

IN THE NEWS

New fencing improves security near flightline



By Staff Sgt. Michael Duhe
437 AW Public Affairs

Sections of rusty barbed wire running along the off-base stretch of Arthur Drive provided limited security for the Charleston flightline. As a force protection measure, it has been replaced by seven-foot security chain link fence with barbed wire outriggers on top of the fence.

The new fence begins in the treeline near the Rivers Gate, continues past the Charleston AFB welcome sign and extends to the intersection of Arthur Drive and Aviation Avenue.

The new fence increases security on base by making unauthorized access more difficult, according to project manager Rob Crossland, a civil engineer with the 437th Civil Engineer Squadron.

Cost of the project, which is expected to wrap up soon, is \$353,810, Crossland said.

According to Tech Sgt. Timothy Moore, manager of the 437th Security Squadron's anti-terrorism program, the fence is one of many force protection measures on base. The new fencing, along with concrete barriers placed at strategic points and another section of fence not visible from the Arthur Drive, help form

Angela and Bobby Dean of Dean Construction put finishing touches on a section of security fence.

Tech. Sgt. Daniel Murphy

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437th Security Forces Squadron

"concentric layers of defense" that help deter potential threats.

Force protection goes beyond security fences and concrete barriers, Moore pointed out.

"We can spend all the money in the world on force protection and anti-terrorism, but the bottom line is the people on the installation," he said. "Force protection is not just our job -- it's the job of everyone on base. It comes down to vigilance on everyone's part. If you see something suspicious, you should call the Law Enforcement Desk."

Moore commended maintenance troops who work on the flightline for their vigilance. Known as "helping hands," they reported 17 suspicious incidents to security forces in the past year.

"There was no hostile intent involved -- most were people who forgot their line badges, or people escorting family and friends on the flightline without calling the Command Post," Moore said. "But that's the point we want to drive home. It's all about people doing the right thing."

To report a suspicious person or incident on base, call 963-6146 or 963-3600.

Phoenix Star

continued from page 1

"On an average day, we get 10 to 15 improvement reports, 5-6 deficiency reports and out of those maybe one will get sent back to the requester because they do not meet the criteria of a DR or they lack sufficient information," he said. "I feel good when I see these guys get money awarded for their improvements. We had three people in 1999 receive \$10,000 each."

An AFTO Form 22 deals only with tech order improvements. One type of improvement is a correction, which fixes something as simple as an omission or spelling error. The other type is an improvement that results in a significant change that is better, faster, cheaper and safer that might add a missing step to a checklist.

"The most rewarding aspect of this job is helping people complete the forms and to do things right. The more we help, the more people will submit their ideas and the better their customer satisfaction will be. We provide advice on the best way to do it," said Tech. Sgt. Jeff Elliott, assistant NCOIC of Phoenix Star. Elliott, a crew chief, says that to work in the office you have to have a good familiarity with maintenance. He added most spend about three years in the Phoenix Star office before moving on to other jobs.

The most complex requests that they receive for evaluation are modification proposals. "When

maintenance finds a better way to do something or find something on an aircraft that shouldn't be at a certain spot, then they submit an AFTO Form 1067 and include a design change that shows the proposal," Elliott said. A control board of functional experts then screens the requests before sending it to the headquarters who will also evaluate it, then the Systems Program Office at Wright Patterson AFB, Ohio takes a look before ending up with Boeing.

One of the base's modifications proposals was a design change to the wing slats, that move up and down on the front leading edge of the wings when the C-17 takes off and lands. "The redesign eliminated some of the chafing damage from metal scraping against metal when the slats moved. They actually redesigned the seals and repositioned the slats to eliminate this problem and it was an idea that our folks came up with," Bennett said. He added that his office often has to be very familiar with the warranty on the C-17 when determining who will fix something.

To keep track of these requests, Elliott designed a Microsoft Access database that tracks each request and assigns control numbers. "This database is being benchmarked by the command for implementation at other bases," Bennett added. An added benefit of the database is that it avoids duplicate requests and allows them to obtain reports and information about their requests quickly.

Hurricane

continued from page 1

- Hurricane/Tropical Storm Irene in the Florida Keys and South Florida respectively.

- Hurricanes Jose and Lenny caused significant damage in the Leeward Islands. Because of its unusual direction (west to east), much of Lenny's damage was caused by large breaking waves on the west side of the islands.

The names for the tropical storms and hurricanes in 2000 are Alberto, Beryl, Chris, Debby, Ernesto, Florence, Gordon, Helene, Isaac, Joyce, Keith, Leslie, Michael, Nadine, Oscar, Patty, Rafael, Sandy, Tony, Valerie and William.

The National Oceanic Atmospheric Administration has predicted there will be 11 tropical storms, seven of which would be hurricanes.

In the event of an approaching hurricane, HURRCON levels are posted on the base marquee and on Channel 2. HURRCON levels are:

HURRCON 4 - winds of 50 knots (58 miles per hour) or more expected within 72 hours.

HURRCON 3 - same winds expected within 48 hours.

HURRCON 2 - winds expected within 24 hours.

HURRCON 1 - winds expected within 12 hours

All Clear - destructive winds have ceased, begin recovery and listen for further announcements.

For weather information on the Internet, see <http://137.4.152.13/main.htm> and click on weather, then hurricane season. Also, visit the web site www.noaa.gov for additional updates.