

ASSOCIATE PRESS

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A Look Inside the Associate Press

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May 2001

McChord's Home Team

Vol. 24 No. 5



This artwork appears on the Air Force's latest print advertising campaign which features the Tuskegee Airmen.

Advertising honors Tuskegee Airmen

Pride in achievement is the message of the Air Force's latest print advertising campaign which features the Tuskegee Airmen — the U.S. military's first black combat flying units.

Full-page ads debuted on the back cover of the April issue of Black Collegian Magazine and in Ebony's annual 100 Most Influential Black Americans issue.

The Tuskegee Airmen were black airmen trained at Tuskegee Army Air Field, Ala., as pilots, navigators, bombardiers and aircraft support people.

The campaign is set to run throughout the year in various national magazines. Each of the ads focuses on the Tuskegee Airmen's contributions to the desegregation of the armed forces and the improved opportunities their efforts provided future airmen. The ads feature historical photographs of the Tuskegee Airmen with accompanying copy highlighting their contributions to the early civil rights movement.



Photo by Chief Master Sgt. Horacio "H.B." Beruti
Tech. Sgt. James McGreaner, 446th Aircraft Generation Squadron, heads away from a taxiing C-130 cargo aircraft after marshaling the aircraft out for its classified mission in Southwest Asia.

Reserve maintainers deploy to SW Asia in support of Operation Enduring Freedom

By Master Sgt. Bud McKay

◆ Wing Public Affairs

Four Air Force Reserve members from the 446th Aircraft Generation Squadron returned to McChord AFB April 14 after serving nearly 50 days in a classified location in Southwest Asia in support of Operation Enduring Freedom. A fifth member of the team, who also left McChord Feb. 25, elected to extend for 45 days at the classified location.

Once there, the team of McChord reservists primarily provided ground support to transient aircrews with a primary mission to recover and launch aircraft in as little time as possible — usually two hours, according to Chief Master Sgt. Horacio "H.B." Beruti,



Photo by Senior Master Sgt. Ernie Clark
After a five-day wait for transportation, Tech. Sgt. Jerry Kallinen, left, and Chief Master Sgt. Horacio "H.B." Beruti, both from the 446th Aircraft Generation Squadron, get comfortable in a C-130 bound for their classified location in Southwest Asia.

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446th Associate Press
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Sunday, May 23 is the deadline for articles in the June issue of the **446th Associate Press**. All articles and photographs must be turned in to the 446th Public Affairs office, Bldg. 1205, Room 210 by 4 p.m.

Wing Commander
 Col. Tom Gisler Jr.

Chief, Public Affairs
 Maj. Anna Sullivan

Public Affairs Officer
 Capt. Tamara Lewis

Editor
 Staff Sgt. Heather Hanson

Staff Writers
 Master Sgt. Bud McKay
 Tech. Sgt. Collen Roundtree
 Staff Sgt. Wendy Pearson

Proof Reader
 Senior Master Sgt. Tom Henry

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All photos are Air Force unless otherwise indicated.

McChord comes full circle with C-141 departure

By Col. Tom Gisler
 ♦ Wing Commander

This month, I had the unique experience of delivering a spanking new C-17 to McChord and then delivering the last C-141 to "the bone yard." The airlift mission at McChord has truly come full circle.



Gisler

It was a great feeling to go to Long Beach, Calif., and meet the people who are building the Globemasters for McChord. The managers and technicians who came out to meet me and the crew were very enthusiastic about what they do and our missions in the aircraft. The aircraft itself, P-84, is the 35th C-17 for the base, and was in pristine condition. It flew perfectly and it was very satisfying to be a part of bringing such a high level of technology to McChord.

On April 9, early in the morning, Col. Paul Selva, 62nd Airlift Wing commander, and I flew the last C-141, tail number 05267, to Davis-Monthan AFB, in Tucson, Ariz., for its final flight. The emotional send off on a chilly, wet Spring morning, brought back lots of memories from my 4,000 flying hours in the jet. It was a very special flight. So many people played a big part in flying, maintaining and supporting the C-141 while it was here. I was proud to represent all the reservists from the 446th who have maintained, supported and flown the C-141 since the '70s.

We are now entering the final phase of the conversion to the Globemaster. The aircraft was designed for the missions we are currently flying. It is a tactical airlifter.

Our crews are bringing the aircraft into austere airfields. They are flying combat missions directly into areas where troops, equipment, and humanitarian relief supplies are needed most.

I am very proud of the way the people of this wing have continued to maintain a high state of readiness in the midst of converting to a new weapons system. The process has put a lot of pressure on everyone, but the aircraft are still loaded, fixed and flown. It is a testament to the professionalism of all of you that the conversion has gone so smoothly.

To the rest of the world, you are making it look easy, but I know otherwise -- it takes great people working very hard.

The wing is also heavily involved in Operation



Photo by Daniel Thompson
Cleo Gisler, wife of Col. Tom Gisler, 446th Airlift Wing commander, helps marshal in McChord's newest C-17 Globemaster III. Her husband was at the controls as the newest cargo jet arrived from Boeing's Long Beach, Calif., plant. Before bringing the C-17 home for the first time, Gisler was at the controls of McChord's last landing in a C-141 Starlifter as it touched down at the bone yard at Davis-Monthan AFB, Ariz.

Enduring Freedom around the globe as well as Operation Noble Eagle and homeland defense here in the United States. Our reservists are activated here and at other locations, and they have blended seamlessly into the active-duty force, in some cases, providing leadership and expertise where they are assigned. Our 446th Security Forces Squadron commander, Maj. Roy Galusha, is currently serving as the 62nd Security Forces Squadron commander and commands a combination of active duty and activated reservists.

The deliveries of a new C-17 and a 35-year-old C-141, a weapons system conversion, and a war on terrorism just illustrate to me how much we have to focus on right now. When all is said and done, it is actually the people of the wing who make the mission happen no matter what the current situation is.

On the move with the 36th and 86th Aerial Port Squadrons

By Tech. Sgt. Colleen Roundtree
and Capt. Tammy Lewis

◆ Wing Public Affairs

Walk into the building shared by the 36th and 86th Aerial Port Squadrons, and it becomes immediately evident that there is a lot of activity here. People are on the move all over the squadron. Whether it's cargo or personnel, movement is what aerial port is all about.



At times it felt like planes were just falling out of the sky. There were planes landing 20 to 30 minutes apart from each other.

McDougall

These aerial porters track and handle millions of pounds of cargo and thousands of passengers in support of operations connected with the war on terrorism and normal day-to-day operations at many different locations around the globe.

Recent deployments found McChord Reserve Aerial Porters in places like Germany, Turkey, Guam, Diego Garcia, Spain, Miami

and augmenting the not so far away 62nd Transportation Squadron here.

SSgt. Jennifer McDougall, an air transportation specialist with the 86th, returned March 6th from a 90-day tour to Incirlik, Turkey. There, she and others completed the tasks necessary to complete missions for both Operation Northern Watch, enforcing the no-fly zone over Iraq, and Operation Enduring Freedom, the war on terror.

"At times it felt like planes were just falling out of the sky," said McDougall. "There were planes landing 20 to 30 minutes apart from each other. We only had two sets of stairs available and all the planes required stairs."

The busy schedule was at it's most hectic at the end of the month and on Patriot days according to McDougall. Patriot days or the "Patriot Express" is the regular influx of troops from the states.

The express flies troops from within the United States to Mildenhall, England, and on to Incirlik. From there, many of them go into Afghanistan. "That was the most humbling and inspiring part of the whole thing," said McDougall. "Knowing they were leaving



Aerial Port Photo

A U.S. Navy catamaran used during rescue operations is loaded onto a C-5 Galaxy at Diego Garcia Navy Support Facility during a deployment in support of Operations Noble Eagle and Enduring Freedom. Reservists from the 36th and the 86th Aerial Port Squadrons had opportunities to load many types of cargo normally not found at McChord onto aircraft of varying types.

their families and headed into Uzbekistan. You just hoped you'd get to see them again."

McDougall typically works in the cargo section of the aerial port, but on this deployment she spent the bulk of her time working in passenger and fleet. It wasn't unusual to process up to 200 people when Patriot Express made its stop, she explained.

When not working 12-plus-hour shifts, McDougall's accommodations consisted of a tent. Four different tents to be exact. Since she ended up moving numerous times while she was there. The accommodations and the location may not have been fancy but McDougall found it inspiring to do her part.

At another location, but living in similar tents, three members of the 36th APS found themselves on a 60-day deployment in Diego Garcia. An island in the British Indian Ocean Territories, Diego Garcia is a 13-mile long island and could be called a tropical paradise. The white, powdery sands, clear blue waters and temperatures in the 80s may sound inviting, but working outside for 12 plus hour shifts in the high humidity environment had its drawbacks.

The three aerial porters spent their time working in the fleet section of the aerial port there, which is something they don't typically get to do at McChord. Learning the new tasks was beneficial even if unpleasant at times. Possibly the most unpleasant task they had to do was emptying the comfort pallet holding tanks of approximately 1,160

aircraft.

"Face it, it's a dirty job, no one really likes to work fleet," said Tech. Sgt. Mark Foster, an aerial porter with the 36th APS. He takes it in stride though adding with a shrug, "you've got to unload that part too."

Tech. Sgt. Joe Pawelka, another aerial porter from the 36th APS, agrees that fleet service, while not glamorous, is still an important part of getting the aircraft mission ready.

When the dirty work was done, some other challenges sailed in. One particular challenge, a catamaran style boat, was loaded onto a C-5 headed back to San Diego, Calif. The sheer bulk of the vessel was what constituted the challenge, according to Pawelka. In fact, the wheelhouse had to be removed from the top of the boat and loaded in front of the catamaran to give the boat a few inches of overhead clearance.

"The craft was still within the weight limit of the 60K loader," Pawelka revealed. "But it hung over each side by four or five feet. There was only a matter of inches on top and on each side to load the massive boat into the C-5. It was about a third as long as the C-5 and almost the same size in width and height."

If new and challenging tasks weren't enough, the sheer volume of activity kept the aerial porters busy. They helped move more than 7,000 people and 21 million pounds

◆ See APS continued on Page 5

SW ASIA

◆ Continued from Page 1

446th AGS superintendent. But before they could even get to work in their location in Southwest Asia, the team found out the hard way that getting there would be half the battle.

“Even though we were needed there, there were literally 30 or 40 other people every day trying to get transportation to our location,” Beruti said. “There were a lot of people moving around the (area of responsibility), but the priority of the area was cargo – they needed the cargo more than people. The planes were packed with cargo, and if there was any room left over, then they’d try and squeeze you in.”

Three times in four days, Beruti and the other McChord reservists were scheduled to fly out for their temporary location. Three times they were bumped for a variety of reasons. Finally, on the fifth day, room was made for them on a C-130 heading to their location for a two-hour flight.

“It wouldn’t have been so bad if it was just us, but man, there were a lot of people like us trying to find any transportation they could,” Beruti said. “There were a lot of people who had been in the hot combat areas and came out to rest and then were trying to get back. While we waited for a ride, we stayed in transient tents and checked in while we waited, so that helped us get acclimated to the conditions and temperatures.”

Once they arrived, the team started working around the clock; two, 12-hour shifts taking one day off every six days. But working on a dirt parking area with temperatures scorching above 100 degrees on the flightline, the team decided to make a change.

“We switched to working five, 12-hour days and then having one day off,” said Senior Master Sgt. Ernie Clark. “Twelve hours a day for six days in combat boots was just too much.”

So the team settled down to their new working schedule. It didn’t matter what their schedule would be, the incoming and outgoing missions piled up.

“We were responsible for not only C-130s but C-141s, C-17s, DC-10s, 747s, L10-11s and a variety of VIP jets,” Clark said. “Our primary focus was working with all the aircrews, host country fuels, fleet, ATOC and PAX terminal people to ensure the aircraft were turned and ready to go.

“We were very busy turning aircraft the entire time – at times almost non-stop.”

During their off time, the McChord reservists hung out watching any of the variety of first-run movies being shown 24 hours a day at a makeshift, two-screen theater, read books at the library, played video games or a wide variety of recreational opportunities.

Clark volunteered to drive a shuttle bus during his off-duty time for aircrews and support personnel. He also found time to volunteer to build a videotape shelf at the Base Exchange during his time off.

“You had to have something to do,” Clark said.

One day of the deployment stuck out more than any other for both Beruti and Clark. That was one day when both shifts marshaled in and out and took care of 23 aircraft and their aircrews.

“The day shift handled 12 aircraft and the nightshift handled 11,” Beruti said. “We would block out one aircraft and there was another one waiting to block in. You have to remember our goal was to recover and launch an aircraft in two hours, but there’s very limited space there – we were able to get the majority of those aircraft back on their way in less than 90 minutes.”

Shaking his head in agreement, Clark added, “We had them parked one after another there for a while – I thought they’d never stop coming.”

The team turned a total of 376 aircraft in their 45-day deployment.

There was one other day that Beruti said impacted him more than any other day while serving in support of Operation Enduring Freedom. This came from an emotional event he witnessed.

“There was a ceremony at one of the aircraft for a British casualty,” Beruti said. “They loaded him onto the back of a cargo aircraft in a very formal and moving ceremony to take him back home. It was a real gut-wrencher to witness.

“But it did remind you of what we were doing there.”

When their time was up, another team of six members from the 446th AGS came in and took their place. With the transportation issue looming over their heads, Beruti said he knew that his team would have to take the first available flight – that popped up two hours after their replacements showed up.

“They had been up traveling for about 24 hours trying to get to our location, but we had to show them everything – where to park the planes, where everything was – in

◆ On the wagon

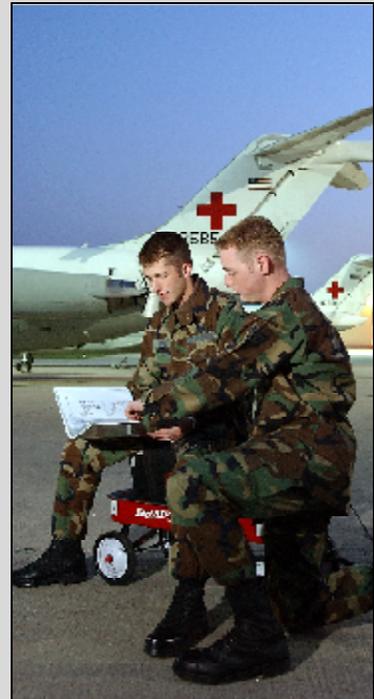


Photo by Master Sgt. Keith Reed
Staff Sgt. Gary Sides (right), an aircraft guidance control specialist and Airman 1st Class Jason Lowe, a crew chief, double check technical data on the C-9 Nightingale before turning the aircraft over to the aircrew at Ramstein Air Base, Germany. The airmen use a little red wagon to haul their technical orders.

less than two hours or who knows when we’d be able to get out,” Beruti said. “It was intense to say the least.”

Beruti said he felt assured the replacement team would find the experience like he did – a very positive one.

“It was a real eye opener to see the way all the different units work together to get the mission done,” Beruti said. “We had everything in the tent city we had back at McChord. The services folks there did a tremendous job at making everyone comfortable with touches of home. Even though the gym was a tent, it had a floor and had all the equipment we do at McChord – just not as much.

“The morale there was very high. Not one time did I hear any of our guys or anyone there complain about the conditions there whatsoever.”

APS deployed

◆ Continued from Page 3

of cargo while deployed.

In another busy place, Andersen AFB, Guam, another aerial porter, Tech. Sgt. Rodney Fernandez, was working hard preparing cargo. His 50-day deployment had him working those same 12 plus hour shifts. No tents here, though. They stayed in military housing. Some days the tents would have been more comfortable as seven people and only one bathroom per house made for tight accommodations.

Fernandez puts broken airplanes on his list as the biggest challenge for this deployment.

"C-5s were the most common aircraft we worked," said Fernandez. "We'd get it all loaded and the plane would be ready to go. Then it would break and we'd have to unload it all and transfer the load to another airplane."

While this was sometimes a huge frustration, Fernandez said the hands-on experience was good. The constant flow of cargo in and out of Andersen made the experience an eye opening one for Fernandez.

That constant flow and volume was the main challenge at another deployed location as well, according to Senior Master Sgt. Michael Rasmussen, an aerial porter with the 36th APS. Rasmussen just recently returned

from a 92-day deployment to Rhein-Main AB, Germany.

Rasmussen explained that prior to the events of Sept. 11, Rhein-Main primarily handled passengers and only relatively small amounts of cargo. The base was downsized after Operation Desert Storm from its role as a main hub for troops and cargo headed into the Persian Gulf area.

"We had the impossible put in front of us," said Rasmussen. The six-person shop that normally operates the terminal had little or no experience with much of the equipment and the amount of personnel and cargo that would be processed over the coming months in support of Operations Noble Eagle and Enduring Freedom.

"They had several inexperienced people," said Rasmussen. "Plus, they went from a six-man shop to a 37-man shop inside of a month. Imagine that for the average staff sergeant. It was overwhelming."

"Between the reserve and the guard, we brought so much to the table as far as leadership, training, knowledge, and experience," said Rasmussen, who served at that exact location during Desert Storm. Three other members of the McChord Reserve Aerial Porters served in Germany during Desert Shield/Storm, two of them with Rasmussen.

Helping a small shop become a major

player in a war-tempo environment was no small task.

The 726th Aerial Mobility Squadron, with help from deployed Air Force members from all around the world, had to process people and cargo from all over the world.

"We handled deployments from Norway, Denmark, Belgium and Britain along with the Germans and the Canadians," said Rasmussen. "The Canadians were the largest group we moved but the Germans were the most challenging because it was a unit that had never deployed out of country before in that large number."

While they were there, the arial porters worked more than 1,630 missions, handled approximately 21,151 tons of cargo and processed nearly 24,000 passengers.

One thing that Rasmussen said made him very proud was to see the troops he and his team helped get down-range later on the David Letterman show.

"That was something that made me proud," said Rasmussen, "When we watched CNN, you would see the guys we sent down there. David Letterman did his top ten using troops down in Kuwait and we recognized seven out of the 10 that we had deployed. They were recognizing the troops for what they were doing – and we were a part of getting them there."

Get on-line, not in line with virtual Military Personnel Flight

By Tech. Sgt. Colleen Roundtree

◆ Wing Public Affairs

Long lines and waiting at military personnel flight customer service counters all over the Air Force world just may be a little shorter from now on.

The Air Force Personnel Center's virtual Military Personnel Flight has launched an interactive web site loaded with information reservists need but could only previously get in person.

You used to just about kiss your lunch hour goodbye if you needed to find out what ribbons you were entitled to wear at the next award ceremony. Now, the same information is a mouse click away on any computer with internet access.

Simply by setting up a secure account at the AFPC web site, www.afpc.randolph.af.mil, reservists can access much of their personnel file and verify its accuracy. There are also ways to change some information without having to pay a visit to the 446th MPF

customer service office.

"It's really a cool site with lots of information," said Tech. Sgt. Lyle Harvey, a member of the 446th Mission Support Squadron's MPF. "I needed a proof of service letter when I was buying a house and was able to get it there."

Before vMPF, Harvey needed to go get a letter and have it signed by the wing commander.

With vMPF, they can also access information about awards and decorations, including a customized picture of how they should be worn. Reservists can also access information about their duty history, reenlistment information, point credit information and promotion information.

"It (vMPF) will save people a lot of waiting to get information," Harvey said, "especially those who only come out here once a month and have to wait for a UTA weekend to get that kind of information."

Not only can reservists review their personnel records, they may also correct some

of the information right there on the web page or receive the necessary forms to correct the information at their customer service counter.

The web site is not limited to military personnel records. VMPF also has an area devoted to Social Security information including forms for recovering or replacing a lost social security account number card.

Although a lot of information is contained on each reservist, there are still things that need to be done in person at the customer service counter. Those include updating DEERS enrollment and changing beneficiaries on the Servicemen's Group Life Insurance plan.

"Periodically checking that information and keeping it up-to-date is very important," said Master Sgt. Clay Henry from the 446th MSS personnel flight. "After all, you wouldn't want a recently divorced spouse to walk away with the \$250,000 in insurance money should anything happen to you."

So, get out of line, get on-line and say hello again to the rest of your lunch hour.



Photo by Senior Airman Matthew Hannen

A row of C-17 Globemaster III aircraft drop-off rations and refuel at a forward deployed location in support of Operation Enduring Freedom. About 60 cargo aircraft flew in and out of the location over a 12-hour period.

Mobility Roadmap

◆ C-17 numbers at McChord may change

By Tech. Sgt. Tonya Keebaugh

◆ 62nd Airlift Wing Public Affairs

Air Force and Congressional leaders met Monday to discuss upgrading the Air Force's aging airlift fleet during the next 15 years. If Congress approves the plan, the Air Force will modernize and retire some existing C-5 Galaxy and C-130 Hercules aircraft, and buy more C-17 Globemaster IIIs to replace the retired transports.

◆ THE PLAN

The plan is called the Mobility Roadmap; it includes the total force of active duty, Reserve and Air National Guard units. More than 50 bases throughout the United States, Germany and Japan may be affected by changes proposed in the plan, including McChord Air Force Base.

"The proposal for McChord is to decrease our C-17 authorization from 48 aircraft to 42," said Col. Paul J. Selva, 62nd Airlift Wing commander. "This proposal is based on the fiscal year 2003 budget."

In fact, Secretary of the Air Force James G. Roche said in a recent visit to Air Mobility Command at Scott AFB, Ill., that the grow-

ing consensus is to continue the acquisition of C-17s and raise the number of aircraft purchased from 180 to as many as 222.

"If it's decided to purchase additional C-17s, the Air Force will work with Congress to adjust the plan accordingly," said Selva.

A lot has happened since McChord began receiving its first C-17s in 1999, one of the biggest being the proposal before Congress now. If approved, seven other bases will join Charleston, Altus and McChord AFBs in housing the C-17.

Elmendorf AFB, Alaska, and Hickam AFB, Hawaii, will both receive eight C-17s; March Air Reserve Base, Calif., and Jackson International Airport, Miss., will both also get eight Globemaster IIIs; Travis AFB, Calif., Dover AFB, Del., and McGuire AFB, N.J., will each get 12 of the aircraft; Charleston AFB, S.C., will receive 46 total aircraft, down from 48, but will remain the largest C-17 base; and McChord is proposed to receive 42, and remain as the West Coast C-17 hub.

The Mobility Roadmap addresses other transport aircraft's futures also.

The plan not only calls for a minimum fleet of 180 C-17s, it also states how the Air Force needs at least 150 new C-130Js. In addition, more than 280 older C-130s will be modern-

ized, as will the best 112 C-5s.

Officials briefed Congress that this would result in an airlift fleet that's 30 percent more reliable, will cost less to operate and maintain, and can carry more cargo directly to where America's warfighters need it.

Col. Brad Baker, special assistant to the director of programs at the Pentagon, said in an Air Force News Service article that one of the key issues facing the Air Force is the recapitalization of its old aircraft fleet.

◆ INCREASED FUNDING

"The aircraft we propose to retire are our oldest and most difficult to maintain," he said in the article. "By retiring these aircraft, we will put money back into the remaining fleets to modernize them within existing resources, as well as free up funding that can be applied toward procuring new aircraft with greater capability."

The proposal could save \$100 million per year that could be used for new aircraft.

The bottom line, Baker said, is the Air Force cannot continue to try to support 40-year-old aircraft at the expense of current and future capability requirements.

"If Congress approves this comprehensive mobility plan, it allows us to modernize the aircraft that make sense to, and buy new aircraft with greater capabilities to support current and future airlift requirements."

As a national resource, Baker said that airlift is always in high demand.

"If Congress gives us the authority to carry out this plan, we can provide the best mix of aircraft and capability to meet this airlift demand, to include homeland defense," Baker said. "We have to acknowledge fiscal reality and the necessity to maintain the existing number of units across the total force of active duty, Reserve and Air National Guard."

◆ AFFECTING MANPOWER

Currently, the active duty and Air Force Reserve forces are projecting no losses in overall manpower, with slots being reallocated to critically needed areas throughout the force. The Air National Guard could add more than 460 positions under the proposal.

Baker said that the plan briefed to Congress is dynamic and will probably change over the next few years, but the Air Force is working hard to keep all affected parties up-to-date. And although the plan reduces the overall number of aircraft, units will end up being more mission capable, said Baker.

◆ Tech. Sgt. Tim Dougherty, Air Force Print News, contributed to this article.

GI Bill, tuition reimbursement improves for reservists

If reservists play their cards right, they can get a lot more out of being in the Air Force Reserve than “extra cash.”

Education benefits are available to military members and their families, if they take a little effort to find them. Benefits range from earning a master’s degree to receiving accreditation for skills acquired while on the job - for free or at a reduced price.



Most colleges will accept at least some of the (CCAF) credits depending on how recent the training was or if it is related to the degree they offer.

Bradley

an associate degree to enlisted people. It offers associate degree programs in five broad career areas: aircraft and missile maintenance, electronics and telecommunications, allied health, logistics and resources, and public and support services.

◆ HOW TO REGISTER

“All enlisted reservists are automatically admitted into the degree program according to their AFSC,” Bradley said. “We can access web progress reports and help reservists determine what courses they would need to finish their degree.”

The college accepts credits for courses completed at regionally accredited civilian colleges and universities. The Air Force Reserve may pay up to 75 percent of tuition for classes.

But CCAF degree seekers may never have to use tuition assistance to get a diploma.

“Reservists get a certain amount of credit for their military training,” Bradley said. “CCAF may also accept up to 30 semester

hours from DANTES testing. It is possible to be awarded the degree without ever taking a college class.”

And the CCAF degree may help reservists when they move on to civilian-degree programs.

“Each college has its own policy on accepting credits,” Bradley said. “Most colleges will accept at least some of the credits depending on how recent the training was or if it is related to the degree they offer. There are even some who will accept the whole degree.”

◆ MONTGOMERY GI BILL

The Montgomery GI Bill, offered through the Department of Veteran Affairs, is probably the best-known benefit to military members. With it, they receive money to defray their cost of living while taking college-level classes, cooperative classes, correspondence courses, apprenticeships, on-the-job training and flying lessons.

“We have access to the VA’s Website,” Bradley said. “And we can show reservists how to contact the VA to determine benefits.”

Under the most recent active-duty program, in which participants must contribute, full-time students receive \$800 per month.

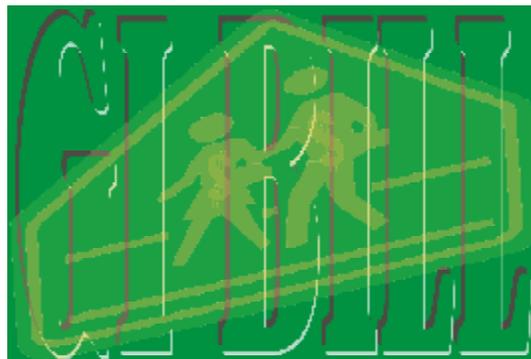
To qualify for the Montgomery GI Bill - Selected Reserve program, reservists must have a six-year obligation to serve in the Reserve and serve in good standing in a drilling Selected Reserve unit or program. The Selected Reserve program pays \$272 per month for full-time students and those enrolled full time in a cooperative program.

In addition to the Selected Reserve GI Bill, there are other bonuses offered to reservists while they are pursuing their degrees or certifications.

◆ ADDITIONAL MONEY

“Enlisted members assigned to critical skills positions may be eligible to receive up to an additional \$350 “kicker” per month,” Bradley said. “This kicker can be used with either their selected reserve or active duty Montgomery GI Bill.”

Reserve college students using the “kicker” to increase their educational benefits need to have the contract signed and presented to the school they are attending with their VA paperwork. The school is not responsible for submitting the kicker information and if the contract is not given to the



school in advance, then students must send the information to the VA on their own

◆ NOT JUST FOR COLLEGE

And just recently, the GI Bill has extended its tuition reimbursement to include “non-traditional” training and education programs.

An apprenticeship or OJT program offered by a company or union provides an alternative to college or vocational school while helping employees gain experience in their chosen field. The active-duty benefit pays \$600 per month for the first six months, \$440 for the second six months and \$280 for the remainder of the program. The Selected Reserve benefit is \$204 the first six months, \$149.60 for the second six months and \$95.20 for the remainder of the program.

“Many veterans are not aware that they can use their GI Bill benefits in on-the-job training and apprenticeship programs with most businesses,” said Georgia Commissioner of Veterans Affairs Pete Wheeler. “These programs are an excellent way to allow a veteran to acquire a skilled occupation under the supervision of a skilled worker in a practical, hands-on way.”

Employers also benefit from the program “because the monetary benefits a veteran receives should motivate that individual to perform at a higher level and in turn enhance business operations,” Wheeler said.

“Veterans typically are experienced, mature and disciplined individuals with positive work habits,” Wheeler said. “They have proven employment histories, learn quickly and follow instructions well.”

A state agency or VA must approve any program offered by a school or company.

For more information, visit the Wing Training office located in Bldg. 1205, Room 118.

◆ **Air Force Reserve Command**
Part one of a two-part series

AMC, U.S. TRANSCOM discuss future with Air Force Secretary

By Staff Sgt. Scott Leas

◆ Air Mobility Command Public Affairs

Secretary of the Air Force James Roche visited Scott AFB, Ill., April 11 to meet with leaders of U.S. Transportation Command and Air Mobility Command and see firsthand how worldwide air mobility forces are launched into action. Roche assessed the commands as tremendous assets to the nation's defense and applauded the efforts of AMC's airlift and aerial refueling contributions to the global war on terrorism. "It's nice to see the incredible group of people who have been managing this operation for month after month and to see the tools they use. Information technology is clearly a major contribution and the exploitation of that technology is really quite remarkable. I'm very impressed," said Roche.

"For the first time in the history of war, this country has fought in a land-locked area where every single thing going in and coming out has gone by air. Food, water, ammunition, troops were all transported by air, and that's really quite incredible."

The secretary noted that both commands have a special role in the global war on terrorism both in Afghanistan and stateside.

"It can be said that TRANSCOM, and the Air Force, have fought two theaters of war at the same time. In fact, the number of sorties flown until recently were very close. 20,000 sorties in the operating area around Afghanistan compared to 18,500 in the United States," said Roche.

He explained that often people are surprised at the degree of stress Operation Noble Eagle has had on both fighter and tanker forces based in the United States.

"TRANSCOM and AMC were under tremendous operational strain fighting two theaters of war

"The president has said that this will be a long-term campaign, and Afghanistan is still a volatile place," said Roche. "I think especially volatile for TRANSCOM and AMC assets. Because on any given day there could be a terrorist who wants to set up and try to knock out one of our aircraft coming in or going out."

While the global war on terrorism is not over, the secretary explained that operations for both Enduring Freedom and Noble Eagle have hit a plateau. Priorities are focusing more on sustainment and rotation. Supply of forces currently based in theater and re-



Photo by Staff Sgt. Jennifer Tovar

A military honor guard greets Secretary of the Air Force James G. Roche during his visit to Scott Air Force Base, Ill., April 11 to meet with leaders of U.S. Transportation Command and Air Mobility Command.

generation of aircraft and people are a high priority now.

"The Air Force is no longer focused on the heavy bombings like we had in Operation Anaconda," said Roche. "Sustainment and rotation is now the major task in OEF. So what is going on there now is not so much the pushing of new stuff forward as much as replenishing, sustaining and rotating airmen as part of the AEF (Aerospace Expeditionary Force)."

Operations supporting Noble Eagle are similarly stabilizing according to Roche.

"In Noble Eagle we have a reduction in the number of aircraft in the air. We are keeping more tankers on alert as we approach a more steady and sustainable state," said Roche.

One of the ways Roche, and the Air Force, is looking to help alleviate some of the long-term stress on the KC-135 and KC-10 aircraft is the possible leasing of 767s. It's their hope this will also accelerate the modernization of AMC's aging tanker fleet.

"Our reasoning for doing this is there is a potential for doing something that is economically very sensible for the Air Force," said Roche.

He said bringing in a new world-class tanker into AMC will drastically reduce the demand for maintenance and depot time as

compared to older aerial-refueling aircraft currently in the Air Force's inventory.

Leasing aircraft has great potential to be economical for the Air Force, explained Roche, because costs are restricted to use of the aircraft and not cost associated with development and testing of new aircraft. "When you lease an aircraft you only start paying for it the moment it shows up on your field. You don't pay for it ahead of time.

"This could save us a lot of money. And we could get them a lot sooner than [if the Air Force were to develop and purchase aircraft], which would not get them in the force until the end of the decade."

Roche also explained that leasing 767s gives the Air Force an opportunity to retire 124 KC-135 E models while also giving AMC and the Air Force the chance to determine if configurations of leased aircraft are acceptable to future tanker purchases.

The Secretary also indicated that modernization and acquisition of airlift capabilities is an Air Force priority saying that there is a growing consensus to continue acquisition of the C-17 and raise the number of aircraft purchased from 180 to as many as 222.

Modernization of other airlift capabilities is also a priority of Roche with a multi-phased C-5 modernization and update to the C-130 fleet.

Computer users first line of defense against unwanted intruders

The Internet is always there, available at the touch of a key. But although the Internet streamlines Air Force Reserve Command business and speeds up communication, it's vulnerable – that is unless computer users protect it.

If users neglect basic security precautions, the Internet capabilities AFRC users need may not be there to carry vital mission information.

Reservists and others throughout the Department of Defense routinely use the Internet despite its vulnerability. The vulnerability is underscored by the number of recent attempts to break into it. In 1999, DOD computer security systems and specialists foiled nearly 22,500 would-be intruders and another 24,500 in 2000.

There is no let up in sight.

Command officials are taking steps to improve the security of data systems to meet the increasing threat.

"AFRC operations depend on information systems," said Lt. Col. Bret Wilson, chief of the operations division in the Headquarters AFRC Directorate of Communications and Information. "It's important that we make sure our systems and the information they contain are available and protected. Our first line of defense is the individual computer user. We depend on users to know their responsibilities."

There's a reason why the Air Force uses terms like first line of defense when it comes to talking about computer security, according to Senior Master Sgt. Chris Ross, chief of the network control center for the 446th Mission Support Squadron.

"The Air Force deemed the local access networks as a weapons system," Ross said. "Sure, we have people in the wing who think they can improve their office computer system by doing what they do on their home computer here. But, just like we have highly specially trained people who work on other weapons systems in the Air Force, we have people who are certified to work on these weapons systems."

Since there are more than 700 computer weapons systems in the wing, Ross stresses the importance of educating the users of the threats and vulnerabilities of using the Internet. Ross said the best thing users can do is visit his office's Website on the Intranet <https://www.mil.afrc.af.mil/446aw/SC/> and educate themselves on computer security issues.

"If any user has a question about using an Internet site or one that they need for the



U.S. Air Force Photo

Air Force technicians and a UNIVAC executive evaluate the UNIVAC I computer system February 1952. The computer took up 352 square feet of floor space and ran at a then-astronomical rate of 2.25 megahertz. With more than 50 years of computer usage, and computers on virtually every desk, the Air Force has had to strengthen its security measures to protect information.

job but the active duty has blocked access to, they should contact their workgroup managers for help," Ross said. "If the question can't be answered there, then we'll follow it up. But if there's anything we need to stress, it would be to do not download any software off the Internet whatsoever. Doing that and scanning every disk for viruses using Norton Symantec software before opening them would prevent a lot of the problems we face every day protecting these weapons systems."

Computer users can also thwart hackers by following these security tips:

- ◆ Use the automatic screen saver feature so the monitor goes dark when you leave your desk.

- ◆ Lock your machine when you walk away from it by selecting Ctrl, Alt, Del and Lock

- ◆ Do not use any unlicensed software on AFRC computers, including programs you may be using on your home computer.

- ◆ Do not download software from the Internet. See your workgroup manager to get the software you need from a secure source.

- ◆ Report any suspicious e-mails or virus warning notices to your workgroup manager. Don't open any suspicious e-mails or attachments.

- ◆ Change your password often, using at least eight characters from three of four groups – uppercase, lowercase, number and

special character. The system automatically enforces a 90-day password change as required by Air Force Instructions.

This last point may be the most important thing computer users can do to help enhance the security of computer systems. To increase the security of passwords in the 446th Airlift Wing, Ross said his office actually controls the last 24 passwords a user has used.

Hackers sometimes use programs to gain access to password-protected information. These programs, which rapidly try various combinations of numbers and letters to figure out a password, can process millions of possible combinations per minute.

The easiest method is to try every word in the dictionary – a relatively simple, quick way to gain access to sensitive information, and unfortunately often successful. It's not much more difficult for hackers to add a number or character to the beginning or end of words. But the process is made much more difficult by adding random letters, numbers, characters and uppercase letters.

A little math illustrates this point. There are about 12 million possible combinations using five letters of the English alphabet. Increasing that to six letters yields almost 309 million possible combinations – an exponentially more difficult task for potential intruders.

- ◆ **Air Force Reserve Command**

◆ Honorary Chief Thomlinson



Photo by Daniel Thompson

Brig. Gen. Bill Thomlinson (Center left) and his wife, Pam (Center right) enter the room as members of the 446th AW Chief's Group prepare to induct him as an Honorary Chief Master Sergeant, April 10. Thomlinson, former wing commander for the 446th Airlift Wing, from Jan. 1995 to Sept. 1996 retired from the Air Force Reserve following the induction ceremony. (Chiefs left to right) Chief Master Sgts. Bettie Williamson, 446th MSS, Roy Sheppard, 446th AGS, Jerry Lewis, 446th AGS, Bill Compton, 446th MXS, Dave Schluttenhofer, 446th AGS, Gloria Bennett, 446th MXS.

has been strictly enforced. Contact Tech. Sgt Cox, AFO Customer Service at 982-3945. (62nd CPTS/FMFC)

Customer Service hours

The hours for 446th Customer Service are Monday-Friday 7:30 a.m. to 4:30 p.m., 7 a.m. to 4 p.m. on UTA Saturdays, and 12 p.m. to 4 p.m. on UTA Sundays. For more information contact Master Sgt. Clay Henry at 982-9094. (446th MSS/DPMSCC)

Special Olympics volunteers

Volunteers are needed for the 2002 Special Olympics events being held May 31 through June 2 at McChord. Forms to volunteer for the event are now available in Customer Service. The forms will be in an accordion file and can be returned to the same file when completed for weekly pickup.

The information can also be emailed to the 446th volunteer coordinator, Tech. Sgt. Mark Cherrix at mark.cherrix@mcchord.af.mil. Please do not send the forms as attachments, just include the information in the body of the email. There are several events on McChord and Ft. Lewis to choose from. Opening and closing ceremonies and all the actual sporting events will be on Ft. Lewis and the Hangar Dance and Victory happenings are scheduled for McChord.

Please sign up as soon as possible and spread the word. For more information email Cherrix or call 982-6619 or call the active-duty coordinator, First Lt. Ferguson at 982-8651 or e-mail at chaney.ferguson@mcchord.af.mil. This is a great opportunity to get involved and contribute some time to one of the biggest events Team McChord supports. Please step up and get involved, you won't be sorry you did. (WSO)

Correction

In an article in the March issue of the *Associate Press* about the end of the C-141 era at McChord, an article incorrectly identified Howard Hanson as an air reserve technician instead of a traditional Air Force Reserve pilot. We apologize for and confusion that resulted from the mistake.

First Duty Station class scheduled

Military Equal Opportunity First Duty Station class is scheduled for Saturday of the May "A" and "B" UTAs. The classes are held in Bldg. 1155 from 8 to 12 a.m. This

class is designed for airmen and officers new to the military or new to the Air Force. For more information contact the MEO office at 982-5939 during the UTA weekends. (446th AW/MEO)

Government Travel Card policy change

In accordance with the 446th AW Wing Commander's Travel Voucher Policy, all Government Travel Card eligible travelers must split disburse lodging, airfare, and rental car charges. Vouchers not meeting the above requirements will be returned by 62nd Travel. Personnel not eligible for a GTC, must be identified in the travel orders.

This 446th policy cannot be waived. Any questions, please contact Mrs. Pamela Batayola at 982-9124. (446th AW/FMA)

TDY travel clarifications

IAW the Joint Federal Travel Regulations and the Joint Travel Regulations, traveler must list the mileage for reimbursement of Privately Owned Vehicles. The traveler must list the lodging and include a receipt for lodging with the voucher regardless of the total cost. Blocks 15e, 15f, 16, and 18 on the DD Form 1351-2 must be completed for lodging and POV mileage reimbursement. April 1, this policy was put in to place and

◆ 446th First Quarter Award Winners

◆ Airman

Senior Airman Lindsay Baynes, 36th APS

◆ Non-commissioned officer

Tech. Sgt. Muriel Tolerico, 446th OSF

◆ Senior Non-commissioned officer

Master Sgt. Charles Buckner, 446th AGS

◆ Officer

First Lt. Lenny Dahlstrom, 446th ALCF

Yellow fever vaccination times

The Immunization Clinic is now open to all reservists who need to get their shot records up-to-date. The immunization clinic is open on UTA weekends.

Hours are 8 a.m. to 11:30 a.m. and 1 p.m. to 3 p.m. on Saturdays and 10 a.m. to 11:30 a.m. on Sundays. Call 982-3519 or 982-5189 for more information. Due to a huge price increase for single dose yellow fever vaccine, the clinic is purchasing multi-dose vials that last only an hour once opened. The yellow fever shot will only be available from 10:30 to 11:30 a.m. on both Saturday and Sunday of each UTA. (446th AMDS)

Family Support job available

Family Support is recruiting reservists for an overage position. Entry qualification can be a Tech. Sgt. in any AFSC with a 7-skill level. Responsibilities for this position include, providing reservists and families assistance and support

before, during and after times of mobilizations, deployment, and separation. Interested members can send or email a letter of interest and a military resume by the March "B" UTA. For more information contact

Degree offered from Clover Park

Clover Park Technical College is offering a new associate's degree in Computer and Information Systems Security. This program will prepare students for A+, Net+, Server+, i-Net+ and Linux+ certifications as well as the Certified Protection Professional from the American Society for Industrial Security. Courses are available day and evenings. Clover Park also offers scholarships. Call 583-8709 for more information. (CPTC)

Home email program

The home email system is up and running. If reservists

are interested in receiving a link to the current Commander's Call Topics online, follow these simple steps. Logon to a military computer. Go to the 446th Airlift Wing Intranet site and click on *446th Home E-Mail Lists*. Enter an email address, choose which list, choose suscribe, then submit. Every two weeks, an emailed link will be sent to subscribers. This link will lead to updated 446th AW information and events posted on the wing Website. (446th AW/PA)

2002 Children's Scholarship Application Online

Scholarship applications for the 2002/2003 academic year from the Federal Children's Scholarship Fund are now available online. The two-page application, along with detailed instructions and a listing of all necessary scholarship requirements can be downloaded by going to www.fedscholarships.org. Completed applications for the 2002/2003 academic year will be due by June 1, 2002. All Scholarship Awards will be announced on or before August 31, 2002.

The Federal Children's Scholarship Fund is a non-profit organization offering college scholarships to the children of current and former federal employees, as well as to the children of active duty and former members of the U.S. military.

Also available for immediate downloading is their free handbook, the 2002 Federal Children's Scholarship Handbook (written specifically for the children of federal employees and members of the military community), that

gives college bound students, and those already in college, a wealth of information about the ins-and-outs of paying for their college education, applying for scholarships, grants and other financial aid packages and programs.

For more details, visit the Federal Children's Scholarship Fund's website at <http://www.fedscholarships.org>. (Federal Children's Scholarship Fund)

Newcomers

Major

Steven Bass, 446th AW

Staff Sergeant

Rebecca Dinkledine, 446th AMDS
Stephen Thomas, 313th AS

Senior Airmen

Veronica Coleman, 446th AMDS
Eric Maland, 86th APS
Chris Smith, 446th AMDS
Todd Blevins, 36th APS
Caleb Ware, 313th AS

Airman First Class

Richard Rodabaugh, 446th AGS

Promotions

Colonel

Dwight Bushue, 446th ASTS
Brian Spencer, 446th OG
John Douglas, 446th LG
Christopher Golob, 97th AS

Staff Sergeant

Wendy Heerspink, 446th AMDS

Airman First Class

Lashaunda Valentine, 446th MSS
Michael Whitney, 446th MXS
Jackson Beard, 446th SFS
Lakesha Hallmon, 446th MSS

Airman

Rex Barber, 446th CES

DID YOU KNOW

Email setup information, drive mapping, WGM, and OCM information is available on the wing's Intranet site <https://wwwmil.afrc.af.mil/446aw>.

446th reservist named 21st citizen soldier of the year

Master Sgt. Theodore Stanley was announced as the 21st annual Howard O. Scott Citizen-Soldier of the Year by the Tacoma-Pierce County Chamber at an April 16 meeting of the Kiwanis Club of Tacoma. In addition to his duties with the 446th Airlift Wing, Stanley is an employee of Tacoma Water at Tacoma Public Utilities.

The Chamber annually recognizes an outstanding local citizen who is also a member of Reserve or the Washington National Guard. The award criteria focus on that person's contributions to the community.

Stanley devotes much of his "free time" to participating in community activities. He was the co-founder and president of Youth Effort Attitude, now Gradual Resource Advancement Development System, a non-profit and self supporting organization that aids in training and developing children and young adults to become productive, self-reliant, citizens and future leaders.

In 1987, he started as a section coordinator for his Tacoma Water's United Way campaign, increasing participation and contributions each year. In 1997, he was a loaned executive to United Way, returning as campaign chair



Photo by Maj. Anna Sullivan

(Left to Right) Col. Tom Gisler Jr., 446th AW commander, Master Sgt. Ted Stanley, 446th LG, and Mr. Kenneth Merry, Tacoma Water. Stanley was awarded the Howard O. Scott Citizen-Soldier Award by the Tacoma-Pierce Chamber of Commerce for his outstanding volunteer contributions.

in 1998 to lead his employer to record contributions, repeated in 1999 when they broke \$100,000.

For the past seven years, he has been a Day of Caring Coordinator, recruiting 20-30 fellow employees to perform eight hours of community service for the Family Counseling Service, the Boys and Girls Club, and the Salvation Army.

He serves as Men's Ministry Leader at Destiny Christian Center, volunteering regularly at Destiny Cares Center in Puyallup, coordinating a weekly breakfast for up to 60 participants. He acts as a discussion leader for week-night Bible studies and facilitates

leadership training every other month.

For eight years, during the Thanksgiving holiday, he teams with former Army buddies to serve more than 4,000 turkey dinners so far.

As an annual Christmas Celebration volunteer, he works with others to serve holiday meals to over 350 families, and provides groceries and gifts to needy families. As a volunteer for Promise Keepers, he was the headquarters manager for the Kingdome event in 1996, and a volunteer recruiter in 1997. He was the coordinator for the Tacoma Dome event in 1998, and a planning

team member for 2001.

As a reservist, he has served as a coordinator for the Washington State Special Olympics as a chaperone, parking lot attendant, game booth barker and assistant to athletes. He is a continual participant in fund raising for the squadron's efforts with Care-and-Share and Make-A-Wish Foundations. He served as president of the Top Three, group dedicated to enhancing quality of life for members of the squadron.

"Our nation is proud of its heritage of citizen-soldiers," said Melanie Dressel, chairperson for the Tacoma-Pierce County Chamber. "Founded as a militia composed of farmers, shopkeepers and citizenry from the frontier colonies, our citizen-soldiers take a justifiable pride in their historical beginnings. They fired the shot heard 'round the world - and have participated in the defense of our freedoms ever since."

This award memorializes Howard Scott who grew up here enjoying many of the things we enjoy. He served his nation when needed during World War II. And, he returned to succeed here as a banker - giving of his time in community service organizations, he was President of the Kiwanis Club of Tacoma and the Chamber's Chairman.

446th Associate Press



The 446th Associate Press is printed for associates like Master Sgt. Kay Eckstrom, 446th ASTS

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