

# DISPATCH



AIRLIFT

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## Ghouls night out

(Left) Airmen 1<sup>st</sup> Class Phillip Woods and Mike Hohl, both of the 437<sup>th</sup> Logistics Group, 'play dead' during the LG Haunted House Oct. 27 through Tuesday. The LG Spouses' Groups sold food and other various items at the entrance to the house. The proceeds were donated to the Florence Crittenton House and other charities.

Photo by Senior Airman Jason Smith

## New CAA position ready to serve CAFB

**Commentary by**  
**Master Sgt. Matt Harless**  
*437 AW CAA*

Retention isn't just an Air Force buzzword; it's the responsibility of all front-line supervisors to assist first and second term airmen in making the right decision. To help them out, bases now have a career assistance advisor who is the focal point for all retention-related issues.

I have been appointed the 437<sup>th</sup> Airlift Wing career assistance advisor, and I look forward to assisting Team Charleston members by providing them with the information they need to make informed career decisions.

Things motivating some people to civilian life include a good economy, the perception benefits are eroding and a general lack of understanding about military entitlements.

Every day I meet people who aren't aware of many of the benefits and opportunities available to them through the Air Force.

Standing up the new Wing Career Assistance Advisor Program is like starting a new business. So many of the actions are identical: determining your market, selecting the best location, defining your services, ordering supplies and equipment and providing publicity and advertisement. Like any other

business, this one can't afford to fail. The future of our Air Force is riding on it.

The CAA is the point person for commanders, supervisors and first sergeants to go to on issues such as retraining, reenlistment, commissioning programs, upcoming legislation, pay and benefits and other issues personnel may need guidance with at critical points during their career.

The new position, which was created for all wings, came about as an initiative recommended by a retention summit held in April. The new career assistance advisor position is not a reincarnation of the base career advisor program from the 1980s. One change from the old position is the target audience. I will target personnel throughout the enlisted force structure, while the old career advisors concentrated primarily on first term airmen.

The philosophy then was, once you got an airman to enlist, you had them for 20 years. Obviously, that is not the case today. Now we want to assist anyone who may have questions or concerns across the full spectrum of benefits, entitlements and career issues.

Please call me for an appointment at 963-8004. My office is in room 131 of the base education office.

## Team Charleston successfully tests modified C-17 parachute apex

**By Senior Airman Jason Smith**  
*437 AW Public Affairs*

A modified apex of a drogue parachute, which is used to pull cargo from aircraft, was successfully tested here recently.

The apex is the one-foot center of the 15-foot drogue chute.

"The apex used to be braided nylon, but now they're using cotton

sheathing," said Staff Sgt. Dean Irwin, 437<sup>th</sup> Operational Support Squadron joint airdrop inspector. "The old design was made to be inflated for four or five seconds, but we need it out there for about fifteen seconds. While it served its purpose, it constantly needed repair."

During airdrops by C-17s, the back door is opened, and the pilot releases an L-shaped bracket that holds

the drogue chute. The chute stays inflated outside the aircraft for about 15 seconds until the aircraft's computer (or pilot) releases the extraction package. At that point, the drogue chute pulls the extraction chutes outside the aircraft, and then the drogue falls to the ground.

The problem with the old apex of the drogue chutes was brought to the attention of the tri-annual Air-

drop Review and Malfunctioning Safety Analysis Board by all the C-17 wings, according to Irwin. The U.S. Army Soldier System Center Aerial Delivery Engineering Support Team, more commonly known as Natick, was tasked with fixing the problem.

"They could have built a new stronger chute, but the cost would've been

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