your head, put on your mask, stay down, covered and finish donning the ensemble. Stay put until Condition BLACK is announced. Every action/execution you take in response to situations must be executed with a **sense of urgency**.

Gulf Wing ORI Prep



Photo by Tech. Sgt. James B. Pritchett

Pre-exercise checks of ATSO equipment are essential to success. Chief Master Sgt. Ron Holtorf, command chief, 403rd Wing, tests his chemical/biological protective gloves and inserts during a wing-wide exercise in February. People across the wing who are deploying to Volk Field in April conducted Ability To Survive and Operate drills during the monthly Unit Training Assembly. Exercise planners used the drills to determine shortfalls of equipment needed for the upcoming exercises and inspections scheduled for the rest of the year.

Gulf Wing Salutes

PROMOTIONS
SENIOR MASTER SERGEANT
Cynthia Underwood, 96th APS

TECHNICAL SERGEANT
Michael W. Urban, 403rd CF

AIRMAN
Addison B. Black, 403rd MXS
D'Shana S. Downs, 403rd MXF

NEWCOMERS
Capt. Kelly L. Bailey, 403rd MXG
Airman 1st Class Lindsay L. Boggan, 403rd WG
Senior Airman Amanda Deal, 96th APS
Senior Airman Michele L. Delapp, 41st APS
Capt. Chane M. Devlin, 53rd WRS
Tech. Sgt. Tony L. Frye, 403rd MXS
Airman 1st Class Shadrick M. Hart, 403rd SVS
Tech. Sgt. James Henjum, 96th APS
Staff Sgt. John M. Holcombe, 815th AS
Airman 1st Class Jenny E. Jackson, 815th AS
Senior Airman Timothy S. Mars, 403rd LRS

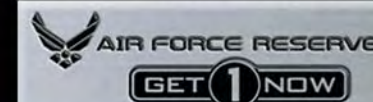
Airman 1st Class Brandon D. Martin, 403rd CES
Maj. Huey B. McDaniel, 403rd ASTS
Tech. Sgt. Frederick D. McNabb, 403rd LRS
Airman James C. Moree, 403rd MXS
Airman 1st Class Benjamin R. Varner, 403rd WG
Airman 1st Class Sean G. Wilson, 403rd MXG

Pay Date
for March UTA
March 17



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1st Place, Best Command Publication, AFRC Media Contest, 2004, 2005
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Gulf Wing People

(Right) Craig Downs, 403rd Wing education services coordinator, is leaving the wing April 1 to take a new position as Reserve Liaison to the Community College of the Air Force. Currently and Air Reserve Technician, he is a technical sergeant who has been with the 403rd for four and half years, and has a total of 16 years time in service. Sergeant Downs new job will keep him busy with TDYs around the country from his new home base at Maxwell AFB, Ala. He will also be promoted to master sergeant upon taking the Active Guard and Reserve slot with CCAF.

(Below) Brig. Gen. Richard Moss (left) presents Col. Paul Waters with his certificate of Service on the occasion of his retirement Feb. 2. Colonel Waters, commander, 403rd Wing Maintenance Group, retires from military service with more than 38 years. Affectionately known as Colonel H²O's, he received many fond farewells from officers and enlisted people throughout the 403rd Wing. In retirement, he plans to spend more time with his family.



Photo by Tech. Sgt. James B. Whitteatt



Photo by Maj. Chad Gibson

(Above) Lil' Bill, a miniature model of the C-130J, is loaded up in support of local Mardi Gras parades. Lil' Bill was built by the 403rd Wing Fabrication Shop in 1999 to enhance community relations and outreach to the public. Lil' Bill will be sent to Dobbins ARB, Marietta, Ga. to take part in several events throughout the next six months in the metro-Atlanta area leading up to Air Force Week, Oct. 8-14.

(Left) Tech. Sgt. Ryan Labadens, 403rd Wing Historians Office, tests his chemical protective equipment during the February Unit Training Assembly in preparation for deployment to Volk Field, Wis. for an exercise in April. Sergeant Labadens will join others from the 403rd Wing in the Ability to Survive and Operate exercise as part of the ramp-up to the Operational Readiness Exercise scheduled for December. The sergeant is new to the wing, having previously been assigned to the 926th Fighter Wing at Joint Reserve Base New Orleans which closed last year.

(Below) Students from local schools listen attentively to Capt. Kaitlyn Torbett, Aerial Reconnaissance Weather Officer for the 53rd Weather Reconnaissance Squadron, describing how the Hurricane Hunters collect data in storms. The Biloxi Chamber of Commerce Junior Leadership Tour visited the Air Force Reserve WC-130J aircraft, toured active duty dorms, air traffic control simulator and watched a drill team performance. The annual tour gives local students who excel in school an opportunity to better understand the mission and impact of the Air Force.



Photo by Tech. Sgt. James B. Whitteatt



Photo by Lindsey Elzey



Photo by Maj. Chad Gibson

By Tech. Sgt. Michael Duhe
Senior Staff Writer

The 403rd Wing has two new faces in the inspector general's office. Lt. Col. Joe Chautin and Maj. Allyson Chauvin recently joined the unit and are serving dually in the role of inspector general.

The IG serves as an ombudsman for the wing. IG has two branches – the inspection side and the complaint side. At the unit level, the 403rd IG office handles complaints.

While it may seem out of the ordinary to have two inspectors general, it does have advantages, according to Major Chauvin.

"It's a benefit to have a female on the staff," she said. "Some people want to come in to talk or vent, not to lodge a formal complaint. That's fine. Having both a male and female on the staff helps facilitate communication."

The IG initially receives complaints that can't be resolved through the member's chain of command. The IG will act to resolve the complaint or forward it to a more appropriate agency, such as Military Equal Opportunity. In some cases, a complaint will be sent to command level.

IG complaints usually fit into specialized categories, such as Fraud, Waste and Abuse, and reprisals or problems occurring in the unit based on performance. The IG also provides "assists" with situations that don't fit into the category of a complaint.

"We're a safety valve...a way that allows people to let that steam off if there's a problem going on," said Colonel Chautin. "Sometimes people just want to talk about it and get it off their chests, or get some perspective on an issue."

The IG is not only a conduit for those complaints, but can also help commanders understand issues occurring in their units. "We can help get issues resolved at the unit level," he said.

The IGs have already met with several commanders, first sergeants and Airmen of the 403rd.

"I try not to stay here in the office," said the colonel. "I try to get out and make sure we're accessible to people. We want everyone to know we're here."

The new IGs have also been visiting units recently to help them prepare for the Operational Readiness Inspection in December.

Both were previously assigned to the 926th Wing before the unit was realigned last year. Colonel Chautin was as an intelligence officer and services squadron commander. Major Chauvin was operations group executive officer and mobility officer.

Their careers include active duty service as well. Colonel Chautin served as an intelligence officer in Boerfink, Germany. He was in Germany in 1989 when the Berlin Wall was brought down, signifying the end of communism's chokehold on eastern Europe. "I wouldn't trade it for anything. I chipped my own pieces off the Berlin Wall," he said.

As a civilian, Colonel Chautin is an attorney, practicing communications law and copyright law.

Major Chauvin was an AWACs instructor weapons director during her time on active duty. In her civilian job, she is a financial advisor for J.P. Morgan Chase and a certified financial planner.

Major Chauvin said members of the 403rd are receptive and helpful to former members of the 926th who have joined the unit. "That has made the transition easier for us."



Lt. Col. Joe Chautin



Maj. Allyson Chauvin

Photos by Airman 1st Class Tahisha Sparks

What is an Inspector General?

IGs are the "eyes and ears" of the commander. They keep the commander informed of potential areas of concern as reflected by trends; they function as the factfinder and honest broker in the resolution of complaints; they educate and train commanders and members of the base population on their rights and responsibilities in regard to the Air Force IG system; and they help commanders prevent, detect, and correct Fraud Waste and Abuse and mismanagement.

Personal complaints and FWA disclosures help com-

manders discover and correct problems that affect the productivity and morale of assigned personnel.

Resolving the underlying cause of a complaint may prevent more severe symptoms or costly consequences, such as reduced performance, accidents, poor quality work, poor morale, or loss of resources. Even though allegations may not be substantiated, the evidence or investigation findings may reveal systemic morale or other problems that impede efficiency and mission effectiveness.

Hurricane Hunters Dial-In Winter Storms



By Tech. Sgt. James B. Pritchett
Editor, Gulf Wing

Hurricane Hunters flew toward an impending winter storm Feb. 13 as forecasters expected heavy snow along the northeastern seaboard the next day.

Better known for pinpointing tropical storms and hurricanes, the 403rd Wing's 53rd Weather Reconnaissance Squadron also flies winter storms in support of the National Weather Service from Dec. 1-April 30.

Two squadron WC-130J aircraft, crews and support people left Keesler AFB Feb. 12 for Anchorage, Alaska, to track Pacific winter storms for a month.

Information collected by the Hurricane Hunters is checked onboard the aircraft and then relayed by satellite to the National Oceanographic and Atmospheric Administration Weather Service supercomputer. This information helps "fill-in-the-blanks" or bolster the data in computer climate models that forecast storms and precipitation for the entire United States.

"The goal is to make a good forecast so that cities can be prepared with snowplows and other snow removal and mitigation equipment to diminish the impact of a winter storm on a

city," said Lt. Col. Roy Deatherage, an aerial reconnaissance weather officer for nearly 20 years.

"If they are better prepared, like we've seen with several cities already this year, they can recover more quickly," he said.

"That can be crucial for residents living in harm's way. These forecasts provide people in the path of the storms with warnings that can save lives," said colonel Deatherage.

The colonel said information collected by the WC-130J aircraft and NOAA aircraft on average reduces errors in forecasting by 10 to 20 percent.

"As a result, numerical forecast guidance issued 48 hours prior to the events becomes as accurate as 36-hour lead time forecasts," he said.

Winter missions require crews to fly at higher altitudes than they normally fly in tropical weather systems, above 30,000 feet. The squadron's new WC-130J is an improvement over the previous WC-130H in that it can fly much higher, allowing for collection of more data and thereby improving the forecast models even more than in the past.

Survival Equipment Shop

By Lindsey Ellzey
Staff Writer

Stowing suspension lines of a parachute lay stretched across a 40-foot packing table in the Survival Equipment Shop, while Tech. Sgt. Zosimo Canuel performs a routine inspection and repack.

With more than 20 years of service, Sergeant Canuel packed parachutes for 10 years on active duty and currently has 11 years as a Reservist for the 403rd Wing, and said he still enjoys every aspect of his profession in the Air Force.

"It takes a lot of responsibility knowing another person's life is in your hands with the equipment I maintain," he said.

The sergeant explained his job requires precision and accuracy when packing and inspecting the BA-22 parachute because the Flying Jennies and Hurricane Hunters depend on him to protect them in vital situations where parachutes or floatation devices can save their lives.

Cooperation is key to ensuring the equipment Sergeant Canuel takes care of is delivered to the flying squadrons. Personnel from the 815th Life Support Shop and 53rd Life Support Shop transport and store life rafts, life pre-

servers, parachutes and other essential gear and then make sure they are properly stowed on each aircraft.

Good communication between the three shops simplifies the process of routine inspections and maintenance on the equipment.

"The BA-22 parachute is on a 180-day inspection and repack cycle to ensure all the components are in good working order," said Sergeant Canuel.

The sergeant inspects the canopy and its seams to make sure there are no nicks or tears, ensures the stowing suspension lines are not tangled and tests the release mechanisms to guarantee they fire at the correct altitude.

Soon, the Survival Equipment Shop and the squadron Life Support Shops will take strides toward integrating and working more closely together. An Air Force-wide merger of survival and life support shops is planned for the near future. Details are currently under consideration and restructuring of the combined career field is underway.

"There are definite pros and cons to the merger, but the benefits outweigh the disadvantages," said Sergeant Canuel.



Photos by Lindsey Ellzey



Fabric worker, Staff Sgt. Steve Connors, repacks an adult/child floatation device after completing routine inspection of a 128-pack of the devices. These life preservers are stored on the wing's aircraft in the event passengers are onboard.



(Above) Tech. Sgt. Zosimo Canuel, a veteran survival equipment technician with more than 20 years of service, inspects and repacks a parachute used by aircrews from the 815th Airlift Squadron and the 53rd Weather Reconnaissance Squadron.

(Left) Staff Sgt. Steve Connors, inflates a Life Preserver Unit used by aircrews to ensure there are no holes in the fabric or leaks in the seams. Aircrew would place an arm over each of the chambers to stay afloat. The Survival Equipment Shop performs maintenance of life support devices essential to the safety of aircrews.

Go Ahead and Jump

By Tech. Sgt. James B. Pritchett
Editor, Gulf Wing

Flying Jenny aircrews of the 815th Airlift Squadron supported Army paratroopers in several troop drop missions in the past few months.

Airdrop is the fastest way to deploy troops into an area of operations. Traditionally, the C-130 is the preferred aircraft to fly them there and drop them in.

Flying the “stretched” C-130J-30, the Jennies can drop more than 90 troops who can then reorganize on the ground within just a few minutes.

In the past, the 815th AS has supported training for special operations forces, both Air Force, Army and Navy, as well as personnel airdrops for Regular Army Airborne.

Missions in November, December and February took aircrews to several locations including Fort Bragg, N.C., Fort Benning, Ga., and Key West, Fla. to support the troop drops.

“We supply airlift to to make the training as complete and realistic as possible for the troops we are supporting,” said 1st Lt. William Miller, a pilot with the 815th who served as mission commander for some of the exercises.

One of the missions supported recently was the Basic Airborne Course at Fort Benning, Ga., a three-week school, where soldiers, officers and enlisted men and women, as well as members of the other armed services, train to jump from Air Force aircraft C-130 aircraft. Upon completion of the course, the troops earn their coveted jump wings and are parachutist qualified.

During the evaluation phase, or jump week, troops make five qualifying jumps, according to the U.S. Army Airborne School. For three of the jumps they use the conventional parachute and in two more jumps they use the new steerable parachute.

“This is how airborne troops get to work,” said Lieutenant Miller. “The better we can make the training for them, the

better they will be at their jobs.”

In another mission, Operation Robin Sage, at MacKall Army Air Field, the 815th AS supported the Army’s Special Warfare Center and School based at Fort Bragg, N.C.

Robin Sage is the culmination of training before soldiers become Green Berets. Soldiers are dropped into “Pineland,” the fictional 7,700-square-mile country that sprawls across 14 North Carolina counties

Aircrews also benefit from the training, according to Lieutenant.

“Our loadmasters can continue their personnel qualifications and stay current in their training,” he said, “while our pilots train in Night Vision Goggle, low-level and assault training in unfamiliar environments.”

“Night jumps are the preferred method of tactical parachute infiltration,” said the lieutenant. “These missions help us to build confidence in our aircraft and equipment when operating under these conditions and does the same for the Army troops.”

When flying personnel who will leave the confines of the aircraft, aircrew strive to ensure they fly as “perfect” a mission as possible.

“We want to give them a smooth ride and get them in the best position possible to hit the drop zone,” said lieutenant Miller.

With the new J-model, that’s easier than ever, he said.

“Enhanced navigation systems and the onboard computers allow us to better place them on target, he said. “We are able to read windspeeds and direction, and calculate drift, with the J-model and that allows us to help the jumpmasters, who make the final decision of when to jump.”

Future airdrop missions are already in the works with both of these missions scheduled for support in March.



Army troops Basic Airborne Course at Fort Benning, Ga. line up to board an 815th Airlift Squadron C-130J-30 for one of their qualifying jumps.

Photos by Staff Sgt. Don Wrenell, 403rd AMS

Go Ahead and Jump



Senior Airman Joe Helm (foreground, left) and Senior Airman Brandon Parish (foreground, right), loadmasters with the 815th AS, wait for the Army jumpmasters' signal for the personnel drops to begin. These troops were in the Army's Basic Airborne Course at Fort Benning, Ga. Loadmasters ensure the static lines are rigged and the troop doors are open for the paratroopers before the jump.



Senior Airman Dana Kelley assists Army Special Forces candidates during night operations in which they will make a static-line tailgate jump over MacCall Army Air Field, N.C. during Operation Robin Sage.



(Above) Various scenes from recent personnel drops supported by the 815th Airlift Squadron. In the first panel troops sit squashed together with all their jump gear, despite the roominess of the C-130J-30. The J-model has the capability of launching more than 90 paratroopers. In the second panel, taken from the drop zone, paratroopers exit the aircraft. In the third panel, a soldier steps off the platform from the paratroop door into the sky.

(Left) Senior Airman Joe Helm, loadmaster, assists Army jumpmasters in recovering line bags after Airborne candidates make a qualify jump.

Editor's Note: All the photos on this page, the preceding page and the cover were taken by Staff Sgt. Don Weinell, a crew chief with the 403rd Aircraft Maintenance Squadron. To see your action photos printed in future issues of the Gulf Wing, contact the Public Affairs Office at 228-377-2056.

Maintenance Designs New Facility



By Senior Master Sgt. Elaine Mayo
Special to the Gulf Wing

More than 18 months ago Hurricane Katrina wreaked havoc along the Gulf Coast causing \$970 million in damages to Keesler Air Force Base, Miss., and about \$40 million in repairs and construction to facilities of the Air Force Reserve Command's 403rd Wing.

It also accelerated a redevelopment plan already in place to renovate Keesler.

The base has a 2030 plan that involves, in part, tearing down hangars 3, 4 and 5, which were built circa 1940. "Katrina provided opportunities to update our facilities . . . This allowed us to accelerate the time line," said Brig. Gen. Richard Moss, commander, 403rd Wing.

Hangar 5, which is used by the 403rd, is slated for demolition will be replaced with a new state-of-the-art Consolidated Aircraft Maintenance

Facility that will have more than 127,000 square feet of work and storage space.

Initially, after the hangar was assessed for damages, it was going to be repaired at an estimated cost of \$12-16 million to bring it up to standards.

General Moss, working with the active duty host, the 81st Training Wing, was instrumental in convincing senior leadership of the benefits of replacing, rather than repairing

Hangar 5, said Senior Master Sgt. Pete Raddich, 403rd communication-navigation supervisor and key player in the planning of CAMF.

"It was more cost-effective to build a new facility . . . and in the long run, a new facility will save taxpayers money in lower maintenance costs," explained the general.

Building a new maintenance complex was originally priced at \$16-17 million, but after Hurricane Katrina,

construction costs increased, bringing the estimated cost to \$22.6 million. The money will come from Katrina funds allocated by Congress, according to General Moss.

A planning team appointed by Col. Paul Waters, retired former commander, 403rd Maintenance Group, was assembled to identify requirements for the new facility. Led by Lt. Col. Richard Gay, deputy commander, 403rd MXG, Sergeant Raddich, along with Master

Sgt. Joe Grant, avionics quality assurance inspector, and Master Sgt. Eric Johnson, propulsion supervisor, worked meticulously to identify what was needed.

"The Air Force has engineers to design the building . . . our job was to determine what was needed to support our 18 C-130J cargo aircraft," explained Sergeant Raddich. "We took into account all requirements to perform maintenance on the J-models, ▶

“Right now maintenance is spread out on the flightline. This new facility will bring us all together under one roof and improve communication,”

*Master Sgt.
Joe Grant*

iCube

403rd Wing units slated to move into this facility include:

- Maintenance Group
- Maintenance Squadron
 - Aerospace Ground Equipment
 - Propulsion
 - Accessories: Electric and Hydraulics
- Maintenance Operations Flight
 - MOF Supply
 - MOF Training
 - MOF Orderly Room
 - MOF Depot Level Repairable Resources
- Aircraft Maintenance Squadron

like props . . . when performing composite prop balance, a propeller has a special requirement for controlled air flow and temperature.” They consulted with each shop, asking what they were deficient in and what was needed. They collected information about the experiences they had working at various facilities while deployed. That knowledge helped them make informed decisions about what to add and what to avoid. “The goal was to prevent having to make modifications later on,” said Sergeant Raddich.

Sergeant Grant agreed, saying one of the benefits is it will give personnel a worker-friendly environment equipped to maintain the Js. He added, “Right now maintenance is spread out on the flightline. This new facility will bring us all together under one roof and improve communication.”

Ground-breaking for the new facility is scheduled to begin in March after the 400-500 assigned occupants of Hangar 5 are relocated to other buildings. “It will be very tight space for the next two years and require a lot of patience,” said the commander.

CAMF is scheduled to be completed by Spring 2009, and it appears it will be well worth the wait.

“It’s a pat on our backs ... we have new airplanes and will have a new building,” said Colonel Gay.

Included in the plans for this two-story secured facility are acoustical ceiling tiles and panels, fire alarm and fire protection systems with concealed sprinkler heads and smoke detectors, elevator, kitchen facilities, locker and shower rooms, motorized projectors that retract when not in use, mass notification system that provides real-time information during emergency situations, more than 8,100 square feet of outside covered storage and parking, and a covered area for E-Z Go parking and charging.

“It’s strictly a maintenance facility ... There will be no hangars to pull aircraft into,” said Sergeant Raddich. Having a climate controlled environment will help alleviate current problems with corrosion from the salt air and humidity.

Some offices and conference rooms will be soundproofed. They will have dropped ceilings with walls extending beyond the ceilings to the roof. “With this design, you won’t hear conversations going on in other areas of the building,” said Sergeant Raddich.

Highlights of some of the work centers include:

Aerospace Ground Equipment

AGE will be getting a state-of-the-art automotive exhaust ventilation sys-

tem, hydraulic floor lifts for vehicles, built in wash rack, and a special bay for testing hydraulic jack stands. Additionally, there will be separate rooms for parts cleaning, battery charging and storage, four maintenance bays, computer room, and more.

Propulsion

This shop will have special rooms for solvent cleaning and propeller composite repair. Operating room standards for air control will be included in a separate propeller balance still room, due to the sensitivity of the balancing procedure. Separate rooms for flight briefings, propeller/engine storage, bench stock, G081 documentation, and outside covered storage. Field service representatives for government contractors will be co-located so they can be integrated directly with their respective sections.

Accessories

Accessories, currently located in Hangar 4, has no special requirements for the J-model, however, with safety in mind, the electric and hydraulic shops will be tailored to the requirements of the work center. For example, the hydraulic test stand is currently located in the middle of the shop in an open area and is very loud, presenting a noise hazard to everyone around. In its new space, the test stand will be located in a sound-proof room. There will also be separate rooms for Co2, battery storage and charging, electro and environmental generator, tool crib and parts, and more.

Maintenance Operations Flight

The Maintenance Operations Center, or Job Control, will have a two-stage entry control system with a secured pass-through and glass viewing area. The first entry point will be remotely unlocked, bringing the visitor into a 4x6 area, but not into Job Control. Business can be conducted here, such as exchanging radios or aircraft forms, via the glass-viewing area. The MOF will also have separate areas for training, orderly room and resource advisor.

Aircraft Maintenance Squadron

Crewchiefs, who are currently housed in Hangar 5, will gain extra space and special rooms to house technical order libraries, weather-unique and tactical support equipment storage, computer room, separate weather and tactical debriefing rooms, tool rooms, hazardous material storage and more.

“As we continue to move the wing forward, this building will be the best facility in AFRC,” said General Moss.

Rapid Runway Repair



Members of the the 403rd Civil Engineer Squadron practiced their wartime skills in a remote area of of the Combat Readiness Training Center, Gulfport at February's Unit Training Assembly. The scenario involved the rapid repair of a section of runway rendered unusable by a bomb attack. Using a combination of heavy equipment, Airmen from the squadron quickly filled the “bomb” crater with gravel and smoothed it over. In addition, CES firefighters also trained in the area, responding to emergency situations in various Mission Oriented Protective Posture levels. (Top) Staff Sgt. Michael Casey uses a road grader to level excess gravel while repairing a section of “bomb-damaged” runway. (Above) Rapid runway repair requires the use of several heavy equipment tools. (Left) Operating a steam roller, Tech. Sgt. David Boudreaux puts finishing touches on the damaged runway.

Photo by Tech. Sgt. Michael Duha

ABU Available for Upcoming AEF Rotations

WASHINGTON—Air Force officials at the Pentagon released the wear policy for the new Airman Battle Uniform Feb. 7.

The policy comes in time to help many of the Airmen deploying to the AOR in May, as these Airmen will be among the first to get the ABU.

Further ABU distribution plans will be based on production capability.

The new policy addresses uniform care, uniform wear, uniform accessories, and use of tactical items that don't match the ABU's color pattern.

From the beginning of the utility uniform redesign process, Air Force leaders have said they hoped to make it easier for Airmen to take care of their uniforms. The uniform care instructions in the new policy reflect the emphasis on ease of care. Generally, the policy indicates that the uniform should be wash and wear.

"Wash in warm water ... tumble dry, permanent press cycle, remove immediately from dryer and fold flat or place on rustproof hanger," the instruction recommends. It also says the uniform could be air dried on a hanger.

According to the new policy, the ABU is not to be starched or "hot pressed" in a commercial laundry.

Air Force News Service



Unrivaled Wingman

How to Get Through an ORI One "Buzzword" at a Time

By Col. Dave Konneker
Vice Commander, 403rd Wing

Throughout the history of the Air Force, new buzzwords have been created to focus Airmen on their mission.

Our commanders in D.C. take great strides to make sure that we're constantly thinking of ways to stay motivated to keep getting better at what we do. They want us to take a look at our mission from a fresh point of view.

We all have wondered why time and money is used to create these buzzwords; but really it's a good idea to shake things up every once in awhile to make everyone think "big picture." It really doesn't matter what system they choose to teach us, we'll learn that system, and in the process we'll learn something from it to help us "Fly and Fight" better.

When I joined up, it was "Management by Objectives." A decade later, we got "Total Quality Management." Now we're looking at what we do by learning the term "Wingman." I've asked a few people if they understand the "Unrivaled Wingman" concept, and I think there may be some confusion.

This newest concept is a "fighter-guy" thing, and our wing may not yet be versed in "fighterspeak." My dad was a fighter pilot. He spoke the language at home, so I think maybe I can shed some light on how the "Unrivaled Wingman" concept can be translated to help us do our jobs better in general, and more specifically to help us succeed at the Operational Readiness Inspection coming up in December.

Here are a few definitions that fighter types use as they apply to us and the ORI.

"Wingman:" This is the person next to you who is working toward the same goal as you. The Air Force Reserve is made up of 77,281 people. Every one of those people is your "Wingman" as we try to defend the nation and "Fly and Fight in Air, Space, and Cyberspace."

For the ORI, you have about 1,499 "Wingmen." It doesn't matter if you're going to deploy or not deploy. It doesn't matter if you're going to make sandbags or fly airplanes or cook meals or cut orders or whatever - we are all working toward being ready to deploy and show the ORI team that we're ready to go anywhere and do our mission.

If you're in the 403rd Wing, you're working toward the ORI, and you're a "Wingman."

"Two's In:" A long time ago, pilot types learned that no matter how big their talent or ego, they could stay alive longer and fight better in formations.

Pilots are simple people, so they chose to limit confusion by simply numbering the planes in formation. "Two" is the second airplane in formation. "Two's In" is what your "Wingman" says when he's ready - he's where he's supposed to be. It's when one airplane gets into the right formation position to support the mission.

For you and me, it's like saying "I'm ready and I have your back." The way we do this in the 403rd is to take the ORI preparation seriously. If you know AFM 10-100, and if you can put on your chemical protective suit and mask, then your "Wingman" knows "Two's In." The team is ready.

"Sierra Hotel:" These are two words from the phonetic alphabet that stand for an old saying that is not really appropriate to say over the radio or in

the newspaper. If you really want to know the exact translation, ask an old pilot when you're in a safe place.

What it really means is "excellent" or "awesome" or in more current terms "sick."

As we work through the ORI, the tedious, yet necessary, ground training and the exercises will drain us. Every once in a while we'll need encouragement from each other. I'm not suggesting that we all say "Sierra Hotel" to each other all day, but we need to prop each other up from time-to-time to keep from getting bogged down in the drudgery.

Try to encourage the people around you about the progress toward the ORI. We've made significant progress since we started down the road to our first ORI in nearly 10 years.

I'm not making this stuff up. Some pilots really talk using terms like those. For our purposes, you just need to know that the Air Force wants you to be part of the best team in the world and work toward common goals.

The Chief of the Air Force Reserve, Lt. Gen. John Bradley (and commander, Air Force Reserve Command), has set the goal of making sure we are "Unrivaled Wingmen."

We are "Unrivaled" in that there is no one better in the world at working as a team than the U.S. Air Force Reserve. We are a "Wingman" because we understand that each one of us is important to the mission no matter what we do. Using a little "fighterspeak," you should understand that you have lots of "Wingmen" in the 403rd, and it's everyone's job to make sure "Two's In."

With teamwork, preparation and encouragement, we'll do "Sierra Hotel" at the upcoming ORI.

Going Virtual

ROBINS AIR FORCE BASE, Ga.—Air Force Reserve Command wants its officers, senior NCOs and supervisors to establish virtual Personnel Center - Guard/Reserve accounts by April 2. At the same time, the command urges all reservists to get a vPC-GR account.

"Our personnel center is the hub of our transformation efforts, and vPC-GR is our tool to transition reservists to these Web-based personnel services," wrote Maj. Gen. Allan R. Poulin, AFRC vice commander, in a memo to unit commanders.

As part of the Personnel Services Delivery Transformation, the Web-based system allows Reservists to conduct personal transactions and access information without visiting a military personnel flight.

AFRC Public Affairs

Web Link: <http://arpc.afrc.af.mil/vPC-GR>

Unrivaled Wingmen: Air Force Reservists to Work More in Coming Years

ROBINS AIR FORCE BASE, Ga.—In order to execute the sustained missions of the future Air Force, Reservists must be prepared to participate more than one weekend a month and two weeks of annual training.

As such, they will be provided clear and realistic service expectations between mandating duty and volunteerism, and the Air Force Reserve will embrace participation practices that allow its Airmen to maximize their effectiveness while in uniform.

Telecommuting, alternative training assemblies and aligning annual tours with the active-component mission are a few examples of practices the Reserve will expand, programs designed to maximize ways members can serve while minimizing the need for involuntary service.

The Individual Ready Reserve program will also be leveraged for increased participation.

Air Force Reserve Command



Minimize Heat Stress

According to Page 182 of the Airman's Manual, To minimize heat stress and resist heat illness, follow prescribed work/rest cycle periods and hydration guidelines issued by your unit control center. In addition to replenishing lost fluids from excessive sweating, it's equally important to increase your food intake to replenish vitamins, minerals, sodium, and calories that are rapidly spent during combat operations. See Airman's Manual (pages 183-184) for more information on dehydration symptoms and treatment.

403rd Wing Safety



Photo By Airman 1st Class Tabitha Sprinks

Flightline Ops

Senior Airman Dana Kelley, a loadmaster with the 815th Airlift Squadron, makes final adjustments while loading a pallet onto a C-130J-30. Kelley was practicing in Mission Oriented Protective Posture Level Four gear to simulate a ground chemical warfare environment. Airmen around the 403rd Wing conducted their tasks in the chem gear in preparation for the Operational Readiness Inspection scheduled for December. The 815th AS, also known as the Flying Jennies, teamed up with the 41st Aerial Port Squadron for shared safety briefings and conducted joint exercises loading and unloading cargo.

Gulf Wing Go-Getter



The Gulf Wing is printed for people of the 403rd Wing, like Master Sgt. Gilbert Paz of the 403rd Maintenance Squadron.

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