

DISPATCH



AIRLIFT

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437th Airlift Wing, Charleston AFB, SC

Friday, August 30, 2002

Sergeant receives Bronze Star from chief of staff

By STAFF SGT. JASON SMITH
437 AW PUBLIC AFFAIRS

Gen. John Jumper, Air Force Chief of Staff, presented a Charleston AFB sergeant the Bronze Star Medal Thursday at a ceremony here.

Tech. Sgt. John Travis, 437th Fuels Management Flight Support NCOIC, received the medal for his actions March 5 at Gardez Airfield, Afghanistan.

An Air Force MC-130E landed on an austere, abandoned runway in Afghanistan and sank into mud near the end of the strip, said Travis. A team immediately formed to fig-

ure out how to get the aircraft out in a hurry.

One of the group's plans was to remove some fuel from the C-130 to make it lighter. Since Travis was deployed as forward area refueling point specialist, he said it was his job to get fuel from the aircraft onto two Royal Air Force British MH-47 helicopters.



Courtesy photo

An Air Force MC-130E pulls out of a muddy area it was stuck in at an austere, abandoned runway in Afghanistan, as Tech. Sgt. John Travis, 437th Fuels Management Flight walks away.

approximately four hours later to pick the team up, said Travis.

A response team, consisting of aircrew members, security forces personnel and maintenance specialists, was transported via British helicopters to the stuck MC-130E. The helicopters could make one stop to drop the team off, and one stop

"We had to either get the plane out and fly out on it or leave when the choppers came back," said Travis. "We had to be out of there before it got totally dark, or stay overnight. Staying overnight was not an option."

Immediately after arriving at the site, the team came to the conclusion digging the aircraft out would be their best chance for success, said Travis. Everyone jumped in and started working.

"It was a team effort," said Travis. "The (officers) were in there digging with the enlisted. Everybody did

See STAR, page 16



Photo by Airman 1st Class Jason Bailey

Chili cookin'

Airman 1st Class Richard Etterling, 437th Services Squadron food services specialist, prepares chili as part of Tuesday's lunch at the Gaylor Dining Facility.

IDEA Two good ideas save AF money, net Charleston AFB Reserve sergeant, active-duty airman \$10,000 each

By AIRMAN 1ST CLASS AMY PERRY
437 AW PUBLIC AFFAIRS

Two Team Charleston members each garnered \$10,000 recently through the Innovative Development Through Employee Awareness Program.

Master Sgt. Jon Newsom, 315th Maintenance Squadron, and Senior Airman Michael Morris, 437th Operations Support Squadron, are Charleston AFB's most recent recipients.

Newsom, an aircraft fuels system mechanic, has submitted several ideas, but never won \$10,000 before.

"I had cash awards on three or four other things," said Newsom. "I won about \$1,000 total for all of them."

Newsom said his idea involved an aerial refueling receptacle. During in-flight

refueling, the tanker's boom latches onto the aerial refueling receptacle.

"The front section of the receptacle has a sleeve assembly," said Newsom. "Once the boom connects to the receptacle, the sleeve assembly has rubber packings to prevent fuel leaking."

Currently, there are no procedures to change the sleeve, said Newsom. There are only procedures to change the entire receptacle, which costs more than \$55,000. The sleeve, however, only costs \$1,367.

"My IDEA was to change the sleeve assembly," Newsom said. "I had to make sure we could get just the sleeve assembly (separate from the aerial refueling receptacle)."

Newsom said his shop changes about three recep-

tacles a year, coming to a cost of \$165,219. If only the sleeve assembly was changed, it would only cost \$4,101.

"There would be a cost savings of more than \$161,000 a year," said Newsom. "My suggestion identified the fact that we didn't need to change the entire aerial refueling receptacle, just this cheaper part. We needed Air Force direction to be able to do this."

Morris, a loadmaster, submitted his idea to discontinue the use of the C-17's pallet bumpers.

According to Morris's IDEA package, the pallet bumpers are used to protect rails on the aircraft, however, not many crew members actually use the

See IDEA, page 8

COMMENTARY

CSAF meets, greets Charleston AFB airmen

By COL. BROOKS BASH
437 AW COMMANDER

Air Force Chief of Staff Gen. John Jumper delivered our 43rd C-17, production model 90, from the Boeing plant at Long Beach, Calif., Thursday. Gen. Jumper also pinned a Bronze Star on Tech. Sgt. John Travis, 437th Supply Squadron Fuels Management Flight, for his actions earlier this year in Afghanistan. See the story on page 1 for more details.

The CSAF will tour numerous facilities and host a commander's call today. I know the CSAF will be impressed with Team Charleston.

We welcome Command Chief Master Sgt. James Roy and his spouse, Paula, and their twin boys, Caleb and Colby, to Charleston AFB. The chief, who is joining us from the 14th Flying Training Wing, Columbus AFB, Miss., will be at work Tuesday. Please provide a warm welcome to the new command chief when you get a chance.

I enjoyed the Women's Equality Day luncheon Monday. About 100 people attended the event, which celebrated women's equality and suffrage rights. We heard a wonderful motivational speech about women's struggle for equality. The audience was also treated to a special rendition of the Whitney Houston song "I'm Every Woman," beautifully sung by Tech. Sgt. Maria Dillingham-Green and Joyce Taylor.

I also spoke with several airmen at a recent luncheon, after which Airman 1st Class Manuel Ortiz, 437th Medical Support Squadron Medical Logistics Flight, invited me to meet with his supervisor, Staff Sgt. Ernest Walters. I was impressed with Ortiz's enthusiasm, love for his job and great respect for his supervisor. Thanks for showing

me around your work area!

In my visits around the base this week, I toured the outstanding Aero Club facility and met with the staff and Richard McLaren, Aero Club manager. If you have the desire to fly, the Charleston aero club is tops in the Air Force and the most affordable and convenient way to get a private pilot's license.

I also had the great privilege of meeting Randy Westervelt, 437th Civil Engineer Squadron Exterior Electric Shop. Westervelt maintains and repairs the airfield lighting systems that our aircrews rely on. He has worked for CAFB since 1983 and has made daily repairs to this complex network of wires and lights; no easy feat. Read the *Airlift Dispatch* for a future feature article on his outstanding efforts.

To help recognize our outstanding performers and quarterly award winners, the

437th Operations Group will resume incentive flights on a rotating basis for each of the groups beginning in September. About six or seven individuals will be flown on a designated Saturday every month. The flight will give them a chance to sit in the cockpit during a local training mission. Deserving individuals can be nominated through their chain of command.

The Combined Federal Campaign is getting ready to kick off Oct. 1. Our base project officer for the CFC is Capt. Heather Gordon, 437th Mission Support Squadron. Each year the campaign provides financial support to international, national and local non-profit charities. The key to a successful campaign is to provide everyone the opportunity to give.

Also on the horizon is the upcoming the 2002 Airlift/Tanker Association Convention and Symposium to be held at the Opryland Hotel, Nashville, Tenn., Nov. 7-10. We will take about 70 people from the base; check with your respective group now if you are interested in going. The A/TA is dedicated to providing a forum for ensuring American military forces continue to have the air mobility capability required to implement U.S. national security strategy. The convention is sure to have the entire leadership of Air Mobility Command in attendance.

We will transition this Labor Day weekend when the 101 Critical Days of Summer end, and the traditional holiday season begins. Off-duty motor vehicle accidents remain the leading cause of injury and death among Air Force people. Please drive defensively. I ask that of each of you.

Use personal risk management and common sense to safely get through the final critical days of summer and prepare for the upcoming holiday season. Knowing your personal limitations is your first line of defense. Be safe and enjoy your Labor Day weekend!



Photo by Staff Sgt. Richard Kaminsky

Col. Brooks Bash, 437th Airlift Wing commander, and Maj. Dan Baldessari, 17th Airlift Squadron (right) and Lowcountry Chapter Airlift/Tanker Association president, present an A/TA scholarship to Staff Sgt. Sandra Robinson, 17 AS, during a wing staff meeting Wednesday.

AIRLIFT Dispatch

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IN THE NEWS

Base housing seeing renovations to older units

Twelve homes currently being renovated should be completed by December, 137 homes scheduled for facelifts as funding becomes available

STORY AND PHOTO BY
AIRMAN 1ST CLASS AMY PERRY
437 AW PUBLIC AFFAIRS

Charleston AFB military family housing plans to renovate senior NCO, field-grade officer and company-grade officer housing units on the main side of base.

Construction crews are currently renovating 12 model houses, which are due to be completed by December.

Model units consist of one house of each floor plan type in the project, said Deborah Carlton, 437th Civil Engineer Squadron Military Family Housing Flight chief. The houses are renovated first, and are used to establish design and contractor quality standards.

After the model units are complete, the base public will have a chance to view them in a Parade of Homes. Team Charleston members go through every nook and cranny of the home to make sure everything works how it should, said Carlton.

"We'll make changes to the design, such as a door that should open in the other direction, or misalignment of a cabinet door or drawer," said Carlton. "We take their comments and make as many changes as we can, to make the houses more livable, convenient and modern as possible."

Carlton said some residents will be required to move into another MFH unit to empty units in the area needed.

"When starting a renovation process, when you don't have newly renovated places available by rank, you have to move people into units not yet renovated," said Carlton. "We know this is not fair, but in a new project of

this type, we have no other choice since we do not have any renovated houses to move people into."

Carlton said the reason the MFH office moves people into homes not renovated yet is because even if it needs renovation, if it's not hazardous for people to live there, there are Air Force Instructions stating a certain percentage of the homes must be occupied, unless the design process for that house has already started.

"We still have procedures we have to follow," said Carlton. "We can't ignore them because we know it'll be renovated next."

The 137 MFH units to be renovated on base will be split up into groups, called

phases. Any number of homes can be in each phase. Carlton said the numbers of units in each phase depends on what funding the MFH Flight receives for renovations. If they receive enough money for 10 houses, that's how many will be in the phase.

Any type of move between unrenovated and renovated housing is considered a government move, said Carlton.

"You can do a contracted move, or you can do a 'do it yourself' move," said Carlton. "Either way, the government pays for it."

Although people are asked to move from one house to another, no one is forced to move off base.

"When moving people around, we work with each individual family to try to place them as close to certain areas as we can," said Carlton. "Since 1986, we have never forced anyone to move off base, and have always provided another MFH unit. Some people have chosen to move off base instead, but never because we forced them."



Ricky Morgan, an employee of Bob's Electric, wires a model base home for electricity.

Being absent still counts for something

BY LT. COL ED MEMI
437 AW PUBLIC AFFAIRS

The deadline for military members to apply for an absentee voting form to vote in the upcoming Nov. 5 general elections is rapidly approaching.

Team Charleston members wanting to vote must submit a Federal Post Card Application, SF-76, request for registration or absentee ballot before early September. An absentee ballot is required when service members and their spouses live in a state other than that of their legal residence. The easy-to-complete form is available online at www.fvap.ncr.gov or by contacting a unit voting representative.

Forty-two states and territories allow citizens to reg-

ister and request an absentee ballot by submitting a single FPCA. However, other states may require the use of two separate FPCA forms, one to register and a second FPCA to request an absentee ballot.

Generally, the FPCA requests a ballot that should be received by election officials at least 45 days before election day to allow ample time to process the request and mail the ballot.

Capt. Ryan Newman, 437th Medical Group and base installation voting officer, said the process of applying for an absentee ballot only takes about five minutes with a little help from a voting representative.

"All you have to do is fill out a pre-paid postcard and drop it in the mail," said

Newman. "It doesn't cost you anything."

Generally, all U.S. citizens 18 years or older, who are or will be residing outside the United States during an election period, are eligible to vote absentee in any election for federal office. In addition, all members of the Armed Forces, their family members and members of the Merchant Marine and their family members, who are U.S. citizens, may vote absentee in state and local elections.

"It's part of our civic duty to vote," said Newman. "Your vote today equals tomorrow's future."

Armed Forces Voters' Week, held Sept. 1-8, is designed to get the word out about the importance of voting for military members and their families.

Unit voting representatives

437th Logistics Group

437th Aircraft Generation Squadron – Master Sgt. Charles Stamm

437th Contracting Squadron – 2nd Lt. Cliff Bermodes

437th Logistics Support Squadron – 1st Lt. Aaron Rivers

437th Maintenance Squadron – 1st Lt. Clint Fisher and 2nd Lt. Brian West

437th Supply Squadron – 2nd Lt. Kalin Cristofori

437th Transportation Squadron – 2nd Lt. Christopher Haas

437th Medical Group

437th Aeromedical Dental Squadron – Staff Sgt. Vonya Lofties

437th Medical Operations Squadron – Staff Sgt. Angela Jesses

437th Medical Support Squadron – Staff Sgt. Leslie Rector

437th Operations Group

14th Airlift Squadron – Capt. Brady Caldwell and 1st Lt. Chris Riemer

15th Airlift Squadron – 1st Lt. Brian Bucher

17th Airlift Squadron – Capt. Mike Prodeline and 1st Lt. Molly Curland

437th Aerial Port Squadron – 1st Lt. Tom Lessmann

437th Operations Support Squadron – Senior Airman Heather Reid

437th Support Group

437th Civil Engineer Squadron – Airman Jose Castro-Chinchilla

437th Communications Squadron – Airman 1st Class Todd Mingin

437th Mission Support Squadron – Senior Airman Paul Graham

437th Security Forces Squadron – Staff Sgt. Brandi Rich

437th Services Squadron – Master Sgt. Kenneth Brown

Tenant Units

1st Combat Camera Squadron – Vanessa Foreman and Joyce Taylor

373rd Training Squadron, Detachment 5 – Master Sgt. John McBrayer and

Tech. Sgt. Richard Malle

315th Airlift Wing Legal Office – Staff Sgt. Keith Bright

For all other units, call Capt. David Newman at 963-6811.

NEWS BRIEFS

Spotlight

Retirement: The 437th Airlift Wing Command Post is hosting a retirement ceremony for Master Sgt. William Chalifoux today, 12:30 p.m., at the Charleston Club. For more information, call Master Sgt. Theodis Pickett at 963-2331.

Scholarships: The Airlift/Tanker Association awarded scholarships for exceptional performers attending college to Staff Sgt. Sandra Robinson, 17th Airlift Squadron, Staff Sgt. Kenneth Stuart, 315th Aircraft Generation Squadron, and Senior Airman Heather Reid, 437th Operations Support Squadron.

Around the base

Commissary: The Commissary will be open Tuesday, 10 a.m.-7 p.m., in lieu of the Labor Day holiday.

NAHC: The Native American Heritage Committee is scheduled to meet Tuesday, 11:30 a.m., at the Charleston Club. For more information, call 963-6418.

Construction: Access through Batson Avenue at East Jackson Drive will be closed Tuesday, 8 a.m.-5 p.m., due to construction. The detour will be from Gross Avenue or West Jackson Drive to Batson Avenue.

Steak: The Charleston AFB first sergeants are holding a steak lunch Sept. 6, 11 a.m.-1 p.m., at the base picnic area. The \$5 meal will include a rib eye, baked potato, corn and a roll. For tickets, contact a first sergeant.

Silence: There will be a moment of silence Sept. 11, 8:46 - 8:47 a.m., at the Base Chapel and the base flagstaff. Taps will play on the public address system, followed by the lighting of a candle at the Chapel, to signify the start of the event. If unable to attend, take a moment during that time to stop work and be silent.

Golf Tournament: The Charleston chapter of the Air Force Association is sponsoring a golf tournament Sept. 13, 1 p.m., at Wrenwoods

AF Ball: The Air Force Ball 2002 will take place Sept. 7, 6 p.m., at the North Charleston Convention Center. For \$25, attendees will have the opportunity to experience a night of dinner and dancing. For ticket information call Kathy Knichel at 963-5644, or Capt. William Reynolds at 963-6173.

The 437th Transportation Squadron will be providing transportation for the Air Force Ball at the Charleston Convention Center. There will be three pick-up/drop-off spots: the parking lot across from the golf course, Base Exchange parking lot and Hunley Park soccer field parking lot. The pick-up times are 5:45 p.m., 6:10 p.m. and 6:35 p.m. Buses will leave the ball to go back to the parking lots at 9:30 p.m., 10 p.m., 10:30 p.m. and 11 p.m. Call Vehicle Dispatch at 963-4236 and 963-4238 to pre-book a seat on the bus.

Golf Course. The cost is \$15 plus green and cart fees. Sign up by calling Capt. Jeffrey Baltes at 963-3252, or Master Sgt. Janet Osborne at 963-4190.

Stepfamilies: The Family Advocacy Program is offering a five-session Strengthening Your Stepfamily Class beginning Sept. 16. For more information, call Jim Hernandez at 963-6504.

Limestone: Limestone College will have an informational meeting Sept. 18, 6 p.m., for prospective students at the Community Education Center. There will also be a representative on base every

Wednesday, 2-5 p.m. For more information, call 744-1100, or 963-7298 on Wednesday.

Chiefs: The Chief's Group will hold their monthly meeting Sept. 19, 11 a.m., at the Charleston Club.

Fashion Show: The African American Heritage Counsel will host A Night in Fashion Part III Sept. 27, 7-11 p.m., at the Charleston Club. Admission will be \$10 in advance and \$12 at the door. For tickets or more information, contact 1st Lt. Iven King at 963-5436, or Tech. Sgt. Denese Bellamy at 963-2262.

Consignment Shop: The Consignment Shop needs volunteers. Proceeds from the shop go toward college scholarships for military dependents. Their hours of operation are Tuesdays, Thursdays, Fridays and the first Saturday of each month, 10 a.m. - 1 p.m. They will also hold a base-wide yard sale Sept. 28. For more information, call 963-3294.

Health Care: Family members of active-duty sponsors involuntarily separated from military service under honorable conditions, or family members of reserve component members separated after serving on active duty for more than 30 days in support of contingency operations, are eligible to receive transitional health care benefits for 60 or 120 days. For more information, call 1-888-363-2273 or visit www.tricare.osd.mil.

Embry-Riddle: Embry-Riddle Aeronautical University, located in the Community Education Center, is attempting to start a series of six Aviation Maintenance Technology College. For more information, call 767-8912.

Charleston Warrior of the Week



Photo by Airman Stephanie Hammer

Airman Daniel Batman 437th Transportation Squadron

Senior Airman Daniel Batman is a general-purpose mechanic in the 437th Transportation Squadron.

"We work on all Charleston AFB government vehicles, including HUMVEEs and police cars," said Batman. "I do everything an average mechanic does."

After 19 months in the military, Batman has spent time at Port Hueneme, Calif., for technical training in mechanics before coming to CAFB.

"I like the Air Force and how they treat me," said Batman. "The Air Force, its people and its supervisors are awesome."

"I was once told that the chances of getting a good supervisor and a good base are next to none," continued Batman. "Lucky for me I got both."

A native of Dolphin, Va., Batman said he joined the military to get a little direction in his life, and eventually hopes to become a commercial airline pilot after his military career.

"I love flying and being above everything," said Batman. "Flying gives me that total sense of freedom."

In his spare time, Batman plays the guitar and banjo, both of which he taught himself to play.

"I just love picking strings," said Batman.

Overall, Batman said he is satisfied with his job and the quality of his life in the Air Force so far.

"Give me a wrench, and I'm happy," said Batman.

NEWS

Walked a mile in his shoes; A1C judges colonel

STORY AND PHOTO BY
AIRMAN STEPHANIE HAMMER
437 AW PUBLIC AFFAIRS

The idea that commanders spend their days on the green grass of a golf course is a definite misconception, according to Airman 1st Class Brandy Skoofalos, 437th Security Forces Squadron entry controller, who was the first airman to shadow the wing commander Aug. 20.

"I was three steps behind him all day," said Skoofalos. "We went to meeting after meeting, briefing after briefing, and dealt with problem after problem."

According to Col. Brooks Bash, 437th Airlift Wing commander, he had seen this kind of program done at other bases and thought it was a worthwhile program for airmen at Charleston AFB to see how senior leadership operates.

"Airmen can benefit from a program like this by getting insight into their senior leadership and then passing along to their peers what that leadership is doing for them," said Bash.

Even though it was a nice break from her everyday routine, Skoofalos said it definitely was not a day of breaks.

"It was fun, but I don't know if it's

something I could do every day," said Skoofalos. "His schedule is insane. He works very hard all day, and when I got home, I was beat."

According to Skoofalos, Bash covered a lot of ground in one day.

"We ran all over the base talking to people about what they needed and what things needed to be fixed," said Skoofalos. "We even rode ATVs (all-terrain vehicles) around the base doing perimeter checks."

Although following the commander from here to there was a lot of fun, Skoofalos said it was a lot of hard work, too.

"I think I expected to see it a little more laid back," said Skoofalos. "You

would think he has some time for himself, but he doesn't. Everyone wants to tell him about his or her problems.

"He goes from morning until however late he works," continued Skoofalos. "He was still there when I left. The workdays are excruciating. They honestly are."

Working closely together, Skoofalos said she got a real insight to the commander's personality and attitude.

"Even though his schedule was tight, he stopped to talk to airmen at the gate," said Skoofalos. "I think that aspect is very important for leadership at the base.

"Col. Bash is

very human and talks to everyone in a down-to-earth way," continued Skoofalos. "He talks to airmen like he would anyone else."

According to Skoofalos, she had a lot to learn from the program and thinks other airmen will, too.

"I wish every airman could do it," said Skoofalos. "It's a great program and a great way for airmen to see what the top dogs do.

"I don't think airmen are aware of how hard people at (437 AW) headquarters work, because they don't get the opportunity to see it," said Skoofalos. "The program is a good way for airmen who are involved to pass that on to other airmen."

The chain of command is the first step in getting involved in this program, said Bash. Supervisors, who then pass a name along the chain-of-command until it reaches their group commander, nominate airmen. Eventually, it is the group commanders who make the final nomination of their top performers.

Although her time at the headquarters building was an enjoyable one, Skoofalos said she was glad to be back in her patrol car.

"I have a new-found respect for (437 AW) headquarters and the people who work there," said Skoofalos.



Airman 1st Class Brandy Skoofalos, 437th Security Forces Squadron, salutes an officer during entry control duties at the Dorchester Gate. Skoofalos recently followed Col. Brooks Bash, 437th Airlift Wing commander, for a day as his shadow.

IDEA —————
continued from page 1



Photo by Airman 1st Class Amy Perry
Master Sgt. Jon Newsom, 315th Maintenance Squadron, tests the aerial refueling receptacle for leaks. Newsom was awarded \$10,000 for his IDEA to change the sleeve assembly.

bumpers and they mostly just get in the way. His IDEA saved almost \$300,000. This is Morris's second \$10,000 IDEA.

The Air Force IDEA program, now a web-based program, is the successor to the Air Force Suggestion Program, said Master Sgt. Terry Ray, 437th Airlift Wing Manpower office superintendent and IDEA program manager.

Ray said any active-duty members, civilian workers or reservists serving as Air Reserve Technicians are eligible for the program.

To submit an IDEA, Ray said, the person must go the IDEA Web site, https://ideas.randolph.af.mil/pls/ipds/dv_home_page. After the IDEA is sent to Ray, he

then sends it to the squadron's IDEA program point of contact, who nominates an evaluator. The evaluator decides if the idea can work, and either approves or disapproves the idea and sends it back to Ray.

If approved, Ray said sometimes, if it is only a base issue, he could approve the IDEA and the monetary award. If it's a command issue or an Air Force issue, he sends the IDEA up the chain for further approval.

A major part of the CAFB IDEA program is changes to technical orders.

"When members submit corrections or changes to tech orders, the person has

to fill out Air Force Technical Order Form 22," said Ray. "If it is an improvement, it goes through a chain of command at the squadron and is approved or declined. If the AFTO Form 22 is approved, they submit an IDEA, and it's automatically approved."

Even if the IDEA saves no money, members can win \$200 as a minimum, said Ray. If they do save money, it's 15 percent of the first \$100,000, but not more than \$10,000. It's up to the member to find out how much they save, and Ray checks the numbers to make sure it's true. However, if it is a person's job to make improvements, then they can only win 3 percent of the

first \$100,000.

CAFB keeps track of how many IDEAs are received, how many are approved, the tangible benefits, monetary amount awarded and how many people on base submit IDEAs, said Ray.

"In the last three years, CAFB has led Air Mobility Command in the first four categories," said Ray. "A lot of that has to do with the new aircraft. The maintenance squadron submits 70 percent of the IDEAs."

Ray said from January-August, 52 IDEAs have been approved, with a cost savings of more than \$2 million. CAFB members have received almost \$50,000 in awards, with four of them being \$10,000 IDEAs.

Photo of the Week

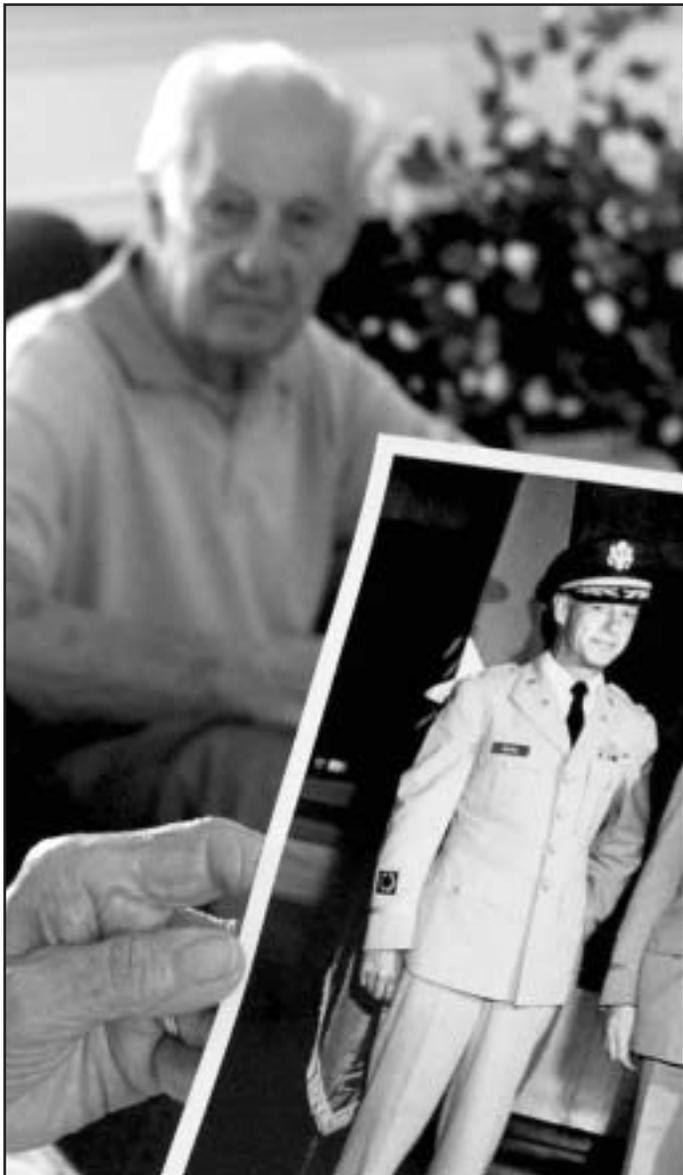


Photo by Staff Sgt. Suzanne Jenkins, 1CTCS

Looking back

Alice Kahl holds a photo of her husband, George Kahl, when he was an active-duty member of the U.S. Army. He served 20 years and retired as a lieutenant colonel. Currently, he attends the Adult Respite Center for daycare at Saint Luke's Church in Summerville, S.C.

Relief may come for stressed fields

Relief may be just around the corner for some of Charleston AFB's critically stressed career fields.

A recent study of all Air Force specialties by career field functional managers, manpower and personnel experts identified 17 "stressed" career fields, said Col. John Vrba, chief of Air Force Competitive Sourcing and Privatization at the Pentagon, in an Air Force Press News release.

"Eventually, all of these stressed career fields will be taken care of, but because of time and money, we are concentrating our efforts on the six most stressed areas first," Vrba said.

Security forces, civil engineering, services and aerial port squadron are some possibly stressed career fields at CAFB, said Peter Kurth, 437th Airlift Wing installation deployment manager.

For example, the Air Force identified about 30,000 new manpower requirements shortly after Sept. 11, with half of those belonging to security forces.

"The increased threat conditions that we were operating under required us to drastically ramp up our force protection efforts," explained Vrba. "As we are returning to a more stable steady-state routine, we are re-examining these require-

ments and believe we will be able to get the security forces requirements down to a few thousand."

Trying to come up with a few thousand people to fill these new requirements is not an easy task, Vrba said.

"Increasing the overall end strength of the Air Force is not an option available to us," said Vrba. "These additional positions will need to be filled from 'in-house' resources."

The Air Force launched its Core Competency Review to find these additional resources.

"The CCR examined all Air Force positions and tried to determine what are the Air Force missions that had to be done by airmen, what tasks are better performed by airmen, and what services do we provide to our customers, the combatant commanders," Vrba said.

The review looked for opportunities to free up airmen from tasks that could easily be done by a federal civilian or contractor.

The study has already identified approximately 2,500 positions that could be converted from military to civilian and 1,000 traditional Reserve positions that

could be converted to full-time Reserve positions.

"We aren't automatically going to convert military or federal employee positions to contract positions," said Vrba. "And we don't have

"Increasing the overall end strength of the Air Force is not an option available to us."

-Col. John Vrba
Air Force Competitive Sourcing
and Privatization chief

any set conversion quotas that we must meet. We simply are trying to take military or federal employees out of missions that they don't need to be doing, and put those same people into jobs that do require military forces or federal employees.

"If we need to keep airmen in positions for wartime requirements, we will," continued Vrba. "However, if we find that having someone else do that job makes more sense, we have just freed up military resources to help our stressed career fields better accomplish the Air Force mission."

Relieving these fields is not something that can be fixed overnight, said Vrba.

Since making changes to the training pipeline takes more than nine months to accomplish, the earliest these fields will start to see an impact is in fiscal 2004.

(AFPN and Airman Stephanie Hammer, 437 AW Public Affairs, contributed to this story)

Safety Awareness Day, 101 Critical Days top priority for CAFB

BY AIRMAN 1ST CLASS AMY PERRY
437AW PUBLIC AFFAIRS

Charleston AFB is kicking off Safety Awareness Day today with unit safety briefings and safety training.

"The wing commander is aware that this is the last weekend in the 101 Critical Days of Summer," said David Luttrell, 437th Airlift Wing Safety Office Ground Weapons Safety chief. "The commander's No. 1 priority is safety, and he's concerned about the safety of the

military and civilian workforce."

Luttrell said the commander wants to have people in their individual units talk about safety issues in and outside of work.

"He wants to emphasize to the workforce at CAFB (that they need) to reflect on the job, the off-duty activities and reinforce risk management," said Luttrell.

Every unit here has developed something for this safety and training day because training and safety go hand-in-hand, said Luttrell.

"Instead of the mass briefing, the

Air Force has decided the way to go is for people to gather in their work center and talk about issues unique to their unit," said Luttrell. "You get more 'bang for the buck' this way."

So far, during the 101 Critical Days of Summer, CAFB has had no deaths, but the mishaps are on the rise, said Luttrell, which matches current trends in the Air Force and Department of Defense.

"The biggest majority of our mishaps that caused injuries are sports and recreational related," said Luttrell. "Since Oct. 1, there have

been 34 total Air Force-wide deaths due to motor vehicle accidents, with all of them occurring off duty. Sixteen of them have been on motorcycles."

Luttrell said members should recognize that Safety Awareness Day isn't punishment.

"If I were on the receiving end of the briefings, the fact that management on this installation is keenly aware that we need to sit down and talk about safety issues would show me how much the management is involved," said Luttrell.

FEATURE

Crew chiefs keep C-17s flying

STORY AND PHOTOS BY AIRMAN 1ST CLASS AMY PERRY
437 AW PUBLIC AFFAIRS

Before the pilots step onto the aircraft, they're there.

When the plane is flying high, they're there.

After the pilots have gone back to the squadrons for debriefings, they're there.

Crew chiefs, dedicated or flying, are the primary maintainers of the Charleston AFB C-17 Globemaster III aircraft. But it doesn't stop there.

"Crew chiefs perform all pre-flight and post-flight inspections," said Master Sgt. Samuel Schmitt, 437th Aircraft Generation Squadron Shark Flight lead production superintendent. "They are also responsible for setting up the aircraft configurations for passengers, pallets or equipment."

Dedicated crew chiefs, Schmitt said, are assigned to a particular aircraft and are responsible for all maintenance on that aircraft.

"(Dedicated) crew chiefs are responsible for any ground handling, servicing, and launch and recovery missions," said Schmitt.

Ground handling and marshalling, Schmitt said, is the use of internationally accepted hand signals to direct the pilot when taxiing the aircraft in congested areas. Once an aircraft is on the ground, any moving or handling that happens without the pilot in the seat, such as towing, is coordinated by the crew chief.

Recovery and launch is everything done to prepare an aircraft for departure or arrival, said Schmitt. They check the engine oil and



Master Sgt. Samuel Schmitt (right), 437th Aircraft Generation Squadron, talks about potential maintenance problems with Maj. Craig Peters (center), 22nd Air Force C-17 Standardization and Evaluations Office, Dobbins ARB, Ga., and Staff Sgt. Richard Gagnon, 437 AGS crew chief.

refuel the aircraft. They also perform post- and pre-flight inspections to identify any problems that might have happened on the last flight, and to make sure there is nothing preventing the aircraft from safely departing.

Charleston has a dedicated crew chief and an assistant dedicated crew chief for every C-17.

"They are generally the first at the aircraft and last to leave," said Schmitt. "The job has to be in your blood. Even with a 12-hour day, they work their 12 hours, and then they turn in their equipment and log everything into the maintenance computer. It usually ends up being a 13- or 14-hour day."

The deployment rate is very high for crew chiefs, Schmitt said. There has to be someone at the deployed location to recover, repair and launch aircraft in addition to the flying crew chief.

Flying crew chiefs deploy with the aircraft and crew down range. They perform any flight-critical maintenance.

"We're the ones in charge of (the aircraft) during its deployment to various locations," said Staff Sgt. Gabriel Baca, 437 AGS Gator Flight hydraulic technician and flying crew chief. "Some of the locations we go to, we're the only maintenance the aircraft has. We're the ones that make sure it's fully mission capable."

Baca said flying crew chiefs are usually fully qualified in many maintenance fields, and they have more experience with the aircraft, due to the three-year requirement, with a particular aircraft to become a flying crew chief.

"It's a volunteer process (to become a flying crew chief)," Baca said. "You submit a package to be approved by your supervisor and commander."

Baca said he's deployed many times as a crew chief, anywhere from two weeks-30 days.

Flying crew chiefs are basically the same as dedicated crew chiefs at a deployed location, said Baca. They refuel the aircraft on ground; they inspect it pre-flight and post-flight. During the flight, there are not many duties, except to assist the loadmaster.

Flying crew chiefs also change tires, fix flight communication problems and fix any discrepancies the pilot may identify, Baca said.

Although being a crew chief means numerous deployments, long days and hard work, Schmitt said crew chiefs get to see their impact on the mission daily.

"When you see a jet take off to go down range, you know you were a major player in that aircraft's ability to support the mission."



Staff Sgt. Gabriel Baca, 437th Aircraft Generation Squadron flying crew chief, re-configures rollers on the floor of a C-17 Globemaster III.

Chapel news

Rosh Hashana

The celebration of Rosh Hashanah, commonly known as the Jewish New Year, begins Sept. 8.



Although there is little similarity between one of the holiest days of the year for Jews and the celebration on Jan. 1 in the United States, there are some common links.

Many Americans use Jan. 1 as a time to address their lives and make resolutions. Likewise, the Jewish New Year is a time of introspection.

Popular practices during Rosh Hashanah include eating apples dipped in honey, walking to flowing water, such as a river, and casting off sins.

Religious services for Rosh Hashanah focus on the concept of God's sovereignty, so work is not permitted during the holiday.

For more information, call Synagogue Emanu-el at 571-3256.

The Base Chapel is located at 107 Arthur Drive. For information, call 963-2536.

Movie schedule

Admission: 99 cents for adults and children.

Any person under 17 years of age requires a parent or adult guardian (a minimum of 21 years old) to purchase an admission ticket for the minor 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.

Tonight, 7:30 p.m.

"K-19: The Widowmaker" – Harrison Ford

This is the true story of the USSR's first nuclear ballistic submarine, K-19. On June 4, 1961, while sailing in the North Atlantic, the crew discovered the cooling system of the reactor had failed, leading to a possible nuclear meltdown. **(PG-13) 138 minutes**

Saturday, 2 p.m.

"Lilo and Stitch" – Animated

Lilo adopts an ugly dog she names Stitch. Stitch would be the perfect pet if he wasn't a genetic experiment that escaped from an alien planet. Lilo helps Stitch learn the ability to care for someone else. **(PG) 85 minutes**

Saturday, 7:30 p.m.

"Men in Black 2" – Will Smith

Kay and Jay reunite to provide the best, last and only line of defense against a sinister seductress who levels the toughest challenge yet to the MIB's untarnished mission statement. **(PG-13) 82 minutes**

Youth supervision changes

Col. David Snodgrass, 437th Support Group commander, recently signed guidelines regarding the supervision of children on Charleston AFB.

"We are sending out the guidelines for general public awareness," said Tech. Sgt. Ken Tobin, 437th Security Forces Squadron. "There are very minor changes, if any, from the previous guidelines.

"A lot of it has to do with the heat," continued Tobin. "We have re-

ceived several calls about children being left alone in cars with the windows rolled up."

These are the minimum guidelines to ensure the safety and well-being of children. Failure to meet the minimum guidelines could result in a referral to Family Advocacy and disciplinary action.

For more information concerning these guidelines, contact Family Advocacy Program Office at 963-6972.

Age	Left in quarters without sitter for two hours or less	Left in quarters without sitter for two hours or more	Left alone overnight	Left outside unattended (to include playing)	Left in car unattended	Authorized to be sitter for siblings	Child sit any children
4 and under	No	No	No	No	No	No	No
5-6	No	No	No	Yes, play ground or yard with immediate access to adult supervision. Children age 6 may walk to school, but only with access to an adult.	No	No	No
7-9	No	No	No	Yes, with access to adult supervision, children 7-9 may walk to school.	No	No	No
10-11	Yes, with ready access (phone number) to an adult supervisor.	No	No	Yes	Yes, keys removed and handbrake set.	Yes, 11 years old or 6 th grade minimum.	No
12-14	Yes	Yes	No, freshmen can be left alone overnight with access to adult sponsor, sponsor must be in local area.	Yes	Yes	Yes	Yes, 12 years old or 7 th grade minimum.
15-high school graduation	Yes	Yes	Yes, minors 16 and older may be left alone for short TDYs or leave, not to exceed five days; some type of adult supervision must be available to make periodic checks.	Yes	Yes	Yes	Yes

Declaration viewing coming

By AIRMAN STEPHANIE HAMMER
437 AW PUBLIC AFFAIRS

Two hundred twenty-five years ago, 13 colonies signed a document laying the foundation for personal freedoms and individual rights, and setting the ideals for human rights in America.

On Sept. 14, an original copy of The Declaration of Independence will be available for a special, private viewing by Air Force and Navy members, 7-9 p.m., at the Old Exchange Building downtown, as part of an eight-day tour to the Low Country beginning Sept. 11.

The three-and-a-half year cross-country Declaration of Independence Road Trip was launched July 3, 2001 at the Jefferson Memorial in Washington, D.C., and will continue until November 2004, undergoing a major tour to large cities and small towns.

The Old Exchange Building downtown will house the broadside declaration during its entire stay, and will be available for viewing to the public from 9 a.m. - 6 p.m.

The declaration has also recently visited the 2002 Winter Olympic Games in Salt Lake City and the Super Bowl in New Orleans.

According to Producer Norman Lear, purchaser of this "Dunlap broadside" copy, and the DOI Road Trip Web site, the goal of the tour is

to bring the "people's document" to more than 35 million young Americans to engage and energize them to participate in civic activism, to exercise their human rights and most importantly, to vote.

In 1989, a Philadelphia man purchased a framed artwork from a flea market for \$4. While inspecting a tear in the painting, the man discovered a Dunlap broadside copy of the declaration. After experts authenticated the document, Lear purchased it for \$8.14 million on an Internet auction.

The Continental Congress adopted Thomas Jefferson's version of the declaration and sent it to the official printer on July 4, 1776, John Dunlap of Philadelphia, who created about 200 broadside copies of the document. The original signed copy resides in the Rotunda of the National Archives Building, Washington, D.C.

The term broadside refers to a type of printing similar to what is referred to as a poster. The average size of a Dunlap broadside is about 20 inches high and 16 inches wide.

Lear's broadside copy of the declaration, framed behind ultraviolet-tinted glass, using acid-free matting in a custom designed bullet-proof, light-weight and climate-controlled case, is one of only 25 broadside copies still remaining today.

(Information from the Declaration of Independence Road Trip Web site at www.independence-roadtrip.org was used in this article.)

STAR — continued from page 1
their part."

According to the narrative of the award package, the area where the team was digging was not very secure.

"It was also reported that fighting was still extremely heavy near Gardez, where Operation Anaconda was still being executed, and that intelligence had lost track of Al-Qaida forces reported moving toward the airfield the previous night," stated the citation. "It was believed that they would still

be near the airfield and that enemy attack of the airfield and aircraft posed a very significant threat."

Another obstacle in the way of moving the C-130 was a large concrete slab blocking the route the aircraft would need to move. According to the package, Travis took chains from the aircraft and attached them to the block. He worked quickly with friendly Afghan personnel and overcame the language barrier to have one of their trucks drag the block about 50 feet away from the proposed path of the aircraft.

The threat of enemy forces in the area turned out to be real, as Travis said a mortar hit the other end of the runway about 2.5 hours into the digging. Two more mortars landed near the area while the team worked frantically to free the aircraft.

"We knew we only had about an hour left, and the mortars were getting closer, so we decided to try to pull it out and see if the digging worked."

The plan worked, and the aircrew was able to pull the plane from the mud. The team boarded and left the area as quickly as they went

in.

"Everything went as smooth as it could have," said Travis. "The (Air Force Reserve) unit that flew the plane did a great, skillful job. They worked the same as the active folks, and everyone pulled together to do what we came to do."

Travis' downplaying of the medal and the incident that led to it is typical of his attitude and work ethic, said Capt. Jason Nulton, 437th Supply Squadron Combat Operations Support Flight commander. Travis always does more than he's expected to do without want-

ing any of the credit.

"He's a reliable NCO who always gets the job done," said Nulton. "He's one of those guys who gets in there, gets dirty and then gives the credit to everyone else. He's just an all-around great NCO."

Travis said he was honored to receive the award, but he was quick to point out other members of the team also received awards.

"That turned out to be a highly-decorated trip," said Travis. "The whole group deserves credit. No one person could have done it without the other."

SPORTS & FITNESS

 **Biathlon coming** 

Charleston AFB getting ready for Olympic-style race

STORY AND PHOTOS BY
STAFF SGT. JASON SMITH
437 AW PUBLIC AFFAIRS

The Fitness and Sports Center is scheduled to hold a biathlon, consisting of a 5K run and 15K bike ride, Sept. 14, 7 a.m., on Charleston AFB.

The event is open to all Team Charleston members, and Jason Ham, Health and Wellness Center exercise physiologist, said this is a great opportunity for those who want to try a biathlon without the hassles of attending an off-base event.

"We want to offer events like these to Team Charleston," said Ham. "We're trying to take our sports and fitness programs to a new level. Maybe we can attract some people who've wanted to try something like this, but didn't want to pay huge entry fees or travel real far."

The event will start in front of the Sports and Fitness Center. Participants will travel on Hill Boulevard toward the flightline where they will run parallel with the ramp and circle back to the gym after running through housing. Ham said the same course is used for most of the base's running events.

The 15K biking portion of the biathlon will be the same course, according to Ham. He stressed that the type of bike used is not important.

"You don't need a \$3,000 bike to be in this," said Ham. "Mountain bikes work great. Basically, anything with two wheels will do."

The biathlon is significantly reduced from an Olympic standard biathlon, but the same detail was put into the transition area, according to Ham. The transition area is so important because the event can be won or lost depending on how long it takes to switch

from running to biking.

"It's like a NASCAR pit," said Ham. "You can go into it in fifth place and come out in first."

"We're setting up saw horses for the bikes," Ham continued. "We want it to be just like a competitive transition area. You shouldn't have to worry about bending down and picking up your bike. You should just jump on and start pedaling."

The transition area will also have water, juice and fruits available for participants, said Ham. After the race, all participants will also receive a T-shirt.

Prior to registering for the event, Ham recommends some type of training program. Individual programs should be tailored to the individual's desires. Ham said any time someone is considering a fitness program, he can put their needs into one of three categories.

"You have cruisers, pacers and racers," Ham said. "Your cruisers are the people who just want to cross the finish line. They don't care about times or if they walk for part of the race or whatever. It's all about finishing."

Pacers are a little more serious about their times and distances, said Ham. They generally time themselves and try to improve, or go a longer distance. They don't train or push quite as hard as racers, but simply finishing isn't enough to drive them.

Racers are those who concentrate on winning, said Ham. Generally, the intensity of their training is much higher and their will to push themselves is greater.

The timeframe of



Jason Ham, Health and Wellness Center exercise physiologist, trains Tech. Sgt. Janet Clayton, 437th Medical Group. Clayton is going through an interval session on a stationary cycle, which closely resembles the type of work she would have to do if on the road peddling.

preparation for the biathlon varies on which category the participant falls in. For instance, Ham said someone who does at least 30 minutes of cardiovascular activity three times per week will need about three weeks to train for the biathlon.

On the opposite end of the spectrum, Ham said those who never do any type of physical activity should sit this one out.

"If you're really lethargic, you shouldn't be in this," said Ham. "It would take about 90-180 days to get you ready. That's time you don't have."

The basic training Ham recommends for the biathlon involves running and cycling five days per week. He said using the facilities at the gym is a good way to get ready, but an actual 5K run and 15K bike ride should be accomplished at least two of the days.

"If you want to pass a chemistry exam, study a chemistry book," said Ham. "It's the same concept. You need to actually get outside and do the biathlon a couple times each week."

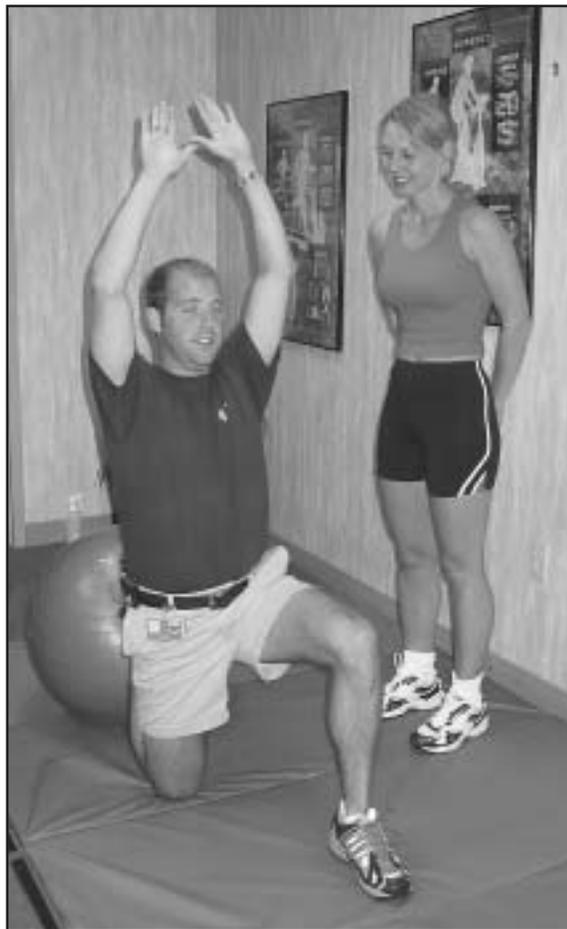
"If you do use the treadmills at the gym, make sure you have it set for a 2 percent grade," continued Ham. "You should do that for at least 30 minutes, followed by 40-60 minutes of stationary cycling."

Before the actual biathlon, Ham recommends a heavy intake of carbohydrates, water and potassium. Items like bananas and dried apricots are high in potassium.

"Replenishing fluids is really important," Ham said. "During or right after the event you're in, Gatorade works great, but you shouldn't train with that all day. Drink water or something like Propel fitness water. We'll have that stuff available to participants at the transition area during the race."

Pre-registration for the biathlon is under way at the Sports and Fitness Center, and the cost is \$7 per participant. There will be registration the same day as the race from 6-7 a.m. The cost for same-day registration will be \$10. The Sports and Fitness Center needs at least 25 people to register by Sept. 7, or the event will be cancelled.

For more information about training for any type of fitness event, call Ham at 963-6023. For more information about the biathlon, call the Sports and Fitness Center at 963-3347.



Jason Ham, Health and Wellness Center exercise physiologist, demonstrates a quadricep/hip flexor stretch using a stability ball as Tech. Sgt. Janet Clayton, 437th Medical Group, learns the stretch.