

# DISPATCH

## AIRLIFT

# Midnight Edition

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This edition of the *Airlift Dispatch* is dedicated to the members of Team Charleston who work the night shifts, while the rest of us are tucked away safely in our beds.

## Firefighters work long hours watching over CAFB while it sleeps

By Senior Airman Jason Smith  
437 AW Public Affairs

Charleston AFB's 437<sup>th</sup> Civil Engineer Squadron Fire Department's duty day doesn't end, even when it ends.

After working a full day, 7:30 a.m.-4:30 p.m., firefighters aren't released to go home to their dorm rooms or their houses and families. Instead, they go to the fire department and wait for the next crisis.

"A lot of people don't realize we work a full day before we come back here," said Senior Airman Matt Coleman, 437 CES Fire Department driver. "They think we sit around and watch TV unless we're responding. That's not how it goes."

Most CAFB firefighters work 24 hours on and 24 hours off. Their duty day starts with roll call at 7:30 a.m. After roll call, they start their mission for the day.

"Our regular duty changes from day-to-day," said GS-6 Mike Ruey, 437 CES Fire Department driver. "Today (June 7) was truck day. We cleaned everything including our tools and equipment. We also made sure everything is working the way it's supposed to be. In the afternoons, we train. The

See Fire, page 3



Photo by Senior Airman Jason Smith

### Working on the night shift

Airman 1<sup>st</sup> Class James McBride, 437<sup>th</sup> Security Forces Squadron C-Flight, checks IDs at and allows traffic on Charleston AFB long after normal duty hours.

## 437 AGS first sergeant offers mentoring class for night-shift NCOs

By Senior Airman  
Melanie Streeter  
437 AW Public Affairs

The NCO Mentoring Class, implemented in March by the 437<sup>th</sup> Aircraft Generation Squadron, teaches NCOs the basics of being good supervisors.

Chief Master Sgt. Jenonia Lisenbee, 437 AGS first sergeant, said she wanted to start the class for several reasons.

"Years ago there were more people in the Air Force, and supervisors had a lot more time to spend telling and showing new NCOs how to be supervisors," Lisenbee said. "Supervisors still do that, but I think they don't have as much time because of all the additional duties supervisors must perform now and because supervisors are technicians and have to spend a lot of time on the technical aspects of their jobs. I think there is, for some people, a small amount of

confusion concerning their responsibilities as supervisors, as well as their authority, as far as what they can do and how to do it."

The class takes place Tuesdays and Thursdays, 6-7:30 a.m. and 4-5:30 p.m. Lisenbee said the classes are held at these times to accommodate workers from every shift.

"We tried a mid-shift class at midnight, and there was a good turnout, but after talking with supervisors, we realized the people at the midnight class were the same as the people at the 6 a.m. class, plus day-shifters were at the morning class also," said Lisenbee. "I want to try to accommodate everybody. I don't want people getting out of work at 7:30-8 a.m. and expect them to come back in at 2 p.m. for a class."

Lisenbee said she knew what she wanted from the beginning, and the program has been tweaked since then, using suggestions from attend-

ees and from Master Sgt. Tim Lomas, 437<sup>th</sup> Logistics Group Quality Assurance.

The class is organized in four blocks. The first block focuses on NCO responsibilities, and a lot of time is spent going into detail, Lisenbee said. The Promotion Fitness Examination study guide is used as reference material to outline NCO responsibilities.

"I think as we study it year to year, we become complacent and just skim over that section," said Lisenbee. "These responsibilities are things the PFE says we must do, not should or may. The Air Force is paying NCOs to be supervisors."

The second block focuses on setting and enforcing standards, while the third covers individual rights, lawful orders, and supervisor responsibilities regarding recommending or non-recommending promotion and reenlistment. The fourth block cov-

ers feedback and EPRs.

"I'm glad she's working with our schedule to get the information to everyone she can," said Staff Sgt. Timothy Ferguson, 437 AGS Gator Flight. "She's a good leader and wants to instill that in her supervisors. It opened my eyes to a lot of things."

Lisenbee said the first hour of class is spent covering reference materials, while the last half hour is devoted to sharing personal experiences, going over scenarios, and discussing how to react to different situations. Sometimes other chiefs in the squadron will sit in on the class and share their knowledge and experience as well.

"Bottom line, my goal is to help supervisors to be able to be more effective," said Lisenbee. "I try to make them realize the effort and amount of time it takes to be a good supervisor and to mentor the troops who will someday be replacing them."

## IN THE NEWS

# D-Flight defends CAFB

Story and photo by Senior Airman Jason Smith  
437 AW Public Affairs

Members of the 437<sup>th</sup> Security Forces Squadron are dedicated to protecting Charleston AFB's resources and personnel, and no group takes that job more seriously than Delta Flight.

D-Flight works three swing shifts, three mid shifts and then has three days off. Even during guard mount, prior to working a mid shift at 10:30 p.m., their positive attitude about the duty they provide shines through.

Flight members arrived for their first mid shift of the six-day cycle an hour early so they could hold refresher training on how to search a suspect. After training, they "fall in" for guard mount which is run by Tech. Sgt. Kenneth



Tech. Sgt. Kenneth Tobin, 437<sup>th</sup> Security Forces Squadron D-Flight chief, gives his flight a briefing during guard mount.

Tobin, 437 SFS D-Flight chief. Tobin inspects his flight and briefs them on any pressing issues they need to know before assuming their posts for the night. After a vehicle, weapon and ground safety reminder, Tobin gives his flight the command "Post".

It's common knowledge the cops provide security for aircraft and resources on the flightline. Depending on the posting assignments, any one of the individuals on the flightline one night may be a law enforcement patrolman the next.

"Anything can happen at anytime," said Staff Sgt. Don Dye, 437 SFS D-Flight patrolman. "Even when we have a routine traffic stop at night, we make sure a second police unit does a roll by."

Although patrolman usually ride alone, Tobin puts the safety of his flight members first and makes sure they have enough back up at all times.

"If you respond to a loud-noise complaint, wait for another unit," Tobin said to his flight during guard mount. "The last thing I want is for someone to go alone to a loud noise call and end up in the middle of a domestic. We will always have two people on scene before you make contact."

The call to respond to any incident, or even routine radio traffic, is monitored by the on-duty desk sergeant. The desk sergeant is the control center

for security forces operations during a shift.

"I monitor all the alarms, keep track of all incidents, where everyone is and what they're doing, write reports and dispatch patrols," said Staff Sgt. Sammy Garvin, 437 SFS D-flight desk sergeant.

If Garvin takes a phone call about an incident, or if an alarm goes off, he has to know where all his patrols are so he can make split-second decisions to get the police to the scene.

When not being dispatched to incidents by the desk sergeant, patrolmen stay busy with other nightly duties. They complete building checks, house checks if requested, run radar and conduct checks at the gates. Patrols are also encouraged to be proactive around the base and make sure the public sees them out and about.

Patrols do different types of checks at the gates from time to time. According to Tobin, the security forces squadron is given a formula on how many vehicles to check during a set time. Patrolmen ask permission from drivers to check their vehicles for different types of things.

"We're basically looking for any type of contraband," said Tobin. "We're making sure nothing illegal is coming on the base and nothing that isn't supposed to be is leaving the base."

Tobin said there is a big difference between the checks patrolmen do at the gates and searches of a suspect's vehicle.

"There is no probable cause factor when we do the checks," Tobin said. "They are directed by the base com-

mander and fall under implied consent. A search is something we do when we have probable cause."

Tobin said it's important for people to realize they're not being hassled when their vehicle is checked at one of the gates. Safety of the base's resources and population is always first in Tobin's list of priorities.

Taking care of the gate guards is another high priority item for D-Flight. Whenever possible, the gate guards are relieved for hot meals at the dining facility, and when incidents don't allow it, they are brought boxed meals from the flight kitchen.

"The folks on the gates don't get near enough credit," said Tobin. "They take a lot of flak from the public, and they still maintain their bearing and discipline. People don't realize they're the base's first line of defense and detection. They put their lives on the line every night out there."

Gate guards are also ambassadors of CAFB. They're the first people anyone entering the base has contact with, and Tobin makes sure his gate guards make a good first impression.

"Whenever manning permits, I make sure they don't work back-to-back gates," said Tobin. "I try to get them on a patrol or working security on the flightline after working a gate. I want to make sure they're fresh and motivated when they're up there all night. We want to make sure they have everything they need to keep doing the great job they're doing."

Along with handling the influx of traffic on CAFB, gate guards have other duties, like

taking phone calls from sponsors, writing passes, checking IDs, giving directions, providing courteous customer service to anyone entering the base and, most importantly, watching for signs of danger entering the base.

Tobin's gate guards are fully aware of their duties and they take the same stance about the importance of their job as Tobin does.

"We're not just waving at cars," said Airman 1<sup>st</sup> Class Richard Montonario, 437 SFS gate guard. "We're providing security for everyone who lives on this base. We have to be professional at all times."

Montonario said he doesn't mind the mid shift. While the traffic slows down and he's not as busy as swings, he always finds a way to make sure he's focused on his work.

"When it gets slow, I pull out the barment book and make sure I know who's not supposed to be coming on the base," said Montonario. "I also read my OIs (operating instructions) and study my CDCs (career development course). Fridays and Saturdays are pretty busy though. It seems like that's when all the crazies come out."

"No one really gives me a hard time up here," he continues. "I've missed a salute or two by accident because I was real busy, but the only people who would really hassle you would be someone who had something to worry about."

Whether acting as patrolmen, gate guards or security specialists, D-Flight takes pride in who they are and the job they do. "I love the security forces career field," Tobin said. "I couldn't even think of having any other job."

## Nighttime driving increases chances of accident by three-fold

By Staff Sgt. Bart Craven  
437 AW Safety Office

Many people dislike working at night, and the reason is usually simple. It can be harder to function at night than it is in the daytime.

Darkness can make driving to and from work a challenging job. It can be dangerous, too. According to the National Safety Council, fatal vehicle accidents increase sharply during the hours of darkness. In fact, statistics show chances of being involved in some type of accident are about three times greater at night than during daylight hours.

There are things to do, facts to know and techniques to use that can be used to reduce the chance of a mishap and ensure safe nighttime

operations. The 437<sup>th</sup> Airlift Wing Safety Office recommends the following tips to make trips to and from night shift safer:

- Before leaving work centers or home, ensure vehicle headlights, taillights and directional signals are operational

- Keep an operational flashlight and reflective belt attached to outermost garment

- Clean headlights and windshields, inside, as well as outside

- When driving at night, use extreme caution because even familiar surroundings may seem different

- When leaving a lighted building, it takes a few minutes for eyes to adjust to the dark; a five-minute wait before driving will improve vision

- Don't wear any kind of sunglasses

at night; there are no glasses designed to reduce headlight glare at night; any lens that reduces the brightness of headlights also reduces the light reflected from dimly-lit objects at the side of the road, particularly pedestrians

- When following another vehicle at night, keep low beams on so the other driver won't be blinded

- Switch lights from high to low beams when an oncoming vehicle is about 500 feet away; also, use the low beams within 300 feet of the rear when behind another vehicle

- Limited vision at night reduces the amount of stopping time when trouble is spotted; reduce speed accordingly

- Peer ahead into the areas that are only faintly illuminated; the faint

glow of a distant headlight or some movement may be an early alert to a possible hazard

- Never stop on any roadway at night; it's hard for an approaching driver to tell whether or not a stopped car is moving until it's too late

- Take curves slower at night; Headlights point straight ahead and shine off the road which reduces the view of the road considerably

- Switch to low beams in fog or snow; high beams will reflect more off fog and snow

Last, and most importantly, never drink and drive. Besides the obvious reasons, alcohol can drastically slow the direct affect of the eye's sensitivity.

For more information about driving at night, call 963-5596.

# CAFB tech., master sgt. results released June 7

Of the 309 Charleston AFB members eligible for technical sergeant, 97 made the grade. Master sergeant stripes will go to 49 of the 131 who tested. Here are the CAFB members who will be promoted:



## To technical sergeant

**373<sup>rd</sup> Training Squadron:** George Charpia Jr., Michael Mohn  
**437<sup>th</sup> Services Squadron:** Luke Bell  
**17<sup>th</sup> Airlift Squadron:** Gary Palmiter, Patrick Turner  
**437<sup>th</sup> Medical Operations Squadron:** Tamara Lee  
**437<sup>th</sup> Aeromedical Dental Squadron:** Donald Friemel, Jennifer Ramirez  
**437<sup>th</sup> Medical Support Squadron:** Shane Murphy, Robert Thackston  
**437<sup>th</sup> Security Forces Squadron:** George Barkman, Paul Burgess, George Hill, Dennis Jones, Mark Keck  
**437<sup>th</sup> Support Group:** Jennifer Eagle  
**437<sup>th</sup> Aerial Port Squadron:** Vanessa Chew, Ronald Coward, Robert Humphrey, Gregory Marco, Jeremy Olive, Randolph Scott, Daniel Smith, Maggorino Tamietti  
**437<sup>th</sup> Maintenance Squadron:** Charles Carter, Scott Dailey, Michael Epley, Danny Graves, Brian King, Mark Moore, James Prior, Reinaldo Rodriguez  
**437<sup>th</sup> Civil Engineering Squadron:** Gerald Amidon, Justin Carter, Stephen Daggett, Mark Gilmore, Ja-

son Grove, Randal Halstead, Douglas Hanson, John Sheen, Richard Sullivan, Tom Weslager  
**437<sup>th</sup> Supply Squadron:** Robert Anderson, David Elkins, Scott Emmons, Troy Ferguson, Jeannette Tinkey  
**437<sup>th</sup> Aircraft Generation Squadron:** Alvin Anderson Jr., Roy Eberle, Phillip Hagan, Ernest Hires, Daniel Jaworski, Walter Koenig, David Krywosa, Kenneth Leavelle  
**437<sup>th</sup> Transportation Squadron:** Jerry Carpenter, Shawn Davis, Norman Hill III, Charles James Jr., Terisa Martin, David Reyes, Ronald Reynolds, Elida Yanez  
**15<sup>th</sup> Airlift Squadron:** Gary Ferguson, Michael Getlinger, James Lucier, Michael Sheldon  
**437<sup>th</sup> Airlift Wing:** Charlie Battle Jr., John Canter, Michael Chouinard, Timothy Oliver, Eliot Sills  
**14<sup>th</sup> Airlift Squadron:** Darryl Brown, Paul Harvell, James Hilton  
**437<sup>th</sup> Mission Support Squadron:** John Fennessy, Stephanie Gill  
**437<sup>th</sup> Communications Squadron:** Thomas Ferguson, Jesse Humberd, Donald Miller, Joseph Potier, Todd Walker  
**437<sup>th</sup> Contracting Squadron:** Paul Harris, Jacque Jordan-Wells  
**437<sup>th</sup> Operations Support Squadron:** David Hathaway, Charles Irwin, Rochelle Ottman  
**437<sup>th</sup> Logistics Group:** Wilfred Waring Jr.  
**437<sup>th</sup> Logistics Support Squadron:** Shane Rast  
**437<sup>th</sup> Comptroller Squadron:** Carolyn

Brandt, Cynthia Wright  
**1<sup>st</sup> Combat Camera:** David Barlow, Patricia Casciotta, Tarina Stevens, Steven Trigg, Lisa Zunzanyika  
**437<sup>th</sup> Operations Support Squadron:** William Adler  
**Air Force Security Forces Center, Det. 3:** Gary Gill, Craig Outman, Edwin Sharp, Richard Tannery, Michael Wilson  
**USAF, Combat Climatology:** Donald Holt Jr., David Kellam, Donald Kusz, Michael Leahy, Allison Naylor  
**Projected Gains:** Michael Bright, Michael Buytas Jr., Kim Carreno, Randall Edwards, Jeanchristi Gagner, Jon Hammond, William Lockwich, George McKey, Michael Nikolaus, Bradley Smith

McClure, Ronald Newsome, Edward Pinnell, Robert Shiver, Edward Swinson  
**437<sup>th</sup> Maintenance Squadron:** Keith Davis, Scott Hinebaugh, Robert Saunders  
**437<sup>th</sup> Civil Engineering Squadron:** Charles Johnson, Roosevelt McCargo, Thomas Pytel, Patrick Shaffer  
**437<sup>th</sup> Supply Squadron:** Kevin Getchell, Kenneth Owens  
**437<sup>th</sup> Aircraft Generation Squadron:** Shannon Lawrence, Robert Polhlopek, Ernie Washington  
**437<sup>th</sup> Transportation Squadron:** Joe Lowery Jr., Robert Mundis  
**15<sup>th</sup> Airlift Squadron:** Patrick Daly, Carl Helbig  
**14<sup>th</sup> Airlift Squadron:** Robert Cissell, Dee Coulter, Matthew Jeter Jr., Theodore Kiburz  
**437<sup>th</sup> Mission Support Squadron:** Steven Foster, Richard Gilmore  
**437<sup>th</sup> Communications Squadron:** Kenneth Ackerman, Joel Obman  
**437<sup>th</sup> Operations Support Squadron:** Paul Castillo, Carmen Taylor  
**437<sup>th</sup> Comptroller Squadron:** Richard Figueroa  
**1<sup>st</sup> Combat Camera Squadron:** Thomas Donahoe, Brian Ehemann  
**Air Force Reserve Officer Training Corps, Det. 765:** Douglas Boals, Craig Gardner  
**USAF, Combat Climatology:** Eric Apple, Robert Cory II, Lyle Elliott, James Kerzwick, Kent Schupp  
**Projected Gains:** Deann Denzer, William Jackson, Terry Stollar, Patrick Tustin, Larry Vendrely



## To master sergeant

**373<sup>rd</sup> Training Squadron, Det. 5:** Deewayne Lackey, Richard Stone II, Keith Westmoreland  
**17<sup>th</sup> Airlift Squadron:** Robert Callahan, Donald Eagle Jr., Steven Lovette  
**437<sup>th</sup> Aeromedical Dental Squadron:** Marty Baugher, Michael Fox, Ronald Goble, Joey Meadows, Robert Roach  
**437<sup>th</sup> Security Forces Squadron:** James Scott  
**437<sup>th</sup> Aerial Port Squadron:** Todd Bellamy, Arthur Cormier, Richard

## Fire

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whole time we have to be ready to respond also."

After their duty is done at 4:30 p.m., if there are no emergencies to respond to, firefighters are free to carry on with their lives, just as long as they do so at the fire station.

"We have PT (physical training) time around 4:30 p.m.," said Ruey. "We can go to the base gym if we want to, but we have a real nice facility here that we usually use."

The firefighters' families are allowed to join them for dinner at the fire station after PT. There's a full kitchen where they can cook whatever they want, or they can have food brought to them. There's also a barbecue grill in the back of the building they can use. Their families are allowed to stay and visit until 8 p.m.

"Tonight, we sat down for dinner and didn't even start when the alarm went off," said Ruey. "We had to go help remove an alligator from the flightline. We barely got back and then we had to respond

again to a fuel spill. We just finally ate dinner (9:30 p.m.)."

Coleman's wife arrived at 6:30 p.m. to eat dinner and spend some time with him, but he was on a call and didn't even get to see her.

"I called her before the fuel spill, and then the alarm went off," said Coleman. "I had to slam the phone down and go."

Firefighters' spouses are usually very understanding of the career they also married. Ruey, who has been a fire fighter for more than 18 years, and Tech. Sgt. Daryl Brunelle, 437 CES Fire Department rescue crew chief and fire fighter for 13 years, both said their wives are used to the eat, or not eat, and run dinners.

"My wife just knows how it is with this job," said Brunelle. "Even though she understands, I still miss out on stuff with my family. Me and Mike (Ruey) have kids who play in sports and are involved with school functions. We miss a lot of it. We work 72 hours per week and spend more time with each other than with our families."

After 8 p.m., when all the families have left, firefighters

are on their own to pass the time. There's a big screen TV at their disposal, and they each have their own bed. While they aren't required to be in bed at a certain time, Coleman said their mornings can roll around awfully early if they're responding to incidents all night.

"No one is going to come through here and tell you 'get in bed now,' but the station captain is going to make sure you're up at 6:30 a.m.," said Coleman. "We have to be ready and outside by 6:45 a.m."

The firefighters don't get compensation time for responses after duty hours. Even if they're sound asleep, Staff Sgt. Shawn Chenault, 437 CES Fire Department alarm room supervisor, won't think twice about waking them to respond to a crisis on CAFB.

Chenault doesn't have the 24-hour duty day the others have because he has to be awake, alert and ready to make decisions during every second of his 7 p.m.-7 a.m. shift.

"I log all the events, update records, take 911 calls, answer the crash phone, and

coordinate with other agencies," said Chenault. "Most base facilities have fire alarms, and I monitor those also."

When a 911 call needs a response, or a fire alarm goes off, Chenault quickly sounds the alarm in the fire station and starts coordinating the fire department's response with other base agencies. He also acts as a dispatcher with the responding group to keep them aware of any updates he receives.

Time is the most critical factor when dealing with responses. The response time for the fire department is three minutes. They have three minutes from the time the alarm goes off to be on scene anywhere on CAFB. According to Brunelle, that's no problem.

"We have a sub-station in Hunley Park to make sure we meet our response time there," said Brunelle. "We can get to the farthest point from here (fire station on the flightline) on main base in under three minutes without a problem. We practice lots of base familiarization to make sure we know exactly where

we're going. If not, we have a map right by the trucks as we're leaving."

The three-minute timeframe also includes getting out of bed and donning all equipment, which can weigh 75 pounds with an air tank, according to Coleman.

"It's not tough to do," said Coleman. "You get used to it."

Thankfully for the firefighters, who are also the base's emergency medical technicians, the nights are usually uneventful. Brunelle said the only responses that tend to have a pattern are medical responses occurring at lunchtime.

"It's a coincidence I guess," said Brunelle. "There are responses during the day and at night, but most often at lunchtime. Recently we've responded to different kids almost cutting their fingers off during lunch. That's the only pattern I've noticed."

Unpredictability is the norm for the fire department. Weather it's lunchtime or the middle of the night, they stand ready to respond. The rest of Team Charleston can sleep easy knowing these dedicated individuals will be there.

## NEWS BRIEFS

## Spotlight

**Diamond Sharp:** Senior Airman Damien Tymes, 437<sup>th</sup> Medical Group, was also recognized as a Diamond Sharp award winner for the month, along with the other winners. His name was inadvertently left out of the June 8 *Airlift Dispatch*.

**Going away:** The 437<sup>th</sup> Operations Group is hosting a going away luncheon for Chief Master Sgt. James Moody today, 11:30 a.m., at the Charleston Club. RSVP to Senior Master Sgt. Michael Freebury or Master Sgt. Jim Scanlan at 963-6009.

**Retirement:** The 437<sup>th</sup> Maintenance Squadron is hosting a retirement ceremony for Senior Master Sgt. Robert Garceau today, noon, at the Charleston Club. For more information, call Master Sgt. William Seabreeze at 963-5220.

**Retirement:** The 437<sup>th</sup> Civil Engineer Squadron is hosting a retirement ceremony for Senior Master Sgt. Danny Dean June 22, 10 a.m., at the base picnic grounds. For more information, call Senior Master Sgt. Karl Nichols at 963-5327.

**Retirement:** The 437<sup>th</sup> Aerial Port Squadron is hosting a retirement ceremony for Tech. Sgt. Brad Johnson June 22, 10 a.m., in Bldg. 174. For more information, call Master Sgt. Oscar Thompson at 963-3357.

**Retirement:** The 437<sup>th</sup> Airlift Wing Safety Office is hosting a retirement ceremony for Master Sgt. Larry Cain June 22, 11 a.m., in the 14<sup>th</sup> Airlift Squadron auditorium. For more information, call Master Sgt. Allison Bethea at 963-5597.

**Change of command:** Col. David Snodgrass will accept command of the 437<sup>th</sup> Support Group from Col. Dennis Kaan during a ceremony July 2, 9 a.m., in Bldg. 519.

## Around the base

**Closure:** All 437<sup>th</sup> Mission Support Squadron facilities, to include the Military Personnel Flight, will close today, 10 a.m. ID cards can be accomplished at the Naval Weapons Station or the Reserve Recruiting Office, Bldg. 51. They will reopen Monday.

**Limited service:** The 437<sup>th</sup> Communications Squadron is holding its annual picnic today. Operations will be limited due to minimum manning in the afternoon. For more information, call 963-3511.

**Enlisted support:** The Charleston AFB Enlisted Support Club will be hosting Philip Simmons, Charleston blacksmith, as a guest speaker at a meeting Tuesday, 7 p.m., at the Family Support Center.

**Chiefs' Group:** The Charleston AFB

## Charleston Profile

Staff Sgt. Kammie Shannon  
437<sup>th</sup> Airlift Wing Command Post

Staff Sgt. Kammie Shannon is a senior controller for the 437<sup>th</sup> Airlift Wing Command Post. She has been at Charleston AFB for eight years and has worked in command post the whole time.

Shannon's day-to-day (or night-to-night) duties include working on Aerospace Expeditionary Force contingencies, aircrew staging and dissemination of information.

"We stay busy," said Shannon. "We're always involved with some high-profile items."

Shannon works 12-hour shifts right now, with two day shifts, two night shifts and then a break. She said she enjoys working days more because of the high ops tempo.

"Working at night can really make you tired," said Shannon. "I like to stay busy and keep moving."

Shannon said there are definitely differences between the two shifts.

"All the drunkards are out at night," Shannon said. "I think sometimes they call us just to have someone to talk to."

Since Shannon is responsible for the dissemination of all information, she has to make some important phone calls to important people at all hours of the night.

"You try not to wake people up in the middle of the night, but very often, you have to," she said. "It's easier for me now. At first I was nervous and scared about waking up people. Now, I don't want to do it, but they know it's my job and they're real good about it."

Shannon said the strangest call she ever took was from a lady complaining about contrails. The woman wanted Shannon to stop aircraft from making contrails because they blocked the sun from her flower garden.

When not at work, Shannon spends time with her husband, Patrick. She likes to read, go to the beach and enjoy her new house.



Photo by Senior Airman Jason Smith

Chiefs' Group will hold its monthly meeting Thursday, 11 a.m., at the Charleston Club. Representatives from Bank of America will address the group, and lunch will be provided.

**Marriage seminar:** The 437<sup>th</sup> Medical Group is offering a marriage enrichment seminar beginning July 5 and meeting for six consecutive Tuesdays, 6-8:30 p.m. The seminar is free to base personnel and their spouses. For more information, call Jim Hernandez at 963-6504.

**Closure:** The 437<sup>th</sup> Military Personnel Flight customer service office will be closed July 9-10 for DEERS/RAPIDS system upgrade and training. For more information, contact Senior Airman Angela Hawkins at 963-4536.

**Education Center:** The Air Command and Staff College is offering a seminar for majors, major selectees, and GS-11s and above. The Air War College is offering a seminar for lieutenant colonels, lieutenant colonel selectees, and GS-13s or above. Both courses begin Aug. 6 and run through mid-June 2002. For more information, call 963-4575.

**Scholarships:** The Airlift/Tanker Association is offering Scholastic Assistance Awards of \$500 and \$250. All active duty, guard and Reserve members in the rank of E-6 and below

are eligible. Application packages are available at the Base Education Center or the Family Support Center. The deadline for submitting applications is July 18.

**SIU:** Southern Illinois University is having open fall registration, now-Aug. 13, for its one year Workforce Education and Development program. Enrollment is open to military members, dependents, retirees and civilians. The program starts Aug. 28 and runs through August 2002. For more information, call 552-7320.

**Volunteers:** The Retiree Activities Office has a variety of volunteer opportunities available to assist in enhancing and expanding the program serving military retirees in the greater Charleston area. Military personnel, spouses and widows from all branches of the service are welcome. The program seeks imaginative and motivated retirees who are self-starters and available to spend three hours a week at the base or help out at home. For more information, call retired Col. Raymond Borelli at 963-2228.

**Petshipment:** Air Mobility Command, in cooperation with Commercial Patriot Express, is initiating a 3-month test program, allowing movement of pets with containers weighing up to 150 lbs on all AMC missions. This test program will begin immediately

and run until Aug. 31. For more information, call Tech. Sgt. Shawn White at 963-3066.

**TMO:** The peak season for shipments of personal property is here. Personnel should report to the TMO office as soon as they receive their orders. Three-four weeks are needed to confirm requested move dates. Personnel shipping vehicles overseas must have all proper documentation upon arrival at the Vehicle Processing Center. Required documentation now includes permanent change of station orders and either the title or letter of authorization from the lienholder or lease company before shipment can be accomplished. For more information, call 963-2255, or visit their Website at [www.charleston.af.mil/CHAS/437AW/OG/TMO/index.htm](http://www.charleston.af.mil/CHAS/437AW/OG/TMO/index.htm).

## Family Support Center

**Pre-Deployment Briefings:** Monday and June 25, 8 a.m., and Thursday and June 28, 4 p.m.

**Financial Fitness Workshop:** Monday, 8:30-11:30 a.m.

**Resume II:** Tuesday, 9-10:30 a.m. and 10:30 a.m.-noon.

**Sponsorship Training:** Wednesday, 3:30-4:30 p.m.

**Stress Management:** Thursday, 10:30 a.m.-noon.

All workshops are held at the FSC unless otherwise noted. For more information or to register, call the Family Support Center at 963-4406.

# AGE: power mainten after mic

Story and photos by  
Senior Airman Melanie Streeter  
437 AW Public Affairs



**Above:** Master Sgt. Randy Hall, 315<sup>th</sup> Maintenance Squadron Aerospace Ground Equipment Flight, uses a strap wrench to remove a filter on a diesel generator. The generator is used to power aircraft on the ground during maintenance.

**Left:** Airman 1<sup>st</sup> Class Danny Blair, 437<sup>th</sup> Maintenance Squadron Aerospace Ground Equipment Flight, dumps oil into an oil bowser. Oil bowzers accumulate used oil.

**Below:** Senior Airman Josh Hardy, 437<sup>th</sup> Maintenance Squadron Aerospace Ground Equipment Flight, lubricates the casters on a B7-16 maintenance stand. Maintenance stands are used during a variety of maintenance procedures requiring the technician to be elevated. The lubrication is part of a periodic inspection.



There can be no air power without ground power, and essential ground power for Charleston AFB's C-17s is provided around the clock by the 437<sup>th</sup> Maintenance Squadron Aerospace Ground Equipment Flight.

"Our main duty is to maintain all powered and non-powered AGE for use by maintenance personnel, both on the flightline and in the backshops," said Airman 1<sup>st</sup> Class Michael Evans, a swing-shift technician in the AGE shop. "We're also responsible for the delivery of all equipment."

The shop's record for keeping AGE in proper working order is well known throughout Air Mobility Command. The flight has been recognized for having the highest in-commission rate in the command every year since 1996.

"The in-commission rate is based on how much of our equipment is in working order, with all required inspections taking place on time," said Airman 1<sup>st</sup> Class Danny Blair, another swing shift technician in the shop.

The shop's off shifts see a lot of work, according to Evans. Many local and real-world missions leave or return between 3 p.m. and midnight, Evans said.

The AGE flight ensures all the equipment the aircraft need upon their return is available and working properly. The flight is also ready at all times for emergencies requiring special AGE.

"The first thing aircraft do when they land is plug into AGE," said Evans.

The diesel powered generator powers C-17s while they are on the ground, allowing maintenance personnel to accomplish their jobs.

All of the work between 4 p.m. and 7 a.m. is accomplished by 11 people, when everyone is there, said Evans. When personnel are TDY or on leave, manning dips even lower.

"Because we are one of very few C-17 AGE shops, wherever the C-17 goes, our equipment, and sometimes our people, go too," Evans

ATURE

# Powering Maintenance at midnight

said. Currently, the flight has about 20-30 pieces of equipment deployed for a Phoenix Banner mission, supporting President George W. Bush.

In addition to supporting flightline and backshop maintenance, the flight provides emergency air conditioning in areas where a constant temperature is mission critical.

"Our test stations and most of the test equipment we run need to stay at a constant temperature or we have to shut down," said Staff Sgt. Dan McOmber, 437 MXS Avionics Integrated Systems shop. "When our air conditioning goes out, once we call AGE, they promptly bring over backup and then let us know what's going on to get the problem fixed."

The shop also supports the 437<sup>th</sup> Communication Squadron, where loss of air conditioning can lead to a communications disaster.

"On many occasions the air has gone out in the network control center," said Alvin Green, 437 CS Network Control Center chief. "This building, Bldg. 501, is the heart of the NCC. If we lose servers and equipment here, the network goes out. Also, we're the base connection to the Internet. Any time the AC goes out, AGE comes to the rescue. Without them, we'd have to shut down because of the heat."

C-17s aren't the only aircraft the flight supports either, Evans said. They also support transient aircraft.

In fact, the AGE flight recently had to go above and beyond to help out the Air Expo 2001 stars, the Navy's Blue Angels.

"One of the Blue Angels' aircraft had hydraulic problems," said Evans. "Because almost all of our equipment is C-17 specific, we had a hard time getting the hoses to fit the F-18. Eventually we adapted the hoses and the problem was fixed."

From high-reaching stands to tow bars, AGE has ground power covered. The technicians in the shop work all hours to ensure the equipment is there to provide the Air Force with global reach and air power, even at "0-dark-30."



**Above:** Airman 1<sup>st</sup> Class Danny Blair, 437<sup>th</sup> Maintenance Squadron Aerospace Ground Equipment Flight, performs a maintenance check on a Simon manlift.

**Right:** Airman 1<sup>st</sup> Class Michael Evans, 437<sup>th</sup> Maintenance Squadron Aerospace Ground Equipment Flight, removes the starter of an MC-5 air compressor.

**Below:** Airman 1<sup>st</sup> Class Michael Evans, 437<sup>th</sup> Maintenance Squadron Aerospace Ground Equipment Flight, backs up a tow truck.



## COMMENTARY

## About the paper

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Dispatch

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Mail to: 437 AW PAI

102 East Hill Blvd.

Charleston AFB, SC 29404-5154

or send to:

[dispatch@charleston.af.mil](mailto:dispatch@charleston.af.mil)

## Editorial Staff

437 AW Commander

Col. Vern M. "Rusty"  
Findley II

Chief, Public Affairs

Lt. Col. Edmund Memi

Editor

Senior Airman Jason Smith

Staff Writer

Senior Airman Melanie Streeter

Photo Support

Base Visual Information Center

# Swing, midnight shifters keep base humming after hours, weekends

By Col Rusty Findley  
437 AW commander

This edition of the *Airlift Dispatch* is dedicated to the men and women of Team Charleston who work the swing and midnight shifts. We have focused on this group of folks to give everyone a better insight into their daily contributions to this wing. Their pride, professionalism and passion have been highlighted in a number of articles in this week's paper. We have done it so everyone will better understand their important role in making our mission happen. To all the swing and midnight shift airmen, and civilians alike, keep up the good work ... we appreciate your hard work.

I was on leave last week and I saw Col. Young's comments in this column about our 437<sup>th</sup> Security Forces Squadron members who apprehended an alleged armed deserter from Maxwell AFB, Ala., on the base last week. I had an opportunity to highlight the great job that these security forces members did at our Monday staff meeting. It was my pleasure to present them with a wing coin for their outstanding performance during this high-risk, high-stress incident. The standing ovation they received from the attendees at stand-up was very well deserved.

I was also pleased to present the Air Force Chief of Safety Flight Safety Award for Mishap Prevention for 2000. This award is a good example of Team Charleston's outstanding record of safe mission accomplishment and is presented annually to the base with the best mishap prevention program in the Air Force. Thanks to everyone for putting flight safety first in all our operations around the globe!

Last week, I had the chance to experience firsthand a C-17 Special Operations Low Level II training mission. A special thanks to the aircrew and supply on board that flight. On board the aircraft were Maj. Chris Carper, Captains William Ormiston, David Owens, Chris Henslee, and Morgan Murphy, 15<sup>th</sup> Airlift Squadron; Capt. David McDonald and Staff Sgt. James Lewis, 14<sup>th</sup> Airlift Squadron; Tech Sgt. Christopher Schick, 437<sup>th</sup> Operations Group; Staff Sgt. Kenneth Kluge, 437<sup>th</sup> Operations Support Squadron; and Staff Sgt. Matthew Pahula, and Airmen 1st Class David Cagle and Richard Smith, 437<sup>th</sup> Supply Squadron. Supporting the mission on the ground were flying crew chiefs Airman 1st Class Matthew Ancell and Senior Airman Steve Johnson, 437<sup>th</sup> Aircraft Generation Squadron.

SOLL II is one of our most important missions and after seeing these great pros in action, I am convinced we have

the right people performing this demanding mission.

As summer begins, the PCS season is upon us and several other units will witness the bittersweet experience of a change of command for their leadership. It's always tough to say goodbye to great folks as they head off to do great things for our Air Force but on the other hand, it's exciting to welcome new members to our team.

We wish Maj. Matt Eatman, 437<sup>th</sup> Security Forces Squadron commander, our best as he heads to Army Command and General Staff College, Fort Leavenworth, Kan. Maj. Eatman has done a superb job for us. Maj. Jeffrey Hunt assumed command of the 437<sup>th</sup> SFS Wednesday, and we wish him our best.

We had an excellent training opportunity Tuesday to review our procedures on how to prepare for a natural disaster such as a hurricane. All of the base leaders and key staff discussed the different actions required to safely evacuate and care for our people and aircraft in the event of a major hurricane.

A special thanks to the many excellent briefers and the 437<sup>th</sup> Airlift Wing Plans office, led by Lt. Col. Kerm Getz, for organizing this valuable training. The training was useful and covered a number of complex issues that are often situation dependent. The discussions will serve as a good starting point in preparing our people for a hurricane. All of us need to prepare and be ready should another Hurricane Hugo come our way. Don't wait until a storm is threatening us to get ready.

Continuing our efforts to make sure Charleston AFB is well ingrained in the local community, the Charleston Metro Chamber of Commerce is sponsoring a meeting with all the military commanders in the area to express their appreciation to the bases. We are pleased by this chamber initiative to strengthen their ties with the military bases and show their support.

Today, I am also honored to have the opportunity to present the Gen. Joseph Smith trophy to the 14 AS as the number one airlift squadron in Air Mobility Command for 2000. As some of you may remember, Gen. Charles "Tony" Robertson, commander of U.S. Transportation Command and Air Mobility Command, presented the trophy to me during a conference with my fellow commanders several weeks ago. Congratulations again to the 14 AS for their spectacular achievement!

Upcoming events include our chartering ceremony for the Lowcountry Palmetto Chapter of the Air Force Cadet/Officer Mentor Action Program Wednesday, 2:30 p.m., in the Charleston Club. Brig. Gen. Darryl Scott, deputy assistant secretary for contracting, Office of the Assistant Secretary of the Air Force for Acquisition and the national AFCOMAP president, will be the keynote speaker.

AFCOMAP is a new initiative to provide mentors for our younger active duty officers by pairing field grade officers with company grade officers. All officers are invited to attend the kickoff ceremony and to get involved. Call 963-5524 or 963-3383 to reserve a seat or for more information.

With the onset of some heavy rains in recent days, the grass has started to grow a little more than usual in our base housing areas. Please put a little extra tender loving care into your home to make sure it looks its best. I often highlight our base to many visitors and they often walk away impressed with the base's appearance. It is what sets us apart from everyone else.

As always, keep up the great work for our country and continue to accomplish our mission safely. It is always a pleasure to serve as the commander of the premier airlift wing on the face of the planet. You make me proud every day!

## Action Line

The Commander's Action line is your direct link to me. It's your opportunity to make Charleston Air Force Base a better place to live, work and play.

First give the appropriate base agency a chance to solve the problem, but if you don't get a satisfactory answer, call me at 963-5581 or send an e-mail to [action@charleston.af.mil](mailto:action@charleston.af.mil).

To ensure you receive a response to your concerns, please leave your name and the information needed to contact you.

### Commonly used phone numbers

Base Exchange 552-5000	Housing Office 963-3859
Charleston Club 963-3914	Medical Group 963-6700
Commissary 963-5695	Security Forces 963-3611
Education Office 963-4573	Services Squadron 963-3821
Family Support 963-4406	

## Chapel schedule



### 107 Arthur Drive

**Office hours:** 7:30 a.m. to 4:30 p.m., Monday-Friday.

**Phone:** 963-2536. After duty hours, call the command post at 963-2531 for emergencies only.

#### Catholic Services

**Saturday** -- 4 p.m. Reconciliation, 5 p.m. Mass.

**Sunday** -- 9:30 a.m. Mass, 9:30 a.m. Children's Church.

**Weekdays** -- 11:30 a.m. Mass, Sacrament of Baptism pre-baptismal classes are held the first Sunday of each month at 11 a.m. in the Chapel Annex. For Sacrament of Marriage, call the Catholic chaplain six months prior to the wedding.

#### Protestant Services

**Sunday** -- 9:30 a.m. Sunday School in Bldg. 245, 11 a.m. Traditional Worship Service, 11 a.m. Children's Church.

**Thursday** -- 7 p.m. Praise and Worship contemporary service.

**Buddhist:** Columbia Shambhala Meditation Center, Suite 109, Columbia, S.C. 29405.

**Orthodox:** Holy Trinity, Greek Orthodox Church, 30 Race St., Charleston, S.C. Phone: 577-2063.

**Jewish:** Call Jewish Lay Leader: Senior Airman David Winner at 963-2102.

**Islamic:** Al-Jami Ar-Rasheed, 1998 Hugo Ave., Charleston Heights, S.C. Phone: 554-1773.

## Movie schedule

### Admission prices:

Adults/Children -- 99 cents

Any child under 17 years of age requires a parent or adult guardian (21 years old) to purchase an admission ticket for the minor child to view R-rated movies. The ticket office opens 30 minutes prior to start of movie, unless otherwise noted.

**Movie schedules are provided by AAFES. Patrons should call 963-3333 to verify movie titles, running times and start times, which are subject to change.**

### Today, 7:30 p.m.

#### **"Driven" – Sylvester Stallone**

A young, hotshot driver is in the middle of a championship season and is coming apart at the seams. A former champion is called in to give him guidance. **(PG-13) 109 minutes**

### Saturday and June 22, 7:30 p.m.

#### **"The Mummy Returns" – The Rock**

A chain of events finds the corpse of Imhotep resurrected, the mummy Imhotep walks the earth once more, determined to fulfill his quest for immortality. Another force has also been set loose in the world, one born of the darkest rituals of ancient Egyptian mysticism, and even more powerful than Imhotep. When these two forces clash, the fate of the world will hang in the balance, sending the O'Connells on a desperate race to rescue their son before it is too late. **(PG-13) 130 minutes**

### June 23, 7:30 p.m.

#### **"A Knight's Tale" – Heath Ledger**

"If a man believes enough, a man can do anything," a poor thatcher tells his son William. But in 14<sup>th</sup> Century Europe, fortunes are not made they are predestined. One day at a medieval jousting tournament, fate deals the unheralded William a shot. **(PG-13) 132 minutes**



## Off duty--Around town



### Sports:

**Riverdogs:** Next home game, June 25, 7:05 p.m., vs. Columbus. For more information, or for tickets, call 577-DOGS.

**Swamp Foxes:** Next home game, June 23, 7:30 p.m., vs. Columbus. For tickets call 554-6060.

**Battery:** Saturday, 7:30 p.m., vs. Indiana.

**Summerville Speedway:** Father's Day Celebration Saturday, 7:30 p.m. For more information, go to [www.summervillespeedway.com](http://www.summervillespeedway.com) or call 873-3438.

**Boxing:** The Plex, 2390 Aviation Ave., features live professional boxing June 28. The doors open at 7 p.m., and bell time is at 8 p.m. For more information, call 853-8669.

Tickets for sports events, as well as many other attractions in the area, may be available at a discount price for active duty military, reservists, military retirees, Department of Defense civilians and their dependants from the Outdoor Recreation Center. For more information and for prices, call the Information, Tickets and Tours Program at 963-5271.

### Entertainment:

**Karaoke:** The Riverbend Lounge and Grill presents karaoke with Monica tonight and Saturday, 9 p.m.-2 a.m. The Riverbend is located just outside the Dorchester Gate.

**Live music:** The Frogmoores perform today at the Alive After Five weekly concert series, 5-9:15 p.m., Maritime Center, 10 Wharfside Dr. The performance costs \$5 at the door. For more information, call 856-9922.

**Theater:** RiverSong Productions presents the Andrew Lloyd Webber and Tim Rice musical Joseph and the Amazing Technicolor Dreamcoat today and Saturday, 7 p.m., at St. Philip's Episcopal Church, 142 Church St. Tickets are \$10 for adults and \$8 for ages 4-12. For more information,

call 442-2512.

**Live music:** Big Black Building performs Sunday at the Windjammer, Isle of Palms, 3-6 p.m. For more information, call 886-8948.

### Events:

**Basket Workshop:** Learn to weave a traditional egg basket Saturday, 10 a.m.-2:30 p.m., at Old Santee Canal Park, 900 Stony Landing Rd., Moncks Corner. The event is open to ages 16 and up, and costs \$15, or \$13.50 with a park pass. For more information or to register, call 899-5200.

**Turtle Fest:** Cypress Gardens' Father's Day event will feature turtle races, exhibits and more Sunday, 9 a.m.-4 p.m. 3030 Cypress Gardens Rd., Moncks Corner. The event costs \$7 for adults, \$6 for seniors and \$2 for children ages 6-12. For more information, call 553-0515.

**Juneteenth Freedom Festival:** A celebration in honor of the Emancipation Proclamation offers music, fashions, art and food Sunday, 2-8 p.m. in Hampton Park. The event is free. For more information, call 853-1462.

**Cheerleading camp:** The Stratford Cheerleading camp at Stratford High School runs from Monday-June 22, 9 a.m.-noon. Enrollment costs \$40. For more information, call Kathy Knicel at 875-3785.

**Soccer camp:** The Harvest Baptist School, 8310 Dorchester Rd., is sponsoring a soccer camp for boys and girls, ages 8-13, June 25-29, 6-8:30 p.m. The camp costs \$45 and includes a camp t-shirt. Those interested must register by June 21. For more information, call 552-4105.

**Basketball camp:** The Anthony Johnson Basketball Camp offers a chance for boys and girls, ages 5-14, to learn from former College of Charleston Basketball and NBA star Anthony Johnson July 30- Aug. 3 at Porter-Gaud School. For more information, call 556-3006.

**Listings are published on a space-available basis at the discretion of the editor of the *Airlift Dispatch*. Events listed are subject to change without notice. Those interested in attending an event should call ahead to confirm the date and time. To submit an event for *Off duty*, send a fax with all pertinent information and a call-back number to 963-5604 or send an e-mail to [dispatch@charleston.af.mil](mailto:dispatch@charleston.af.mil).**

## Fitness & Sports

# Closing time; fitness center's crew works late for customer satisfaction

**Story and photo by Senior Airman Melanie Streeter**  
*437 AW Public Affairs*

The 437<sup>th</sup> Services Squadron personnel assigned to the Base Sports and Fitness Center work well into the night providing service to customers preferring late workouts.

At 11 p.m. weeknights, the center closes, and a variety of tasks need to be accomplished to secure the building and prepare for the next day's customers.

"A big part of closing is picking up towels," said Senior Airman Danny Quinones, fitness specialist. "I make sure all of the towels on the equipment are fresh and the bottles of cleaning solution full for the morning. After I gather up all of the towels, I put them in the washing machine, and the morning shift turns

the washers on when they get here."

Clean up continues with the locker rooms, Quinones said.

"Locker rooms get really messy sometimes," said Quinones.

For the most part, however, customers using the facility late in the evening tend to know the routine and pick-up after themselves well, Quinones said.

In addition to clean up, the building and its contents need to be secured. Money from the cash register, sports tournaments, locker fees, etc., needs to be deposited in a 24-hour-manned facility to ensure security, said Staff Sgt. Gloria Dalton, fitness trainer.

"The contracted night cleaning crew unplugs the equipment and turns the lights off when they go," Quinones said. "I shut off



**Senior Airman Danny Quinones, 437<sup>th</sup> Services Squadron fitness specialist, tosses towels in the fitness center washing machine.**

the radios and TVs about five minutes before we close, then I have to make sure all of the doors are locked before we go."

Between 11-11:20 p.m., the center's crew locks the front doors and calls it a night.

## Work out tips for shift workers

**By Jason Ham**

*HAWC exercise physiologist*

It has been a question that many of my patients and clients have asked for years. When should I workout? There are a few considerations that everyone should take into account when designing an exercise program.

When is your highest energy level? You want to put a program in place that you can embrace as a lifestyle. If you find yourself to be poorly motivated when you first get out of bed, don't work out then! The chances of adherence to that program are slim to none. Make sure that you get plenty of rest to support your exercise routine.

When do you have your largest meal? One of the biggest problems I have identified with clients is portion control. A typical scenario would be an individual who wakes up and has a sensible breakfast, a rather light lunch, and by dinnertime, they are so hungry they tend to go overboard on the portions of food. If you're like this, I recommend planning exercise prior to the largest meal of the day. Exercise will help to suppress the appetite and will also elevate the metabolic rate.

If you work a mid shift or a swing shift, outdoor activities work really well because they do not involve the use of equipment. Running, walking, rollerblading, and skipping rope are all great examples, as long as the individual is training in the appropriate heart rate zone.