

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

Carpooling System created to help Airmen cut travel costs

A new carpooling system has been created for reservists who have to travel long distances and to help cut the cost of money spent on fuel.

“With rising gas prices, some Airmen are spending close to half their military paycheck driving to and from UTA weekends,” said Senior Airman Joseph Ahlers, 434th Emergency Management Flight readiness apprentice.

The program has numerous benefits including lower travel costs, building relationships among Airmen from similar geographic areas and promoting fuel conservation among airmen.

“When I first came to Grissom the only method available was an informal network between first sergeants,” said Airman Ahlers. “The idea went on the backburner for a few months, but during the month of June, when gas prices were at record highs, the carpooling initiative was once again brought to the forefront.”

A lot of preparation went into the planning of this initiative due security reasons.

“After considering a couple of different options we (434th Communications Squadron) decided the best idea was to use Microsoft Outlook to host the service,” said Master Sgt. Scott Shives, 434th Communications Squadron information technical specialist.

Grissom reservists are able to access the “public folders” in Outlook and post under “ride share” their information.

“The program has tabs for the



Photo by Tech. Sgt. Patrick Kuminecz

Maj. Rebecca Fox, 434th Communications Squadron commander, is all set to begin the commander's tricycle race during the September unit training assembly. For more photos, turn to pages 4-5.

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Climate survey helps leaders improve force

By Lt. Gen. Norman R. Seip
12th Air Force commander

DAVIS-MONTHAN AIR FORCE BASE, Ariz. -- In the coming weeks, you will begin reading and hearing a lot about climate.

Not the type of "climate" that's warming or cooling, but the type of climate your organization creates in the workplace.

Every three years, Air Force officials take a focused look inside our organization to discover what's really on Airmen's minds; in essence, what type of "climate" our team encounters every day.

The key to creating a positive work environment is communication.

When aircrews understand the parameters of their mission, it's likely they'll fly the correct formation.

When maintainers have clear instructions on how to fix a part, it's likely they'll complete the task properly. And when Airmen understand the standards, roles and responsibilities

their leaders expect, it's likely they'll perform in an exemplary fashion.

The only way our team can stop issues before they become problems is to bring them to the attention of supervisors.

The only way supervisors can assist Airmen is if wingmen alert leaders to the needs of their co-workers. On a larger scale, Air Force officials can only address the needs of our Air Force family through the study of negative and positive trends.

Two-way communication is the bedrock of all of these examples.

Supervisors must meet regularly with their team to learn what issues are of concern to their people and their families.

Airmen also have a responsibility to let their leaders know when the "climate" at work is getting uncomfortable or unsafe.

When communication flows through the chain of command, our Air Force can ensure the Air Force family is provided the best in work, services, medical care and benefits you've earned

through dedicated service.

From Oct. 1st to Nov. 23, members of the Air Force Manpower Agency will conduct this year's Air Force Climate Survey.

The results of this study will help leaders better understand the issues, concerns and assessment of Airmen's quality of life initiatives, workplace productivity and head off any negative trends in the Air Force workplace. I strongly encourage you to communicate your candid and honest assessment of work, home, deployed and base operations.

E-mails and letters will be sent to you soon with instructions.

All feedback is anonymous and will be shared with Airmen at all levels to ensure results are put into effect.

Together, we can improve the areas identified by Airmen as needing attention and enhance the programs you find most valuable.

The Air Force wants to hear your assessment -- let your voice be heard during the 2008 Air Force Climate Survey! (AFPN)

Past lessons help make opportunities

By Gen. Arthur J. Lichte
Air Mobility Command commander

SCOTT AIR FORCE BASE, Ill. -- In our Air Force's 61-year history, Airmen repeatedly have been called upon to defend the cause of freedom in the air and on unfamiliar terrain around the world.

Whatever the conflict, natural disaster or crisis, Airmen have answered the call and performed their missions with incredible courage and distinction. Their consistent example of excellence and dedication is our treasured heritage.

Mobility Airmen share in the proud legacy of our nation's defense through

out the history of manned flight.

Through air mobility, our nation can extend an outstretched hand of compassion to those in need, or a clenched fist to those who threaten our freedom.

The air mobility legacy is visible all around us -- from the Air Force's

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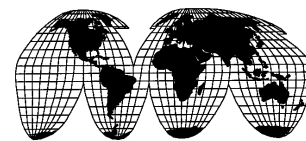
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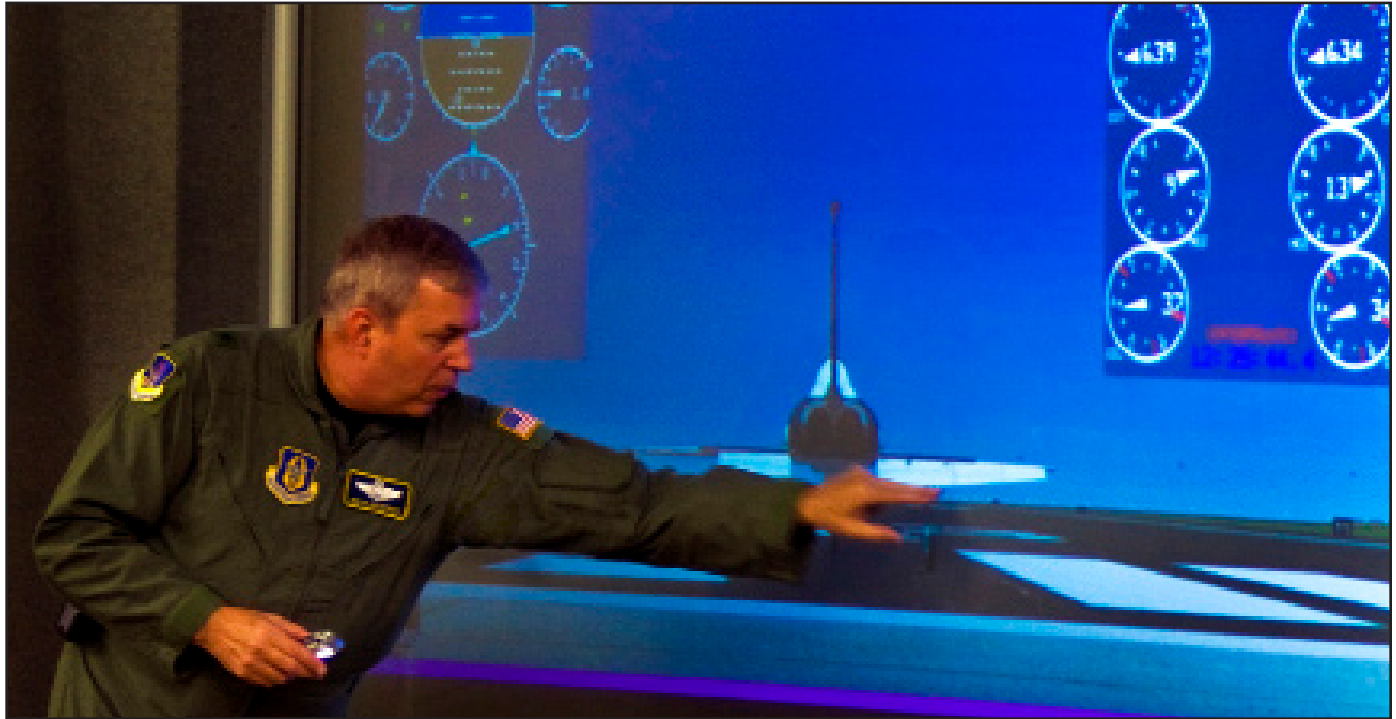


Photo by Tech. Sgt. Patrick Kuminecz

Commander's briefing

Brig. Gen. Dean Despinoy, 434th Air Refueling Wing commander, outlines the results of an aircraft accident investigation board he presided over recently. The fatal mishap involving a T-38C Talon occurred at Columbus AFB, Mississippi. After the results were released publicly, General Despinoy briefed 434th ARW members on the process of an aircraft investigation board and how it works to identify important factors involved in the situation.

History, from page 2

first challenge 60 years ago, the Berlin Airlift, to the relief efforts after natural disasters in our country and around the world, to today's daily engagement in the war on terrorism.

The Berlin Airlift and the long list of operations that followed are each a significant piece of Air Force history.

Our legacy of successful delivery of our nation's might, or its assistance, set the standard for the modern Air Force.

As retired Col. Gail Halvorsen, the storied "Candy Bomber" of the Berlin Airlift said, "Today, Air Mobility

Command travels faster, farther and with a greater load.

But one thing hasn't changed since 1948: The Airmen and their attitudes. They continue to exemplify integrity, service before self and excellence in all we do."

Indeed, today's Airmen are remarkable. Through careful attention to detail, ingenuity, flexibility and a keen mission focus, we prove our value to our joint partners, allies and nation.

The positive impact of the talent and spirit of Airmen is displayed daily

around the world -- it's an identity we proudly claim through our character and daily performance.

Through your daily mission success, we honor the legacy of those great mobility Airmen from the past and set an uplifting and high standard for future mobility Airmen.

I am encouraged by our Air Force's boundless horizons and look forward to serving alongside you to deliver excellence through global reach for our nation. (AFPN)

Carpool, from page 1

following areas; Chicago, Detroit, Milwaukee, Indianapolis and others to better differentiate where people are coming from. Plans exist to possibly expand the areas as the program develops," said Sergeant Shives.

In order to access the site during the month Airmen will need to obtain a

Common Access Card reader.

Airmen should consider the risks associated with the program.

"They must be aware of the hotel all other members of their carpool are staying at," said Airman Alhers. "If the member who drives is staying on base and the other member is stay-

ing off base, there could be potential problems."

"There are more benefits than risks in the program," added Airman Alhers, "especially the added benefit of promoting an environmentally-conscious Air Force."

Grissom serves up fun during annual



Photo by Tech. Sgt. Patrick Kuminecz

Four-year old Melissa Nestander is shown by her base firefighter father, Ben, how to work a firehose during the annual family day picnic .



Photo by Tech. Sgt. Patrick Kuminecz



Photo by SrA. Carl Berry

Above, A visitor to the family day picnic stretches to get a refreshing drink of water near the picnic pavilions. Left, Dominic Schultz, son of Lt. Col. Greg Schultz, 434th Operations Support Squadron, and his friend Joe True, took the opportunity to try on fire fighting protective equipment.

Above, Maj. Michael Polomchak, 434th Maintenance Operations Flight commander, employs a unique over the handle-bar peddling style during the commander's tricycle race. The major was dressed as a Ghost Buster for the event.



Photo by Master Sgt. Rob Hoffman

Annual family appreciation day picnic



Photo by Tech. Sgt. Patrick Kuminecz

Senior Master Sgt. Darin Daugherty, 434th Aircraft Maintenance Squadron flight chief, sneaks in for a manual assist in dunking his boss Chief Master Sgt. Jeff Mercier, 434th Aircraft Maintenance Squadron maintenance manager.



Photo by SrA. Carl Berry



Photo by Staff Sgt. Chris Bolen

Above, Master Sgt. Trudy Burnett, a chaplains assistant with the 434th Air Refueling Wing, makes cotton candy for customers during the annual family day picnic. Left, Master Sgt. Logan Phillipe, 434th Services Flight readiness technician, takes son Ben down an inflatable water slide during Family Day.



Photo by Staff Sgt. Mark Orders-Woempner

Runners, including number 21 Marty Foye, 434th Logistics Readiness Squadron commander, race down the airfield ramp during a 5K fun run held during Grissom's Family Day festivities. Foye finished seventh overall.



Photo by Staff Sgt. Mark Orders-Woempner

William Chapman, 434th Maintenance Group executive officer, ran away from the competition during a 5K fun run.



Photo by Tech. Sgt. Patrick Kuminecz

Brig. Gen. Dean Despinoy, 434th Air Refueling Wing commander, left, presents the battle of the squadron's trophy to William Chapman, 434th Maintenance Group executive officer, during the annual family day picnic. Chapman won the 5K fun run with a time of 18 minutes and 15 seconds.



Photo by SrA. Carl Berry

Staying alive

Oakah Hays, 434th Civil Engineers Squadron, readiness office, explains the donning procedures during a chemical, biological and radiation education class during the September unit training assembly. The class is now held in Bldg. 600.

Money and mobility

The Airman and Family Readiness Office is hosting a class entitled Money and Mobility from 11:15 a.m.-12:30 p.m. Nov. 1 in Bldg. 471, Room 226.

The class will provide an overview of general financial information and resources to help reservists.

Since the class is held during lunch, members can go through the lunch line and bring their lunch upstairs with them to the class.

Topics for the class include preparing financially for a deployment, making a financial checklist, the importance of an emergency fund – and how to start one, avoiding the money trap, becoming a smart saver, digging out of debt, and investing for the future.

Reservations are required to attend the class, and can be done by call-

ing Master Sgt. Nathan Moore at Ext. 4812.

Stuffed animals

Each year the Grissom Fire Department gives their services to the community through their dedication and selfless service.

Airmen and civilians now have an opportunity to help the fire department do their jobs by donating stuffed animals.

Grissom's firefighters use the stuffed animals to comfort children during times of stress during an emergency.

"In the past our firefighters have brought their own stuffed animals to give children, but we have depleted all of our resources," said John Ireland, acting fire chief.

"The stuffed animals are a good tool used to calm a child who has been injured or who has been involved in

an accident and seen someone else injured," added Mr. Ireland.

New and gently used stuffed animals can be dropped off at the fire department during the hours of 8 a.m. and 4 p.m.

Rising Six

The Grissom Rising Six Council meets Sundays at 9 a.m. in the wing conference room located on the second floor in Bldg. 596.

Airmen through the grade of technical sergeant are eligible to become a member of the council.

The purpose of the Rising Six is to establish and maintain a spirit of camaraderie and esprit de corps that will enhance the prestige of all Airmen and junior non-commissioned officers.

For more information, contact Master Sgt. Trudy Burnett at Ext. 4028.



A view of Thule's famous white runway from above.

Courtesy photo

Thule AB mission presented challenges

By SSgt. Chris Bolen
Public Affairs staff

The recent mission by Grissom flight crews in support of Purdue University professor Ephraim Fischbach and staff to Thule Air Base, Greenland was more than just a transport mission.

The mission also provided very valuable training in flight operations north of the Arctic Circle.

"Many people do not realize how challenging the flying environment is in the earth's high latitude areas," notes Lt. Col. Mark Sigler, operations officer for the 74th Air Refueling Squadron.

The Grissom air lift support for the research occurred when crews and aircraft transported the Purdue professor and his 13 person research team to Thule this summer. There the researchers set up to observe a total solar eclipse. Thule lies on a barren landscape 695 miles north of the Arctic Circle.

Due to the magnetic lines bending and distortion of the earth's magnetic field the further north you go, navigation is particularly challenging. A normal compass is almost worthless at such locations. "Luckily, with GPS, flying in that part of the world is not

a problem," explained Colonel Sigler. "As long as you remember to set the GPS system to fly in "true heading" mode you are ok."

True heading uses lines like you will see on a globe of the world in your child's school room. The lines of longitude and latitude dissect and run around the earth in equal and precise measurements. Since the magnetic poles used for compass navigation constantly shift, the earth's magnetic lines also shift, compress or become distorted. By following true heading an aircraft uses the set geographic lines and avoids errors in using magnetic heading.

"With our Block 40 equipped tankers flying true heading is much easier," said the colonel.

Navigating to Thule however, was not the greatest challenge for the aircrews. Colonel Sigler notes, "The weather there is very unpredictable." "The day we returned to pick up the research group, the weather was predicted to be completely foggy," he continued. "When we arrived in the area the fog had lifted, allowing us to land."

"According to the weather folks at Thule we had the good fortune to have the best three days of weather there the entire year," the colonel said with

a grin. "We were lucky the fog moved out to sea and stayed there, it didn't roll back in and ground us."

If the fog had not lifted we had very few options for alternate places to land, he continued. "The closest divert base was 900 miles away in Goose Bay Labrador."

After the weather the next major challenge was the runway itself. "The runway is interesting," said Colonel Sigler. "It has a very steep "up-slope", and one end is 200 ft higher than the other."

"The runway itself is white in color and the markings are in red," he continued. "The surrounding terrain is very barren and featureless which causes the hills and other features to seem much closer than they actually are."

All of these factors present a visual challenge. "The up-sloping terrain causes a visual illusion," he said.

Despite the challenges encountered by the Grissom aircrews, the mission was a success. "The researcher's data collection was successful," notes the colonel. "However it will take some time for all the data gathered to be evaluated, and results known."

Which could be a good thing. Colonel Sigler notes, "flying back there in winter would be a real challenge."