

YoRR logo contest winner announced



Chosen out of 330 entries by the AMC Year of Retention and Recruiting Acton Group, the YoRR logo was unveiled at Phoenix Rally at Scott Air Force Base, Ill., Oct. 25. Maj. Curtis J. Harvey, 350th Air Refueling Squadron, at McConnell Air Force Base, Kan., submitted the winning logo. *(AMC News Service)*

Wing wins \$50,000

By Capt. Tracy Velino
437 AW Public Affairs

Charleston AFB won fourth place and \$50,000 in the annual Air Mobility Command Base Appearance Competition.

AMC Commander Gen. Charles "Tony" Robertson presented a plaque and giant replica check to Col. Rusty Findley, 437th Airlift Wing commander, Oct. 24 at Phoenix Rally, a biannual meeting of AMC wing and numbered Air Force commanders at Scott AFB, Ill.

"The fact that we got \$50,000 for finishing fourth was a pleasant surprise," said Capt. David Scharf, Base Appearance Team Visit project officer and 437th Civil Engineer Squadron chief of maintenance engineering. Only dollar amounts for first and second place prizes were announced before the competition.

The first-place winner was McConnell AFB, Kan., winning \$200,000. Andrews AFB, Md., took second place and \$100,000. Third place was Scott AFB, winning \$50,000. Pope AFB, N.C., won "Most Improved" and \$50,000.

Eleven of twelve AMC bases participated in the competition. McChord AFB did not compete because the base won in 1999. "When you win first place, you do not compete the following year," said Scharf.

Charleston won first place in 1997. "We think we were third in 1999, but the official announcement only included first and second places," said Scharf.

The headquarters team of competition evaluators visited Charleston Oct. 18-19. The team, led by Col. Michael Fitz, Headquarters AMC Civil Engineer chief of operations division, included a communications officer, a navigator and a transportation officer.

They assessed the exteriors of almost every building on base, said Scharf. "The focus was on customer ser-

vice facilities," said Scharf. The team evaluated overall base appearance. "But having pretty buildings in itself was not enough," said Scharf.

"For instance, one of the buildings highlighted in their outbrief was the Office of Special Investigations building," he said. "It's an old, unappealing building next to Burger King, but it's been well-maintained and the landscaping is kept up. That was a positive, in that even though it's an old building, you're keeping it up instead of just letting it go."

Scharf and Master Sgt. Hector Mojica, 437 CES environmental specialist, coordinated the logistics team visit. They also organized two base "Pride Days" to prepare for the team's arrival. "The pride days were for last-minute cleanup, pulling weeds, that kind of thing," said Scharf.

"The \$50,000 are unrestricted operations and maintenance funds, so wing leadership can spend the money however they see fit," Scharf said.

Chute

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high and we wouldn't have a use for all the chutes we already have," said Irwin.

Aubrey Greenwald, Natick equipment specialist who helped modify the chute, said the most cost-effective way to solve the problem was to modify existing equipment.

"The new apex only takes about an hour to modify," said Greenwald. "We're able to make a quick fix by using existing components which units already have."

Once the modification is approved, Natick will send detailed procedures describing modifications, said Irwin. At that point, it will be the job of base parachute shops to modify the apex.

"We dragged five chutes this time and only had one blow," said Tech. Sgt. Nick DeMichael, 437 OSS. "At Altus AFB, Okla., my last base, we used the old chutes had about an 80 percent repair rate. They still worked, but we'll save a lot of repair time with this modified chute."

Captains Chad Rauls and Troy Born, 14th Airlift Squadron pilots, flew the test mission. Rauls said the test was meant to challenge the modified apex.

"The testing intentionally overstressed the drogue chute," said Rauls. "We flew 10 knots faster than regular drop speed."

"Natick said they have one more minor modification to make," said Irwin. "The tests looked very successful to me."



Photo by Staff Sgt. Scott Reed, 1 CTCS

Tech. Sgt. Nick DeMichael, 437th Operational Support Squadron loadmaster, rigs a modified drogue chute during a Charleston AFB C-17 airdrop test.

Portion of base road to become one-way

Commentary by
Capt. David Scharf
437 CES maintenance engineering

One-way traffic flow will begin Monday, noon, on a portion of South O'Neal Avenue, starting at Mitchell Drive and ending at Manning Circle. There will also be a three-way stop at the corner of Mitchell Drive and South O'Neal Avenue.

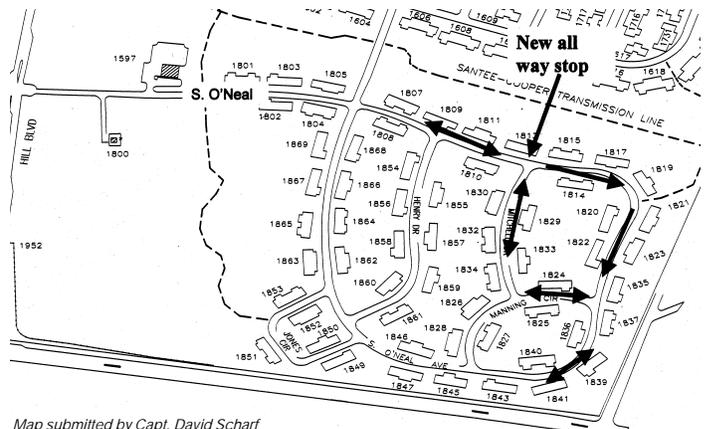
These changes are part of the short-term solution to traffic congestion near the Lambs Elementary School gate. Because of its popularity as a drop-off point, the area has become increasingly congested and dangerous in the past few years.

The base traffic engineering working group looked into the problem and has approved a two-part solution:

In addition to the one-way seg-

ment and three-way stop, the short-term solution includes repainting the crosswalk leading to the path to the school gate and establishing no-parking zones around it to provide maximum visibility. While these measures will not reduce the amount of traffic, it will increase the safety of children using the Lambs Elementary School gate. In order to prevent confusion, the one-way traffic flow will be in effect 24 hours a day, seven days a week.

The long-term solution consists of constructing a road, parking lot and drop-off point between South O'Neal Avenue and West Jackson Drive. This long-term solution will be incorporated into the Fiscal Year 2003 housing construction plan. Due to the scope and associated costs of this project, we are unable to implement it any earlier.



Map submitted by Capt. David Scharf