

Heartland

Warrior

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Serving the men and women of the 434th Air Refueling Wing, Grissom ARB, Ind.



Photo by Tech. Sgt. Doug Hays

Raising the first

Grissom Civil Engineers, from left, Senior Airman Matthew Crummel, Staff Sgt. Daniel Harshman, and Senior Airman Andrew Htaik, raise the flag for the first time at Grissom's new base flag pole, located near the intersection of Grissom Avenue and Boxcar Street.

600 opens!

Building occupants settle into newly renovated space

By Tech. Sgt. Doug Hays
Public Affairs staff

A showcase facility for Air Force Reserve Command.

That's how Bob Ulibarri, the airfield operations manager, describes the newly renovated Bldg. 600.

The base just completed a total \$7 million building renovation project that increased the square footage from 25,414 square feet to 28,068 square feet.

"It's really nice, they did a great job," he said.

The building will house the airfield operations functions consisting of airfield management, weather services, aircrew briefing, and distinguished visitor lounge and passenger terminal.

New to the facility are the joint 72nd and 74th Air Refueling Squadron life support sections.

The 72nd and 74th ARS life support functions are merging and the building was designed to accommodate that merge.

"The new building is great," said Senior Master Sgt. Kevin Terhune, 72nd Air Refueling Squadron life support. "[The merge] helps eliminate the redundancy of equipment, storage, tools and even helps streamline our training needs.

"With everyone together under one roof we have a better working relationship and are starting to build new personal relationships with our counterparts," he added. "It was designed the right way for our specific use so everything is how we need it."

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New flag pole lets us honor customs

(Editor's note: Three members of the 434th Civil Engineers Squadron had the honor of raising the flag on the new base flag pole for the first time on March 20. The ceremony, attended by a mixture of civilians, reservists, contractors and active members, was held at the intersection of Grissom Avenue, and Boxcar Street. Brig. Gen. Dean Despinoy, 434th Air Refueling Wing commander, addressed the crowd. What follows is a excerpt of his speech.)

Reveille originated in 1812 and was used to muster units or as a means to conduct roll call as well as to signal sentries to end night challenging.

Retreat was first used by the French army and dates back to the Crusades.

The American Army has used this bugle call since the Revolutionary War.

The beautiful melody has come to symbolize the finest qualities of military members everywhere for nearly 900 years.

Today, reveille and retreat ceremonies serve a twofold purpose. They signal the beginning and the ending of the official duty day and serve as ceremonies for paying respect to the flag and those who serve it.

We are standing in front of a new flag pole. Some may ask why a new pole, we have a perfectly good one in front of lodging. For some time now, many organizations at Grissom have pointed to the flag that is always lit, always visible.

They point to the flag in front of

lodging and they tell their deploying members, this flag is a beacon for you to find your way home. It is always flying, always bathed in light, and will never come down.

Due to this fact, the flag pole at lodging has been designated our ceremonial flag and therefore does not respond to reveille or retreat.

A second flag pole, normally near the headquarters, was needed to allow Grissom to perform reveille and retreat.

Approval was sought and granted by Air Force Reserve Command to have a ceremonial flag pole and a base flag pole at Grissom.

The U.S. Military has used flagpoles ever since it's beginning.

No one knows what the very first military flagpole was, but historians agree that one of the earliest was the one that the Continental Army raised on Prospect Hill, outside Boston, in 1775.

The pole was 76 feet high, and was made from the mast of a British warship that had been destroyed by American troops the previous May.

There are many legends concerning the military flag pole.

One of the most enduring actually has many variations.

However, at the heart of each legend is the gold ball at the top of the flag pole. The military calls this ball the "truck".

The story goes, the base of the flag pole contains a service revolver, the truck or gold ball contains a round of ammunition and a book of matches.

The items are there so the base commander, instead of surrendering his

base to the enemy, can instead, cut down the flag, burn it to prevent desecration, and commit suicide rather than be taken alive.

To stop anyone's fanciful ideas that I plan to go down with the base, I can assure you, our gold ball contains nothing but air with the sole purpose to keep the flag from getting snagged on the top of the pole.

Grissom will perform reveille at 8 a.m. each morning, with reveille being sounded followed a few seconds later by "To the Colors", at which time the flag will be raised.

Each day at 4:30 p.m., retreat will be sounded followed a few seconds later by "The National Anthem", at which time the flag will be lowered.

Finally each day at 10 p.m. taps will be played here at Grissom. Taps, also known as "Butterfield's Lullaby" or "Day Is Done", was written by Butterfield at Harrison's Landing, Virginia in July 1862 and replaced "Tattoo" the French bugle call to signal lights out. Today it is commonly played to symbolically signal the end of the day and time to rest.

Thanks to the hard work of many people, all members of Grissom will be able to take two minutes, twice each day, to stop and remember. To remember all of the men and women who have given their lives for the freedoms that we so often take for granted; to remember members of this wing who are far from home, performing their duties as Airman, often in harm's way; and To remember the sacrifices of the families and loved ones who stay behind.

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Grissom Airman found dead in Texas

A local Airman who was assigned to Sheppard Air Force Base, Texas., for training was found dead in a dormitory room March 7.

Senior Airman Blanca A. Luna, a member of the 434th Civil Engineers Squadron, had been at Sheppard since September 2007 for heating ventilation and air conditioning training.

Base officials discovered Airman Luna unresponsive and with injuries consistent with a stab wound.

The Airman was immediately taken to United Regional Hospital in Wichita Falls, Texas, and was pronounced dead at 9:35 a.m.

“We are saddened by the loss of Airman Luna,” stated Brig. Gen. Dean Despinoy, 434th ARW commander. “Even though she had only been with the wing for a short time, she was a part of the Grissom family. The men and women of the 434th ARW extend their sympathies and prayers to the family and friends of Airman Luna.”

She joined the 434th ARW in February 2007 and was a resident of Chicago, Ill.

The incident is under investigation by the Air Force Office of Special Investigations and the 82nd Security Forces Squadron at Sheppard.



Airman Luna

Renovations, from page 1

The building will also be the alternate location for the command post and emergency operations center, and also has a large training room area with a conference atmosphere.

The year-long project gutted the historic building and removed the dirt piled up in slopes along its sides, reminiscent of a cold-war era bomb shelter.

“The only thing left standing was the beams and the plaque that identified it as a historic building,” Mr. Ulibarri said.

The plaque is a memorial to Maj. Michael L. Davis.

Major Davis was a Distinguished Flying Cross medal recipient for operations flown in Southeast Asia. He was instrumental in establishing the alert facility and Grissom as the primary National Emergency Airborne



Photo by SrA. Chris Bolen

Grissom's renovated base operations building reopened in early 2008. The project was part of an extensive modernization project carried out on base.

Command Post forward operating base.

Major Davis died of cancer on December 26, 1987.

The building is named the “Michael L. Davis” facility and the name is on the side of the building facing the flight line at the aircrew entrance to the building.

Construction at Grissom continues as work on the radar approach control facility nears completion.

The \$6 million dollar facility will house state of the art radar equipment,

the standard terminal auto-mated radar system and digital airport surveillance radar.

The new RAPCON will also house the state of the art tower simulator system, which is like a virtual surround system presenting real like air traffic and ground traffic images.

Air Traffic

Control personnel utilize the simulator to train on various simulated training scenarios, for example tactical arrival and departure procedures.

The RAPCON building structures have been completed; however, the radar operations room is still undergoing completion as the new radar equipment and systems begin to arrive early spring.

The RAPCON operations are estimated to begin this October with the DASR being completed by the summer 2009.



Photo by SrA. Omar Delacruz

Refuelers and receivers don't just happen upon each other. Grissom's scheduling office keeps everyone on track.

Schedulers key to Grissom's success

By SrA. Chris Bolen
Public Affairs staff

Refueling at 23,000 feet above the earth doesn't happen by chance. Refuelings begin in one of the little known but very important offices at the 434 Air Refueling Wing at Grissom.

Located in the 434th Operations Support Squadron, the wing scheduling office is tasked with putting together a daily "game plan" for flight operations. This game plan however actually takes weeks to develop.

Ensuring that Grissom aircraft and personnel are at the right place at the right time, cover all training requirements, while meeting the needs of the customers requires a Herculean effort.

That effort is carried out by four individuals under direction of Lt. Col. Larry Shaw, chief of current operations.

"This office is the focal point for airplanes to go out to fly," explains the colonel. "The heartbeat of the (scheduling) office however is Maj. John Pannell," the colonel said.

Major Pannell, the chief of scheduling, handles all local refueling missions a process dubbed 'horseblanket' and directs three short-range schedulers responsible for the development, coordination and management of the wing's weekly flying schedule.

Additionally, the major develops the monthly flying contract for all local refueling training and off-station airlift and refueling missions.

"Our main objective is to build product to train reservists," said the major.

This point is seconded by Capt. Todd Hutchinson, one of the three short-range schedulers. "The biggest thing we do is training; training to bring fuel to a certain point," the captain emphasized.

The "horseblanket" is more or less the start of the process which ends with air refueling activities.

"This process kills two birds with one stone," Major Pannell explained. "We have our training requirements, and the receivers have theirs."

By grouping all the various air refueling needs, the planning process is much more streamlined.

The process supports long-range tanker allocation and scheduling on a quarterly basis. Starting 90 days from a required date, the tanker and receiver organizations finalize their requirements.

At roughly 60 days out, the requirements are input into the air refueling management system, an internet based tool where the refueling needs become visible to the tanker airlift control center.

The TACC, located within headquarters, air mobility command, then

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Grissom 'shirt' earns doctorate degree

By SrA. Chris Bolen
Public Affairs staff

Senior Master Sgt. Sandy Dye, first sergeant of Grissom's 72nd Air Refueling Squadron, has an educational accomplishment that only a few people achieve. She was recently awarded a doctorate degree from Purdue University.

The PhD, in organizational leadership with a specialty in organizational conflict management and mediation, is the culmination of four years of very hard work during which Sergeant Dye has deployed three times.

Sergeant Dye, who is a "lecturer" at Purdue University's, West Lafayette campus says, "there are a lot of things learned in the doctorate that have helped me to do my Air Force job."

According to the Sergeant, "there is a lot of cross-over between her two jobs."

"They compliment each other and I think it helps here at Grissom and also back at Purdue with my students," she explained.

"The first sergeant's job is the best job in the world, but also an extremely



Sergeant Dye

busy job," she notes.

"The PhD with its emphasis on conflict management and critical thinking gives a boost to both careers," she continued.

"As reservists we have to handle conflict each day, between the military, deployments, job, and family," she explained. "Not to mention in the military we must adjust to the world around us, sometimes on the spur of the moment," she continued.

She notes, "using the knowledge gained from my PhD combined with the military side helps my students to better understand life and the impor-

tance of thinking things through."

"While on a deployment, understanding the reason for the structures of leadership and how it operates helps provide connectivity," she explains.

However, completing the PhD was not easy. "This was the toughest thing I have done in my whole life," she said. "There was a lot of hard work, time, and late nights sometimes getting up at 3 AM to do projects," she continued.

"A PhD is not what everyone wants to do" she explained. "But it is great for people who really enjoy constantly learning new things, and that is what I like to do" she continued.

"It is one of those things that is long term and is going to take a big chunk of your time," she emphasized.

Despite the hard work, Sergeant Dye states "that it was well worth the effort." She said, "I feel lucky to be able to have both my civilian and Air Force Reserve careers."

"For a long time my life was my civilian job, my Air Force job, and the PhD work, now that the PhD is complete I'll have a lot more free time," she added with a laugh.

Scheduling, from page 4

prioritizes and publishes the requirements. Major Pannell downloads the requirements into the scheduling system used here at Grissom.

The local schedulers then use the requirements in the system to build the wing flying schedule. The schedulers can "buy" and "sell" missions, something like "horse-trading" to fill in last minute needs or changes.

He then evaluates and inputs additions and off-station activities.

"In addition to refueling, this includes passengers, cargo, and aeronautical medical flights," he explained.

The two remaining schedulers, Master Sergeants Michael Morgan and James "Dusty" Baker, coordinate, manage and fine tune the weekly flying schedule.

This requires coordination not just with Air Force units but also Navy, Air

Guard, the TACC, Grissom flying squadrons, and multiple units within Grissom.

The schedulers operate day to day on a three-step, rotating, staggered schedule, noted Major Pannell. This three-step process is designed as: planning for week one, building for week two, and execution for week three.

"By having the process staggered, we keep flexibility," Major Pannell continued.

The process is somewhat like coaching a football game. The coach preps the team for its opponent, selects the opening line up, and then plays the game.

Changes are a daily, and sometimes frequent occurrence. He added "the changes come in so frequently that it keeps us constantly busy."

"The biggest challenge is handling changes," notes Captain Hutchinson. "Every unit on base is geared to keep aircraft going every day."

"Every change potentially affects the entire base," Major Pannell explained. "There can easily be ripple effects off base as well."

Major Pannell gives the real credit to the weekly schedulers who call the "audibles" every day and the 434th Maintenance Group for showing incredible flexibility in providing reliable, well-maintained aircraft in support of the mission.

So every time the boom on a tanker makes contact to refuel a receiver, it is the final step in a process that has taken time, thought, and the efforts of many people coordinated by the flight scheduling office at Grissom and not by chance.



Photo by SrA. Carl Berry

Senior Airman Zachary Miles, a 434th AGE mechanic, examines a new generation heater during the March unit training assembly.

No air power without ground power

By Senior Airman Carl Berry
Public Affairs staff

Hidden between Hanger 592 and base operations Building 600 is the small but not minuscule 434th Aerospace Ground Equipment.

The shop is part of the 434th Maintenance Squadron, and have adopted the slogan, “There is no air power without ground power,” said Senior Airman Zachary Miles, 434th AGE technician.

Their slogan hold’s true with deployments as well. “Wherever Grissom’s KC-135R Stratotanker’s go, we go,” said Senior Master Sgt. Robert Holley, 434th AGE supervisor.

“[AGE] personnel, will be deploying to Turkey over the next couple of months,” said Tech. Sgt. Michael Johnting, a 434th AGE technician. “Along with the Airmen deploying will be the equipment necessary to keep the Grissom mission afloat.”

“Our main function’s here are to troubleshoot, test, repair, modify and overhaul equipment and components,” Sergeant Holley said.

AGE does not only supply equipment for both flying squadrons and transient aircraft, but provide equipment for the 434th Aerial Port Flight, 434th Civil Engineers Squadron and many other units on Grissom.

“Recently we placed portable heaters, at the front gate for the 434th Security Forces Squadron and provided air-conditioning for the flight simulator,” said Sergeant Holley.

With equipment that ranges from \$150,000 like a gas turbine compressor to \$500 like an equipment stand, it is important that the mechanics are well trained.

To learn all of the functions of the 300 pieces of powered and non-powered support equipment, Airmen must attend a six month technical

training school located at Sheppard AFB, Texas.

“All personnel are trained in pneumatic, hydraulic, electrical, electronic, air-conditioning, heating, diesel engines, gasoline engines, gas turbine engines, test equipment and computers,” said Sergeant Holley.

Airmen also learn to “analyze and interpret technical orders, blueprints, writing schematics, technical manuals and manufacturer’s manuals,” he added.

Although their building and office may be small in stature their importance to the Grissom mission is a vital one.

So the next time you happen to see one of the AGE personnel, who include 11 full-time air reserve technician and 21 Reservists, take time to say thank you because odds are they have helped you somehow already or soon will.

Grissom aircrew med-evacs baby

By Tech. Sgt. Doug Hays
Public Affairs staff

Hauling passengers aboard the KC-135R Stratotanker is nothing new to Grissom aircrew members.

But when that passenger is as small as a paper plate, and clinging to life, it does become something different.

A Grissom tanker crew deployed to Kadena AB, Japan was headed home when they got an urgent request – to haul a premature baby from Kadena to Hickam AFB, Hawaii, where it could receive the emergency care it needed.

“It was our last night at Kadena,” said Master Sgt. Kym Orange, boom operator, “when we got the call. After all the coordination and approvals were given our maintainers worked hard to configure the aircraft in time.”

To haul medical teams the KC-135 must be configured with rollers for the patient pallets.

The crew took off the following day with the patient and a team of doctors and medical technicians plus gear and equipment for the 8-hour flight.

“Our job was to drive,” said Lt. Col. Brian Hollis, a KC-135 pilot on the aircraft. “Though the baby was very pre-mature, it was doing well.”

“It was very rewarding,” he said, “providing real life help.”

The aircrew members delivered their passenger safely so it could receive follow on care at Hickam.



Photo by Staff Sgt. Mark Orders-Woempner

Forcing the action

Tim Spangler, DoD Police forward, blazes through the lane, breaking up the defense against Ops during the Grissom Basketball Tournament Final Four March 1. Spangler and his team burned out the competition, securing the championship title.

In the limelight

Medals

Air Force Commendation Medal— Tech. Sgt. Debra Turner, 49th Aerial Port Flight.

Promotions

To senior master sergeant— Dana Beavers, 434th Communications Squadron and Aaron Wilson, 434th Maintenance Squadron.

To master sergeant— Logan Phillippe, 434th Mission Support Group; Gaylan Owens, 434th Aircraft Maintenance Squadron; Kenneth Pinaire, 434th MXS and Craig Petrowsky, 434th ARW.

To technical sergeant— Lawrence Tomaich, 49th APF; Joshua Moormann, 434th Civil Engineers Squadron; Eric Bradley, 434th MXS; John Serban, 434th Security Forces Squadron; Lindsay Nagy, 434th Operations Support Squadron; Terry Way, 434th Logistics Readiness Squadron; Roland Benitez, 434th Services Flight; Kevin Mortier, 434th MXS and April Harper, 434th Services Flight.

To staff sergeant— Joshua Knight, 49th APF; Candace Neal, 49th APF, Jeremy Beachy, 72nd Air Refueling Squadron; Jimmie Gaskew, 434th MXS; Agustin Jaramillo, 434th SFS; Kenneth Bowman, 434th AMXS; Kevin Murphy, 434th AMXS; Jason Norton; 434th AMXS; Jason Powers, 434th AMDS; John Dietz, 434th AMDS and Jennifer Priest, 434th LRS.





Photo by SrA. Carl Berry

Master Sgt. William Miller, 434th Security Forces Squadron combat arms instructor, demonstrates the proper technique when firing from behind a barrier with an M-9 pistol. Members of the 434th SFS will deploy to two overseas locations for training purposes.

Security Forces prep for new deployments

By SrA. Ben Mota
Public Affairs staff

Global reach and global power have always been key to the Air Force Mission, but one Grissom unit is taking the idea of global mission to a whole new level.

The 434th Security Forces Squadron will not only be deploying to Royal Air Force Base Mildenhall, England, they will also be heading to land of the rising sun, as they gear up to go to Yokota Air Base, Japan.

The first group, will deploy to Mildenhall in early April and return a couple weeks later.

The second group, headed to Japan,

will make their trek in May.

“Our main objective is to provide real world security while obtaining maximum training opportunities for our personnel,” said Master Sgt. Nelson Hernandez, a 434th SFS squad leader. Each of the groups will be using these missions to fulfill their yearly annual tour requirement.

Sergeant Hernandez, will be heading up the team going to Japan.

“It is my job to ensure that all of my personnel have the proper training and ability to perform their job duties when they arrive,” said the Sergeant. “It is also my job to ensure that we get there safe and that everyone returns safe.”

Sergeant Hernandez and his squad

are flying commercial to Tokyo and will then be transported approximately 28 miles to their destination in Yokota.

The Yokota team will augment the 374th SFS, as the Yokota Airmen continue their world-wide mission.

Master Sgt. Michael Walker, another 434th SFS squad leader, will lead the other squad heading to RAF Mildenhall.

They will take a KC-135 Stratotanker from Grissom directly to their destination.

Sergeant Walker says that this deployment is a morale booster for the 434th SFS Airmen after several trips to the desert. The locations aren’t hostile and will provide several skill-training opportunities for our members, he added.



Photo by Tech. Sgt. Deborah Melton

Gassin' a gunship

The co-pilot of an AC-130 from the 1st Special Operations Wing, Hurlburt Field, Fla., looks up as his aircraft approaches a Grissom KC-135R for refueling. The 'Fighting Red Tags' of the 74th Air Refueling Squadron crew refueled the gunship recently.

Air Force Assistance Fund drive underway

This year's Air Force Assistance Fund campaign is underway and runs through May 31st.

The drive will provide Airmen the opportunity to contribute to any of the four official charitable organizations.

At Grissom, Capt. Jeff O'Toole, 434th Logistics Readiness Squadron, is the base's project officer.

Now in its 35th year, 100-percent of the designated AF AF contributions will benefit active-duty, Reserve, Guard, and retired Air Force people, surviving spouses.

Workers will have chance to contribute through cash, check, money order or payroll deduction to one of the following organizations:

— **The Air Force Aid Society**, which provides Airmen and their

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families with worldwide emergency financial assistance, education assistance and an array of base level community enhancement programs.

Base Airman and Family Readiness centers have full details of the programs and eligibility requirements.

Information is also available online at <http://www.afas.org/>

— **The Air Force Enlisted Village Indigent Widow's Fund** in Shalimar, Fla., near Eglin AFB, which provides rent subsidy and other support to indigent widows and widowers of retired enlisted people 55 and older.

For more information, visit their website at <http://www.afenlistedwidows.org/>

— **The Air Force Villages**

Indigent Widows Fund in San Antonio, a life-care community for retired officers, spouses, widows or widowers and family members. The Air Force Village's web site is <http://www.airforcevillages.com/>

— **The General and Mrs. Curtis E. LeMay Foundation**, which provides rent and financial assistance to indigent widows and widowers of officers and enlisted people in their own home and communities. The LeMay Foundation web site is <http://www.afvw.com/lemay.html/>

Contributions to the AF AF are tax deductible.

For more information, visit <http://www.ask.afpc.randolph.af.mil/>

To learn more, contact Captain O'Toole at Ext. 2557.